



# Trails and Bikeways Network Assessment

This review of major trail and bikeway planning in Prince George's County over the past 15 years, along with related project lists and maps, recommends next steps for the update of the Master Plan of Transportation.

In 2009, the Prince George's County Planning Department developed the Master Plan of Transportation to provide strategic planning, evaluation, and implementation guidance for the County's growing multimodal transportation network. It defined four sets of core recommendations, with trails, bikeways, and pedestrian mobility as one of the four. To provide more detailed guidance on trail implementation, the Department of Parks and Recreation developed the 2018 Strategic Trails Plan. In 2020, the County Department of Public Works and Transportation (DPW&T), developed a pedestrian and bicycle facility implementation program, known as the Pedestrian and Bicycle Networks Implementation Program.



*Figure 1: Central Avenue Corridor Trail Rendering*

This plan used the most current bikeway facility data to display existing and planned on-road and off-road facilities. Using an interactive map, this plan invited the public to locate and describe further bicycling and walking improvements that they felt were needed. This project includes all planned and existing trails in the County, along with an up-to-date and detailed GIS database with extensive public input and a list of 30 prioritized projects.

In the fall of 2021, M-NCPPC initiated an update of the Master Plan of Transportation (MPOT 2035). One of the key elements of the update includes addressing on-road and off-road bikeways as well as pedestrian accommodations. Building on prior planning efforts and relevant transportation recommendations, MPOT 2035 will serve as the roadmap for a safe and equitable multimodal transportation network.

**A note on terminology:** Most of the planning documents developed to date refer to various types of pedestrian and bicycle facilities as "trails." This memo mostly reflects that terminology. However, the new Master Plan of Transportation will use "Shared-Use Path" instead, along with a host of other terms from the updated Maryland Manual on Uniform Traffic Control Devices.

## Review of Existing Plans

The consultant team reviewed existing countywide plans, GIS data, and related work conducted over the past 15 years.



## 2009 Master Plan of Transportation

The 2009 MPOT contains an extensive chapter on trails titled “Chapter IV: Trails, Bikeways, and Pedestrian Mobility.” The vision for trails and bikeways within the 2009 Master Plan of Transportation was 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” (2009 MPOT). By including bicycle and pedestrian facilities in MPOT, the County would have an opportunity for planned trails and bikeways to be built through a variety of implementation opportunities. Elements of the chapter include:

1. Definitions of bikeway types.
2. 31 policies related to trail and bikeway planning and design
3. A list and map of 219 specific trail and bikeway facility segments that should be considered for implementation (See Attachments 1 and 2)

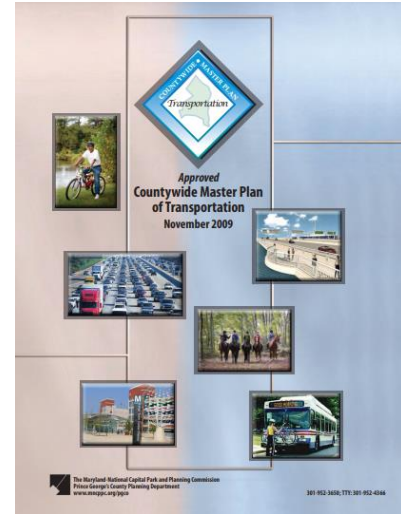


Figure 2: The cover of the 2009 MPOT

The 2009 MPOT sets policy goals surrounding roadways, complete streets, transit-oriented development, and trails, bikeways, and pedestrian mobility. The goals included in the trails, bikeways, and pedestrian mobility chapter are important to acknowledge and understand as they serve as the basis of making informed decisions of what is to be included in MPOT 2035. These policy goals are listed below.

1. Providing a continuous network of sidewalks, bikeways, and trails.
2. Developing a comprehensive and accessible trail network designed to meet the recreational needs of all trail groups.
3. Providing bicycle-compatible road improvements along the Potomac Heritage National Scenic Trail.
4. Improving pedestrian and bicycle access to the existing parkland, natural features, historic sites, and recreational opportunities along the Potomac River corridor from surrounding communities.
5. Accommodating trail connections within this corridor on public parkland and within public roads rights-of-ways.

Each of the goals include several specific policies and most of the policies included specific strategies for implementation.

The trails and bikeways included in MPOT 2035 are important because not only do they represent the County’s long-term priorities for trail design and construction, they also serve as a guide for which facilities must be implemented during the roadway construction and development review process. In addition to the bike facilities included in the 2009 MPOT, small area master plans and sector plans also proposed trails and bikeways.

Identification of specific trail and bikeway facilities in MPOT 2035 sets them up for implementation in a variety of ways, including:

- The real estate development process
- State and County roadway maintenance, reconstruction or new construction projects
- The capital budget process of the Department of Parks and Recreation
- Mitigation for environmental impacts of federally-funded projects
- Municipal or grant-funded projects



- Part of non-transportation utility and infrastructure development projects

## 2018 Strategic Trails Plan

In 2014, the County's General Plan (Plan 2035) revealed overwhelming support for building more trails. It called for a more systematic approach to trail planning, design, and construction. In response, the Department of Parks and Recreation (DPR) produced the Strategic Trails Plan to "provide more detailed guidance related to trail implementation and program development." The plan was developed to guide DPR with respect to trail development and management as well as to create a framework for trail planning and development that can be used countywide. It was approved by the Planning Board in November 2018. The plan:



Figure 3: The cover of the 2018 Strategic Trails Plan

1. Developed an inventory of paved and natural surface trails.
2. Developed definitions and a framework for organizing the various types of trails.
3. Provided formal recommendations that included specific strategies and actions.
4. Identified physical and institutional barriers to trail development and opportunities to overcome such barriers.
5. Assessed policies, practices, and activities related to trails and bikeways maintenance and implementation.

The inventory of existing and proposed trail mileage designated both paved and natural surface trails in the County, along with DPR and non-DPR owned trails. The report noted that there are 333.2 miles in existing trails (120 miles paved and 115.1 miles natural surface). Additionally, there are 725.1 miles of proposed trail additions, (625.4 miles paved and 99.7 miles natural surface). Attachment 3 is a map of existing and proposed trails from the plan.

The 2018 plan also established new terminology for different trail types to allow for different levels of design in different contexts.

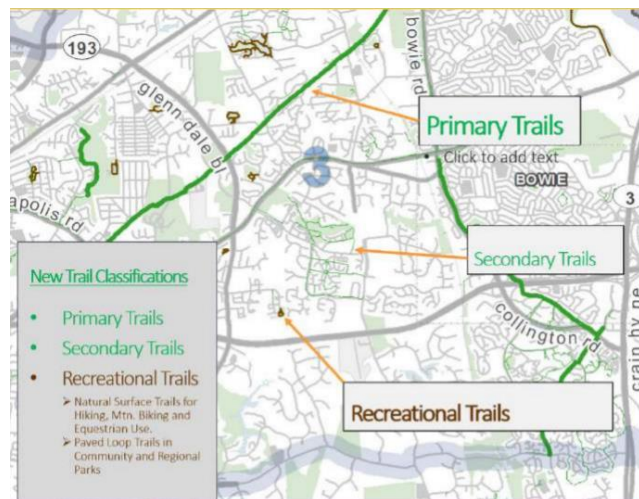


Figure 4: New Trails Classification Map

One of the Strategic Trails Plan's primary contributions was to reclassify off-road trails based upon their function as opposed to their surface type or user mode. The new classification system separates recreation trails from those that are used for transportation and recreation. Shared-use paths that are used for both transportation and recreation are further sub-divided as primary and secondary.



**Primary Shared-Use Paths** are those that provide the highest quality recreation and transportation experience, typically in a greenway or park-like setting, and provide a contiguous network throughout the County. They are part of a regional bicycle and pedestrian pathway system and should link all of the activity centers identified in Plan 2035.

**Secondary Trails** (also shared-use paths) include off-road sidepaths built adjacent to major roadways as basic bicycle and pedestrian accommodations; also path systems within residential communities, and the many spurs and extensions of the primary network provide enhanced connectivity.

**Recreation Trails** include paved-loop trails in parks and other institutional settings, and natural surface (dirt) trails designed for hiking, mountain biking, equestrian use, and/or general access through natural areas.

In addition to providing definitions and frameworks, the Strategic Trails Plan included a variety of recommendations for prioritization, implementation, and long-term network management. It includes the following recommendations and strategies, along with specific action items:

1. Coordinating trail planning and development
  - a. Educate and expand DPR staff working on trails
  - b. Maintain trail planning data.
  - c. Evaluate new park trails opportunities using the criteria like equity and environment
  - d. Undertake targeted trail planning and feasibility studies in stream valleys and underserved neighborhoods.
  - e. Act as a clearinghouse for trail issues and inquiries
  - f. Update the Master Plan of Transportation and formalize design standards for trails.
  - g. Coordinate plan implementation with the Planning Department and ongoing master plans, sectors plans, and real estate development.
  - h. Inform and engage partner agencies in trails development.
  - i. Provide trail development guidance to developers.
  - j. Represent the County with regional and national organizations promoting trail development.
2. Adopting new policies to improve trail implementation
  - a. Adopt new policies at DPR to guide the trail development process.
  - b. Seek changes in County and State regulatory processes to reduce trail development time and cost.
3. Managing the park trail network effectively
  - a. Upgrade trail infrastructure to enhance user experience
  - b. Increase operational services like maintenance coordinators and trail rangers
  - c. Improve public safety communication and coordination
4. Maintaining the park trail network
  - a. Address the backlog of maintenance needs (resurfacing, invasive species removal, etc.)
  - b. Establish comprehensive trail maintenance program
5. Activating the trail network
  - a. Improve trail marketing





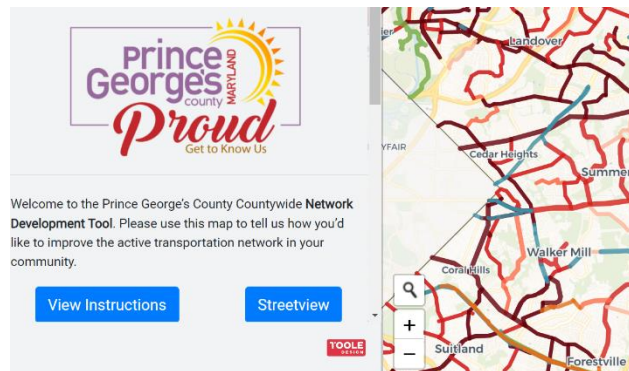
- b. Add educational and training offerings related to trails activities (bike classes).
  - c. Use trail as a venue for more DPR programming.
6. Creating trail partnerships
- a. Grow the community constituencies that support trails (WABA, Anacostia Watershed Society, etc.)
  - b. Develop formal partnerships with municipalities and with the private sector

## 2021 Pedestrian and Bicycle Networks Implementation Program

This effort, headed by DPW&T, “combines current pedestrian and bicycle plans into one updated plan.” The Pedestrian and Bicycle Networks Implementation Program was prompted by high rates of change in the County’s development patterns, demographics, and priorities. This initiative also includes on-road bikeways, but the comprehensive, interactive mapping component includes all existing and planned bikeways in the County.

