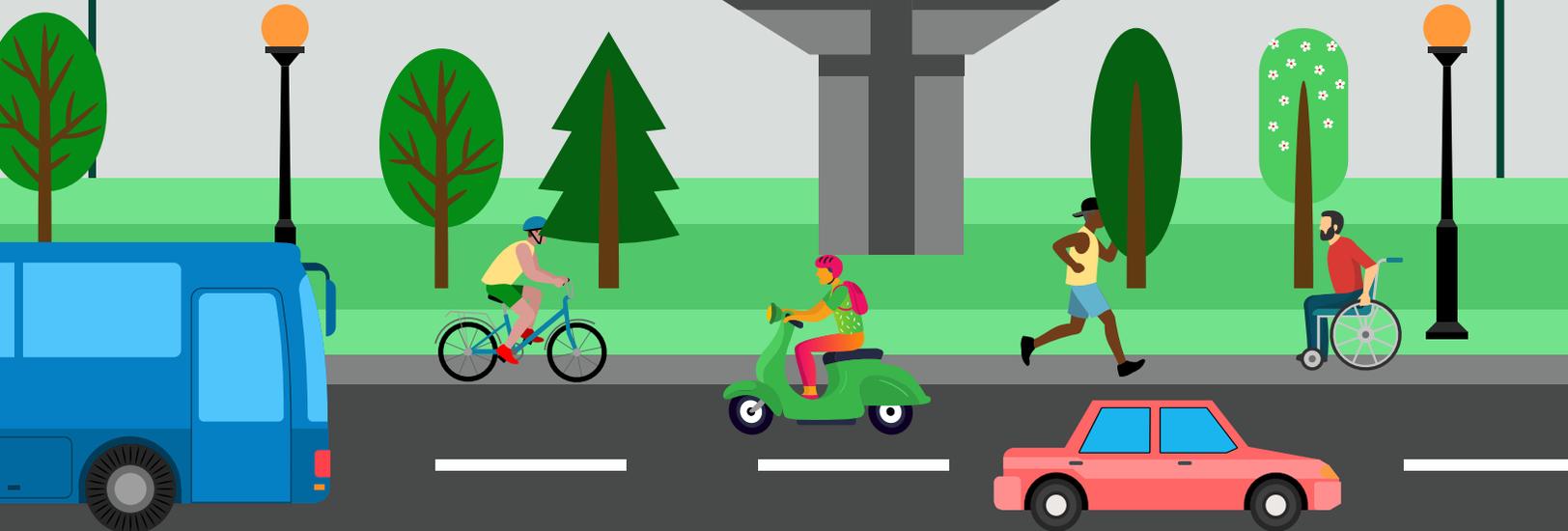
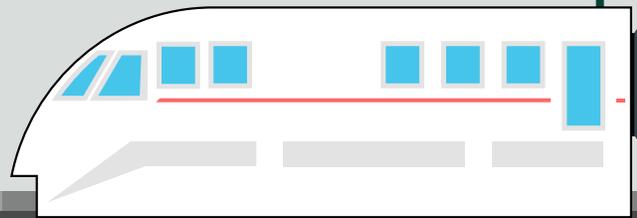


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PRINCE GEORGE'S

PRELIMINARY PLAN
COUNTYWIDE MASTER PLAN OF TRANSPORTATION
FEBRUARY 2025

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
Prince George's County Planning Department

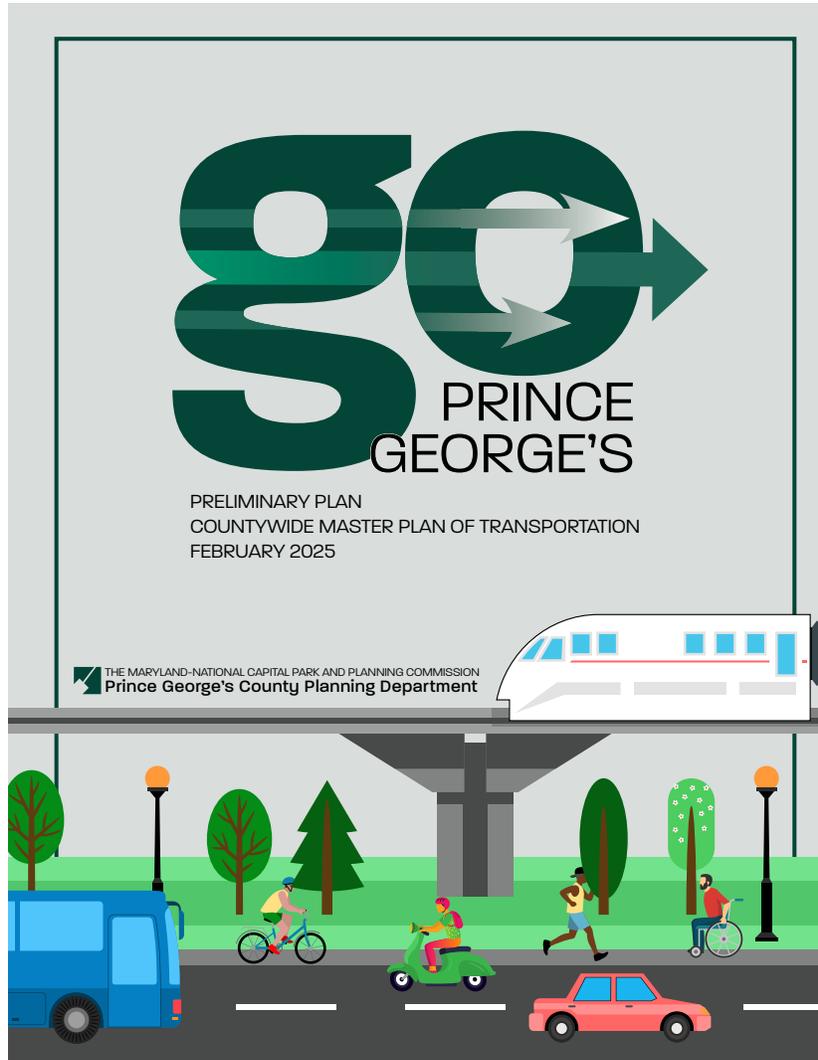


Abstract

Date	February 2025
Title	Go Prince George's: Preliminary Plan
Author	The Maryland-National Capital Park and Planning Commission
Subject	Countywide Master Plan of Transportation
Source of copies	The Maryland-National Capital Park and Planning Commission 1616 McCormick Drive Largo, MD 20774
Series number	992252405
Number of pages	270

Go Prince George's is the functional master plan for transportation, mobility, and accessibility within those portions of the Maryland-Washington Regional District in Prince George's County, Maryland. Upon approval, Go Prince George's will supersede and replace the 2009 *Countywide Master Plan of Transportation*, the Transportation and Mobility Element in Plan 2035, and transportation facility recommendations in all area master plans, sector plans, transit district development plans, and functional master plans approved prior to the date of approval of this plan.

This functional master plan was formulated over a four-year period and guided by a public participation plan that included engagement with residents, property owners, business owners, public agencies, and many other stakeholders. This functional master plan contains Prince George's County's vision for fundamentally transforming its multimodal transportation network to implement Plan 2035 and other County plans by increasing access to opportunities and advancing economic development, housing, and environmental goals by creating a twenty-first century multimodal mobility network. The plan contains goals, policies, and strategies to implement the plan vision safely, sustainably, and equitably. Go Prince George's also includes an implementation framework illustrating the timeline, partnerships, and action items critical to achieving the County's vision for its future.



February 2025

The Maryland-National Capital Park and Planning Commission
Prince George's County Planning Department
1616 McCormick Drive
Largo, MD 20774

www.pgplanning.org

The Maryland-National Capital Park and Planning Commission

Artie L. Harris, Jr., Chair
Peter A. Shapiro, Vice Chair

Officers

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Gavin Cohen, Secretary-Treasurer
Debra Borden, General Counsel

The Maryland-National Capital Park and Planning Commission (M-NCPPC) is a bicounty agency, created by the General Assembly of Maryland in 1927. The Commission's geographic authority extends to the great majority of Montgomery and Prince George's Counties: the Maryland-Washington Regional District (M-NCPPC planning jurisdiction) comprises 1,001 square miles, while the Metropolitan District (parks) comprises 919 square miles, in the two counties.

The Commission has three major functions:

- The preparation, adoption, and, from time to time, amendment or extension of the General Plan for the physical development of the Maryland-Washington Regional District.
- The acquisition, development, operation, and maintenance of a public park system.
- In Prince George's County only, the operation of the entire county public recreation program.

The Commission operates in each county through a Planning Board appointed by and responsible to the County government. All local plans, recommendations on zoning amendments, administration of subdivision regulations, and general administration of parks are responsibilities of the Planning Boards.

The Prince George's County Planning Department:

- Our mission is to help preserve, protect, and manage the County's resources by providing the highest quality planning services and growth management guidance, and by facilitating effective intergovernmental and citizen involvement through education and technical assistance.
- Our vision is to be a model planning department of responsive and respected staff who provide superior planning and technical services and work cooperatively with decision makers, citizens, and other agencies to continuously improve development quality and the environment and act as a catalyst for positive change.

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The County Council has three main responsibilities in the planning process: setting policy, plan approval, and plan implementation. Applicable policies are incorporated into area plans, functional plans, and the general plan. The Council, after holding a hearing on the plan adopted by the Planning Board, may approve the plan as adopted, approve the plan with amendments based on the public record, or disapprove the plan and return it to the Planning Board for revision. Implementation is primarily through adoption of the annual Capital Improvement Program, the annual Budget, the water and sewer plan, and adoption of zoning map amendments.

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Table of Contents

PAGE

10

Section I: Introduction & Background

- 13** Introduction
- 14** Value, Vision, Themes, Priorities
- 26** Who We Are
- 30** Agency Partners and Municipalities
- 32** Community Engagement
- 34** Implementing Plan 2035
- 39** Existing Transportation Network
- 52** Equity
- 54** Legal Context
- 56** Glossary

PAGE

60

Section II: Policies & Strategies

- 64** Sidewalks and Pedestrian Mobility (PR)
- 67** Bikeways, Paths, and Trails (BK)
- 82** Transit (TR)
- 88** Micromobility (MI)
- 92** Complete and Green Streets (CG)
- 98** Roads and Highways (RH)
- 100** Special Roadways and County Heritage (SH)
- 106** Waterways (WW)
- 108** Aviation (AV)
- 110** Goods Movement (GM)
- 112** Smart Infrastructure (SI)
- 115** Sustainability (SS)

PAGE
118

Section III: Facility Recommendations

- 120 Functional Classification
- 122 Facility Tables
- 206 Facility Maps



FIND
MORE AT
pgplan.org/go

PAGE
246

Section IV: Monitoring & Evaluation

- 248 Performance Measures
- 249 Additional Indicators of Success

PAGE
258

Section V: Appendices

- 260 Sources
- 264 Acknowledgments



Foreword

The Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission is pleased to make available the 2025 Preliminary Draft of Go Prince George's for your review and comment. This functional master plan provides a blueprint for implementing the vision of Prince George's County's General Plan, *Plan Prince George's 2035*, and the County's area master plans, sector plans, transit district development plans, and other policy plans and planning studies by tackling difficult challenges collaboratively and innovatively to transform Prince George's County into the community of choice in the Washington, D.C. region, where all want to live, work, play, learn, shop, recreate, and visit.

In addition to establishing a vision for a safe, sustainable, and equitable multimodal transportation network that connects Prince Georgians and visitors to opportunities, amenities, and critical services throughout the County and beyond for the next 25 years, Go Prince George's addresses a variety of challenges and opportunities related not only to how we get around, but why we travel in the ways we do, the importance of transportation choices, and how we must extend the benefits of accessibility and mobility to all Prince Georgians. Achieving the vision of Plan 2035 to focus future growth in walkable, mixed-use, sustainable Centers requires a complete transformation of the mobility network in and around those Centers while providing opportunities for all Prince Georgians and our treasured visitors to access new and existing jobs, housing options, educational opportunities, cultural, historical, and recreational amenities, and dining, entertainment, and nightlife options that make Prince George's County the destination of choice in the 21st century.

We invite you to carefully review this preliminary draft and encourage you to attend an upcoming joint public hearing to present your views. We encourage you to also submit testimony in writing to the Clerk of the County Council. The Planning Board will review all comments presented at the joint public hearing in our deliberations prior to our adoption of the plan and transmittal to the County Council for action. We look forward to hearing from you soon!

Sincerely,

Peter Shapiro, Chair

Prince George's County Planning Board

Go Prince George's is a functional master plan

Go Prince George's is designed to implement Plan 2035. Functional master plans contain more detailed policies and strategies for specific areas of planning (in this case, transportation and mobility) incorporating such factors as community input, demographic trends, travel patterns, trends in placemaking, population forecasts, and market analyses.

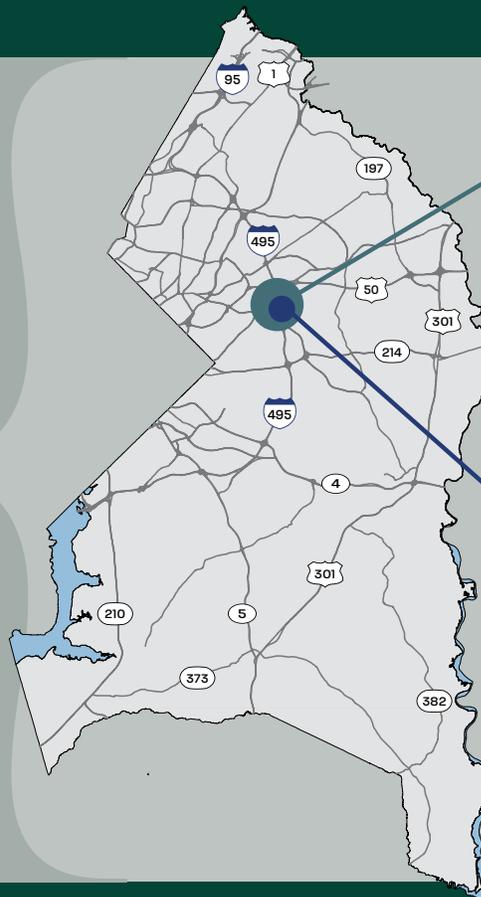
GENERAL PLAN

Plan Prince George's 2035 (Plan 2035) provides long-range guidance for the future growth of the County. It covers the Regional District and all the Planning Areas.



FUNCTIONAL MASTER PLAN

Covers the Regional District and addresses specific planning such as school sites, trail areas, mobility, and public facilities.



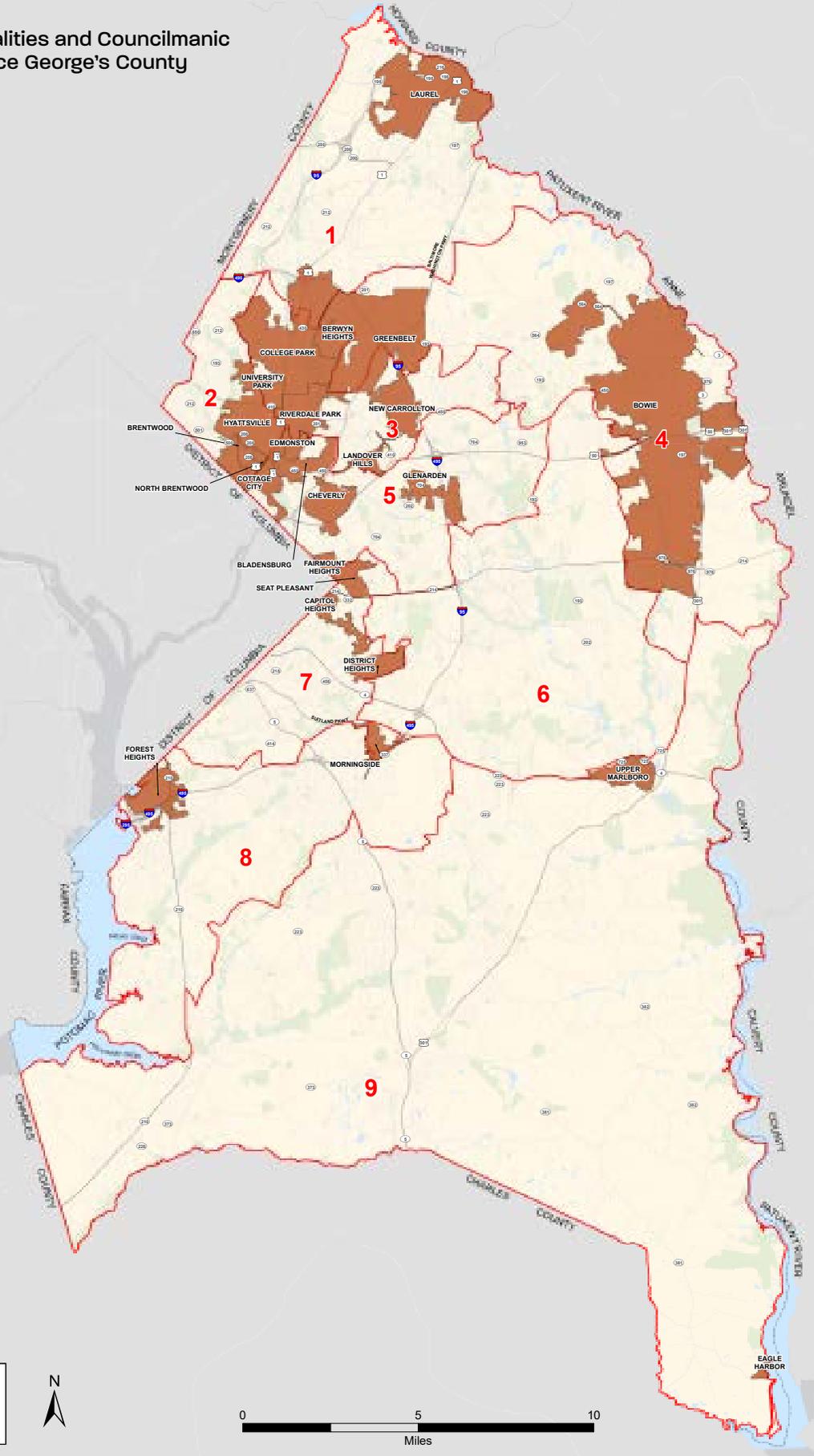
MASTER PLAN

Guides how the Planning Areas should be developed. Master Plans amend the General Plan for a specific area within the County.

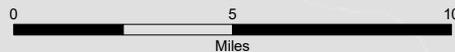
SECTOR PLAN

Guides how a portion of a defined Planning Area should be developed.

Map 1. Municipalities and Councilmanic Districts in Prince George's County



Incorporated Municipal Boundary
 Councilmanic District (2022)



Section I

Introduction & Background



12

About



14

Values



16

Themes



19

Priorities



26

Our Community



30

Partners



32

Community
Engagement



34

Implementing
Plan 2035



39

Modes
of Transit



54

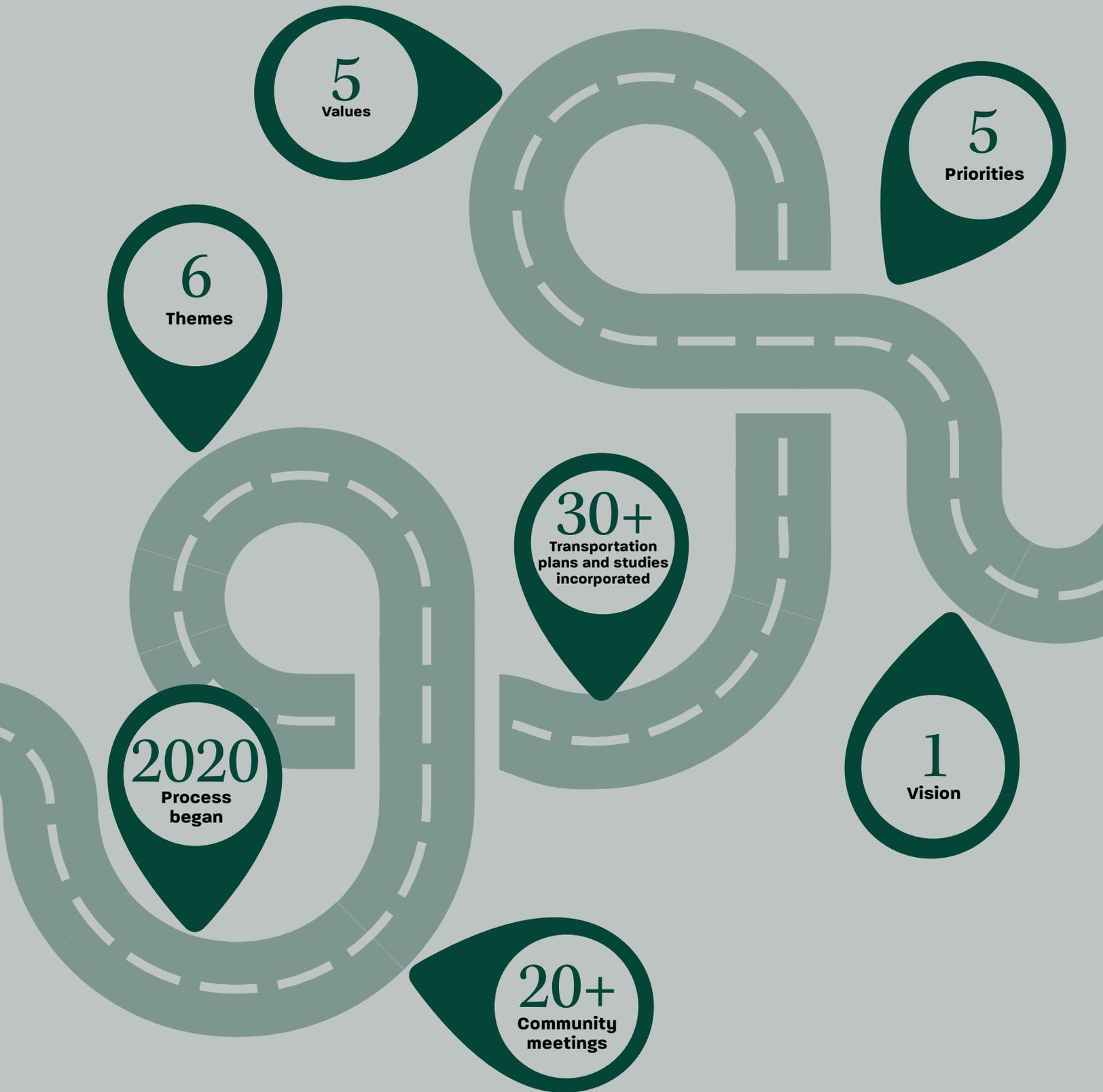
Legal Context



56

Glossary

How We Got Here



Introduction

Prince George's County includes multiple incorporated areas and communities of choice for families, businesses, and visitors. Go Prince George's replaces the 2009 *Countywide Master Plan of Transportation* and includes the vision, goals, policies, and strategies for enhancing the vast transportation network of the County.