Through this program, DPW&T was able to identify priority projects that they will fund over the next five years with \$15 million allocated in local funding plus state and federal grants. The planning process resulted in a short list of top tier projects.

1. Public Outreach
2. Existing Conditions Review and Analysis
3. Identify Recommended Projects
4. Prioritization of Projects
5. Project Implementation



After compiling robust existing conditions data, the County created a web-based mapping tool to gather public knowledge on bicycle and pedestrian conditions. This map reflected all relevant plans, studies, and future projects. The prioritization process used four factors used for the scoring and ranking of projects:

1. **Demand:** Prioritizes segments where bicycling can potentially occur daily.
2. **Safety:** Prioritizes segments with a history of bicycle-involved collisions.
3. **Connectivity:** Prioritizes segments that link existing and proposed facilities.
4. **Equity:** Prioritizes segments in active transportation and transit-dependent communities.



After the prioritization process was completed, the resulting rankings were split into three separate tiers to aid in the final project selection process.

The accompanying GIS database associated with this work is a good place to start for the update of the Master Plan of Transportation since it reflects the most updated data and recent and extensive public input. Most of the projects identified in the networks project are also included in the 2009 MPOT. Attachment 4 is a map of proposed trails and bikeways from this program.

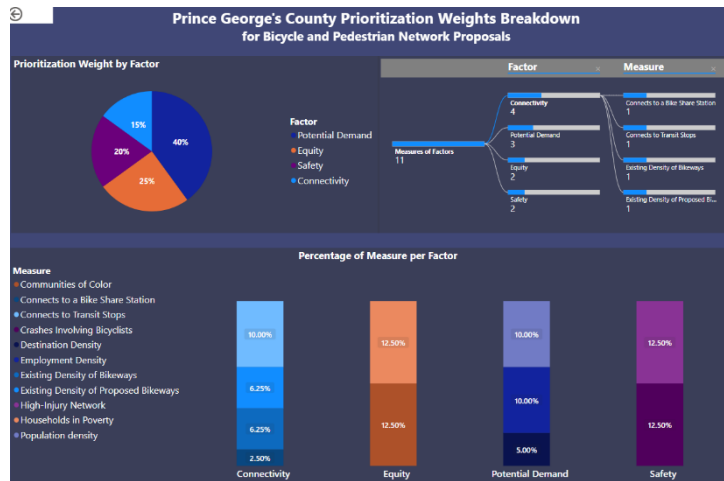


Figure 5: Network Prioritization Weights Breakdown Graph



## Existing and Proposed Trail and Bikeway Mileage

Progress has been made on trail and bikeway implementation since the last Master Plan of Transportation, along with continuous maintenance and improvement efforts.

Below is a table of existing and proposed trails and bikeways based on the three major planning efforts described above.

**Table 1: Existing and Proposed Trails and Bikeways (2021)**

|   | Existing | Proposed | Total Mileage |
|---|----------|----------|---------------|
| Primary Trail (Paved)                   | 65.5     | 293      | 358           |
| Secondary Trails (paved)                | 181      | 115.1    | 333.2         |
| Recreational Trails (Paved and Unpaved) | 153      | 102      | 255           |
| Bike Lanes                              | 63.9     | 33.8     | 97.7          |
| Separated Bike Lanes                    | 0        | 5.8      | 5.8           |
| Totals                                  | 500.5    | 549.7    | 1049.7        |

Source: Prince George's County Department of Parks and Recreation. [numbers undergoing additional verification]

## Initial Public Input

According to the online MPOT survey conducted in January and February 2022, 70 percent of the 255 respondents walk or bike regularly as a mode of transportation. Six percent switched to bicycling during the pandemic. Lack of bike lanes is the biggest factor when asked, "What impacts your current use of active transportation?"

Bicycling and walking also came up during the agency, municipal, and public meetings as well as the Active Transportation Advisory Group meetings conducted as part of this planning process. Some of the themes included:

1. **Maintenance.** There is a general lack of maintenance on existing trails and a lack of clarity on who is responsible for maintenance, particularly on trails along roadways outside the park system. We need a better understanding of who will maintain new trails before we build them.
2. **Geographic equity.** There is a lack of trails and bikeways in the southern part of the County.
3. **Implementation.** We need to build more of the planned trails
4. **Sharrows.** There should be better guidance on when to use shared-lane markings, if ever.
5. **Transit Connections.** We need more trail and bikeway connections to Metro stations.
6. **Protected Bike Lanes.** Add more protected bike lanes and connections to protected bike lanes.
7. **Sidewalks.** Add and repair sidewalks.
8. **Education.** Add more Vision Zero material to driver training materials.



9. **Wayfinding.** Add more, and more consistent, wayfinding signs on the trail and bikeway network.
10. Some specific projects mentioned in the public involvement process include:
  - a. MD 564
  - b. Richie Marlboro Road
  - c. Brown Station Road
  - d. Central Avenue Corridor
  - e. Better connections to the Henson Creek Trail
  - f. Prince George's Connector (to the Metropolitan Branch Trail)

## Next Steps for MPOT 2035

Based on the preliminary review of the existing trails and bikeway work over the past 15 years, the following is the recommended approach to guide the County in the development of the trail and bikeways portion of the 2022 Master Plan of Transportation:

1. Develop a detailed database on the current existing conditions including existing and proposed facilities.
2. Confirm the facility type definitions and framework first identified in the 2018 Strategic Trails Plan. Doing so will allow for consistent language to be used by all County staff, contractors, developers, and stakeholders moving forward.
3. Focus on the future network of all proposed facilities rather than reprioritizing projects. (There have been two major, recent prioritization efforts)
4. Review the 27 policy goals in the 2009 MPOT, update them as necessary, and vet them with the public.

Much has changed in the field of Active Transportation Planning since the 2009 MPOT, as has some of the thinking within the County about which facilities are appropriate for which corridors. There is increased understanding of factors like traffic speed and volume as well as environmental resource sensitivity and racial and economic equity. New national guidelines on facility selection also reflect some of these changes. MPOT 2035 will incorporate these factors as well as all the recent planning work, to create a trail and bikeway for the next two decades.



# Attachment 1

## 2009 MPOT Trail Map



# COUNTYWIDE MASTER PLAN OF TRANSPORTATION

November 2009

## Bikeways and Trails



The Maryland-National Capital Park and Planning Commission  
Prince George's County Planning Department  
[www.mncppc.org/pgco](http://www.mncppc.org/pgco)



Photo courtesy of Oxon Hill Bicycle and Trail Club.