This plan reconciles and consolidates transportation recommendations and policies from the master and sector plans approved since 2009 to provide a more comprehensive and concise plan. It further supports the robust countywide transportation network, which serves unincorporated areas and 27 municipalities.

Go Prince George's embraces access and connections between places of interest, regional activity centers, schools, innovation corridors, and special roadways from established communities to rural areas. The County's connections between goods and services and the highway system are key in the Washington metropolitan region.

The several thousands of miles of the road network throughout Prince George's County comprise major arterial streets, expressways, and freeways. The transportation network throughout the County includes ways to move by commuter buses, transit, bicycling, walking, and as a motorist.

Since 2009, more than 100,000 new residents moved into Prince George's County. In that time, many corridors throughout the County have experienced high levels of traffic congestion paired with limited to no transit service. Demand has increased for a variety of housing types in walkable neighborhoods near transit.

Go Prince George's contains policies for advancing transportation planning including funding recommendations, integrated transportation and land-use planning, transit-oriented development,

Vision

Go Prince George's strives to connect Prince Georgians to an integrated, safe, sustainable transportation network that provides access to diverse communities, jobs, goods and services, and places of interest.

concurrency and adequate public facility strategies, and corridor congestion management.

Go Prince George's is a plan to enhance and expand trails, bikeways, sidewalks, transit, and the road network to equitably move people, support transportation network companies and micromobility, efficiently transport goods and services, and provide better commutes, safer streets and curbside management, and expanded mobility via air and water.

Go Prince George's reflects the input and ideas received from engaging the community and collaborating with transportation partners.

Our Values

A successful plan must center around a set of shared values. This countywide functional master plan was created in partnership with the community, stakeholders, and implementing agencies, with a focus on these five values:



CREATING GREAT PLACES

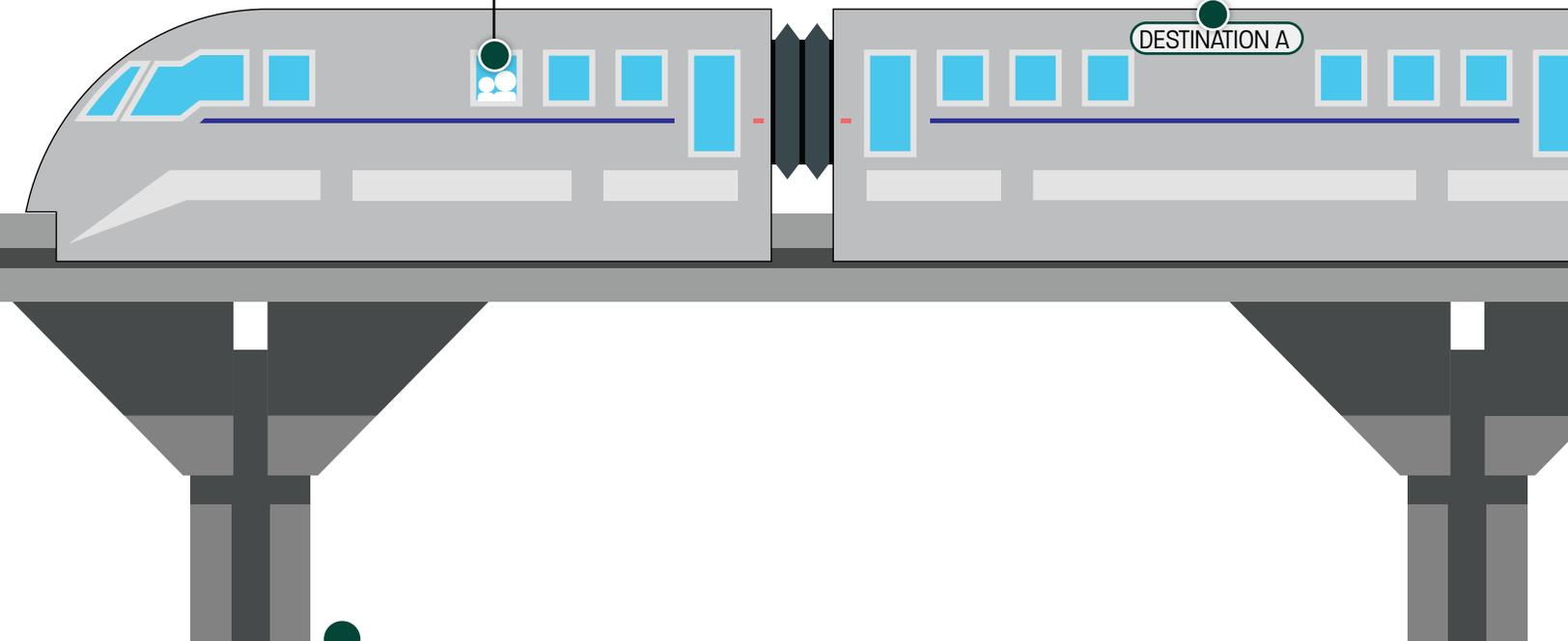
Prince George's County is in a prime location in the Washington, D.C. area, and is home to one of the most active interstate highways (I-95) and a highly supported passenger rail corridor (Amtrak's Northeast Corridor).

Prince George's County has unique communities of very dense urban and suburban residential areas, employment centers, agricultural farm lands, and rural areas. Providing adequate safe infrastructure to sustain communities is essential to supporting the creation of great places to live, work, shop, recreate, and visit while providing adequate transportation management for communities inside and outside the County.



PRIORITIZING PEOPLE

Places that attract workers, students, residents, and visitors are built at the human scale and prioritize the public realm with an emphasis on complete streets for walking, bicycling, micromobility, and transit. All Prince Georgians have a right to access the street in a safe, equitable, efficient way. The movement of people takes precedence over the movement of vehicles.





EQUITY MEANS SAFE ACCESS FOR ALL

Safety must be integrated into all modes of travel. Prince Georgians must have a robust transportation and mobility network that provides safe and equitable access to the maximum number of destinations locally, regionally, and beyond, with a variety of mobility choices.



PRINCE GEORGIANS COME FIRST

An interconnected transportation network will connect Prince Georgians to places of interest and diverse communities.

Mobility decisions are prioritized to benefit Prince Georgians, visitors to the County, and those conducting business in our County while balancing the access of cross-county commuters and interstate motorists.

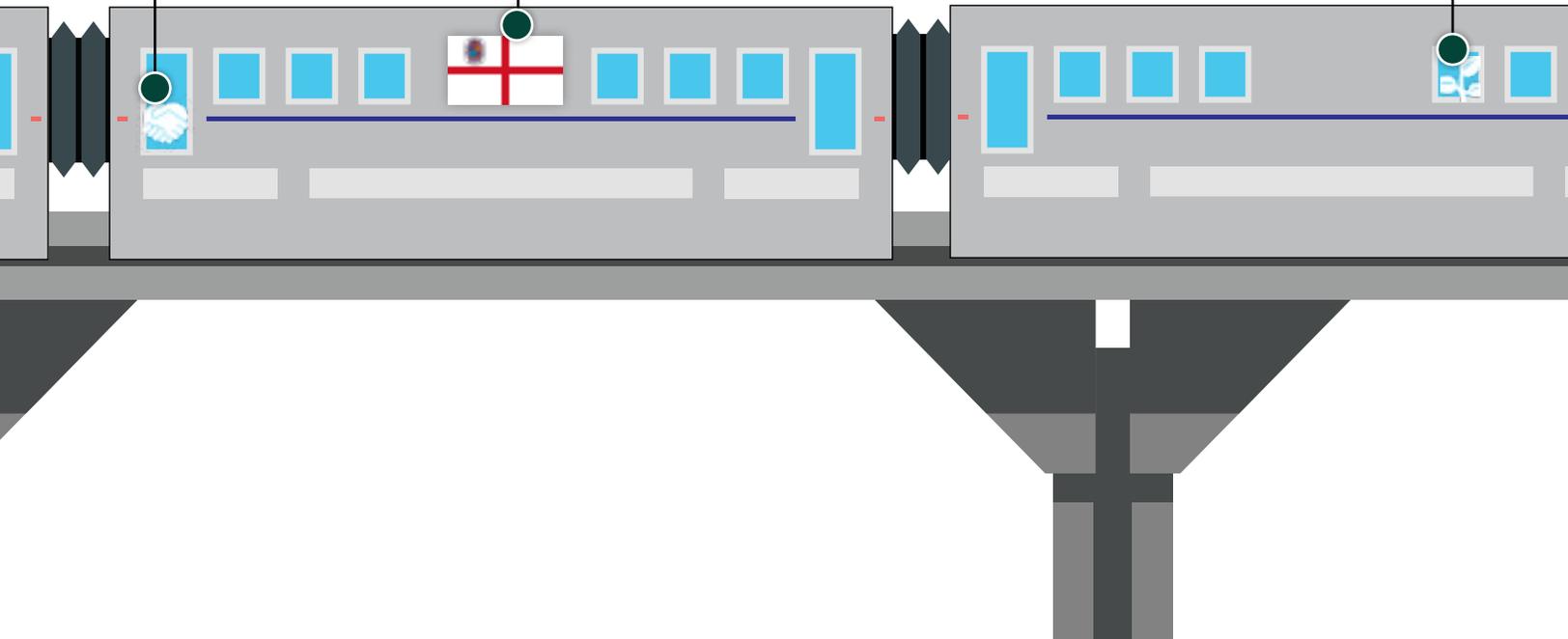


SUSTAINABILITY IS PARAMOUNT

Sustainable infrastructure will minimize the impact on the environment. Hosting a variety of non-vehicular options, including a robust transit system, bicycle, micromobility, and other active transportation will reduce greenhouse gas emissions.

Every Prince Georgian should live within 15 minutes of the region's transit or park-and-ride lots.

Access to the robust trails, pathways, and award-winning parks further supports sustainability for our natural resources.



Our Themes

To advance its transportation vision and goals, Go Prince George's establishes policies and recommendations to achieve a complete, integrated transportation system.

Each of the Go Prince George's policies and recommendations incorporates at least one of its six overarching themes.



SAFETY

Prioritize projects that improve safety for all Prince Georgians. Eliminate transportation-related fatalities and serious injuries to make our streets safe for everyone. Safety is at the foundation of a Complete Streets policy—to design and operate streets in a way that enables safe access for all users, regardless of age, ability, or transportation mode choice. Safety consistently ranks as a top priority for Prince Georgians.



EQUITY

Increase investment and access to support equitable and affordable mobility options in our communities that historically lacked investment.

Promote equitable development projects that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and neighborhood services.



INNOVATION

Integrate emerging mobility solutions and technologies to move people and goods through our County in cleaner, safer, more affordable, and efficient ways. This includes supporting transportation network companies and increasing smart infrastructure throughout the County.





RESILIENCE AND SUSTAINABILITY

Increase access to sustainable and zero-carbon transportation modes and mobility options to support our strategic energy and sustainability goals. This includes maintaining trails, pathways, and scenic highways.



COLLABORATION

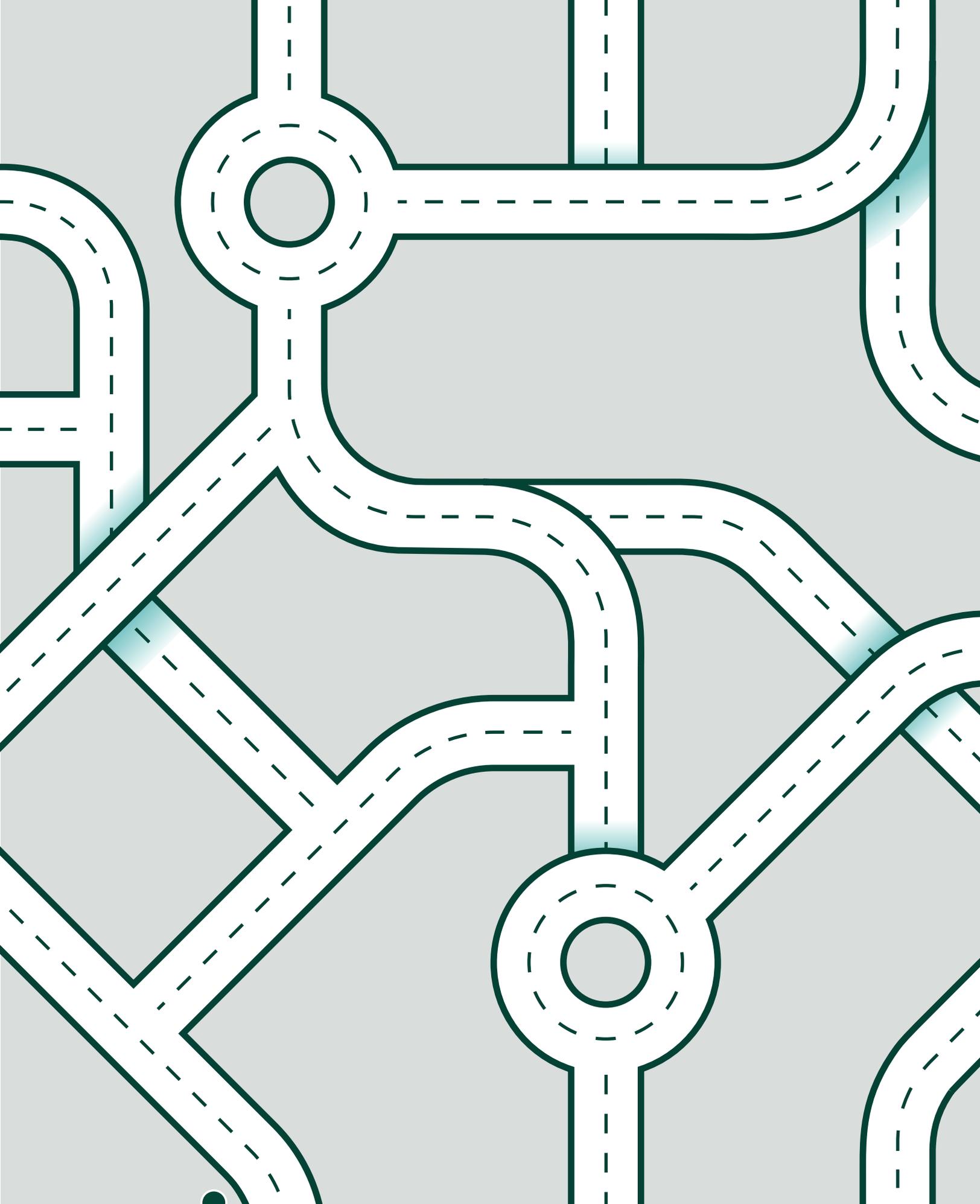
Support real-time information, open-source data, transparency, monitoring, reporting, departmental and agency cooperation, database management, and options for parking, loading and unloading, and goods movement. Technology is a vital tool for collaboration, ensuring that the policies and programs guiding our region's future are closely coordinated and well integrated.



COMMUNITY OF CHOICE

A well-maintained and connected network of streets, paths, bikeways, trails, and more provides Prince Georgians with the optimum variety of mode choices. This plan supports a Complete Streets Road Network enhanced for a particular mode (pedestrians, bicycles, transit, vehicles, trucks). It also focuses on the benefits of flexible design standards, and needed infrastructure improvements to connect to the County's communities of choice.





Our Priorities

GO Prince George's is a plan for how Prince George's County transportation partners and incorporated areas prioritize projects

to ensure that Prince George's County is a viable place to live, work, play, learn, shop, recreate, and visit. The most important role of Go Prince George's is to protect and preserve public health, safety, and welfare. Investing in projects, programs, and people that save lives and prevent injury in the transportation network is Prince George's County's highest priority.

With a land mass area of almost 500 square miles, the County's transportation network is vast and varied. From air, water, and land, Prince George's County's mobility trends balance large commuter traffic with intra-state motorists.

While many Prince Georgians still commute to work as single-occupant vehicle motorists, the County is among the nation's leading suburbs when it comes to commuting in other ways. The United States Census Bureau estimates that 35.2 percent of Prince Georgians do not commute to work by driving alone. Each of these trips is a car off the road, reducing traffic congestion, carbon emissions, roadway wear and tear, and potential safety challenges for other travelers. There are five transportation priorities.





Ensuring great communities

to live, work, play,
learn, shop, and recreate

This priority includes providing access to healthy foods and quality health care, as part of neighborhood-serving uses to support 15-minute communities. All stakeholders are requested to partner in the transformation of the integrated transportation system from one that conveys vehicles through and out of the County. The opportunity to safely travel throughout the County on a variety of reliable, accessible modes of transportation is an achievable goal.

To continue to support this effort, Plan 2035's Strategic Investment Program identifies five "downtowns" in the County for prioritization:

- Hyattsville Crossing (Prince George's Plaza)
- New Carrollton
- Downtown Largo
- Suitland
- Branch Avenue Metro

Investing in our "downtowns" will attract jobs, businesses, and amenities for Prince Georgians, while focusing on deploying smart infrastructure to advance access management in those areas.

Go Prince George's uses five measures to identify which communities will benefit most when new mobility, accessibility, and connectivity investments are made, which include:

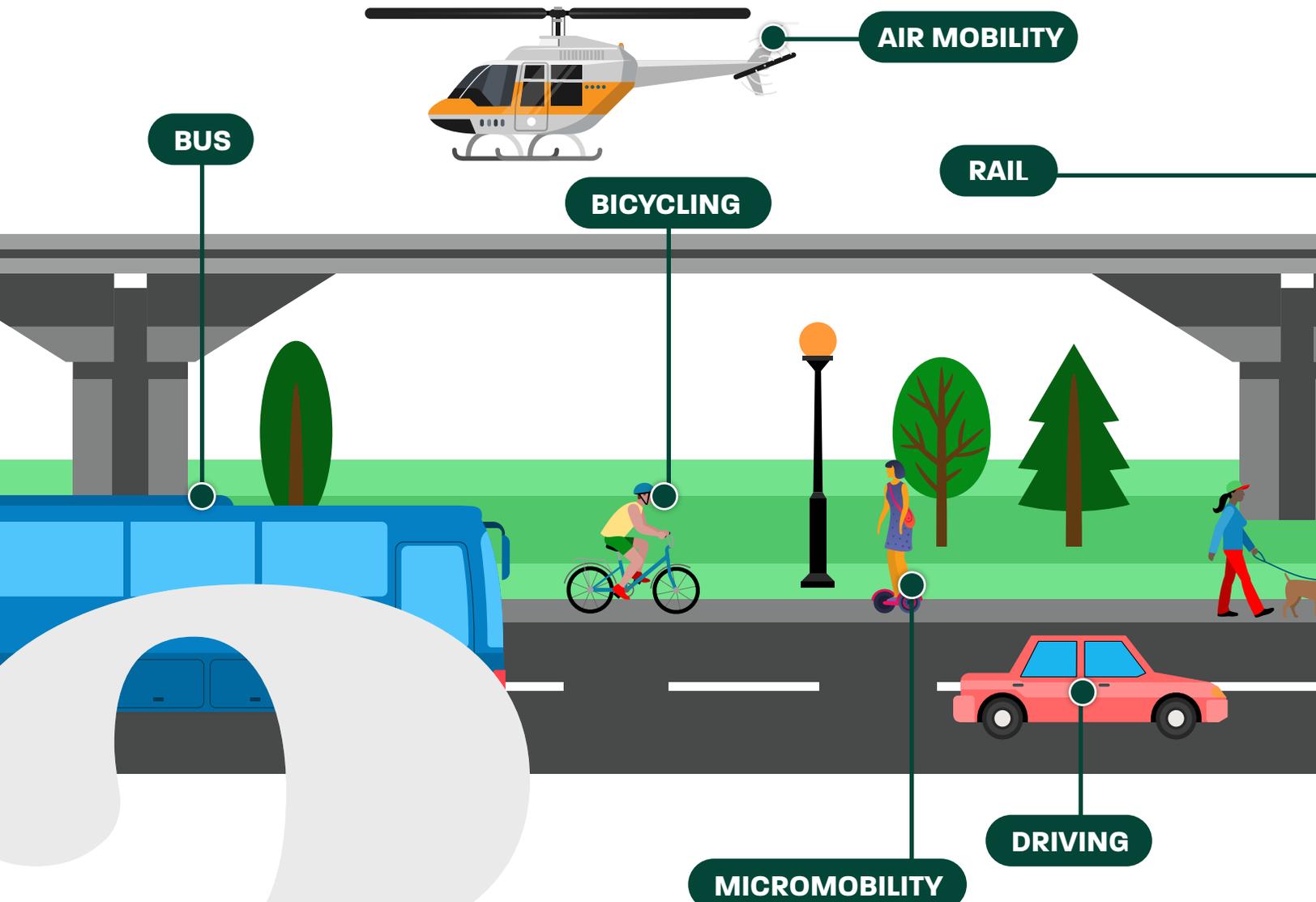
- The Metropolitan Washington Council of Governments' (MWCOC) Equity Emphasis Areas
- The federal government's Justice40 Communities Initiative and its Climate and Economic Justice Screening Tool
- Plan 2035's Neighborhood Investment Areas
- The County's Capital Improvement Program
- General Plan Centers where 50 percent or more of the Center is within one or more of the areas above

Enhancing multi-agency coordination and public-private partnerships

The Prince George's County Innovation Corridor “has the highest concentrations of economic activity in our four targeted industry clusters [healthcare and life sciences; business services; information, communication, and electronics (ICE); and the federal government] and has the greatest potential to catalyze future job growth, research, and innovation in the near- to mid-term. This area is well positioned to capitalize on the synergies that derive from businesses, research institutions, and incubators locating in close proximity to one another and on existing and planned transportation investment, such as the Purple Line,” per Plan 2035.