### Complete Streets Policies

**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.

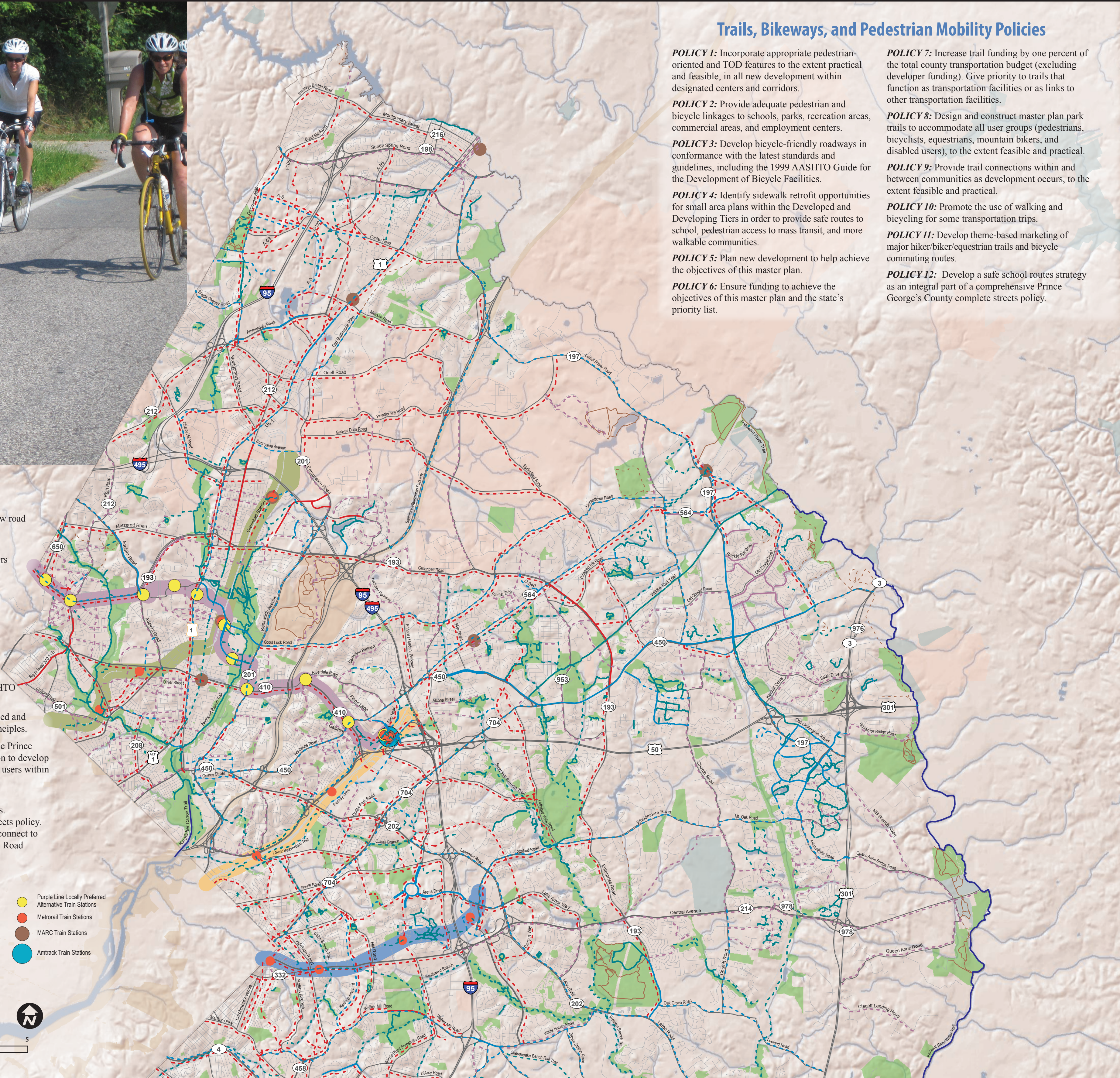
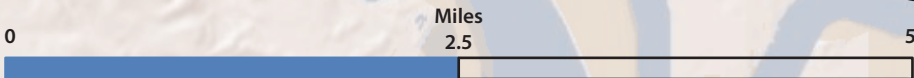
**POLICY 6:** Work with the State Highway Administration and the Prince George's County Department of Public Works and Transportation to develop a complete streets policy to better accommodate the needs of all users within the right-of-way.

**POLICY 7:** Konterra streets and trail system:

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

#### LEGEND

- |   |   |  |
|---|---|--|
| Existing Hard Surface Trails (Hiker/Biker/Equestrian)             | Existing Bike Routes, Shared Use Roads    | Purple Line Locally Preferred Alternative Train Stations |
| Planned Hard Surface Trails (Hiker/Biker/Equestrian)              | Planned Bike Routes, Shared Use Roads     | Metrorail Train Stations                                 |
| Existing Natural Surface Trails (Hiker/Mountain-Biker/Equestrian) | M-NCPPC Parks                             | MARC Train Stations                                      |
| Planned Natural Surface Trails (Hiker/Mountain-Biker/Equestrian)  | State Protected                           | Amtrak Train Stations                                    |
| Existing Sidepaths  | National Park System                      |  |
| Planned Sidepaths   | Federal                                   |  |
| Existing Bike Lanes   | Railroad                                  |  |
| Planned Bike Lanes  | Metro Blue Line                           |  |
| Existing Water Trails   | Metro Green Line                          |  |
| Planned Water Trails  | Metro Orange Line                         |  |
|   | Purple Line Locally Preferred Alternative |  |



### Trails, Bikeways, and Pedestrian Mobility Policies

**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 objectives of this master plan.

**POLICY 6:** Ensure funding to achieve the objectives 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.

**POLICY 11:** Develop theme-based marketing of major hiker/biker/equestrian trails and bicycle commuting routes.

**POLICY 12:** Develop a safe school routes strategy as an integral part of a comprehensive Prince George's County complete streets policy.



# Potomac Heritage National Scenic Trail Policies

**POLICY 1:** Provide bicycle-compatible road improvements along the Potomac Heritage National Scenic Trail on-road bicycle route.

**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.

**POLICY 3:** Work with the National Park Service, the Department of Public Works and Transportation, the 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 Potomac Heritage Trail 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 homeowners association land.

## Interpretative Trails and Long Distance Bicycle Route Policies

**POLICY 1:** Promote and encourage cycling and walking as an alternative to the car for commuting and recreational purposes.

**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.

**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.

**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.

**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.

**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.

**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.

**POLICY 8:** Develop thematic or heritage trails that build upon the historic, cultural, and natural resources in the Port Towns area.

The Maryland-National Capital Park and Planning Commission  
Prince George's County Planning Department  
[www.mncppc.org/pgco](http://www.mncppc.org/pgco)

### LEGEND

- Existing Hard Surface Trails (Hiker/Biker/Equestrian)
- Planned Hard Surface Trails (Hiker/Biker/Equestrian)
- Existing Natural Surface Trails (Hiker/Mountain-Biker/Equestrian)
- Planned Natural Surface Trails (Hiker/Mountain-Biker/Equestrian)
- Existing Sidepaths
- Planned Sidepaths
- Existing Bike Lanes
- Planned Bike Lanes
- Existing Water Trails
- Planned Water Trails
- Existing Bike Routes, Shared Use Roads
- Planned Bike Routes, Shared Use Roads
- THEME TRAILS
- Potomac Heritage National Scenic Trail
- M-NCPPC Parks
- State Protected
- National Park System
- Federal
- Railroad
- Metro Green Line
- Metrorail Train Stations

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# Attachment 2

## 2009 MPOT Project List



## Attachment 2: MPOT 2009 Project List

The table below is the list of projects recommended in the 2009 Master Plan of Transportation. The list will be reviewed and updated, along with accompanying mapping, as part of the MPOT update.

| Table 2: Trail and Bikeway Recommendations |   |  |  |                      |  |   |
|--|---|--|--|----------------------|--|---|
|  | Facility Name<br>(adjoining road, where applicable)     | Facility Type                                  | Project Limits   | Owner                | Master Plan Citation(s) (and year of approval)   | Comments  |
| 1  | Eastern Trail<br>(Peppermill Drive and Karen Boulevard) | Sidepath<br>(hiker/biker)                      | Peppermill Road (Seat Pleasant Drive to MD 214) Karen Boulevard (MD 214 to Walker Mill Road) | DPW&T <sup>4</sup>   | 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 Hill 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<br>(hiker/biker/equestrian)     | Seat Pleasant (near MD 704) to the Patuxent River (near Jug Bay)                             | M-NCPPC <sup>5</sup> | Addison Road Metro Town Center (2000)<br>1985 Equestrian Addendum<br>Westphalia (2007)<br>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. |

**Table 2: Trail and Bikeway Recommendations**

|   | Facility Name<br>(adjoining road,<br>where applicable)         | Facility Type   | Project Limits                       | Owner   | Master Plan<br>Citation(s) (and<br>year of approval) | Comments   |
|---|--|---|--------------------------------------|---------|--|--|
| 4 | Old Gunpowder<br>Road Shared-Use<br>Sidepath and Bike<br>Lanes | Shared-use side<br>path and<br>designated bike<br>lanes | MD 198 to<br>MD 212                  | DPW&T   | ATHA <sup>6</sup> (2001)<br>Subregion I (1990)       | Aneight-foot-widesidepathis<br>recommendedalongthe westsideof<br>Old GunpowderRoad. This trail will<br>complementtheparktrailcompleted<br>paralleltoOld Gunpowder Road<br>through the Cross Creek development,<br>improve access to Fairland Regional<br>Park, and provide a connection to the<br>existing Little Paint Branch Trail and<br>West Laurel. Designated bike lanes are<br>also recommended to safely<br>accommodate faster moving on-road<br>bicycle traffic. This trail will also serve<br>as a segment of the continuous trail from<br>Bladensburg to Laurel that was<br>envisioned in the Anacostia Trails<br>Heritage Area Management Plan. This<br>trail should connect to the existing HOA<br>trails in the West Laurel community. The<br>bike lanes should extend north on Bond<br>Mill Road to Brooklyn Bridge Road.<br>The bike lanes should then extend<br>west to the Montgomery County line<br>and east to the City of Laurel. |
| 5 | Anacostia River<br>Trail Extension                             | Multiuse trail<br>(hiker/biker/<br>equestrian)          | Bladensbur<br>g Marina<br>to DC Line | M-NCPPC | Bladensburg<br>Town Center<br>Plan (2007)            | Extend the Anacostia River Trail<br>along the east side of the Anacostia<br>River from Bladensburg Marina into<br>the District of Columbia. This trail<br>will extend the existing ATHA trails<br>network, provide a future connection<br>to the planned D.C. Riverwalk, and<br>provide for improved trail<br>connectivity between Prince<br>George's County and the existing and<br>proposed trails in the District of<br>Columbia. This project has been<br>funded by the State of Maryland and  |

|   |   |  |                              |                  |   |   |
|---|---|--|------------------------------|------------------|---|---|
| 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 <sup>7</sup> | 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)<br>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<br>Shared-Use Side<br>path and<br>Designated Bike<br>Lanes | Shared-use side<br>path and<br>designated bike<br>lanes | Race Track Road<br>to MD 197 | DPW&T | Bowie and<br>Vicinity<br>(2006) | Provide a side path or wide<br>sidewalk for pedestrians and<br>recreational cyclists, and wide<br>curb lanes, bike lanes, or paved<br>shoulders for on-road<br>bicyclists if practical and<br>feasible. These facilities will<br>accommodate nonmotorized<br>access to MARC and Bowie<br>State University.   |
| 11 | Race Track Road<br>Shared-Use Side<br>path and<br>Designated Bike<br>Lanes   | Shared-use side<br>path and<br>designated bike<br>lanes | MD 450 to<br>MD 197          | DPW&T | Bowie and<br>Vicinity<br>(2006) | Provide a side path along Race<br>Track Road for pedestrians and<br>recreational cyclists, and wide<br>curb lanes, bike lanes, or<br>shoulders for on-road<br>bicyclists. These facilities will<br>accommodate nonmotorized<br>access to MARC and Bowie<br>State University, as well as the<br>church, school and park<br>facilities along these corridors.<br>Segments of Race Track Road<br>have been improved with<br>sidewalk construction and<br>wide curb lanes. |



**Table 2: Trail and Bikeway Recommendations**

|    | <b>Facility Name<br/>(adjoining road,<br/>where applicable)</b>          | <b>Facility Type</b>                                    | <b>Project Limits</b>       | <b>Owner</b> | <b>Master Plan<br/>Citation(s) (and year<br/>of approval)</b> | <b>Comments</b>  |
|----|--|---|-----------------------------|--------------|---|--|
| 12 | Old Maryland 450<br>Shared-Use Side path<br>and Designated Bike<br>Lanes | Shared-use side<br>path and<br>designated bike<br>lanes | MD 197 to<br>MD 450         | DPW&<br>T    | Bowie and Vicinity<br>(2006)                                  | Develop trails and/or wide<br>sidewalks and designated bike lanes<br>along old MD 450 from Bowie to<br>the West Bowie Village if practical<br>and feasible. This will provide for<br>safe and convenient pedestrian and<br>bicycle access to the West Bowie<br>Village from Bowie Main Street. These<br>facilities will also connect to the<br>recently completed trail along the<br>former MD 450 right-of-way east of<br>MD 197. |
| 13 | Church Road<br>Bikeway   | Paved<br>shoulders                                      | MD 450 to<br>MD 214         | DPW&<br>T    | Bowie and Vicinity<br>(2006)                                  | This bikeway will be<br>accommodated with six- foot-<br>wide asphalt shoulders with<br>side path construction at major<br>intersections.   |
| 14 | Church Road<br>Shared-Use Side<br>path                                   | Shared-use<br>side path                                 | MD 214 to<br>Oak Grove Road | DPW&<br>T    | Bowie and Vicinity<br>(2006)                                  | An eight-foot-wide side path will<br>accommodate nonmotorized<br>transportation along the portion of<br>Church Road through the Oak<br>Creek Club development.   |

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| 15 | Oak Grove Road<br>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/<br>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<br>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<br>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<br>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.   |

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| 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.  |

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| 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)<br><br>Glenn Dale-Lanham-Seabrook and Vicinity (1993) | Provide continuous bicycle and pedestrian <del>improvements</del> 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. |
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**Table 2: Trail and Bikeway Recommendations**

|    | <b>Facility Name<br/>(adjoining road,<br/>where applicable)</b>     | <b>Facility Type</b>                              | <b>Project Limits</b>                | <b>Owner</b> | <b>Master Plan<br/>Citation(s) (and<br/>year of approval)</b> | <b>Comments</b>   |
|----|---|---|--------------------------------------|--------------|---|---|
| 27 | Prospect Hill Road<br>Sidewalk and<br>On-Road Bicycle<br>Facilities | Sidewalks and<br>on-road<br>bicycle<br>facilities | Hillmeade<br>Road to MD<br>953       | DPW&T        | Bowie and<br>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<br>Shared-Use Side path                           | Side path   | Hillmeade Road to<br>Chestnut Avenue | DPW&T        | Bowie and<br>Vicinity (2006)                                  | This trail will provide multimodal access to Old Town Bowie and other residential communities.  |
| 29 | Iverson Street<br>Sidewalks and<br>Designated Bike<br>Lanes         | Sidewalks<br>with<br>designated<br>bike lanes     | Branch Avenue<br>to Iverson Place    | DPW&T        | Branch Avenue<br>Corridor, MPOT<br>(new<br>recommendation)    | These improvements will enhance access to several commercial areas, the Hillcrest Heights Library, and Hillcrest Heights Elementary School.   |

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| 30 | Silver Hill Road<br>Sidewalks and<br>Designated Bike<br>Lanes | Sidewalks<br>with<br>designated<br>bike lanes | Branch Avenue to<br>Walker Mill<br>Road      | SHA       | Branch<br>Avenue<br>Corridor,<br>MPOT (new<br>recommendatio<br>n) | These improvements will<br>enhance access to the Suitland<br>Metro, the Suitland Federal<br>Center, several commercial<br>areas, and Francis Scott Key<br>Elementary School. Sidewalks<br>exist along many segments of<br>Silver Hill Road. Existing<br>sidewalks are narrow and<br>placed immediately behind the<br>curb. Sidewalks should be at<br>least six feet wide and be<br>incorporated into a pedestrian-<br>friendly streetscape with<br>amenities and safety features. |
| 31 | 52nd<br>Place<br>Bikeway                                      | Shared-use<br>roadway                         | Edgewood<br>Road to 53rd<br>Avenue           | Municipal | MPOT (new<br>recommendatio<br>n)                                  | This shared-use roadway will<br>provide access to the<br>Greenbelt Metro.   |
| 32 | 53rd Avenue<br>Bikeway  | Shared-use<br>roadway                         | Edgewood<br>Road to 53rd<br>Avenue           | Municipal | MPOT (new<br>recommendatio<br>n)                                  | This shared-use roadway will<br>provide access to the<br>Greenbelt Metro.   |
| 33 | Lackawanna Street<br>Bikeway                                  | Shared-use<br>roadway                         | US 1 to<br>Greenbelt<br>Metro                | Municipal | MPOT (new<br>recommendatio<br>n)                                  | This shared-use roadway will<br>provide access to the<br>Greenbelt Metro.   |
| 34 | St. Barnabas Road<br>Sidewalks and Bike<br>Lanes              | Sidewalks<br>with<br>designated<br>bike lanes | Silver Hill<br>Road to<br>Livingston<br>Road | DPW&T     | Branch Avenue<br>Corridor, MPOT<br>(new<br>recommendation)        | Provide continuous standard or<br>wide sidewalks with designated<br>bike lanes. Pedestrian amenities<br>and safety features should also<br>be included as part of any<br>frontage improvements or road<br>improvement projects. Any<br>comprehensive improvement<br>projects should include<br>discussions with area businesses<br>to consolidate access points in  |

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| 35 | Adelphi Road<br>Continuous<br>Sidewalks and<br>On-Road Bicycle<br>Facilities                | Continuous<br>sidewalks and<br>on-road bicycle<br>facilities               | MD 193 to<br>MD 410                               | DPW&T       | Gateway Arts<br>District (2004) | Continuous sidewalks and on-<br>road bicycle facilities are<br>needed along this road to<br>enhance multimodal access to<br>the Prince George's Plaza<br>Metro Station. Right-of-way<br>constraints may prohibit bike<br>lanes, but wide outside curb<br>lanes should be considered.<br>Crosswalk improvements and<br>other pedestrian safety<br>features may be appropriate at<br>some locations. |
| 36 | Jamestown Road<br>Shared-Use Side<br>path/<br>Wide Sidewalk and<br>Designated Bike<br>Lanes | Continuous side<br>path/wide<br>sidewalks with<br>designated bike<br>lanes | Queens Chapel<br>Road (MD<br>500)<br>to Ager Road | DPW&T       | Gateway Arts<br>District (2004) | Provide a wide sidewalk or<br>side path with designated<br>bike lanes along both sides<br>of Jamestown Road to<br>provide safe multimodal<br>access to the West<br>Hyattsville Metro Station if<br>practical and feasible.<br>Adequate lighting and<br>crosswalk facilities should<br>also be included.  |
| 37 | Hamilton Street<br>Continuous<br>Standard or Wide<br>Sidewalks                              | Continuous<br>standard or<br>wide<br>sidewalks                             | Ager Road to<br>Magruder<br>Park                  | Hyattsville | Gateway Arts<br>District (2004) | Continuous sidewalks, pedestrian<br>safety features, and other<br>pedestrian amenities are needed<br>along this pedestrian route to the<br>West Hyattsville Metro Station.   |

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| 38 | 38 <sup>th</sup> 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)<br>West Hyattsville TDDP (2006)<br>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**

|    | <b>Facility Name<br/>(adjoining<br/>road, where<br/>applicable)</b> | <b>Facility Type</b>                           | <b>Project Limits</b>                               | <b>Owner</b> | <b>Master Plan<br/>Citation(s) (and<br/>year of approval)</b>                 | <b>Comments</b>   |
|----|---|--|---|--------------|---|---|
| 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)<br><br>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)<br><br>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               | 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.   |

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| 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 28 <sup>th</sup> 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)<br><br>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)<br><br>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.   |