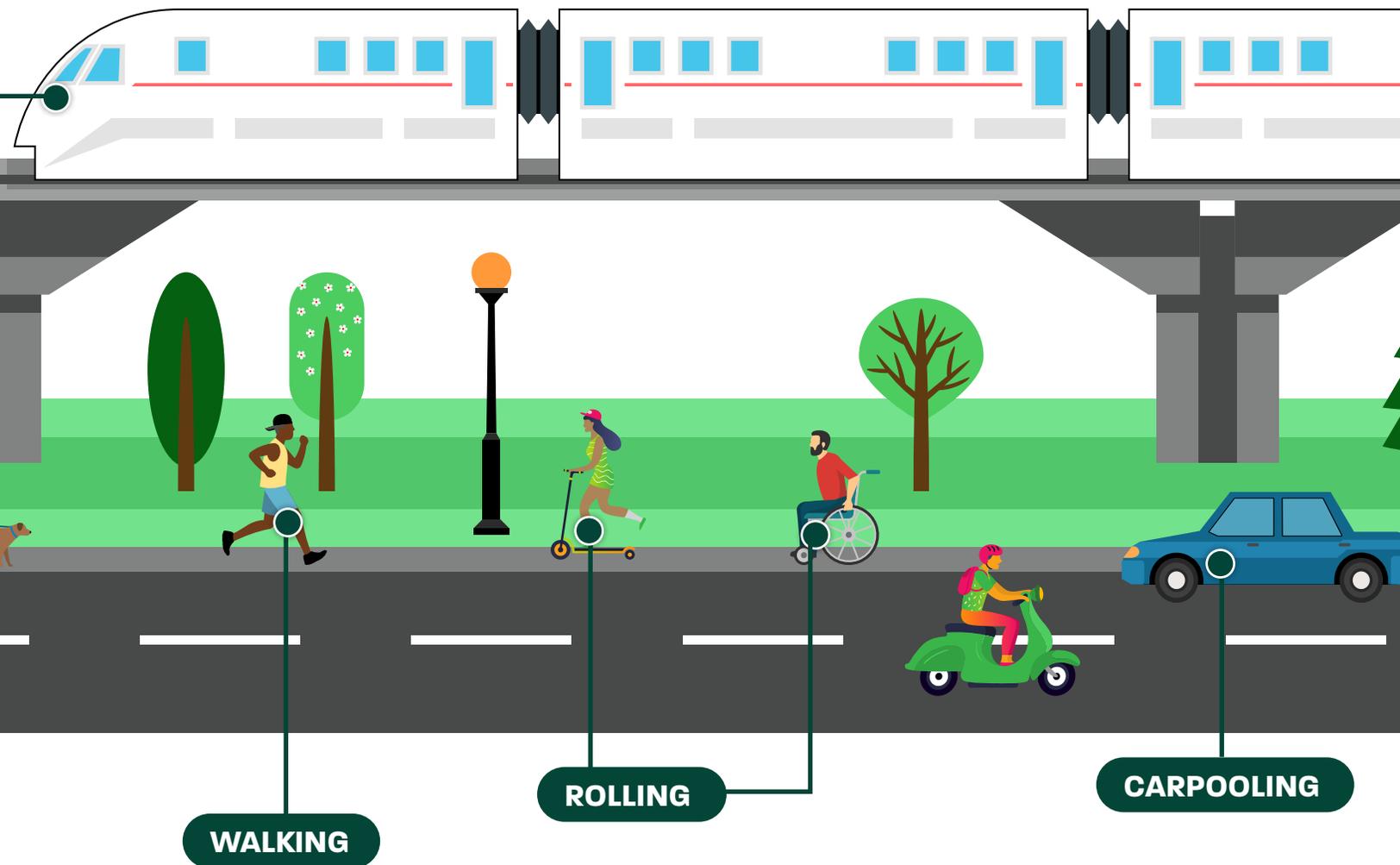
Prince George's County hosts the nation's leading research institutions in a variety of fields. Capitalizing on research and innovation conducted at existing campuses, such as the Henry A. Wallace Beltsville Agricultural Research Center (BARC), the University of Maryland, College Park, the Discovery District, the National Aeronautics and Space Administration Robert Goddard Space Flight Center (NASA Goddard), and other research firms and institutions in the County is a clear way to increase public-private partnerships to support various transportation options for long-term success, including addressing first-mile/last-mile strategies.





Providing multimodal transportation choices





Providing the ability for all Prince Georgians to use public transit instead of driving is one of the most important things Go Prince George’s can do for the environment, the economy, and the County’s future.

Go Prince George’s envisions a future where transportation demand management is integrated in all communities. This will support rideshare, carshare, and bikeshare, which can create better connection nodes to transit for equitable transportation options.

The Regional Transit Districts and Local Centers are those areas in Prince George’s County where the development of transportation hubs and transfer points can occur more seamlessly. Plan 2035 establishes the goal that 65 percent of future housing and jobs will be located in Regional Transit Districts and the Local Centers served by rail transit.

An additional 10 percent of new dwelling units and 5 percent of jobs will be located in the Town Centers—those suburban and auto-oriented centers that have a mix of uses.

There are hundreds of miles of new bicycle facilities, sidewalks, and shared-use paths. These new facilities increase connectivity and accessibility, but also create network gaps where neighborhoods are close to these facilities, but residents cannot quite get to them. The next priority is completing the County Bikeways Network and closing pedestrian and bicycle gaps.

WMATA, DPW&T, and other bus service providers in the County are encouraged to constantly collect, update, refine, and analyze data to determine which services and improvements to rider experience are working, which ones are not, and what services are needed.

Growing and traveling sustainably

Similar to its peer jurisdictions around the Capital Beltway, much of Prince George's County consisted of low-density neighborhoods without access to the County's multimodal network. A majority of Prince Georgians lived in these areas.

Sustainable infrastructure in Existing Communities allows residents to walk, roll, bicycle, and ride transit safely and effectively. Go Prince George's identifies strategic investments and an approach to ensuring our Existing Communities complement our growth centers.

Placemaking investments have transformed our designated Centers into destinations of choice for residents of surrounding communities and the broader region. Creating a County Bikeways Network is a high priority. Making sure that bicyclists and shared-use path users can cross the expansive road network is key to having a comprehensive, continuous facility.

Prince George's County can enhance its transportation facilities with a focus on advancing green infrastructure and green streets. The County and its partners must work to construct the next generation of major transportation projects. They include, but are not limited to:

- Extensions of Metrorail and other fixed-guideway transit services,
- Capacity enhancements on interstates, where feasible,
- Interchange upgrades, and
- Conducting planning, preliminary engineering, and final design for these facilities.



Figure 1.

PRINCE GEORGE'S COUNTY Who lives here

482.6

square miles, making it the sixth-largest county in the State.

Bordered by Montgomery, Anne Arundel, Howard, Charles, and Calvert Counties in Maryland; City of Alexandria, Virginia; Fairfax County, Virginia; and the District of Columbia.



967,201

Total County population



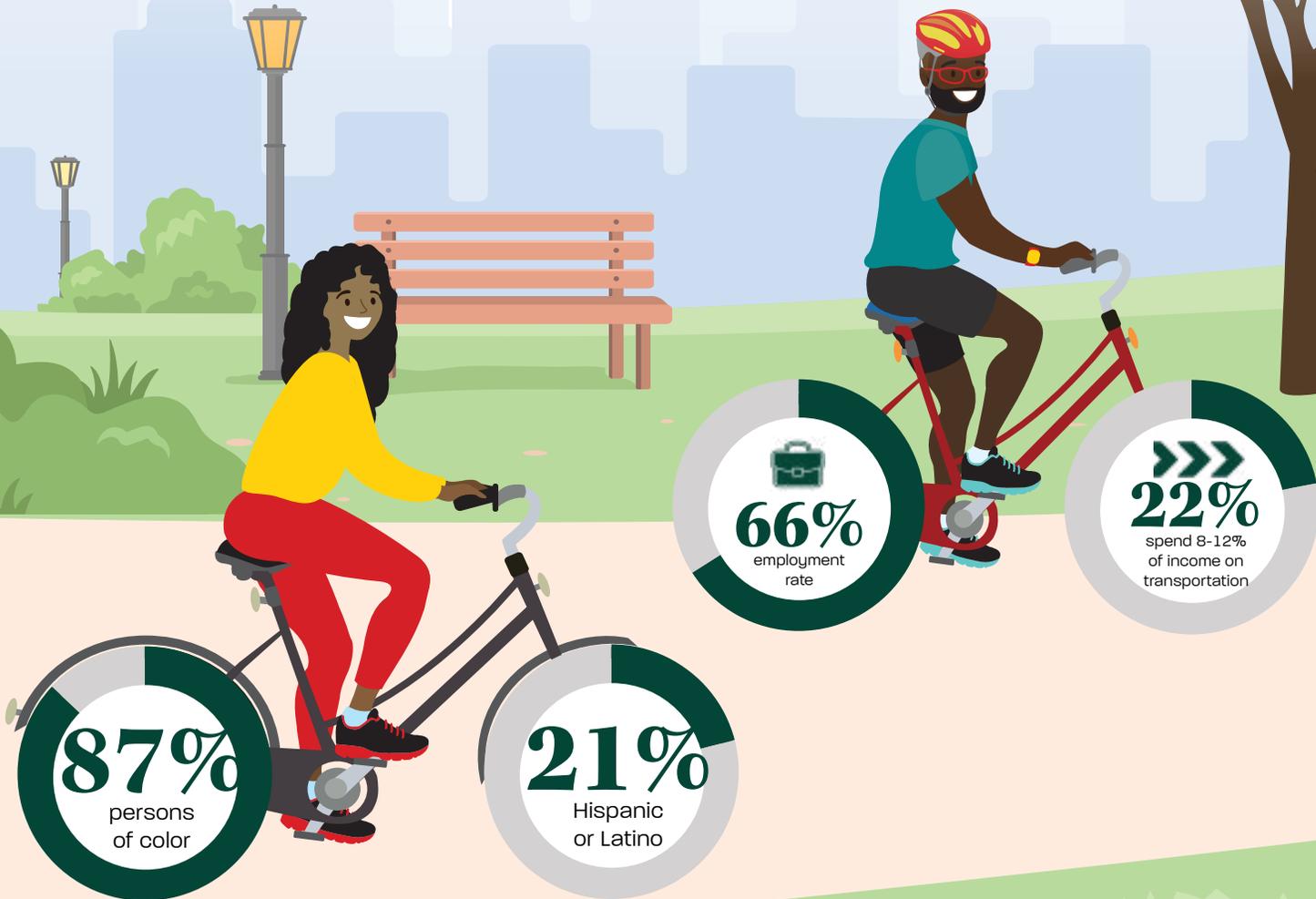
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Median age



\$98,027

Median Household income





48%

of greenhouse gas emissions in the County in 2018 came from the transportation sector, specifically driving



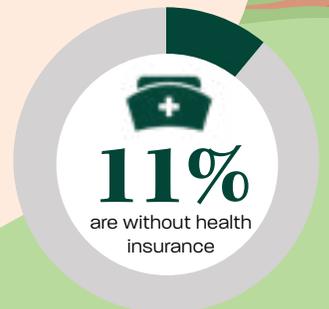
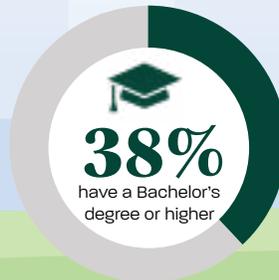
120

fatal crashes in 2023, the most in the region



39

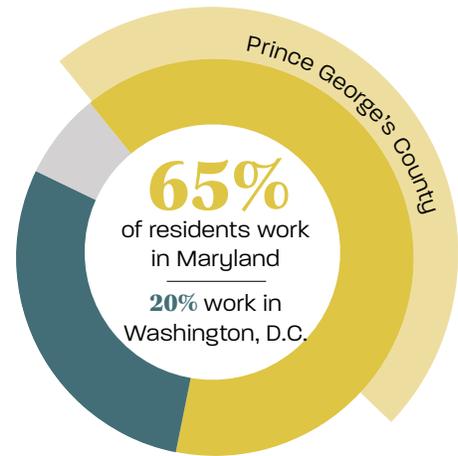
pedestrians killed in vehicle crashes in 2023



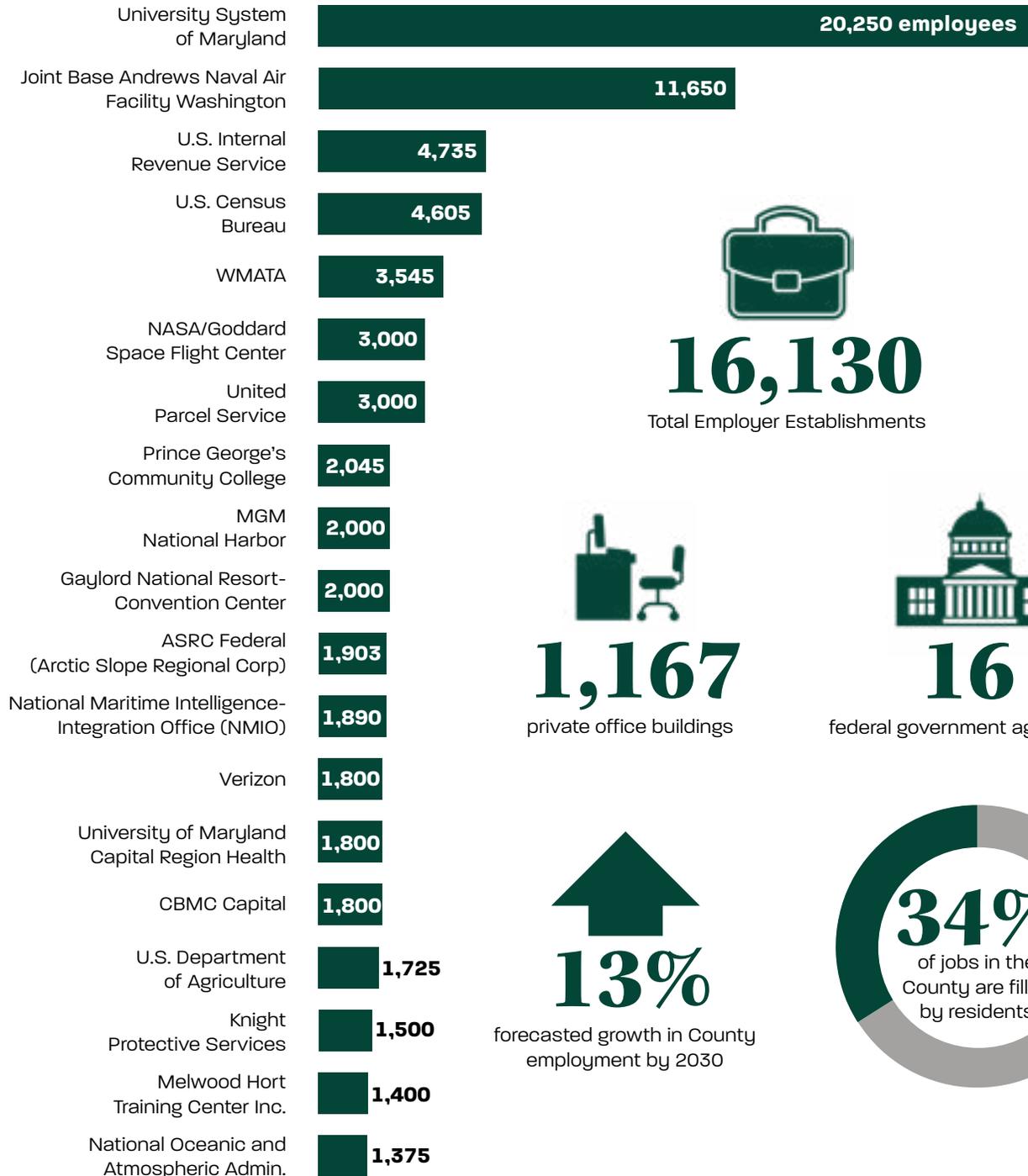
Sources: The U.S. Census Bureau, The Center for Neighborhood Technology

Figure 2.

Where we work



Major Employers in Prince George's County

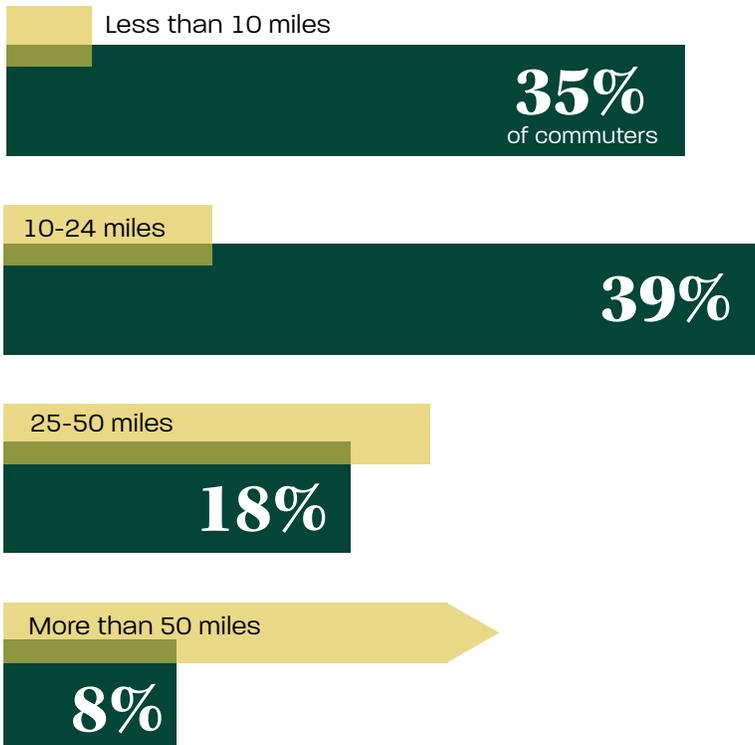


Sources: The U.S. Census Bureau; Maryland Department of Commerce

Figure 3.

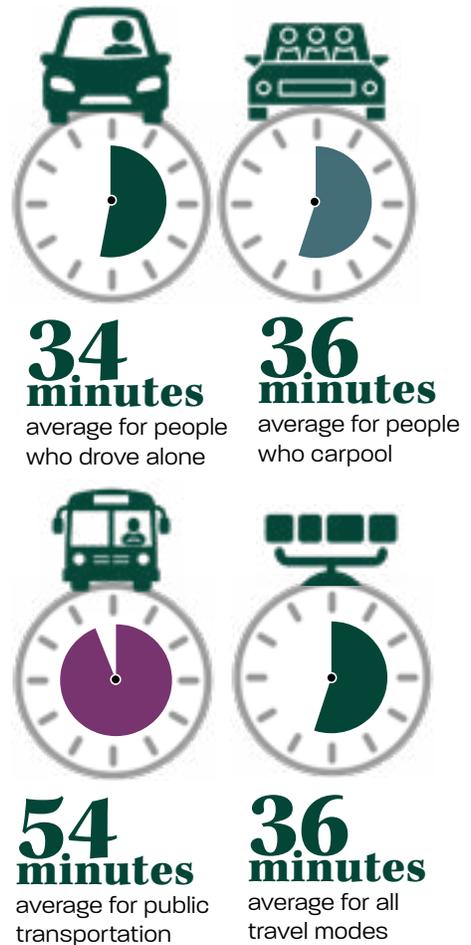
& How we get there

Average commute distance

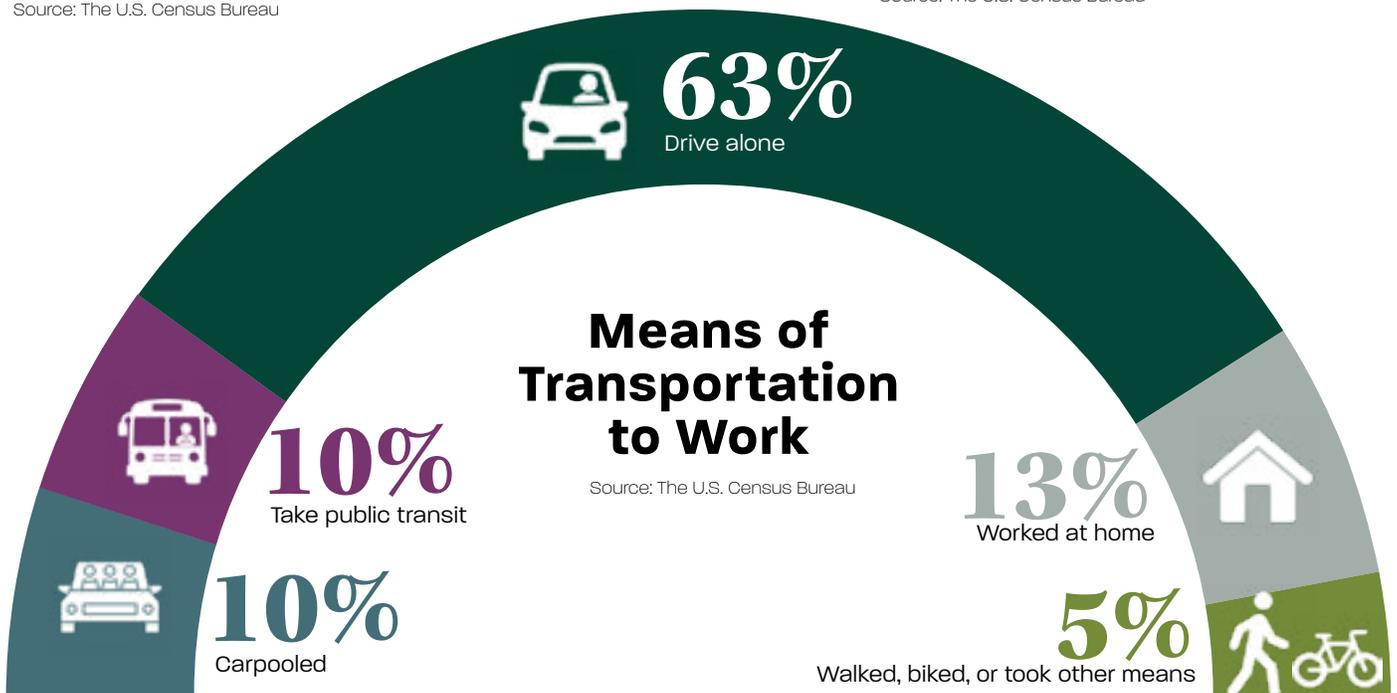


Source: The U.S. Census Bureau

Average commute time



Source: The U.S. Census Bureau



Agency Partners and Municipalities

This is a plan for the future of Prince George's County's transportation network. Prince George's County has many partners that deliver an integrated system that gets people, goods, and services to, from, and through the County. The coordination between State, Regional, County, and local agencies is key to managing the robust transportation network that includes street and trail design, operation, planning, and maintenance. Below is a summarized list of the various partners who are integral in implementing the current and future changes envisioned by this plan.