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| 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**

|    | <b>Facility Name<br/>(adjoining<br/>road, where<br/>applicable)</b>   | <b>Facility Type</b>                         | <b>Project Limits</b>                | <b>Owner</b> | <b>Master Plan<br/>Citation(s) (and<br/>year of approval)</b>      | <b>Comments</b>  |
|----|---|--|--------------------------------------|--------------|--|--|
| 52 | Allentown<br>Road (MD<br>337)<br>Sidewalks<br>and<br>Designated<br>Bike Lanes                                       | Sidewalks<br>and<br>designated<br>bike lanes | Suitland<br>Parkway to<br>MD 5       | SHA          | Henson Creek-<br>South Potomac<br>(2006)                           | These facilities will provide pedestrian and bike access to several commercial areas from surrounding residential communities.   |
| 53 | Allentown<br>Road (MD<br>337)<br>Sidewalks<br>and<br>Designated<br>Bike Lanes                                       | Sidewalks<br>and<br>designated<br>bike lanes | Steed Road<br>to Old Fort<br>Road    | DPW&T        | Henson Creek-<br>South Potomac<br>(2006)<br><br>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<br>Road (MD<br>414)<br>Sidewalks<br>and<br>Designated<br>Bike Lanes                                       | Sidewalks<br>and<br>designated<br>bike lanes | MD 210 to<br>Livingston<br>Road West | DPW&T        | Henson Creek-<br>South Potomac<br>(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<br>Road (MD<br>414)<br>Sidewalks,<br>Designated<br>Bike Lanes<br>and Pedestrian<br>Safety<br>Improvements | Sidewalks<br>and<br>designated<br>bike lanes | MD 210 to<br>St.<br>Barnabas<br>Road | SHA          | Henson Creek-<br>South Potomac<br>(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  |

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| 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 Lynnalán 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.   |

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| 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 Fort Village Shopping Center. |

**Table 2: Trail and Bikeway Recommendations**

|    | <b>Facility Name<br/>(adjoining road,<br/>where applicable)</b> | <b>Facility Type</b>                                | <b>Project Limits</b>   | <b>Owner</b> | <b>Master Plan<br/>Citation(s) (and year<br/>of approval)</b>   | <b>Comments</b>   |
|----|---|---|---|--------------|---|---|
| 63 | Auth Road<br>Sidewalk and<br>Bikeway<br>Improvements            | Sidewalks and<br>on-road<br>bicycle<br>improvements | MD 337 to MD 5  | DPW&T        | Henson Creek-South<br>Potomac (2006)—<br>outside the Beltway<br><br>MPOT (new<br>recommendation—<br>inside the Beltway                        | Continuous sidewalks, on-road<br>bicycle improvements, and<br>pedestrian safety features are<br>needed along this major road<br>connection to the Branch<br>Avenue Metro. Auth Road also<br>serves as a connection to Metro<br>from surrounding communities.  |
| 64 | Livingston Road<br>Sidewalks and<br>Designated Bike<br>Lanes    | Sidewalks<br>and<br>designated<br>bike lanes        | MD 210 in<br>Forest Heights<br>to MD 210 at<br>Kerby Hill<br>Road | DPW&T        | Henson Creek-South<br>Potomac (2006)—<br>outside the Capital<br>Beltway<br><br>MPOT (new<br>recommendation)—<br>inside the Capital<br>Beltway | These facilities will provide<br>pedestrian and bike access to<br>Oxon Hill Plaza and<br>Glassmanor Community<br>Park.  |
| 65 | Cattail Branch Stream<br>Valley Trail                           | Multiuse trail<br>(hiker/biker/<br>equestrian)      | Glenarden<br>Parkway to<br>Beaverdam<br>Creek                     | M-NCPPC      | Landover and Vicinity<br>(1993)   | This trail can be implemented<br>as a stream valley trail and a<br>side path along Barlowe<br>Road extended. Where the<br>trail is implemented in<br>conjunction with Barlowe<br>Road extended, an<br>attractive and inviting<br>streetscape is recommended<br>with appropriate pedestrian-and<br>trail-related amenities that<br>highlight the Cattail Branch and<br>surrounding open space. This<br>trail/greenway should include<br>connections to surrounding<br>schools and neighborhoods.<br>Upon its completion along its<br>entire length, this stream valley<br>trail will provide access to |

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| 66 | Brightseat Road<br>Sidewalks and Bike<br>Lanes                 | Sidewalks<br>and<br>designated<br>bike lanes | Ardwick-<br>Ardmore Road<br>to MD 214     | DPW&T | Landover and Vicinity<br>(1993) | Provide continuous<br>sidewalks/wide sidewalks and<br>on-road bicycle<br>accommodations along<br>Brightseat Road. Brightseat<br>Road is a major north-south<br>connection through the<br>Landover Gateway area, and<br>currently facilities for<br>pedestrians are fragmented. The<br>road currently does not include<br>striping for bicycle facilities.<br>However, due to the speed and<br>volume along the road, its<br>connectivity through the sector<br>plan area, and its connection to<br>FedEx Field, designated bike<br>lanes are recommended.<br>Brightseat Road should also<br>include accommodations for<br>bicycles and pedestrians at the<br>planned interchange with MD<br>202. These facilities will<br>provide safe nonmotorized<br>connectivity to the Landover<br>civic center and commercial<br>core from surrounding<br>neighborhoods. |
| 67 | Sheriff Road Wide<br>Sidewalks and<br>Designated Bike<br>Lanes | Sidewalks<br>and<br>designated<br>bike lanes | Brightseat<br>Road to<br>Washington<br>DC | DPW&T | Landover and Vicinity<br>(1993) | Extend the existing wide<br>sidewalks along the entire<br>length of Sheriff Road.<br>Designated bike lanes are also<br>recommended. These facilities<br>will improve access to FedEx<br>Field, the District of Columbia   |

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| 68 | Cabin Branch Stream Valley Trail                           | Multiuse trail (hiker/biker/equestrian)                     | MD 214 to Beaverdam Creek | M-NCPPC | Landover and Vicinity (1993)<br><br>Addison Road Metro Area Sector Plan (2000)     | This park trail will provide needed recreational opportunities in the Landover and Seat Pleasant areas. <del>It will</del> 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)<br><br>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**

|    | <b>Facility Name<br/>(adjoining<br/>road, where<br/>applicable)</b> | <b>Facility Type</b>                         | <b>Project<br/>Limits</b>  | <b>Owner</b> | <b>Master Plan<br/>Citation(s) (and year<br/>of approval)</b> | <b>Comments</b>  |
|----|---|--|--|--------------|---|--|
| 70 | Evarts Street<br>Sidewalk and<br>Bike Lanes                         | Sidewalks<br>and<br>designated<br>bike lanes | Existing<br>Evarts<br>Street to the<br>Woodmore<br>Towne<br>Centre | DPW&T        | MPOT (new<br>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<br>Road<br>Shared-Use<br>Side path                          | Shared-use<br>side path                      | MD 650 to<br>MD 193  | DPW&T        | Langley Park-College<br>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.   |



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|----|--|---|---|-------------|---|---|
| 72 | MD 193<br>Shared- Use<br>Side path and<br>Designated<br>Bike Lanes | Wide<br>sidewalk or<br>shared-use<br>side path and<br>designated<br>bike lanes    | Watkins<br>Regional Park<br>to<br>Montgomery<br>County line | SHA         | Langley Park-College<br>Park-Greenbelt<br>(1989)—Soil<br>Conservation Road to<br>Paint Branch<br><br>MPOT (new<br>recommendation)—<br>Paint Branch to<br>Montgomery County<br><br>Glenn Dale-Seabrook-<br>Lanham and Vicinity<br>(1993)—Cipriano<br>Road to US 50<br><br>Largo-Lottsford<br>(1990)—US 50 to<br>Watkins Regional<br>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<br>Sidewalks and<br>Bike Lanes                      | Continuous<br>sidewalks and<br>designated<br>bike lanes                           | MD 650 to<br>MD 193   | DPW&T       | MPOT (new<br>recommendation)  | Pedestrian safety needs to be evaluated as part of future improvements to the MD 193 and Metzerott Road intersection.   |
| 74 | Bald Hill<br>Branch Stream<br>Valley Trail                         | Multiuse trail<br>(hiker/biker/<br>equestrian)                                    | MD 450 to<br>Western Branch                                 | M-<br>NCPPC | Largo<br>Lottsford<br>(1990)<br><br>Glenn Dale-Seabrook-<br>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<br>Stream Valley<br>Trail                           | Multiuse trail<br>(hiker/biker/<br>equestrian)                                    | Enterprise<br>Golf Course<br>to the<br>Patuxent<br>River    | M-<br>NCPPC | Largo-<br>Lottsford<br>(1990)<br><br>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<br>Branch Stream<br>Valley Trail                         | Multiuse trail<br>(hiker/biker/<br>equestrian)                                    | Glenn Dale<br>Community<br>Center to<br>Folly<br>Branch     | M-<br>NCPPC | Largo-<br>Lottsford<br>(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<br>Road<br>Shared-Use<br>Side path                       | Shared-use<br>side path/wide<br>sidewalks and<br>on-road<br>bicycle<br>facilities | MD 193 to<br>Harry S<br>Truman<br>Drive                     | DPW&T       | Largo-<br>Lottsford<br>(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.   |

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| 78 | Campus Way<br>Side<br>path/Wide<br>Sidewalk with<br>Designated<br>Bike Lanes | Shared-use<br>side path or<br>wide sidewalk<br>and<br>designated<br>bike lanes | Evarts Street<br>to Harry S<br>Truman<br>Drive | DPW&T | Largo-<br>Lottsford<br>(1990) | Extend the existing wide sidewalks along the<br>entire length of both existing and planned<br>Campus Way. This road will ultimately<br>connect to the Evarts Street bridge over the<br>Capital Beltway.<br>Designated bike lanes should also be<br>provided. These facilities will provide<br>access between the Woodmore Towne<br>Centre, Landover Gateway area, and the<br>Largo Town Center. |
| 79 | Lake Arbor<br>Way<br>Bikeway   | On-road<br>bicycle<br>improvements   | MD 202 to<br>MD 214                            | DPW&T | Largo-<br>Lottsford<br>(1990) | Lake Arbor Way currently includes<br>standard sidewalks along both sides of its<br>entire length. Bicycle compatible road<br>striping and signage is recommended.   |

**Table 2: Trail and Bikeway Recommendations**

|    | <b>Facility Name<br/>(adjoining road,<br/>where applicable)</b>  | <b>Facility Type</b>                     | <b>Project Limits</b>                        | <b>Owner</b> | <b>Master Plan Citation(s)<br/>(and year of approval)</b> | <b>Comments</b>   |
|----|--|--|--|--------------|---|---|
| 80 | Lottsford Vista Road<br>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. |