National Park Service

NPS

Responsibility

430 national parks across the United States and its territories

Jurisdiction and key facilities in Prince George's County

Baltimore-Washington Parkway, Suitland Parkway, Greenbelt Park, Fort Washington Park, Piscataway Park, Oxon Hill

Other jurisdictions served

United States



National Railroad Passenger Corporation

Amtrak

Responsibility

Intercity passenger rail service in United States

Jurisdiction in Prince George's County

Northeast Corridor

Key facilities in Prince George's County

New Carrollton Transit Center

Other jurisdictions served

46 States



Maryland Department of Transportation, State Highway Administration

SHA

Responsibility

All toll-free numbered roads in Maryland, including Interstate, U.S., and State Highways.

Jurisdiction in Prince George's County

65 State Highways covering 379 miles

Key facilities in Prince George's County

I-95/495, US 50, US 301, US 1, MD 3, MD 4, MD 5, MD 210, MD 214



Maryland Department of Transportation, Maryland Transit Administration

MTA

Responsibility

Commuter rail, light rail, commuter buses, local buses, Baltimore Metro SubwayLink

Jurisdiction in Prince George's County

Purple Line, Commuter Buses

Key facilities in Prince George's County

11 Purple Line stations, 7 MARC Stations



Maryland Department of Transportation, Maryland Aviation Authority

MAA

Responsibility

Support for all aviation facilities in the State of Maryland



Prince George's County Department of Permitting, Inspections and Enforcement

DPIE

Responsibility

Permitting, inspection, enforcement, floodplain, stormwater management, road operations



Washington Metropolitan Area Transit Authority

WMATA

Responsibility

Metrarail, Metrobus, MetroAccess

Jurisdiction in Prince George's County

Green, Blue, Orange, Silver Lines, 55 bus routes

Key facilities in Prince George's County

15 Metrorail stations

Other jurisdictions served

Montgomery, Fairfax, Arlington, Alexandria, Loudoun, District of Columbia



Prince George's County Department of Public Works and Transportation

DPW&T

Responsibility and Jurisdiction

1,890.5 miles of roads and streets in Prince George's County, TheBus, PGLink

Key facilities in Prince George's County

Marlboro Pike, Adelphi Road, Sheriff Road, Medical Center Drive, Lottsford Road, Addison Road, Temple Hill Road



All County Municipalities

Responsibility

558.2 miles of municipal streets and roads

Berwyn Heights
Bladensburg
Bowie
Brentwood
Capitol Heights
Cheverly
College Park
Colmar Manor
Cottage City
District Heights
Eagle Harbor
Edmonston
Fairmount Heights
Forest Heights
Glenarden
Greenbelt
Hyattsville
Landover Hills
Laurel (has own land-use authority)
Morningside
Mount Rainier
New Carrollton
North Brentwood
Riverdale Park
Seat Pleasant
University Park
Upper Marlboro



M-NCPPC, Prince George's County Department of Parks and Recreation

DPR

Responsibility

Regional and local parks throughout Prince George's County

Jurisdiction in Prince George's County

165 miles of trails

Key facilities in Prince George's County

Northwest Branch Trail, Northeast Branch Trail, Henson Creek Trail, Anacostia River Trail, Washington, Baltimore, and Annapolis Trail, Woodrow Wilson Bridge Trail



CSX Transportation

CSX

Responsibility

Freight rail service throughout the United States

Jurisdiction in Prince George's County

All freight rail service in County

Key facilities in Prince George's County

CSX Capital Subdivision
CSX Alexandria Extension

Other jurisdictions served

25 states, the District of Columbia, and Ontario



Metropolitan Washington Council of Governments

COG & TPB

Responsibility

The National Capital Region Transportation Planning Board (TPB) is the federally designated metropolitan planning organization (MPO) for metropolitan Washington. TPB coordinates future plans, provides data and analysis to decision-makers, and coordinates regional programs to advance safety, land-use coordination, and more. The TPB is housed at and staffed by the Metropolitan Washington Council of Governments.

Community Engagement

This countywide functional master plan was created in partnership with the community, stakeholders, and implementing agencies. Go Prince George's reflects interviews with key stakeholders and partner agencies, office hours with residents, feedback received during and after public events, community surveys, and briefings with decision-makers and elected officials, including stakeholder conversations and other impromptu discussions of transportation issues during other planning and associated public events. Go Prince George's captures places of interest including connections to international airports, local colleges and universities, major job centers, surrounding counties and Washington, D.C., regional activity centers, park systems, and other tourist attractions, including National Harbor. During the public engagement for this plan, there were frequent issues shared on "growth management" coupled with "inadequate infrastructure." The additional comments received can be found at pgplan.org/go.

373

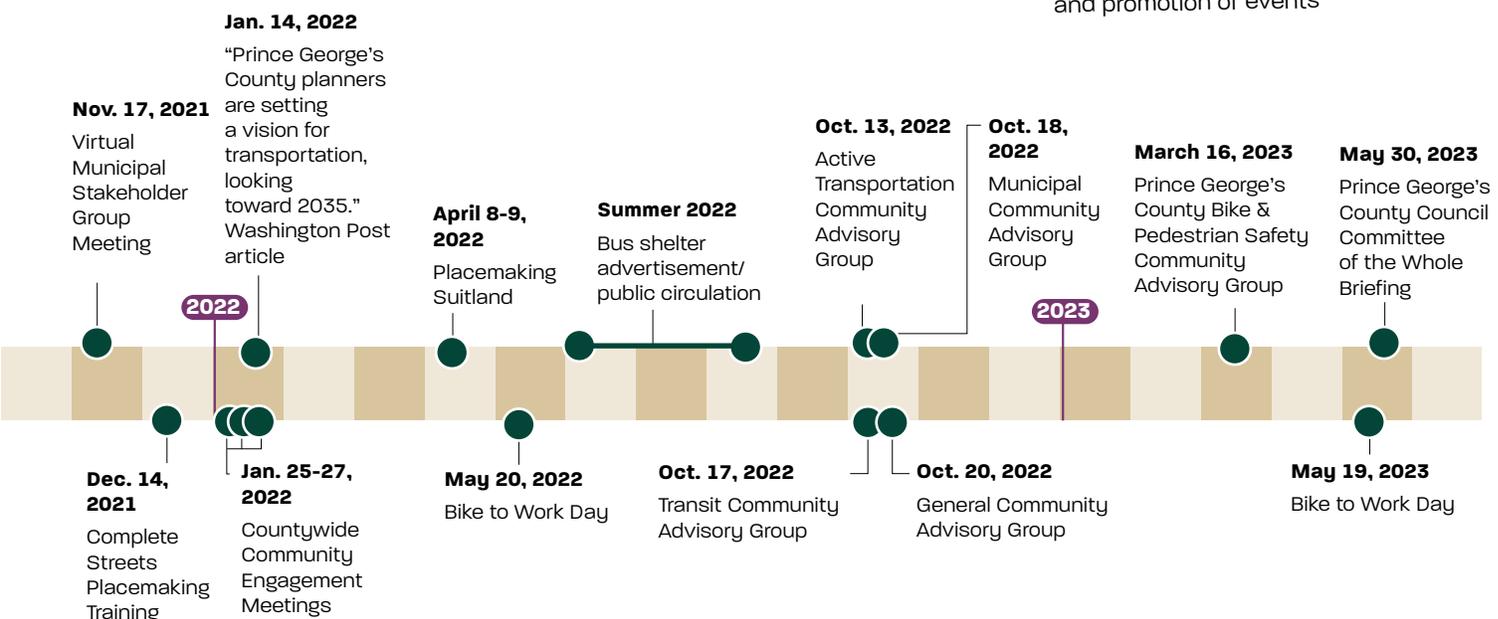
people registered for three countywide meetings offered in English and Spanish

43

community, stakeholder, and outside meetings that staff organized or attended to educate the public and receive feedback

38

social media posts for education and promotion of events





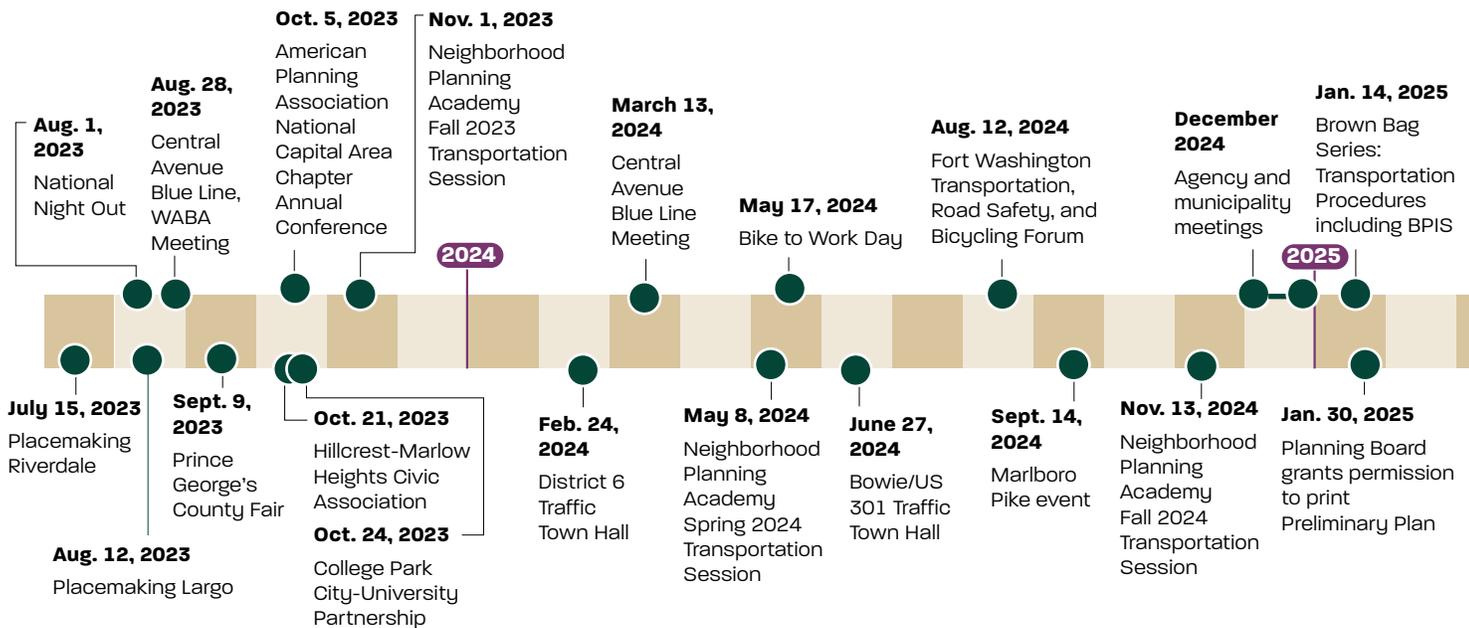
Join at
slido.com
#MPOT2035A

College park
 Glenarden
 brandywine
 Unincorporated
 Cheverly
Hyattsville
 District Heights
 Glenn Dale
Upper Marlboro
 Mitchellville
 Seat Pleasant
 Laurel
 Accokeek
Bowie
 Largo
 (Columbia)
 Beltsville
Fort Washington
 Bowie/Mitchellville



ENGAGEMENT PROCESS

- Host a series of meetings with stakeholders to collect information on priorities, transportation needs, and opportunities.
- Use data from stakeholders, prior plans, and existing conditions analysis to prepare an existing conditions report.
- Present a draft MPOT to stakeholders and solicit input on how well it aligns with earlier feedback.
- Host a second series of meetings with stakeholders to confirm understanding of information and verify alignment with earlier input.
- Finalize the MPOT and present to Planning Board and County officials for approval.



Implementing Plan 2035



Plan 2035 seeks to strategically direct growth to designated Regional Transit Districts and Local Centers. Plan 2035 identified 26 Local Centers and 8 Regional Transit Districts.

The eight **Regional Transit Districts** are high-density, vibrant, and transit-rich mixed-use economic generator areas, envisioned to capture most future residential and employment growth and development in Prince George's County. These medium- to high-density areas are envisioned to provide multimodal transportation options such as:

- Continuous Sidewalk Network
- Bike Facilities
- Transit System (Metro, MARC, Amtrak)
- Car/Bike/Ride Share

Local Centers are focal points of concentrated residential development and limited commercial activity serving the County's Established Communities. The 26 Local Centers' designations are based on access or proximity to high-capacity transit services, universities, or significant public and private investments in infrastructure.

Established Communities are most appropriate for context-sensitive infill and low- to medium-density development, with a focus on enhancing existing infrastructure, primarily the sidewalk network.

Rural and Agricultural Areas comprise low-density residential communities served by well and septic, significant natural resources, and important agricultural uses, historic scenic roads, and viewsheds.

Innovation Corridor

Plan 2035 designates the US 1 (Baltimore Avenue) corridor between the Henry A. Wallace Beltsville Agricultural Research Center and the University of Maryland, College Park and the MD 193 Corridor between UMD and the NASA Goddard Space Flight Center as the County's Innovation Corridor.

Employment Areas were identified as a result of two major County plans: the 2013 *Strategic Economic Development Plan* and the 2014 *Southern Green Line Station Area Plan*. These designated employment areas have the highest concentrations of economic activity in our four targeted industry clusters:

- Business Services
- Federal Government
- Healthcare and Life Sciences
- Information, Communication, and Electronics (ICE)

Map 2. Plan 2035 Growth Policy Map



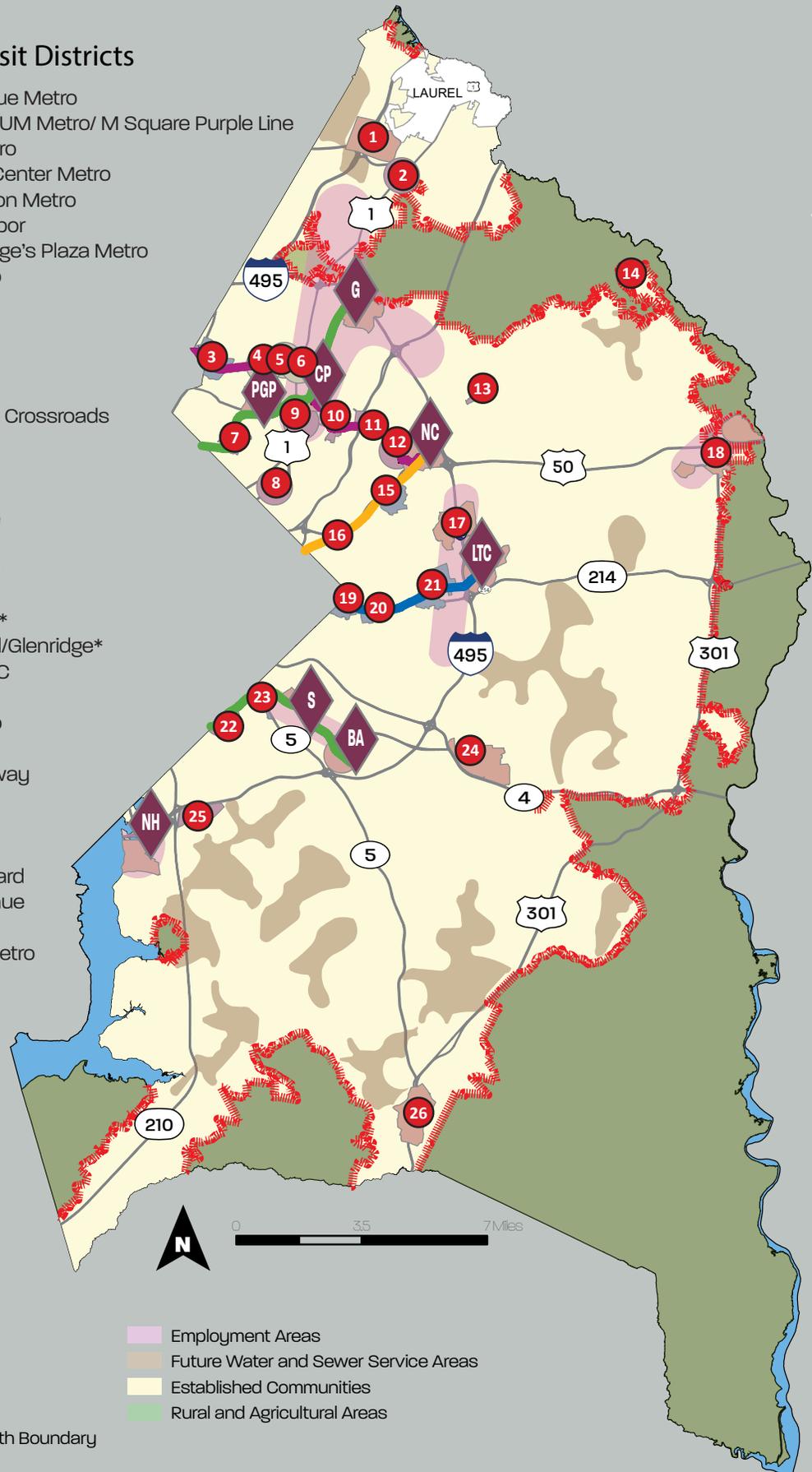
Regional Transit Districts

- BA - Branch Avenue Metro
- CP - College Park/UM Metro/ M Square Purple Line
- G - Greenbelt Metro
- LTC - Largo Town Center Metro
- NC - New Carrollton Metro
- NH - National Harbor
- PGP - Prince George's Plaza Metro
- S - Suitland Metro



Local Centers

1. Konterra
 2. Muirkirk MARC
 3. Takoma/Langley Crossroads
 4. UMD West*
 5. UMD Center*
 6. UMD East *
 7. West Hyattsville
 8. Port Towns
 9. Riverdale MARC
 10. Riverdale Park*
 11. Beacon Heights*
 12. Annapolis Road/Glenridge*
 13. Seabrook MARC
 14. Bowie MARC
 15. Landover Metro
 16. Cheverly Metro
 17. Landover Gateway
 18. Bowie
 19. Capitol Heights
 20. Addison Road
 21. Morgan Boulevard
 22. Southern Avenue Metro
 23. Naylor Road Metro
 24. Westphalia
 25. Oxon Hill
 26. Brandywine
- *Future Purple Line Centers



- Blue Line
- Green Line
- Orange Line
- Purple Line
- - - - Plan 2035 Growth Boundary
- Employment Areas
- Future Water and Sewer Service Areas
- Established Communities
- Rural and Agricultural Areas

Center Classification System

Regional Transit Districts (Regional)

- Branch Avenue Metro
- College Park/UM Metro/M Square Purple Line
- Greenbelt Metro
- Largo Town Center Metro
- National Harbor
- New Carrollton Metro
- Prince George's Plaza Metro
- Suitland Metro

Moderate- to high-density and intensity regional-serving centers. Destinations for regional workers and residents that contain a mix of office, retail, entertainment, public and quasi-public, flex, and medical uses; the balance of uses will vary depending on the center's predominant character and function. Walkable, bikeable, and well-connected to a regional transportation network via a range of transit options. Density and intensity are often noticeably greater within a quarter mile of Metro and light rail stations.

The recommended jobs-to-household ratio ranges from three jobs to one household (3:1) to six jobs to one household (6:1) for more mixed-use centers and six jobs to one household or greater (> 6:1) for larger employment centers. In employment centers, housing and retail uses are secondary, but essential to creating competitive and vibrant environments attractive to employers and employees.

New Housing Mix:	Predominantly high-rise and mid-rise apartments and condos, townhouses
Average Net Housing Density for New Development:	40+ Dwelling Units/Acre
FAR for New Commercial Development:	3+
Transportation Characteristics:	Metrorail with frequent local feeder connections (bus and shuttle service) and intermodal facilities—commuter rail (Amtrak and MARC service), fixed guideway (light rail and bus rapid transit), and interstate highways and arterials.

Local Transit Centers (Local)

- Addison Road Metro
- Capitol Heights Metro
- Cheverly Metro
- Landover Metro
- Takoma/Langley Crossroads
- Morgan Boulevard Metro
- Naylor Road Metro
- West Hyattsville Metro

Smaller-scale, mixed-use centers that are well connected by transit. Many of these areas are integrated with an established street grid and offer local-serving retail and limited office uses.

New Housing Mix:	Mid-rise and low-rise apartments and condos, and townhouses
Average Net Housing Density for New Development:	15-30 Dwelling Units/Acre
FAR for New Commercial Development:	1.5-3
Transportation Characteristics:	Metrorail or light rail with potential for localized parking and local transit connections with all types of bus service.

Neighborhood Centers (Local)

- Annapolis Road/ Glenridge*
- Beacon Heights*
- Muirkirk MARC (new designation)
- Oxon Hill
- Port Towns
- Riverdale MARC
- Riverdale Park*
- Seabrook MARC
- Southern Avenue Metro

**Future Purple Line centers*

Primarily residential areas that are often lower in density. These areas generally have fewer transit option and offer neighborhood-serving retail and office uses.

New Housing Mix:	Mid-rise and low-rise apartments and condos, townhouses, and small-lot single-family
Average Net Housing Density for New Development:	10-15 Dwelling Units/Acre
FAR for New Commercial Development:	0.5-2
Transportation Characteristics:	Typically light rail, commuter rail, or local bus hub with limited or no parking.

Campus Centers (Local)

- Bowie MARC
- UMD East*
- UMD Center*
- UMD West*

**Future Purple Line centers*

Transit accessible low- to medium-density, mixed-use development oriented toward supporting university research, as well as community housing and retail needs, and student housing needs at Bowie MARC.

New Housing Mix:	Mid-rise and low-rise apartments and condos, townhouses, and small-lot single-family
Average Net Housing Density for New Development:	10-15 Dwelling Units/Acre
FAR for New Commercial Development:	0.5-3
Transportation Characteristics:	Light or commuter rail, arterial roadways, and local/ express bus service.

Town Centers (Local)

- Bowie
- Brandywine
- Konterra
- Landover Gateway
- Westphalia

A range of auto-accessible centers that anchor larger areas of suburban subdivisions. Overall the centers are less dense and intense than other center types and may be larger than one-half mile in size due to their auto orientation.

New Housing Mix:	Low-rise apartments and condos, townhomes, and small, single-family lots.
Average Net Housing Density for New Development:	10-60 Dwelling Units/Acre
FAR for New Commercial Development:	1-2.5
Transportation Characteristics:	Largely automobile-oriented with access from arterial highways. Limited bus service along with on-demand bus service.

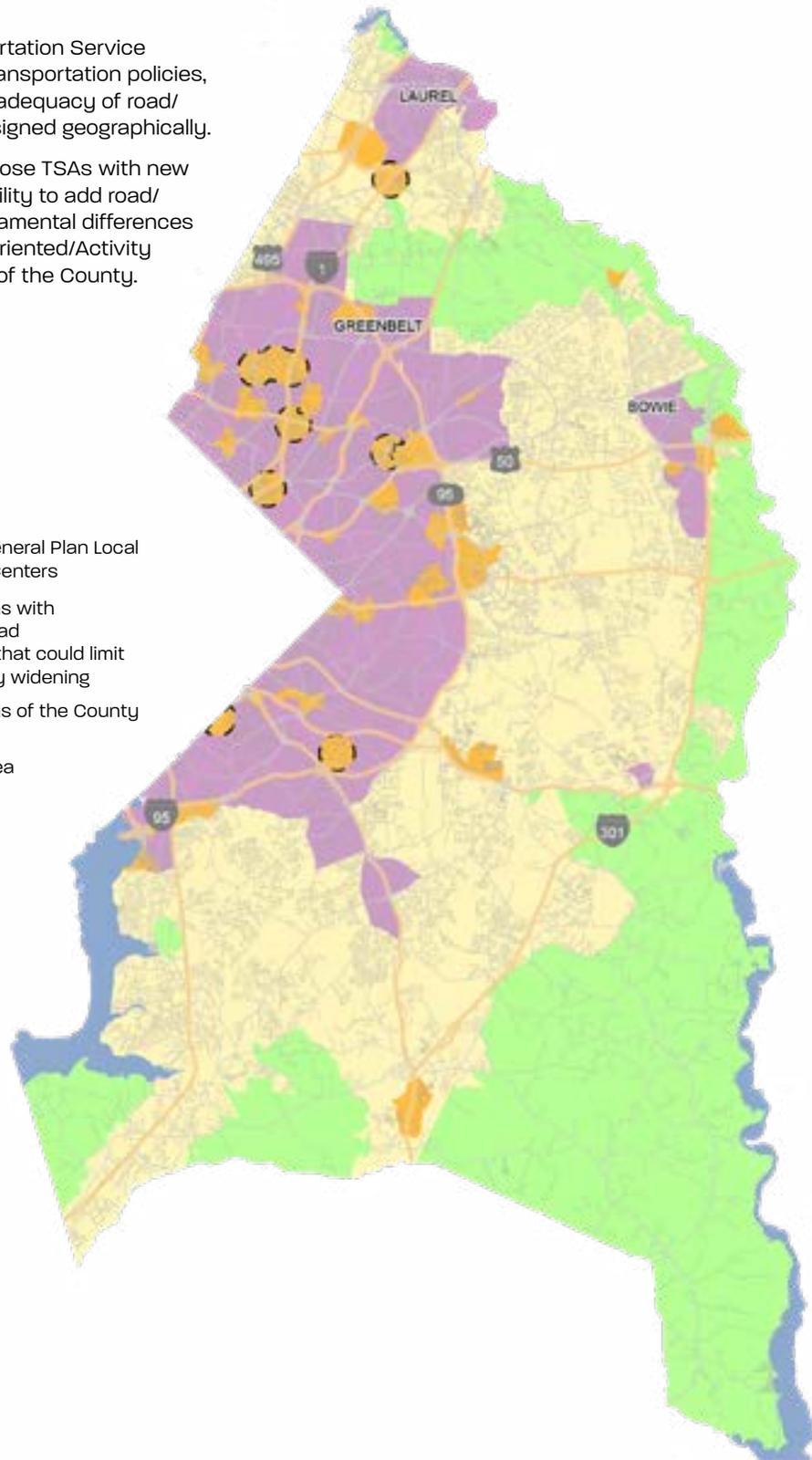
Transportation Service Areas

Plan 2035 established Transportation Service Areas (TSAs) so that certain transportation policies, including the requirements for adequacy of road/highway facilities, could be assigned geographically.

Go Prince George's replaces those TSAs with new TSAs that reflect the limited ability to add road/highway lanes and to the fundamental differences between areas in the Transit-Oriented/Activity Center Zones and other areas of the County.

Map 3. New Transportation Service Areas

- TSA 1** Established General Plan Local and Regional Centers
- TSA 2** Suburban areas with constrained road right-of-ways that could limit future roadway widening
- TSA 3** Suburban areas of the County
- TSA 4** The Rural and Agricultural Area



Roads

US 50 is the primary east-west highway from California to Maryland and is home to major regional attractions.



The County's strategic location along the I-95 corridor positions it as a leading destination for hospitality, tourism, transportation, logistics, and warehousing.

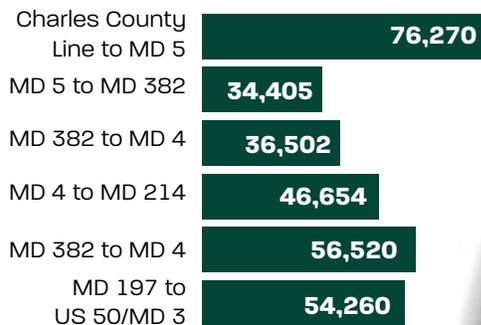


The Capital Beltway is the busiest highway in the Washington, D.C., region and the State of Maryland, and the second-busiest highway in Virginia.



US 301 is the second-most heavily traveled north-south corridor in the County and runs between Bowie and Brandywine via Upper Marlboro.

Figure 4. **Traffic Volumes on US 301 in Prince George's County, 2022**



The Baltimore-Washington Parkway is a 29-mile, limited-access highway that traverses Prince George's County.



US 1 largely serves local traffic and is the primary point of entry to the University of Maryland, College Park.

Suitland Parkway is a National Park Service facility connecting Westphalia with central Washington, D.C. It opened in 1944 to connect what is now Joint Base Andrews with other points of interest.



558

miles of municipal streets and roads

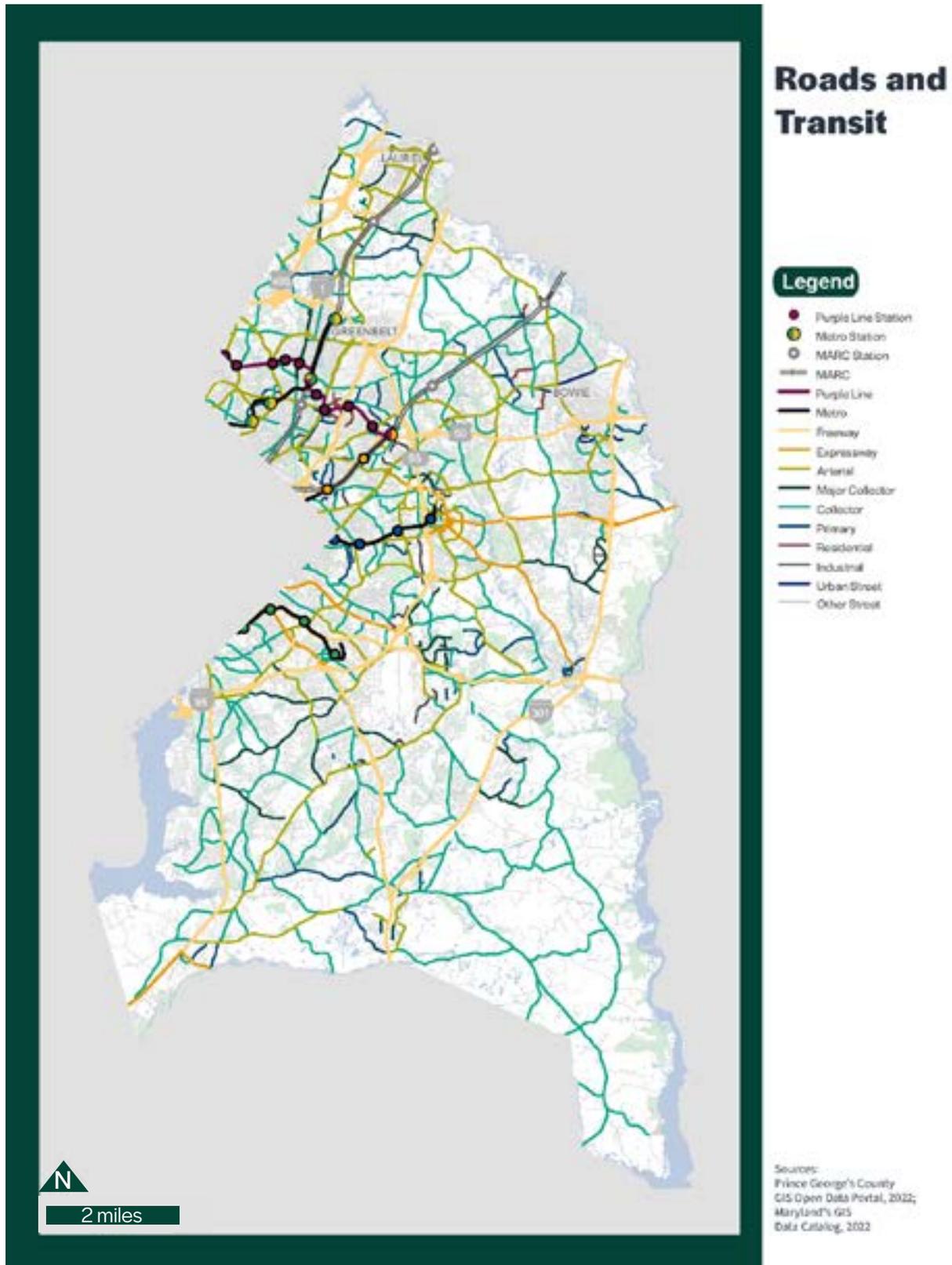
435

miles of highways

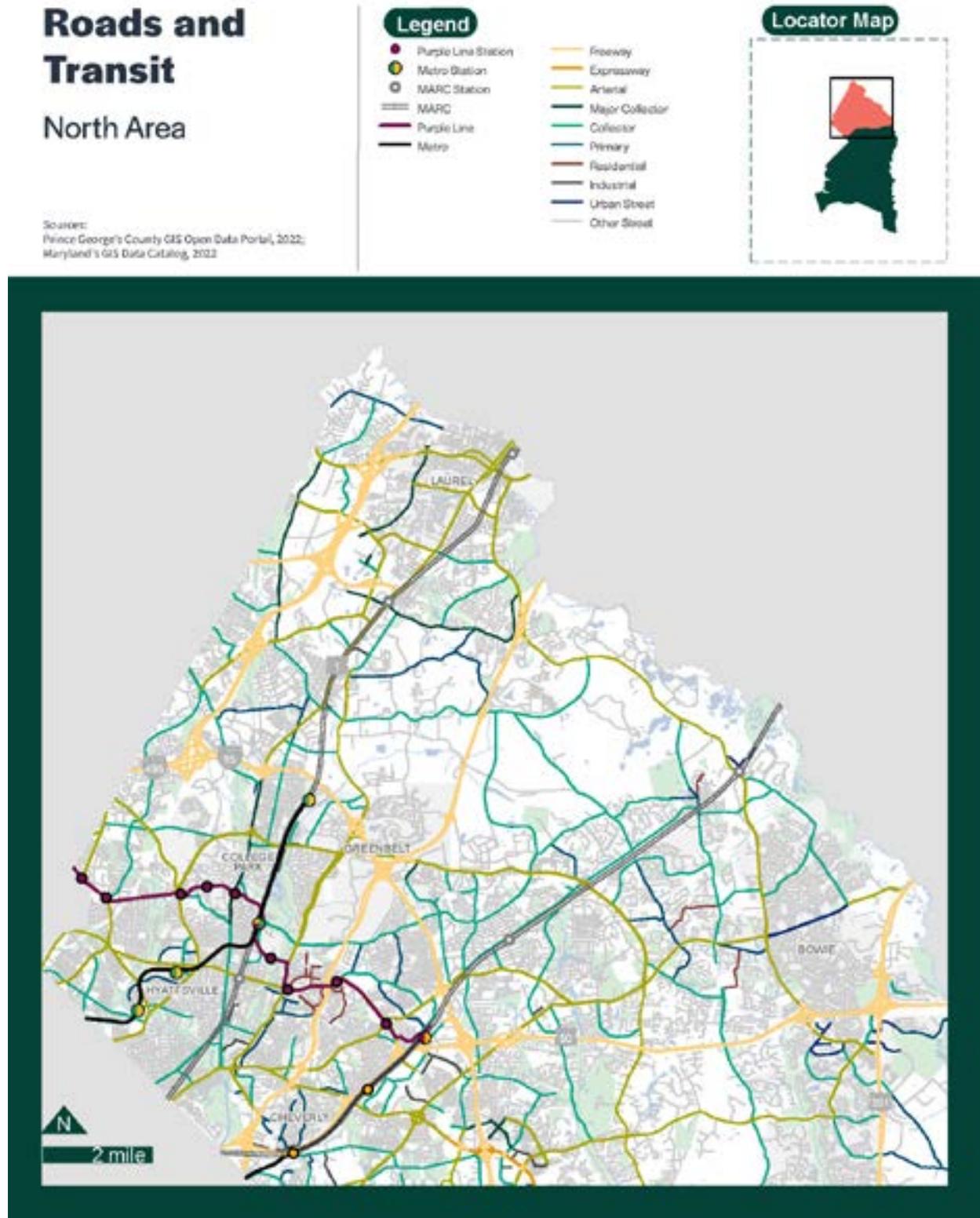
25,000

intersections

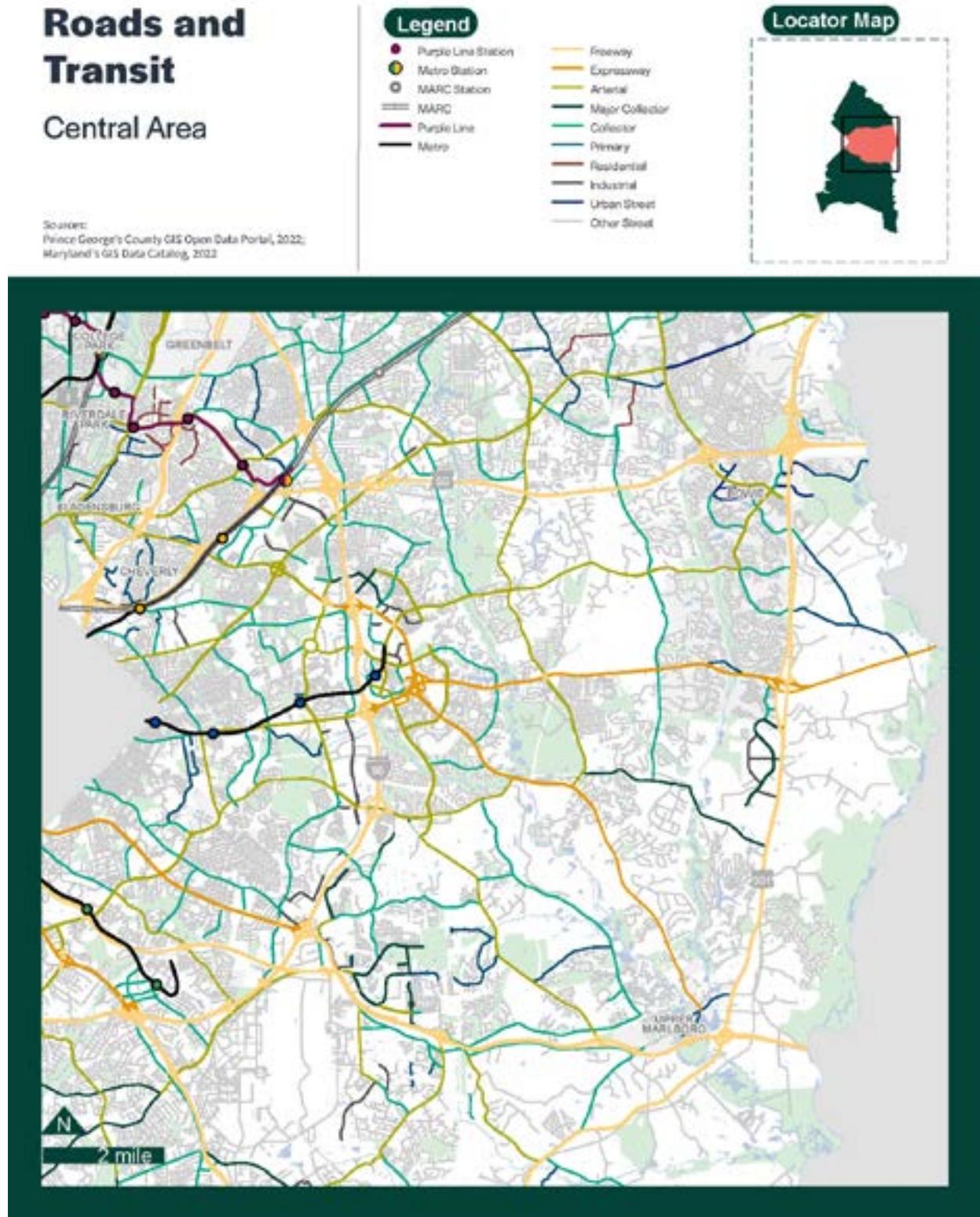
Map 4. Existing Conditions - Road and Transit, Countywide Overview



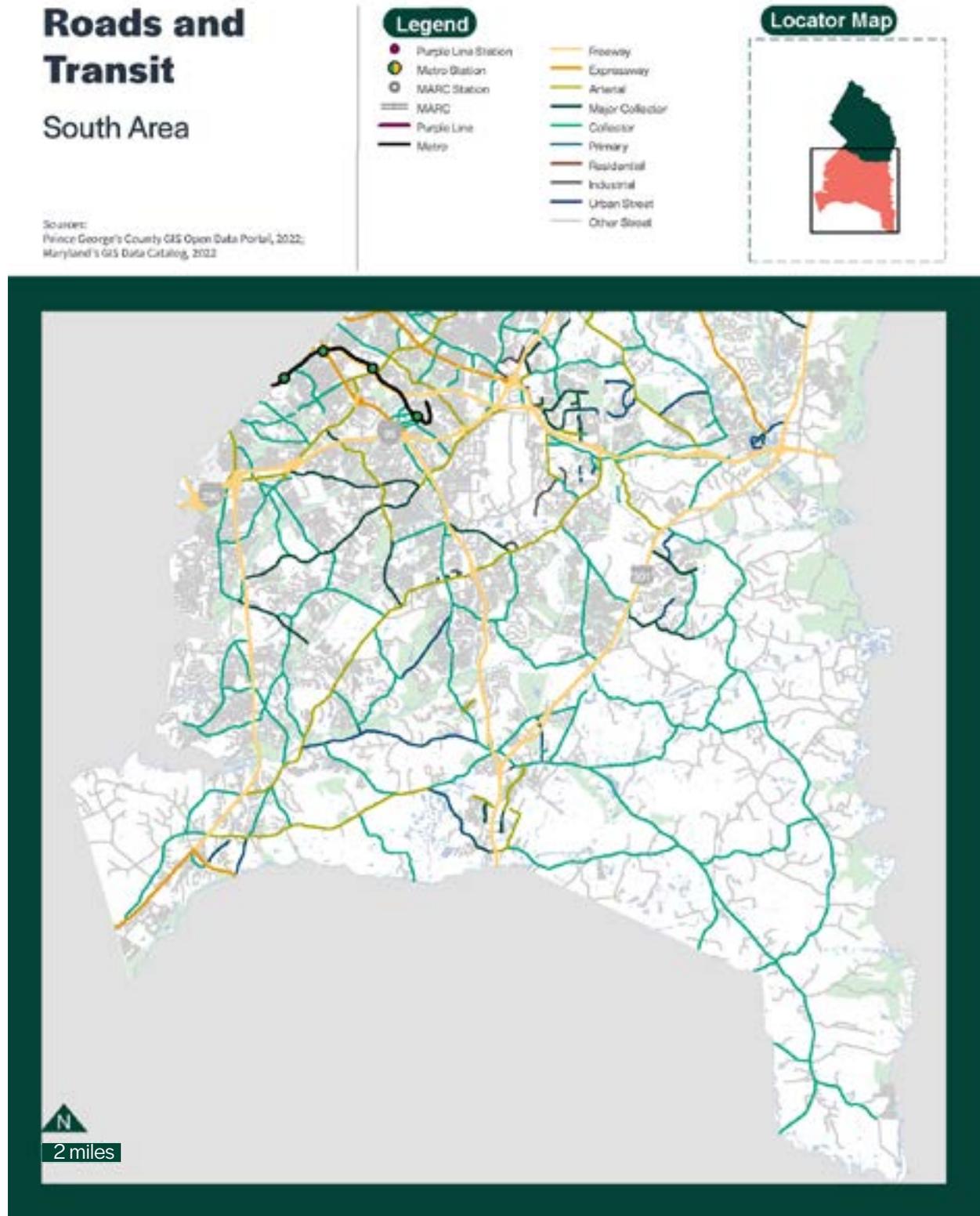
Map 5. Existing Conditions - Road and Transit, North Area



Map 6. Existing Conditions - Road and Transit, Central Area



Map 7. Existing Conditions - Road and Transit, South Area



Transit

Prince George's County has unparalleled access to the regional and national transportation network, a key asset that positions the County for economic and cultural dominance over the next 25 years.