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| 83 | Marlboro Pike<br>Sidewalk and<br>Bikeway<br>Improvements   | Sidewalks and<br>on-road<br>bicycle<br>improvements | Forestville<br>Road to<br>Washington,<br>D.C. line | DPW&T | Marlboro Pike, MPOT<br>(new<br>recommendation) | Planning for the<br>Marlboro Pike Sector<br>Plan has indicated the<br>need for continuous<br>sidewalks and streetscape<br>improvements along this<br>corridor.<br>Pedestrian safety features<br>should also be<br>incorporated, where<br>feasible. Due to right-of-<br>way constraints, full bike<br>lanes may not be feasible. |
| 84 | Dower House Road<br>Sidewalks and<br>Designated Bike Lanes | Sidewalks<br>and<br>designated<br>bike lanes        | MD 4 to<br>Melwood Hills<br>Community<br>Park      | DPW&T | Melwood-Westphalia<br>(1994)                   | Continuous sidewalks and<br>designated bike lanes are<br>needed to accommodate<br>nonmotorized trips going<br>to the Westphalia Town<br>Center.   |

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|----|---|--|---------------------------|-------|---|--|
| 85 | MD 223 Shared-Use Side path                                     | Side path (hiker/biker)                      | MD 4 to Livingston Road   | SHA   | <p>Melwood-Westphalia (1994)—MD 4 to Rosaryville Road.</p> <p>MPOT (new recommendation)—Rosaryville Road to Livingston Road</p> | <p>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.</p> <p>Currently, sidewalks are fragmented or missing in many areas and a side path is needed to improve pedestrian safety.</p> |
| 86 | Arena Drive Shared-Use Side path                                | Wide sidewalk and on-road bicycle facilities | Brightseat Road to MD 202 | DPW&T | <p>Morgan Boulevard and Largo Town Center Metro Areas (2004)</p> <p>Largo-Lottsford (1990)</p>                                  | <p>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.</p>  |
| 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)   | <p>Provide continuous sidewalks and on-road bicycle facilities to improve access between communities and to Oakcrest Elementary School</p>   |

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| 88 | MD 214<br>Continuous<br>Sidewalks | Sidewalks and<br>on-road<br>bicycle<br>facilities | Capital<br>Beltway to<br>Washington,<br>D.C.       | SHA     | Morgan Boulevard<br>and Largo Town<br>Center Metro Areas<br>(2004)<br><br>Addison Road Metro<br>Town Center (2000) | Improved<br>accommodations for<br>pedestrians are<br>recommended along MD<br>214. Gaps in the sidewalk<br>network should be<br>completed, and new<br>sidewalk construction<br>should provide a buffer<br>between the travel lanes<br>and pedestrian zone.<br>Wide sidewalks are<br>appropriate near Metro and<br>in areas of high pedestrian<br>traffic. Crosswalk<br>improvements, safety<br>enhancements, and on-road<br>bicycle facilities should also<br>be considered. |
| 89 | Oxon Run Trail                    | Multiuse trail<br>(hiker/biker/<br>equestrian)    | Oxon Hill<br>Farm (NPS) to<br>Azalea Acres<br>Park | M-NCPPC | MPOT (new<br>recommendation)   | This trail will provide<br>access to the existing<br>National Park Service<br>(NPS) Trail into the<br>District. It will also provide<br>access to Glassmanor<br>Community Center.   |

**Table 2: Trail and Bikeway Recommendations**

|    | <b>Facility Name<br/>(adjoining road,<br/>where<br/>applicable)</b>            | <b>Facility Type</b>                              | <b>Project Limits</b>                                    | <b>Owner</b> | <b>Master Plan<br/>Citation(s) (and year<br/>of approval)</b> | <b>Comments</b>  |
|----|--|---|--|--------------|---|--|
| 90 | MD 704<br>Shared-Use<br>Side path  | Side path<br>(hiker/biker)                        | MD 450 to the<br>Washington, D.C.<br>line                | SHA          | MPOT (new<br>recommendation<br>)                              | 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<br>Sidewalks<br>and Bike<br>Lanes                                 | Sidewalks<br>and<br>designated<br>bike lanes      | MD 214 to<br>Walker Mill Road                            | DPW&T        | MPOT (new<br>recommendation<br>)                              | Continuous sidewalks and designated bike lanes are needed to accommodate nonmotorized trips along this employment/industrial corridor. Ritchie Road  |
| 92 | Contee Road<br>Continuous<br>Sidewalks and<br>On-Road<br>Bicycle<br>Facilities | Sidewalks<br>and on-road<br>bicycle<br>facilities | MD 197 to<br>Cherry Lane                                 | DPW&T        | MPOT (new<br>recommendation<br>)                              | 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<br>Continuous<br>Sidewalks and<br>On-Road<br>Bicycle<br>Facilities  | Sidewalks<br>and on-road<br>bicycle<br>facilities | Old Baltimore<br>Pike to Powder<br>Mill Road (MD<br>212) | DPW&T        | MPOT (new<br>recommendation<br>)                              | Continuous sidewalks are needed along this major route through the Beltsville community. These planned facilities will begin on the east side of   |

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| 94 | Sellman Road<br>Sidewalk or<br>Shared-Use<br>Side path and<br>Bike Lanes | Standard<br>sidewalks or<br>shared-use<br>side path<br>(hiker/biker) | Rhode Island<br>Avenue to<br>Cherry Hill Road | DPW&T | MPOT (new<br>recommendation<br>) | 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<br>Shared-Use<br>Side path  | Shared-use<br>side path<br>(hiker/biker)                             | Laurel to Bowie                               | SHA   | MPOT (new<br>recommendation<br>) | 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<br>Road<br>Designated<br>Bike Lanes                            | Bike lanes   | MD 201 to<br>Springfield Road                 | DPW&T | MPOT (new<br>recommendation<br>) | Designated bike lanes shall be provided.  |
| 97 | MD 201<br>Shared- Use<br>Side path                                       | Shared-use<br>side path<br>(hiker/biker)                             | US 50 to I-495                                | SHA   | MPOT (new<br>recommendation<br>) | This trail will improve bike and pedestrian safety along a high-volume and high-speed roadway.  |
| 98 | Paint Branch<br>Parkway<br>Designated<br>Bike Lanes                      | Designated<br>bike lanes   | US 1 to MD 201                                | DPW&T | MPOT (new<br>recommendation<br>) | Provide designated bike lanes along the entire length of Paint Branch Parkway if feasible. This will improve access to the University of  |



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| 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  |
| 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)<br>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**

|     | <b>Facility Name<br/>(adjoining road,<br/>where<br/>applicable)</b> | <b>Facility Type</b>                                 | <b>Project Limits</b>                        | <b>Owner</b> | <b>Master Plan Citation(s)<br/>(and year of approval)</b> | <b>Comments</b>  |
|-----|---|--|--|--------------|---|--|
| 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.   |

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| 103 | Auth Way<br>Wide Sidewalks                                 | Wide<br>sidewalks                             | Auth Road to<br>MD 5                              | DPW&T | MPOT (new<br>recommendation) | Continuous wide<br>sidewalks should be<br>provided along both sides<br>of Auth Way as road<br>improvements are made to<br>improve access to the<br>Branch Avenue Metro.<br>Seven-foot-wide<br>sidewalks have been<br>approved along segments<br>of Auth Way through the<br>Camp Springs Town<br>Center.   |
| 104 | Suitland Road<br>Sidewalks and<br>Designated<br>Bike Lanes | Sidewalks<br>with<br>designated<br>bike lanes | Allentown Road to<br>the Washington, D.C.<br>line | DPW&T | MPOT (new<br>recommendation) | An attractive streetscape<br>with continuous<br>sidewalks, on-road<br>bicycle facilities, and<br>pedestrian safety features<br>are needed along Suitland<br>Road. Suitland Road<br>provides access to the<br>Suitland Federal Center,<br>Suitland Community<br>Park, and several nearby<br>school facilities.   |
| 105 | Walker Mill<br>Road Side<br>path/Wide<br>Sidewalk          | Shared-use side<br>path or wide<br>sidewalk   | Ritchie-Marlboro<br>Road to<br>Marlboro Pike      | DPW&T | MPOT (new<br>recommendation) | This project should be<br>implemented as a shared-<br>use side path or wide<br>sidewalk. This facility will<br>connect to the existing wide<br>sidewalk along Ritchie<br>Marlboro Road at the<br>Capital Beltway<br>interchange. This facility<br>will provide access to<br>Walker Mill Regional Park,<br>John H. Bayne Elementary<br>School, and Walker Mill<br>Business Park. |
| 106 | Ritchie Road/<br>Forestville<br>Road                       | Sidewalks<br>and<br>designated<br>bike lanes  | MD 214 to MD 4                                    | DPW&T | MPOT (new<br>recommendation) | Continuous sidewalks<br>and designated bike lanes<br>are needed to<br>accommodate pedestrians<br>and bicyclists along these<br>roads. These facilities<br>will improve access to<br>Walker Mill Regional<br>Park and multiple<br>employment areas.  |

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| 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  |

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| 111 | Surratts Road<br>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<br>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   |