15

Metro stations



11

Purple Line stations set to open in 2027



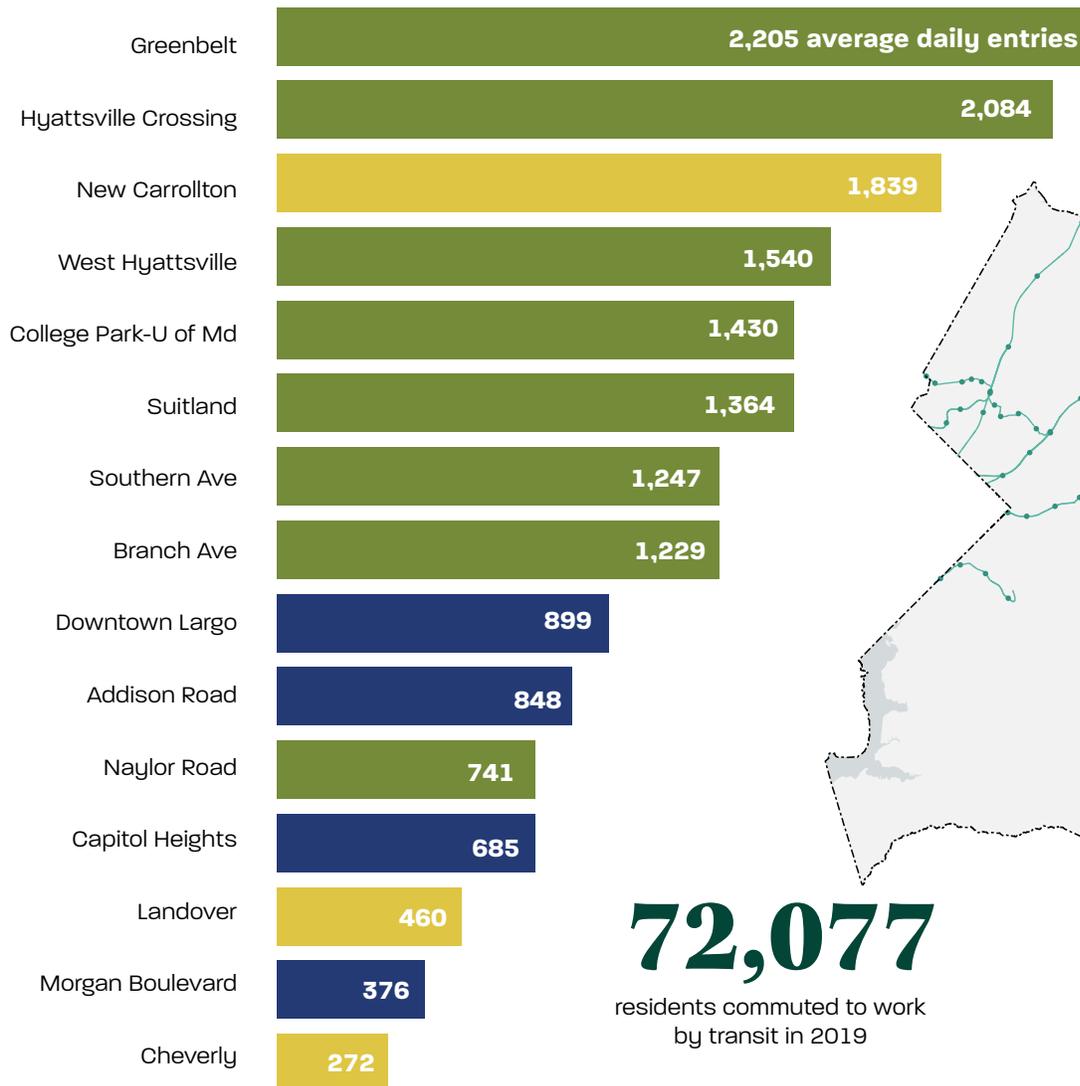
8

MARC stations



1

Amtrak station

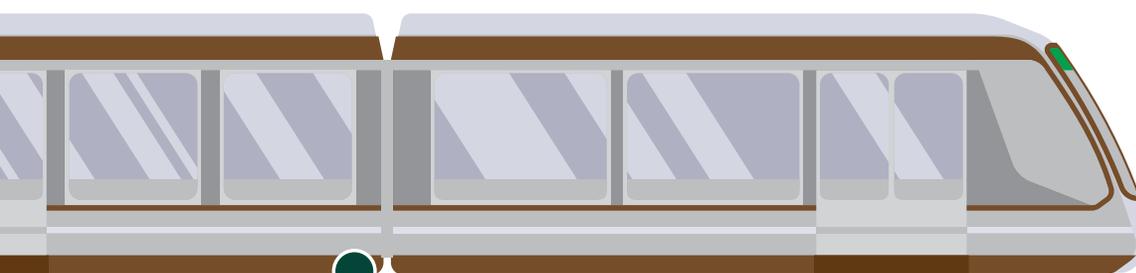


72,077

residents commuted to work by transit in 2019

4th

in the nation in transit ridership by counties that do not contain their region's largest city



Bus



83,505

students ride a Prince George's County Public School bus each day



7

local bus services in Prince George's County



3

intercity bus services serving various large cities north and south of Prince George's County, with stops in:

- Greenbelt
- College Park
- New Carrollton
- Laurel



7

commuter bus lines in the County operated by MTA serving Metro stations, MARC, various cities, and Charles and Calvert Counties with stops in:

- College Park
- Oxon Hill/National Harbor
- Accokeek
- Brandywine
- Suitland
- Show Place Arena

Metrobus

Metrobus is the region's primary local and express bus service, providing access around the region. In 2022, WMATA had the sixth-highest bus transit ridership in the United States.

TheBus

DPW&T operates TheBus, a local system exclusively serving Prince George's County, primarily connecting riders to and from Metro stations.

Shuttle-UM

The University of Maryland, College Park operates Shuttle-UM, which provides on-campus shuttle services and off-campus connections.

BSU Go!

Bowie State University has four shuttle routes that operate throughout campus and off-campus housing locations.

RideOn

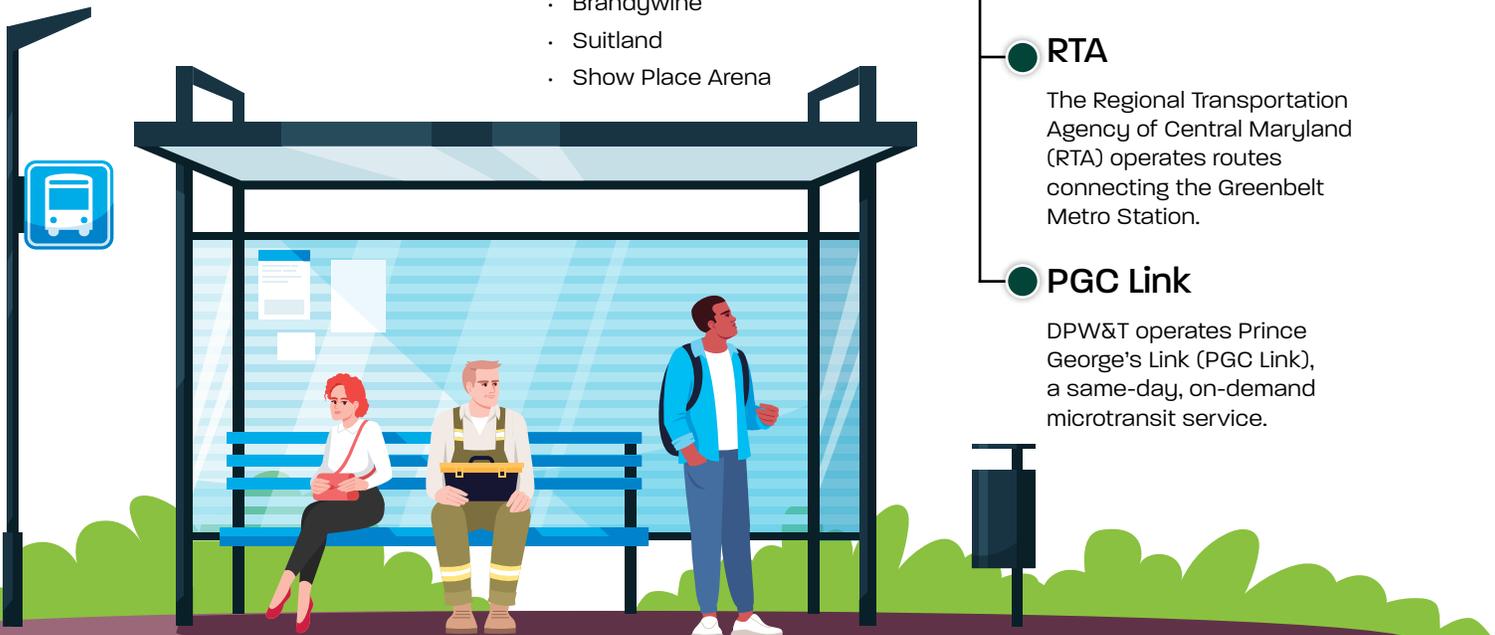
The Montgomery County Department of Transportation bus system lines serve the MD 650 (New Hampshire Avenue) corridor and the Takoma-Langley Transit Center.

RTA

The Regional Transportation Agency of Central Maryland (RTA) operates routes connecting the Greenbelt Metro Station.

PGC Link

DPW&T operates Prince George's Link (PGC Link), a same-day, on-demand microtransit service.



Walking & Bicycling



6,424 miles of sidewalks,
as of April 2020



160 miles of bike
trails and paths

Sources: Maryland Department of Transportation, Prince George's County
Department of Public Works and Transportation

ONLINE EXTRA



Find large-scale
versions of all our
maps at
pgplan.org/go

34

Capital Bikeshare
stations,
as of June 30,
2024

4'-5'

average sidewalk
width

42

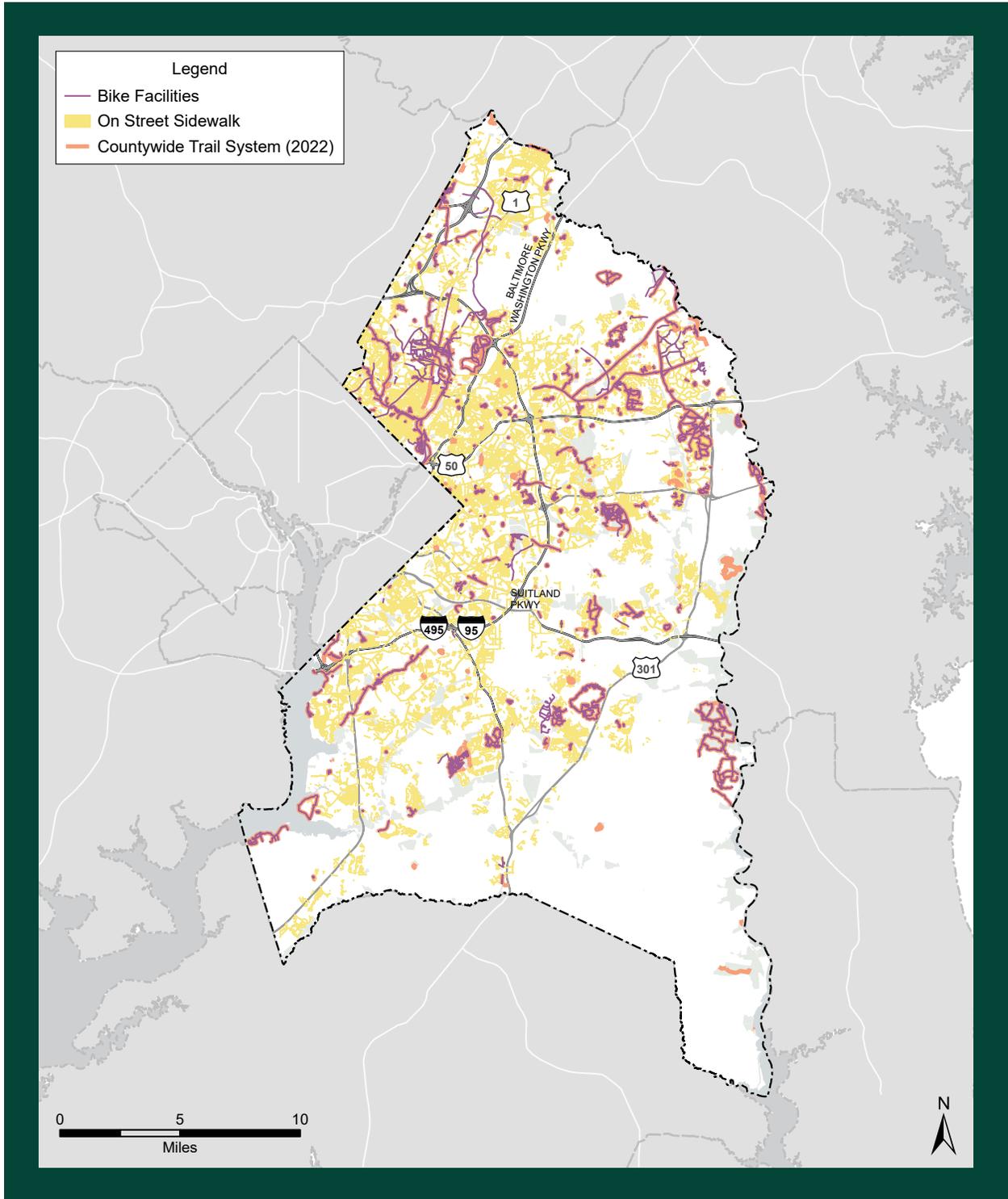
miles of
bike lanes



Pedestrian and Bike

Countywide Overview

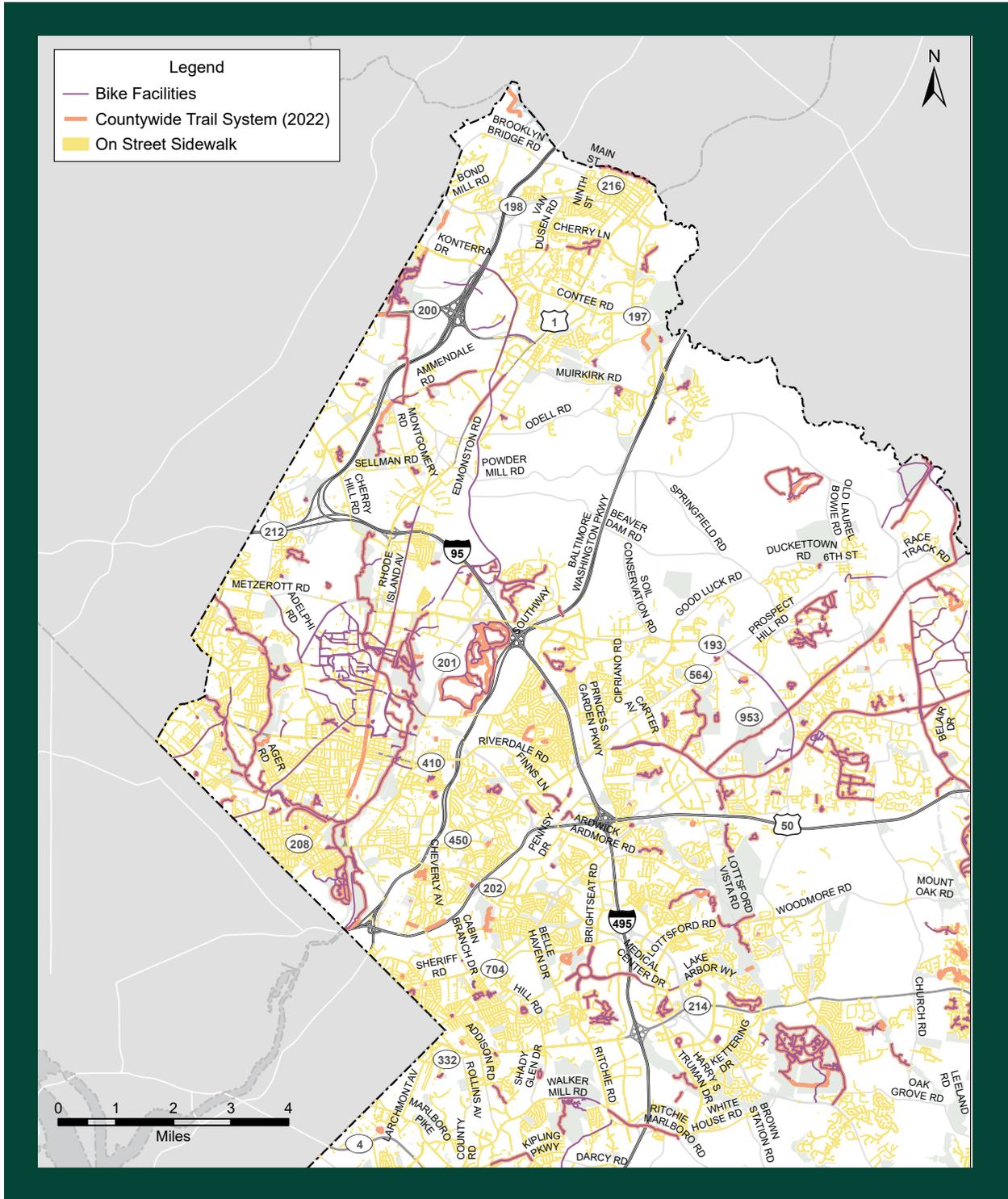
Sources: Prince George's County Planning Department Job #4437



Pedestrian and Bike

Inset map 1 of 4

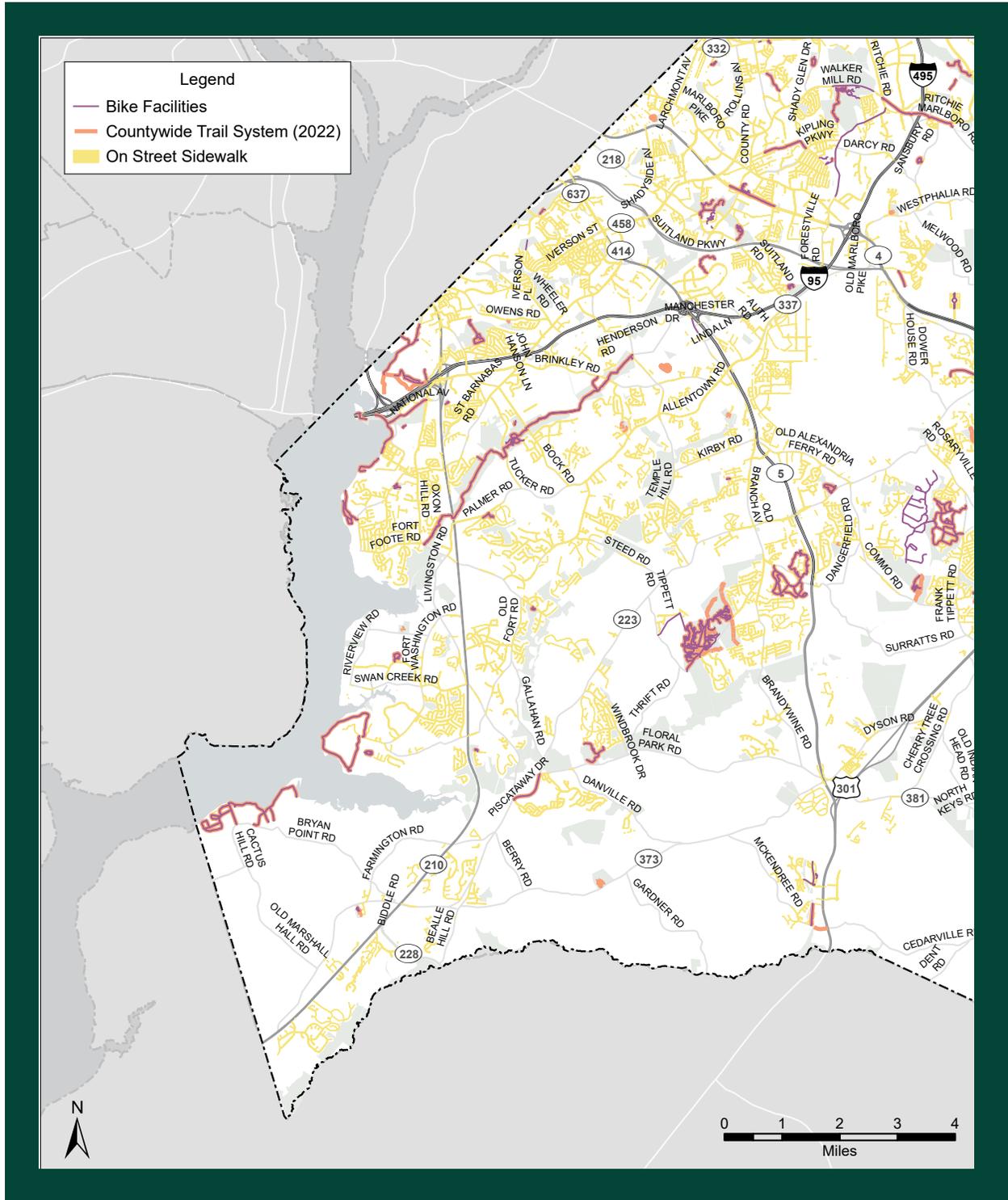
Sources: Prince George's County Planning Department Job #4437



Pedestrian and Bike

Inset map 3 of 4

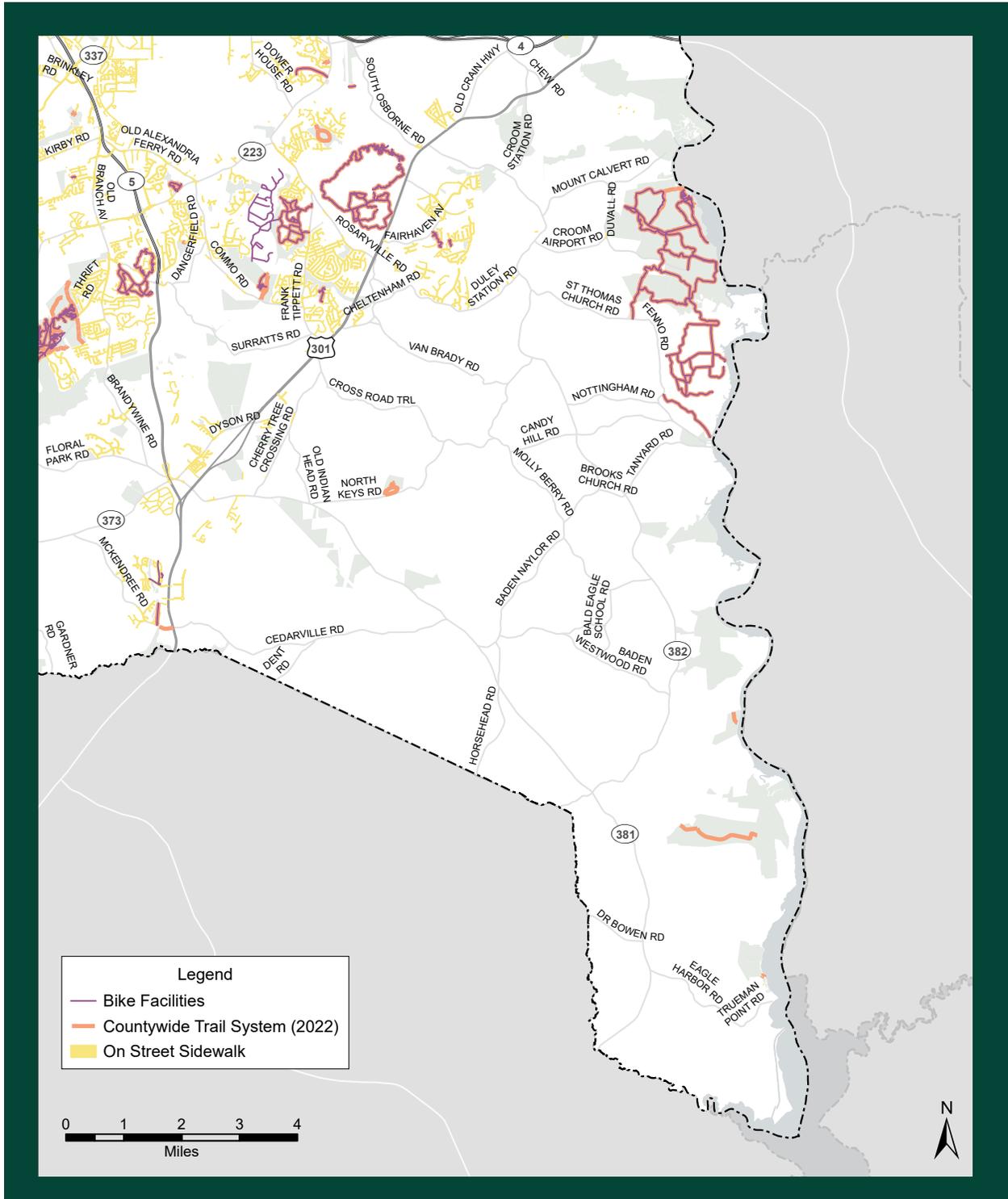
Sources: Prince George's County Planning Department Job #4437



Pedestrian and Bike

Inset map 4 of 4

Sources: Prince George's County Planning Department Job #4437



Equity



Equality

Everyone is given the same tools, with different outcomes



Equity

Everyone gets receives different tools to obtain the same outcome.

The existing conditions include a myriad of transportation information that captures unbuilt master plan rights-of-way, high-congestion/low-transit corridors, system performance, sustainability, and transportation equity practices. In addition, the existing conditions focus on the status of Vision Zero Prince George's and transit-oriented development access. Several County-adopted plans have also encouraged more transportation enhancements in recent years.

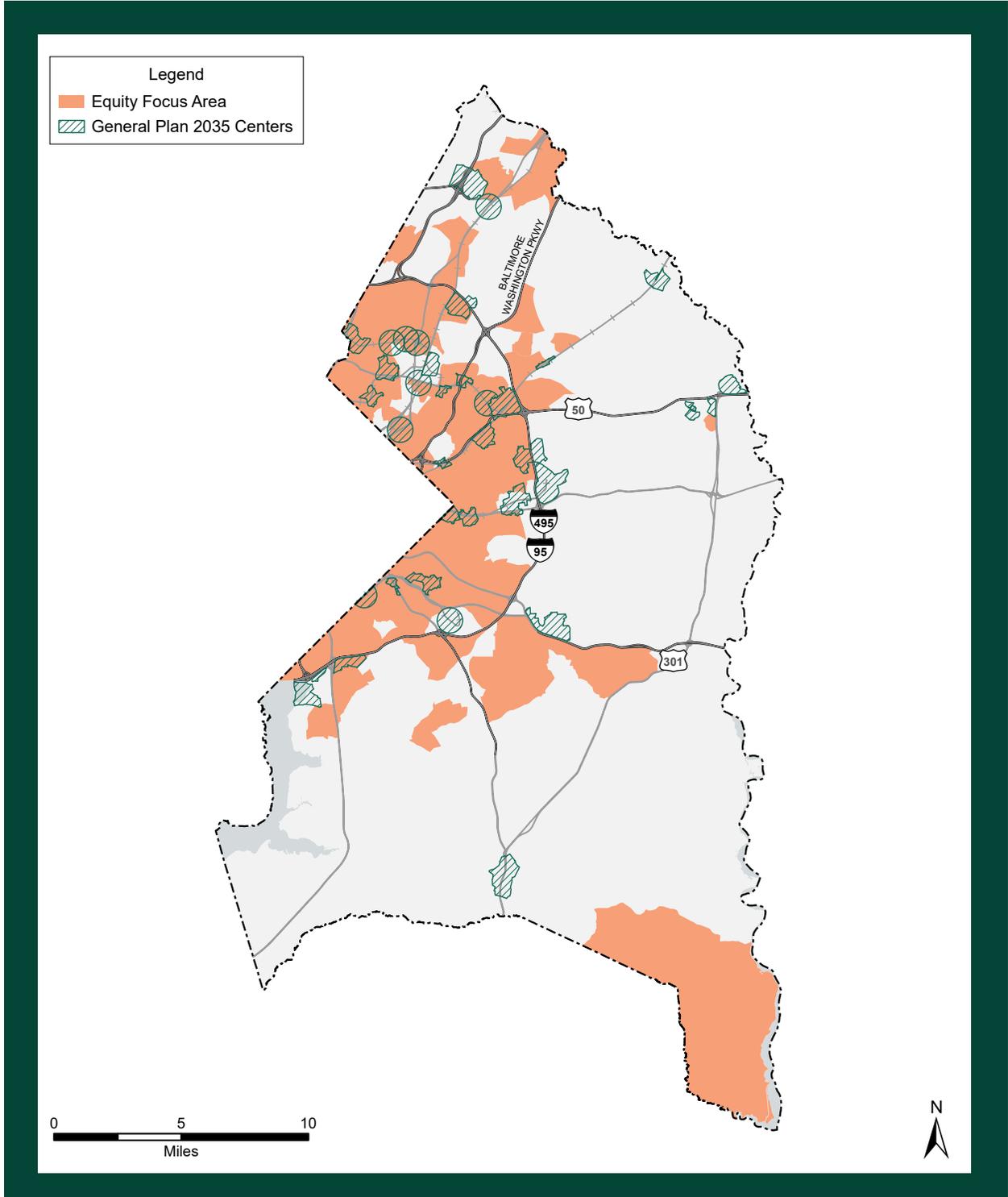
As provided by the Metropolitan Council of Governments (COG) on their website, "Equity Emphasis Areas (EEAs) are a regional planning concept adopted by the COG Board of Directors to elevate equity and inform future growth and investment decisions. EEAs are 364 of the region's more than 1,300 census tracts with high concentrations of low-income individuals and/or traditionally disadvantaged racial and ethnic population groups. EEAs were originally developed by the Transportation Planning Board (TPB) to analyze potential impacts of the long-range transportation plan, *Visualize 2045*, but will now be applied more broadly across disciplines.

These enhancements were implemented in two phases. The first phase identified EEAs. The second phase included examining accessibility and travel time to jobs, educational institutions, and hospitals for the EEAs compared to the rest of the region from the present time to 2045. COG and the TPB also use EEAs as selection criteria in their grant programs that fund planning for housing near transit, access to transit stations, improving roadway safety, alternative modes of travel, and connecting land-use and the transportation system."

Map 13. Equity Focus Areas in Prince George's County

Equity Focus Areas

Source: Metropolitan Council of Governments



Legal Context

Once adopted and approved, Go Prince George's will supersede and replace the 2009 *Countywide Master Plan of Transportation* (2009 MPOT) in its entirety. Go Prince George's will supersede and replace the transportation facility recommendations for all area master, sector, transit district development, and functional master plans approved prior to the date of approval of this plan and will replace the entire Transportation and Mobility Element within *Plan Prince George's 2035* (Plan 2035), the County's General Plan.

In addition, some policies and strategies will supersede policies and strategies in previously approved area master, sector, and/or transit district development plans, the 2001 *Approved Anacostia Trails Heritage Area Management Plan: A Functional Master Plan for Heritage Tourism*, the 2008 *Approved Public Safety Facilities Master Plan, Formula 2040: Functional Master Plan for Parks, Recreation and Open Space* (approved 2013), and the 2017 *Approved Resource Conservation Plan: A Countywide Functional Master Plan*. This Plan includes a list of specific amendments to Plan 2035 and various other functional master plans and a list of specific policy and strategy amendments to active area master, sector, and transit district development plans.

The Prince George's County Council, sitting as the District Council, initiated this replacement of the 2009 MPOT on September 21, 2021, through Council Resolution CR-79-2021.

Go Prince George's incorporates many of the recommendations of the 2009 *Approved Countywide Master Plan of Transportation*, and the master, sector, and transit district development plans approved since the previous MPOT was approved.

Go Prince George's also incorporates the following plans and studies in their entirety, except where specifically identified in this plan:

- 2001 *Approved Anacostia Trails Heritage Area Management Plan: A Functional Master Plan for Heritage Tourism*
- 2020 *Forestville TNI Area Pedestrian Accessibility Study*
- 2020 *Suitland Metro Station and Silver Hill Transforming Neighborhoods Initiative (TNI) Pedestrian Accessibility Study*
- 2021 *City of College Park Complete and Green Streets Implementation Plan: Analysis and 30 Percent Design for Five Street Segments*
- 2021 *Prince George's County Wayfinding Process Manual*
- 2024 *Carole Highlands Safe Mobility Study*
- Transportation and Mobility Element of the 2024 *Staff Draft West Hyattsville-Queens Chapel Sector Plan*
- Transportation and Mobility Element of the 2024 *Staff Draft Central Avenue-Blue/Silver Line Corridor Sector Plan*
- 2024 Department of Public Works and Transportation Transit Vision Plan
- Transportation and Mobility Element of the 2025 *Staff Draft Port Towns Sector Plan*

Upon approval of Go Prince George's, these plan elements, plans, and manuals will have the legal force of a functional master plan and are to be considered part of this document, as specifically amended by the text and maps of this master plan.

In 2018, the Prince George's County Council adopted



PHOTO BY RYAN CRAUN/M-NCPPC

Bikes, including bikeshare cycles, are seen next to a parklet outside Vigilante Coffee in Hyattsville.

a new Zoning Ordinance, Subdivision Regulations, and Landscape Manual that went into effect April 1, 2022. Prior to April 1, 2022, this functional master plan was initiated pursuant to the procedures of the prior Zoning Ordinance. This master plan will be subsequently adopted and approved pursuant to the provisions of the current Zoning Ordinance.

Pursuant to Prince George’s County’s Road and Sidewalks Code, the Subdivision Regulations, and the Zoning Ordinance, all new streets within Plan 2035 and successor General Plan-designated Centers and Planned Development Zones must be constructed to the appropriate urban street design standard (USDS) within the currently adopted County Urban Street Design Standards and this Master Plan of Transportation. Go Prince George’s identifies the appropriate urban street design type, and in some cases, the specific standard, for all streets within Plan 2035 and successor General Plan Centers for future construction and reconstruction.

Other provisions of the County Code affecting the use and development of land considered in the preparation of this Plan include, but are not limited to:

SUBTITLE	TOPIC
20A	Transportation
21A	Revenue Authority
23	Roads and Sidewalks
24	Subdivision Regulations
25	Trees and Vegetation
29	Preservation of Historic Resources
32	Water Resources Protection and Grading Code

Transportation planning terms¹

Active Transportation	Active transportation is often used to connote human-powered modes of travel. Walking, rolling, bicycling, and riding scooters are all forms of active transportation.
Advanced Yield Lines	Lines placed in advance of a marked crosswalk for vehicles to stop, helping improve the visibility of pedestrians to motorists and reducing potential crash impacts. <i>See also</i> Stop Pavement Markings and Stop Bars.
All-Way Stop Control (AWSC)	All-Way Stop Control (AWSC) at intersections can be beneficial if used appropriately. It helps clarify right-of-way for drivers and pedestrians, aids in safe pedestrian and bicyclist crossings, and reduces certain types of crashes. AWSC is typically employed when the traffic volumes on intersecting roads are roughly equal. However, the decision to implement AWSC should always be based on a thorough engineering study to ensure its appropriateness and effectiveness as unwarranted stop signs can increase noncompliance.
Bicycle Route Signage and Wayfinding	Bicycle guide signs are used to direct bicyclists along various bicycle routes within a state, county, or local jurisdiction. They provide information about intersecting bicycle routes, distances and directions to various locations, and guidance to popular destinations. These signs are designed to meet the needs of bicyclists, which are often not met by conventional guide signs for drivers. Bicycle guide signs not only provide general navigation, but also suggest the most favorable routes for bicyclists. To be effective, these signs must clearly indicate the direction to stay on the route, be installed at each turn, and be periodically placed along long sections of the same road. They should also include destination and distance information.
Bike Lanes, On-Street	A bike lane is a portion of the roadway typically delineated by pavement markings and signage for the preferential or exclusive use of bicyclists. They can be configured to fit the needs of specific bicycle routes, thereby ensuring connectivity and promoting predictable behavior and interactions between bicyclists and vehicles. Advisory bike lanes provide a dedicated space for bicyclists on both sides of a road, marked with dashed lines. After accounting for these lanes, a two-way center travel lane is provided from the remaining paved roadway space for vehicles. Dashed lines for the advisory bike lanes signify that drivers can temporarily use them to overtake an oncoming vehicle, provided, of course, the bike lane is not being used by a bicyclist.
Blueways	A connective network for waterborne transportation, usually for recreational use or environmental protection, along waterways that connect ports, marinas, existing parks, and other cultural features. Also known as water trails.
Bus Stop Amenities	Enhancing bus stops with shelters, waiting areas, and other amenities improves the passenger experience and promotes public transportation. Proper location of bus stops is a key component of passenger safety. Bus stops should be conveniently located at intersections with connections to the sidewalk network, or in the absence of sidewalks, a short sidewalk connection to the nearest intersection should be provided. Where intersections are widely spaced, mid-block crossings should be provided to ensure riders do not have to deviate significantly from their route. Position bus stops on the far side of intersections, where feasible, so that passengers cross roadways behind the buses, which improves their visibility to approaching vehicles.
Car-free Households	Households where no residents own or lease a car.

¹ These transportation planning terms are definitions from a combination of sources, including the County Code, previous master/sector plans, NACTO, MDOT, FHWA, or other transportation agency sites identified with links for more information.

Car-light Households	Households with only one owned or leased car for use by the entire household.
Centers	Plan 2035 designates 26 Local Centers, including new Purple Line stations, as focal points for development and civic activity based on their access to transit or major highways. Eight of those centers are Local Transit Centers and have extensive transit and transportation infrastructure and the long-term capacity to become mixed-use, economic generators. <i>See page page 36.</i>
Complete Street	Complete Street means a public street that safely and adequately accommodates motorized and non-motorized users, including pedestrians, bicycles, motor, freight, emergency, and transit vehicles, in a manner appropriate to the function and context of the facility. <i>County Code Section 23-102(b)(3.1)</i>
Crosswalks	Marked crosswalks guide pedestrians to optimal locations when crossing roadways and indicate to drivers that pedestrians have the right-of-way. High-visibility or striped crosswalks allow drivers to see the crosswalk from a greater distance especially in low light. This increased visibility provides drivers with more time to safely stop for pedestrians waiting to cross. Appropriate pedestrian crossing locations ensure pedestrian safety, mobility, and convenience. Crosswalks should be strategically placed where people frequently cross streets, such as school zones, transit stops, and popular walking routes, while ensuring good visibility for drivers and pedestrians by considering obstacles, road curves, and sightlines. Location selection should also consider speed limits to allow drivers sufficient time to safely stop, and adequate lighting to enhance safety, especially at night.
Crosswalk Signage	Crosswalk signage, in advance and at the crossing, enhances pedestrian safety by providing drivers with visual cues about the presence of a crosswalk, giving them time to reduce their speed and prepare to stop for pedestrians.
Curb Enhancements (Curb Extensions/ Bulb-Outs/Pads)	Curb extensions, or bulb-outs, reduce the curb radius at an intersection and may improve pedestrian safety by requiring vehicles to slow down to make a sharper turn. They also provide larger waiting areas at intersection corners, reduce crossing distances for pedestrians thus minimizing their time on the roadways, and improve visibility for pedestrians and drivers. Curb extensions provide extra space for the installation of curb ramps, especially where existing utilities or other features may obstruct placement. Interim curb extensions can be installed using pavement markings and flexible delineator posts. Each end of a crosswalk should be complemented with a sidewalk pad and an ADA-compliant ramp.
Functional Master Plan	As defined in Section 27-2500 of the Zoning Ordinance, a Functional Master Plan is the approved plan for one of the various elements of the General Plan, such as transportation, schools, libraries, hospitals, health centers, parks and other open spaces, police stations, fire stations, utilities, or historic preservation.
Green Street	Green Street means a street or road that safely and adequately accommodates and incorporates best management practices of environmental site design for addressing stormwater runoff, including using small-scale stormwater management practices, nonstructural techniques, and better site planning to minimize the impact of road and sidewalk development on water resources. <i>County Code Section 23-102(b)(8.1)</i>
High-Intensity Activated Crosswalk (HAWK) Signals	Developed to address high-speed or wide-crossing conditions, a HAWK beacon has two red lenses over a single yellow lens. When activated, the beacon uses a red light. A HAWK crossing features a HAWK beacon, high-visibility crosswalk markings, a stop bar about 50 feet from the crosswalk, solid lines between travel lanes, and illuminated crosswalk signs.
High-visibility Markings	High-visibility crosswalks use patterns (bar pairs, continental, ladder) that are visible from farther than traditional crosswalks. They should be considered at all midblock pedestrian crossings and uncontrolled intersections. The FHA suggests use of inlay or thermoplastic tape, instead of paint or brick, for highly reflective crosswalk markings. ¹
Induced Demand	The phenomenon whereby traffic lanes added to reduce congestion quickly become congested with additional users.