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**Table 2: Trail and Bikeway Recommendations**

|     | <b>Facility Name<br/>(adjoining road,<br/>where)</b>                       | <b>Facility Type</b>                              | <b>Project<br/>Limits</b>                        | <b>Owner</b> | <b>Master Plan<br/>Citation(s) (and<br/>year of approval)</b>   | <b>Comments</b>  |
|-----|--|---|--|--------------|---|--|
| 113 | Ardwick-<br>Ardmore Road<br>Sidewalks and<br>On-Road Bicycle<br>Facilities | Sidewalks<br>and on-road<br>bicycle<br>facilities | Lottsford<br>Vista<br>Road to<br>Pennsy<br>Drive | DPW&T        | MPOT (new<br>recommendation)<br>outside the Capital<br>Beltway<br><br>Landover and Vicinity<br>(1993) inside the<br>Capital Beltway | Continuous<br>accommodations for<br>bicycles and<br>pedestrians are<br>needed. Sidewalks<br>are currently<br>fragmented. This will<br>improve access to the<br>New Carrollton<br>Transit District and<br>Metro station.            |
| 114 | Suitland<br>Parkway Trail  | Shared-use<br>side path<br>(hiker/biker)          | Washington,<br>D.C. line to<br>MD 4              | NPS          | MPOT, Branch<br>Avenue Corridor (new<br>recommendation)   | This trail will extend the<br>existing Suitland<br>Parkway Trail in D.C.<br>along the Suitland<br>Parkway in Prince<br>George's County. This<br>trail will provide<br>access to the Naylor<br>Road and Suitland<br>Metro Stations. |

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| 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 85 <sup>th</sup>   |

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| 118 | Muirkirk Road<br>Sidewalks and<br>Bike Lanes   | Sidewalks<br>and<br>designated<br>bike lanes                                     | MD 197 to A-<br>3   | DPW&T | Subregion I (1990)<br><br>MPOT (new<br>recommendation) | Provide continuous<br>sidewalks and<br>designated bike lanes<br>along Muirkirk Road<br>to improve access to<br>the Muirkirk MARC<br>Station and to A-3<br>south of the Konterra<br>Town Center. |
| 119 | Contee Road<br>Extended (A-6)<br>Shared-Use<br>Side path and<br>Designated<br>Bike Lanes         | Sidewalks<br>with<br>designated<br>bicycle lanes                                 | Old<br>Gunpowder<br>Road to<br>City of<br>Laurel<br><br>Old | DPW&T | Subregion I (1990)<br><br>MPOT (new<br>recommendation) | These facilities will<br>improve access to<br>Fairland Regional<br>Park and the<br>planned Konterra<br>development.   |
| 120 | Kenilworth<br>Avenue Extended<br>(A-56) Shared-<br>Use Side path and<br>Designated Bike<br>Lanes | Shared-use<br>side path/<br>wide sidewalk<br>with<br>designated<br>bicycle lanes | Van Dusen<br>Road to<br>Sunnyside<br>Avenue                 | DPW&T | Subregion I (1990)<br><br>MPOT (new<br>recommendation) | These facilities will<br>improve access to<br>Fairland Regional<br>Park and the<br>planned Konterra<br>development.   |
| 121 | Old Baltimore<br>Pike Shared-Use<br>Side path  | Shared-use<br>side path  | Muirkirk<br>Road to<br>Odell Road                           | DPW&T | Subregion I (1990)                                     | This side path will<br>provide safe<br>pedestrian and<br>bicycle movement<br>along a heavily<br>traveled industrial<br>road with<br>significant truck<br>traffic.                               |
| 122 | Odell<br>Road<br>Bike  | Bike lanes   | Muirkirk<br>Road to Old<br>Baltimore                        | DPW&T | Subregion I (1990)                                     | Designated bike lanes<br>shall be added to this<br>road.  |



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| 123 | US 1<br>Shared-Use<br>Side path | Shared-use<br>side path<br>(hiker/biker) | Capital<br>Beltway to<br>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<br>Road (MD 212)    | Bike lanes                               | MD 197 to<br>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<br>Road<br>Realigned  | Sidewalks<br>and bike lanes              | Old<br>Gunpowder<br>Road to<br>Konterra<br>Town Center | DPW&T | MPOT (new<br>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**

|     | <b>Facility Name<br/>(adjoining<br/>road, where<br/>applicable)</b> | <b>Facility Type</b>                | <b>Project Limits</b>       | <b>Owner</b> | <b>Master Plan Citation(s)<br/>(and year of approval)</b>                      | <b>Comments</b>   |
|-----|---|-------------------------------------|-----------------------------|--------------|--|---|
| 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)<br><br>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)<br><br>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.         |

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| 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. |

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| 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.   |

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| 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)<br>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  |

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| 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)<br><br>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**

|     | <b>Facility Name<br/>(adjoining)</b> | <b>Facility Type</b>                    | <b>Project Limits</b>                         | <b>Owner</b> | <b>Master Plan<br/>Citation(s)</b> | <b>Comments</b>   |
|-----|--------------------------------------|---|---|--------------|------------------------------------|---|
| 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.                   |

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| 140 | Brandywine Road<br>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<br>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<br>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.  |



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| 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                      | 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   |
| 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   |

Table 2: Trail and Bikeway Recommendations

|     | Facility Name<br>(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)<br>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.  |

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| 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**

|     | <b>Facility Name<br/>(adjoining<br/>road, where<br/>applicable)</b> | <b>Facility Type</b>                           | <b>Project<br/>Limits</b>                               | <b>Owner</b> | <b>Master Plan<br/>Citation(s) (and<br/>year of approval)</b> | <b>Comments</b>  |
|-----|---|--|---|--------------|---|--|
| 161 | Baden–<br>Naylor<br>Road<br>Bikeway                                 | On-road<br>bicycle<br>improvements             | MD 381 to<br>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–<br>Westwood<br>Road Bikeway                                  | On-road<br>bicycle<br>improvements             | MD 381 to<br>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<br>Road<br>Bikeway                                       | On-road<br>bicycle<br>improvements             | MD 381 to<br>Molly<br>Berry<br>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<br>Road Bikeway   | On-road<br>bicycle<br>improvements             | MD 382 to<br>Baden-<br>Naylor<br>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<br>Road<br>Bikeway  | On-road<br>bicycle<br>improvements             | Old Indian<br>Head Road<br>to<br>Molly<br>Berry<br>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<br>Road<br>Bikeway                                       | On-road<br>bicycle<br>improvements             | MD 381 to<br>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<br>Road   | On-road<br>bicycle<br>improvements             | Wallace<br>Lane to MD<br>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<br>House<br>Branch<br>Stream                                  | Multiuse Trail<br>(hiker/biker/<br>equestrian) | Piscataway<br>Creek to<br>Rosaryville<br>State Park     | M-NCPPC      | Subregion 6 (2009)  | This trail will preserve equestrian access to Rosaryville State Park from surrounding residential communities.   |

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| 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 Tippet 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**

|     | <b>Facility Name<br/>(adjoining<br/>road, where<br/>applicable)</b>                        | <b>Facility Type</b>  | <b>Project Limits</b>  | <b>Owner</b> | <b>Master Plan<br/>Citation(s) (and year<br/>of approval)</b>   | <b>Comments</b>  |
|-----|--|---|--|--------------|---|--|
| 175 | Southwest<br>Branch Stream<br>Valley Trail   | Multiuse trail<br>(hiker/biker/<br>equestrian)                        | District Heights<br>Parkway to<br>MD 202   | M-<br>NCPPC  | Suitland-<br>District Heights<br>(1985)<br><br>Largo-<br>Lottsford<br>(1990)  | This trail will provide access to<br>Walker Mill Regional Park from<br>surrounding residential communities.<br>Upon its completion, it will also<br>provide access to the larger trail<br>network outside the Beltway.   |
| 176 | Tuxedo<br>Road/<br>Arbor<br>Street<br>Continuous<br>Sidewalks<br>and<br><del>On Road</del> | Standard or<br>wide sidewalks<br>and on-road<br>bicycle<br>facilities | Kenilworth<br>Avenue<br>(MD 201) to<br>Cheverly Avenue   | DPW&T        | Tuxedo Road/Arbor<br>Street/Cheverly Metro<br>Area (2005)   | Provide continuous facilities for<br>pedestrians and bicyclists to improve<br>access to the Cheverly Metro.<br>Continuous standard or wide<br>sidewalks should be provided, as<br>well as accommodations for<br>bicyclists.  |
| 177 | Cheverly<br>Metro Area<br>Pedestrian<br>Bridge   | Pedestrian<br>bridge  | Arbor Street to<br>Cheverly Metro  | TBD          | Tuxedo Road/Arbor<br>Street/Cheverly Metro<br>Area (2005)   | Provide a pedestrian bridge<br>connecting the Cheverly Metro<br>Station to the Arbor Street mixed-use<br>area. This long-term recommendation<br>will provide safe and convenient<br>pedestrian access between a revitalized<br>Arbor Street and the Cheverly Metro<br>Station. |
| 178 | Cheverly<br>Shared- Use<br>Bikeways  | Shared- use<br>bikeways   | Cheverly Avenue<br>(MD 202 to US 50)<br><br>Crest Avenue<br>(Cheverly Nature<br>Park to Belmont<br>Street) | Cheverly     | Tuxedo Road/Arbor<br>Street/Cheverly Metro<br>Area (2005)<br><br>Bladensburg-<br>New Carrollton<br>and Vicinity<br>(1994) | These roads are recognized as<br>important bicycle and pedestrian<br>corridors through the Town of<br>Cheverly.  |
| 179 | Columbia<br>Park Road<br>Sidewalks<br>and<br>Designated<br>Bike Lanes                      | Standard or<br>wide<br>sidewalks<br>with<br>designated<br>bike lanes  | MD 704 to US 50  | DPW&T        | Tuxedo Road/Arbor<br>Street/Cheverly Metro<br>Area (2005)<br><br>Landover and Vicinity<br>(1993)                          | Provide continuous standard or wide<br>sidewalks with designated bike lanes.<br>These facilities will improve access to<br>the Cheverly Metro Station, Kentland<br>Community Center, South Columbia<br>Community Park, and Columbia Park<br>Elementary School.                 |
| 180 | Cabin Branch<br>Drive Shared-<br>Use Side path<br>or Wide<br>Sidewalk                      | Shared-use<br>side path or<br>wide sidewalk                           | Columbia Park<br>Road to<br>Sheriff Road   | DPW&T        | Tuxedo Road/Arbor<br>Street/Cheverly Metro<br>Area (2005)   | This facility will provide better<br>multimodal access through an<br>employment area and to the Cheverly<br>Metro Station. It may also serve as a<br>segment of the trail facility planned   |