¹ Federal Highway Administration, highways.dot.gov/safety/proven-safety-countermeasures/crosswalk-visibility-enhancements

Maryland-Washington Regional District

The Maryland-Washington Regional District, established in 1927, is the area where planning and zoning is governed by Article II of the Land Use Article and under the jurisdiction of The Maryland-National Capital Park and Planning Commission.

The City of Laurel is not within the Maryland-Washington Regional District and has its own planning and zoning authority. Accordingly, all references to Prince George's County in this master plan refer to the areas of the County outside the City of Laurel. When the City of Laurel annexes unincorporated areas of Prince George's County, this plan no longer applies to those areas. The City of Laurel and Prince George's County will continue to coordinate and collaborate on issues of mutual interest.

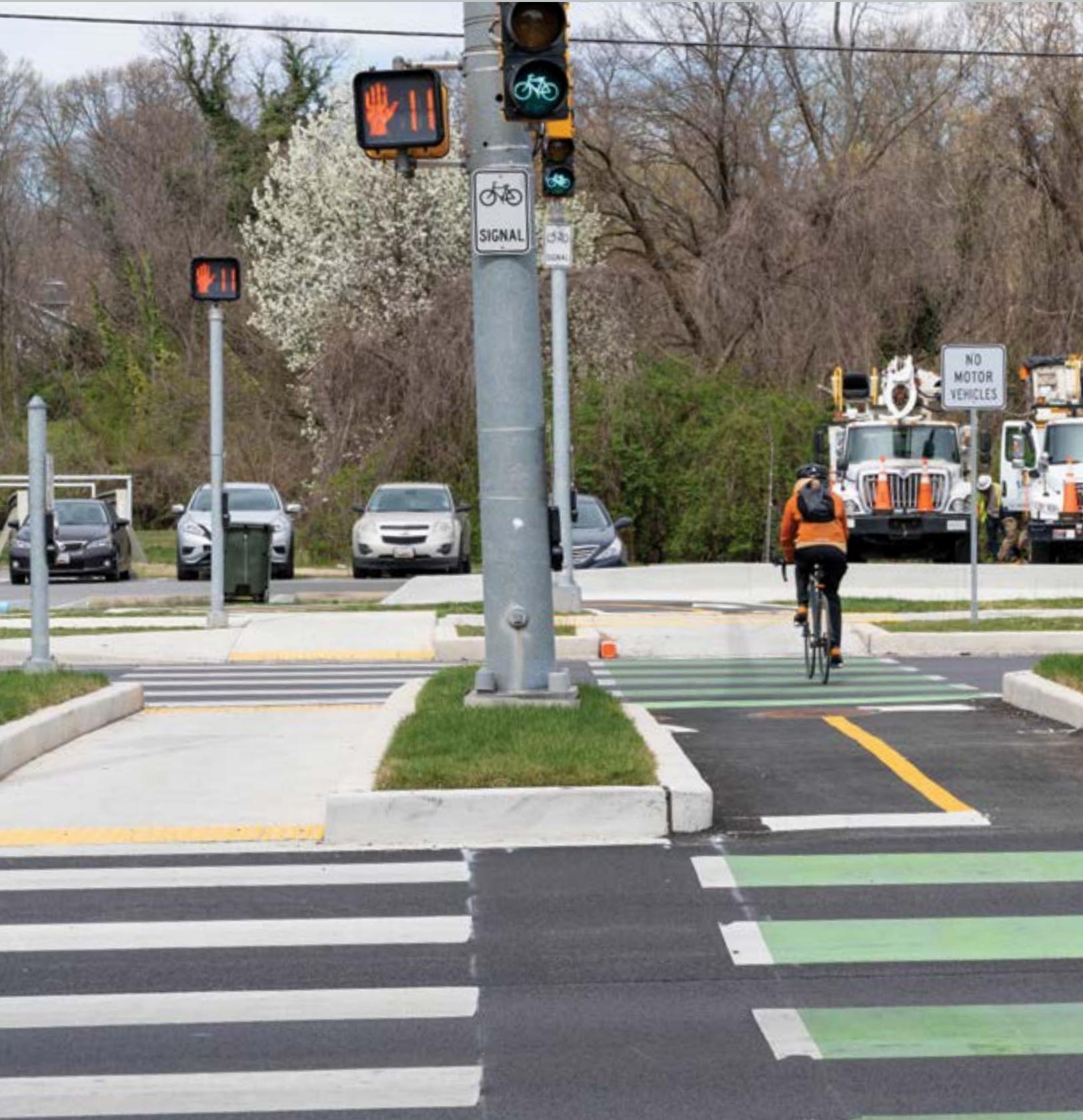
Micro-bioretenention	Micro-bioretenention practices capture and treat runoff by passing it through a mixture of sand, soil, and organic matter.
Micromobility	“Any small, low-speed, human- or electric-powered transportation device, including bicycles, scooters, electric-assist bicycles (e-bikes), electric scooters (e-scooters), and other small, lightweight, wheeled conveyances.” ² Go Prince George's excludes personally owned bicycles and mobility-assistance devices in its discussion of and recommendations for micromobility.
Microtransit	On-demand transit available via an app for riders to hail a ride to more traditional fixed-route transit stop.
Mobile Food Market	A mobile food market can be a cart, truck, bus, or any other vehicle and must carry only fresh fruits and vegetables and other essential healthy food items. A mobile food market provides the most convenient access to healthy food. Bringing healthy food to the doorsteps of elderly and physically challenged people who cannot travel to food stores as well as people who do not have time to shop helps increase healthy eating.
One-seat Service	A single trip from origin to destination without any mode or route transfers, other than walking or rolling to or from a transit stop.
Multimodality	Providing access and multiple options to get around for all types of transportation users.
Paratransit	Door-to-door transport service without fixed routes or timetables that provides individualized rides mostly for users with disabilities. <i>See also</i> www.wmata.com/service/accessibility/metro-access
Parklets	Extends the sidewalk, typically into adjacent parking spaces, to provide amenities such as seating for people using the street.
Paved, Multi-use Path	A paved, multi-use path provides a dedicated space for bicyclists and pedestrians, completely separated from the road and vehicular traffic. This path is wide enough to accommodate modes of transportation traveling in both directions, ensuring safety and convenience for all users.
Pedestrian	Not just those who walk, but also those who use wheelchairs, walkers, and other mobility-assistance devices.
Pedestrian Median Islands	Pedestrian median islands enhance pedestrian safety by serving as refuge areas for pedestrians crossing roads, reducing exposure to incoming vehicles by allowing them to cross one direction of travel at a time. They also may serve as a traffic calming measure by slowing vehicles. ³
Pedestrian-Scale Lighting	Pedestrian-scale lighting refers to street lighting fixtures designed and positioned to illuminate sidewalks, crosswalks, and pedestrian areas at a scale and intensity suitable for pedestrians. Benefits include improving nighttime visibility, enhancing pedestrian safety, and creating inviting and well-lit environments that encourage walking and outdoor activities.
Pedestrian Staircases and Ramps	Pedestrian staircases and ramps enable pedestrians to navigate elevation changes such as at bridges or along hilly terrain. Stair connections should be accompanied by ADA-accessible ramps to reduce barriers to connectivity for individuals using mobility aids, including improving access for people in wheelchairs. Staircases can also be equipped or designed with bicycle access ramps to accommodate bicyclists, enabling them to go up or down without the need to carry their bikes.

² Federal Highway Administration, fhwa.dot.gov/livability/fact_sheets/mm_fact_sheet.cfm

³ NACTO, nacto.org/publication/urban-street-design-guide/intersection-design-elements/crosswalks-and-crossings/pedestrian-safety-islands

<p>Rectangular Rapid Flashing Beacons (RRFBs)</p>	<p>RRFBs are pedestrian-activated warning devices used to enhance crosswalk safety and compliance. They typically consist of two rapidly flashing, high intensity LED lights that create an attention-grabbing flashing pattern. This alerts drivers to pedestrians waiting to cross or actively crossing the roadway. These devices are particularly effective in areas with frequent pedestrian crossings where enhanced visual signals are necessary to alert drivers to pedestrians' presence.</p>
<p>Right-of-Way</p>	<p>The land where transportation facilities are, or will be, constructed and operate.</p>
<p>Rolling</p>	<p>Using a mobility assistance device with wheels, usually a walker, motorized wheelchair, or manual wheelchair. Those who roll are considered pedestrians.</p>
<p>Scoot</p>	<p>Using a human- or electric-powered scooter to travel.</p>
<p>Shared Lane Markings and Signage, Sharrows</p>	<p>A shared lane refers to a type of roadway lane that is accessible to both bicycles and motor vehicles, without designated space for each. Shared lane markings or “sharrows” are used on roadways to indicate that a specific lane or portion of the road is meant to be shared by bicycles and vehicles. Sharrows serve as a visual cue to encourage safe and appropriate lane positioning for bicyclists and to remind drivers to expect and accommodate bicyclists on a road.</p> <p>Regulatory or warning signs indicating “Bicycles May Use Full Lane” can be used alongside sharrows to remind road users that bicyclists have the legal right to use the full width of the lane when it is too narrow for a bicycle and another vehicle to safely travel side by side. These signs also serve as a warning to alert other road users to expect full lane usage.</p>
<p>Sidewalk Continuity</p>	<p>Sidewalk continuity refers to the uninterrupted and consistent presence of sidewalks along streets and roadways, ensuring that pedestrians can walk safely and conveniently without gaps or obstacles. Its benefits include promoting pedestrian safety by providing designated walking spaces, enhancing accessibility for all individuals, and encouraging mobility, contributing to healthier and more vibrant communities.</p>
<p>Speed Tables</p>	<p>A speed table is a traffic-calming device designed to reduce vehicle speeds in specific areas, typically at pedestrian crossings or in residential zones. It is a flat-topped raised platform that spans the width of the road. Unlike traditional speed humps or bumps, speed tables are wider and flatter, allowing the entire vehicle to pass over without causing a jarring impact. The design of a speed table encourages drivers to slow down while maintaining a continuous flow of traffic.</p>
<p>Stop Pavement Markings and Stop Bars</p>	<p>Stop pavement markings, used in conjunction with existing signage and stop bars, emphasize the need to stop at an intersection. Where there are stop signs, it is recommended to include a painted stop bar. These markings can address poor visibility of the intersection or stop signs, and potentially improve driver compliance.</p>
<p>Third Place</p>	<p>A physical location outside of work or home, typically with a low financial barrier to entry, that is used for social connection, civic engagement, and establishing sense of place.⁴</p>
<p>Transit</p>	<p>Large-capacity vehicles that carry many passengers between fixed destinations.</p>
<p>Vision Zero Prince George's</p>	<p>Vision Zero is an international effort adopted in 1997 in Sweden to eliminate pedestrian fatalities and injuries. The approach recognizes that no loss of life is acceptable. Several European nations, states, and cities around the world have achieved significant reduced fatalities using Vision Zero. Vision Zero cities and counties in the United States include Austin, Boston, Chicago, Los Angeles, New York, Portland, San Francisco, Durham, San Jose, Washington, D.C., Seattle, Alexandria, Arlington County, Montgomery County, and Prince George's County.</p>
<p>Walkable</p>	<p>A neighborhood is walkable if anyone, regardless of age or physical ability can safely walk or use a mobility assistive device between most destinations in the neighborhood.</p>

⁴ University of Chicago, esl.uchicago.edu/2023/11/01/third-places-what-are-they-and-why-are-they-important-to-american-culture





Section II

Policies & Strategies



64

Sidewalks and
Pedestrian Mobility
(PR)



67

Bikeways,
Shared-Use
Paths, Equestrian
Facilities, and
Natural Surface
Trails (BK)



82

Transit (TR)



88

Micromobility and
Transportation
Network
Companies (MI)



92

Complete and
Green Streets (CG)



98

Roads and
Highways (RH)



100

Special Roadways
and County
Heritage (SH)



106

Waterways (WW)



108

Aviation (AV)



110

Goods Movement
(GM)



112

Smart
Infrastructure (SI)



115

Sustainability (SS)

Updating the County's Transportation Policies and Strategies

The General Plan for Prince George's County provides long-range guidance for future development within the County. *Plan Prince George's 2035 Approved General Plan* (Plan 2035) includes goals, policies, and strategies for various state-mandated elements, including transportation and mobility.

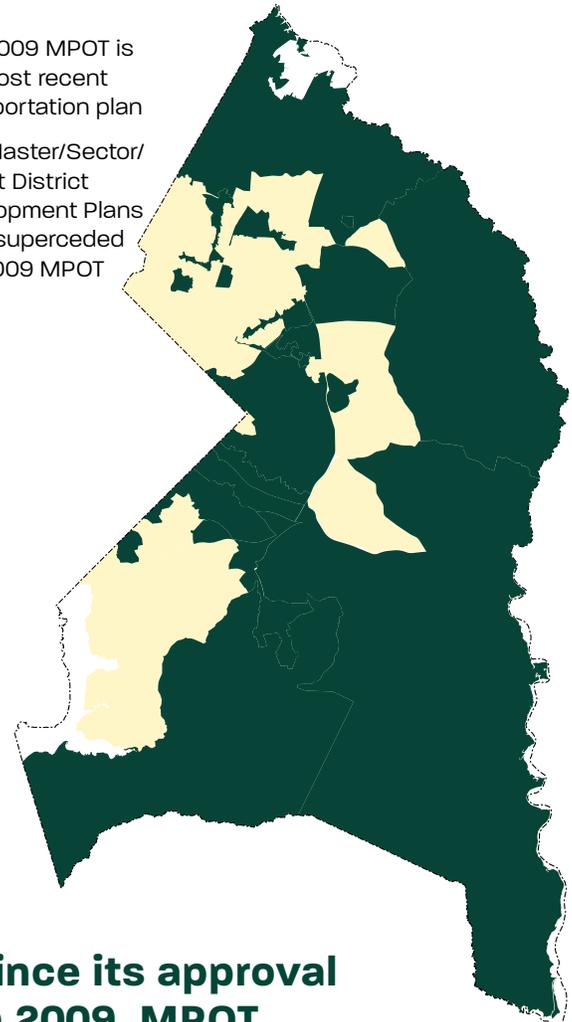
Transportation policies and strategies are also contained in the 2009 *Approved Countywide Master Plan of Transportation* (MPOT). Since its approval in 2009, however, transportation policies and strategies in master (area and functional), sector, and transit district development plans have superseded MPOT's policies and strategies in more than 78.8 percent of the County. Go Prince George's carries forward many of these policies and strategies and, in some cases, amends them.

Policies and Functional Classifications

The 2009 MPOT provided a table of recommended transportation facilities that includes recommendations from master and sector plans. Go Prince George's evaluates all streets, roads, highways, and shared-use paths (paved bicycle and pedestrian trails) in Prince George's County, according to existing public rights-of-way. The updated street classifications are expanded from 6 broad categories in the 2009 MPOT, to 13 street classifications, which incorporate the Department of Public Works & Transportation's updated Urban Street Design Standards (USDS), published in June 2024. The updated shared-use path classifications are based on the 2024 *Department of Parks and Recreation Facility Design Standards and Guidelines* and the 2018 *Countywide Strategic Trails Plan*. The sources, terms, and definitions used in this document are consistent with definitions from Maryland Department of Transportation, Department of Public Works and Transportation, and State Highway Administration, as well as the AASHTO Bicycle Facility Design Guidelines.

Map 14. Transportation Plan Status

- 2009 MPOT is the most recent transportation plan
- Master/Sector/Transit District Development Plans have superseded the 2009 MPOT



Since its approval in 2009, MPOT has been amended or superseded in more than 78.8 percent of Prince George's County

The 2009 MPOT included three separate chapters on policies for trails, bikeways, sidewalks; transit; and streets, roads and highways.

This section of Go Prince George's is a guide for transportation agency partners, municipalities, residents, developers, and other stakeholders; it lists policies and strategies covering a variety of transportation modes, such as pedestrian and bicycle, roads and highways, transit, micromobility, air and water mobility, and smart infrastructure, all with an emphasis on safety (Vision Zero), transportation demand management, green streets, and first-mile/last-mile strategies. The goal is to support and provide access and connectivity to multimodal transportation options and create more 15-minute communities. Each policy aligns with one or more of the themes outlined in Section I of this plan: Safety, Equity, Innovation, Resilience and Sustainability, Collaboration, and Community of Choice.

The strategies include references to other sources, adopted master and sector plans, or justification for the strategy as it relates to Plan 2035.

Many strategies may have multiple lead agencies and are integral in updating plans, guidelines, and supporting development review processes. Some

15-MINUTE COMMUNITIES

All Prince Georgians should have public access to places of interest including park-and-ride lots, activity centers, transit, parks, trails, and other places to recreate, learn, worship, shop, work, and live as part of creating complete, diverse communities. This includes providing safe and accessible routes to sidewalk networks.

strategies will require multi-agency, regional, state, and/or municipality coordination, as appropriate, based on jurisdictional boundaries; some strategies apply to the owner of a transportation facility. A recommendation to add sidewalks, for example, could be led by, or coordinated in partnerships with the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE), the Prince George's County Department of Public Works and Transportation (DPW&T), a municipality, private property owners, public-private partnerships, and/or the Washington Metropolitan Area Transit Authority (WMATA), depending on who owns the rights-of-way where the sidewalks will be constructed.

HOW TO USE THIS SECTION

The policies and strategies are contained within matrices that identify the following information:

Icon: Denotes the topical area

Color: Topical areas are color-coded for easy navigation

Themes: If a policy is part of one of six themes, the icon is located in the column

Policies and Strategies		Safety	Equity	Innovation	Resilience & Sustainability	Collaboration	Community of Choice
Policy number	Policy statement						
Strategy number and text. Strategies outline action items to implement the specific policy.							



Sidewalks and Pedestrian Mobility (PR)

A comprehensive sidewalk network further supports the development of a comprehensive multimodal transportation network and 15-minute communities while addressing first-mile/last-mile connections.

Strengthening the transportation network with complete sidewalks will encourage Prince Georgians

to travel more easily to places to recreate, work, live, and shop with a mix of uses and activities. Creating safe pedestrian public access between transportation options and placemaking areas includes complying with the American Disabilities Act, incorporating pedestrian crossings, and expanding existing sidewalks, where appropriate.

 PR Policies and Strategies	Safety	Equity	Innovation	Resilience & Sustainability	Collaboration	Community of Choice
<p>Policy PR 1 Construct, reconstruct, and maintain a complete system of sidewalks.</p> <p>Strategy PR 1.1 Prioritize Crime Prevention Through Environmental Design (CPTED) principles when designing transportation facilities, especially for transit stops or stations, parking facilities, sidewalks, shared-use paths, and trails, to ensure that the design of such facilities does not create unsafe environments or conditions.¹</p> <p>Strategy PR 1.2 Evaluate intersections for retrofitting with pedestrian refuge islands, as applicable.²</p> <p>Strategy PR 1.3 Evaluate and implement when practicable, the filling of gaps in continuous lighting, with priority being given to high-incident areas or High Injury Network (HIN) corridors identified in the <i>Vision Zero Action Plan 2020-2025</i>.</p> <p>Strategy PR 1.4 Identify opportunities to install interim street and pedestrian-scale lighting where utility poles are present, as practicable. Non-standard lighting may be necessary due to the age of the utility pole.³</p> <p>Strategy PR 1.5 Develop and adopt a draft lighting policy, developed by M-NCPPC Department of Parks and Recreation for use on shared-use paths in natural areas and park settings.</p>						
<p>Policy PR 2 Design the pedestrian network for direct routes while reducing crossing distances.⁴</p> <p>Strategy PR 2.1 During the design and re-design of streets, roads, and pedestrian facilities, prioritize street crossings, including mid-block crossings, as applicable, which eliminate long distances for pedestrians.</p>						

¹ For more information on CPTED, see Local Initiatives Support Corporation, Crime Prevention Through Environmental Design (CPTED), <https://www.lisc.org/our-resources/resource/crime-prevention-through-environmental-design-cpted-overview> and the 2008 *Approved Public Safety Facilities Master Plan*, 35-36.

² References Complete Street Principle 1 from the 2009 MPOT, 9.

³ References a recommendation of the 2020 *Suitland Metro Station and Silver Hill TNI Pedestrian Accessibility Study*, 29-38, and applies it countywide.

⁴ References and expands upon Complete Streets Principles 5 and 8 in the 2009 MPOT, 8.

 PR Policies and Strategies		Safety	Equity	Innovation	Resilience & Sustainability	Collaboration	Community of Choice
Policy PR 3	Ensure that the sidewalk and public realm are safe physical environments for pedestrians throughout Prince George's County.						
Policy PR 4	Leverage traffic signal warrant studies and conduct additional formalized speed studies at areas of concern to determine mitigations for safety risks.						
	Strategy PR 4.1 Conduct formal speed studies to determine areas where prevailing speeds are inappropriate for existing conditions. Based on study findings, the County should continue to use and pursue grants for targeted pedestrian safety.						
Policy PR 5	Manage the construction of pedestrian connections to encourage safe public access in rural and scenic vistas.						
	Strategy PR 5.1 Connect adjacent non-residential development through means other than roadside sidewalks, where feasible.						
Policy PR 6	Ensure that pedestrians can safely cross streets and roads.						
	Strategy PR 6.1 Install marked crosswalks with visibility for all sidewalks across all legs of all intersections with roads and streets.						
	Strategy PR 6.2 Provide mid-block crossings, where feasible. ⁵						
	Strategy PR 6.3 Install signals at all mid-block, trail, or shared-use path intersections with streets and roads in Prince George's County. The type of signal can be case-dependent, including, but not limited to, full traffic control signals, pedestrian hybrid beacons (or high-intensity activated crosswalk or HAWK signals), Rectangular Rapid Flashing Beacons, or other pedestrian and/or bicycle signals.						
	Strategy PR 6.4 Incorporate Leading Pedestrian Intervals (LPI) at traffic signals countywide, where feasible. ⁶						
	