|     |  |  |   |           |  |   |
|-----|--|--|---|-----------|--|---|
| 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.<br><br>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)<br><br>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 | EastWestHighway (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**

|     | <b>Facility Name<br/>(adjoining road, where)</b> | <b>Facility Type</b>                                | <b>Project Limits</b>           | <b>Owner</b>      | <b>Master Plan Citation(s) (and year of approval)</b> | <b>Comments</b>   |
|-----|--|---|---------------------------------|-------------------|---|---|
| 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<br>Shared-Use<br>Side path                 | Shared-use<br>side path and<br>on-road<br>bicycle<br>facilities | MC-<br>637 to<br>MC-<br>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<br>Shared-Use<br>Side path                | Shared-use<br>side path and<br>on-road<br>bicycle<br>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.<br>Where the road is part of the town center, wide sidewalks and designated bike lanes may be appropriate.   |
| 191 | Ritchie<br>Marlboro<br>Road (A-39)<br>Side path | Shared-use<br>side path and<br>on-road<br>bicycle<br>facilities | MD 4 to<br>White<br>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<br>Shared-<br>Use Side<br>path           | Shared-use<br>side path and<br>on-road<br>bicycle<br>Facilities | MC-<br>637 to<br>MC-<br>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)<br>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)<br>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)<br>Sidewalks and Designated Bike Lanes | Sidewalks and designated bike lanes                 | Main Street (Upper Marlboro) to MD 4           | DPW&T | Westphalia (2007)<br><br>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<br>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<br>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**

|     | <b>Facility Name<br/>(adjoining road,<br/>where applicable)</b> | <b>Facility Type</b>                           | <b>Project Limits</b>                              | <b>Owner</b> | <b>Master Plan<br/>Citation(s) (and<br/>year of approval)</b> | <b>Comments</b>   |
|-----|---|--|--|--------------|---|---|
| 199 | Back Branch<br>Stream Valley Trail                              | Multiuse trail<br>(hiker/biker/<br>equestrian) | Western Branch to<br>the Westphalia<br>Town Center | M-NCPPC      | Westphalia (2007)<br><br>Melwood-<br>Westphalia (1994)        | This multiuse trail will<br>accommodate trail users in<br>the Westphalia area and<br>will provide multimodal<br>access to the town center<br>and Melwood Community<br>Park. A segment of this<br>trail has been constructed<br>through the Marlboro<br>Ridge development.   |
| 200 | Cabin Branch<br>Stream Valley Trail<br>(Westphalia area)        | Multiuse trail<br>(hiker/biker/<br>equestrian) | Western Branch to<br>the Westphalia<br>Town Center | M-NCPPC      | Westphalia (2007)<br><br>Melwood-<br>Westphalia (1994)        | Provide a multiuse stream<br>valley trail along this main<br>east/west park corridor to<br>connect to existing and<br>planned residential<br>developments on both sides<br>of the stream valley.<br>Equestrians should be<br>accommodated throughout<br>the greenway. This<br>trail will connect to the<br>planned Marlboro Ridge<br>development. |

|     |  |  |  |                  |                               |  |
|-----|--|--|--|------------------|-------------------------------|--|
| 201 | Cheverly to Bladensburg Waterfront Park                    | <p>a. Side path along MD 201 from Lydell Road to 52nd Avenue</p> <p>b. Sidewalk and bikeway improvements along 52nd Avenue from MD 201 to Lloyd Street</p> <p>c. Trail construction along (paper street) 52nd Avenue to MD 201</p> <p>d. Sidewalk and bikeway improvements along Lloyd Street from MD 201 to WSSC Property</p> <p>e. Trail construction from Lloyd Street to the Waterfront Park</p> | 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.       |

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**Table 2: Trail and Bikeway Recommendations**

|     | <b>Facility Name<br/>(adjoining<br/>road, where<br/>applicable)</b> | <b>Facility Type</b>  | <b>Project Limits</b>                                | <b>Owner</b> | <b>Master Plan<br/>Citation(s) (and year<br/>of approval)</b> | <b>Comments</b>   |
|-----|---|---|--|--------------|---|---|
| 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.<br>Multimodal access should be preserved and enhanced along the entire corridor, and nonmotorized connections need to be provided to each station.<br>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         | 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.   |



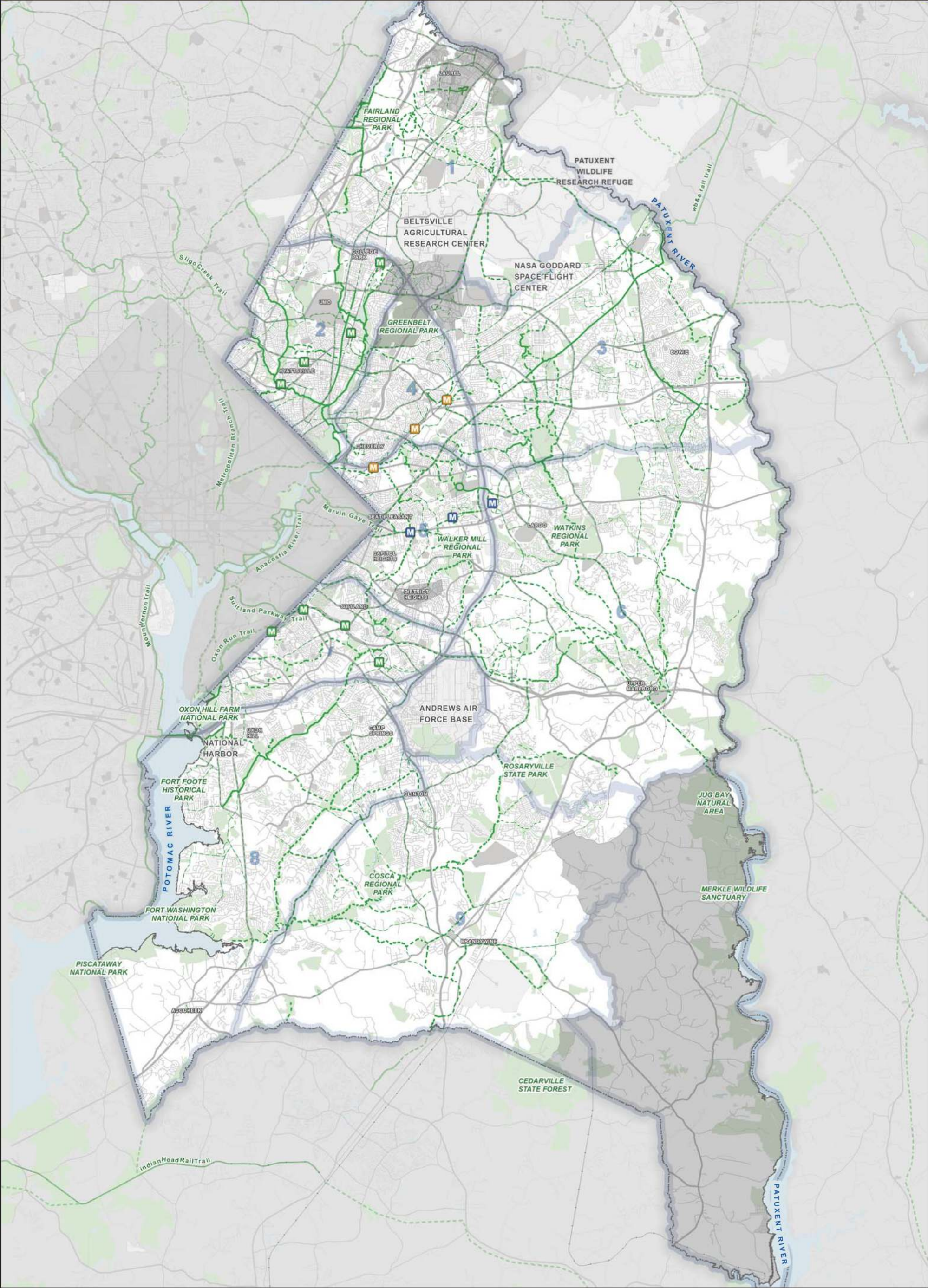
**Table 2: Trail and Bikeway Recommendations**

|     | <b>Facility Name<br/>(adjoining road, where)</b> | <b>Facility Type</b>                               | <b>Project Limits</b>                        | <b>Owner</b> | <b>Master Plan Citation(s) (and year of approval)</b>      | <b>Comments</b>   |
|-----|--|--|--|--------------|--|---|
| 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.                                  |

# Attachment 3

**2018 Strategic Trails Plan Map A**





Trails

Primary, Existing

Primary, Planned

Secondary, Existing

Secondary, Planned

Park Road, Existing

Metro Stations

M

Blue Line

M

Orange Line

M

Green Line

Water

Institution

Parks

Area Outside of the Metropolitan District Boundary

Park Service Areas

County Boundary

0 1 2 Miles





# Attachment 4

## 2021 Networks Project Map



# 2021 Pedestrian and Bikeway Network Project



Date: 3/4/2022

## Existing Conditions

- Bike Lane
- Sidepath
- Trail
- Wide Shoulder

## Proposed Facilities (2021)

- Bicycle Boulevard
- Bike Lane
- Separated Bike Lane
- Shared Lane
- Shared Use Path

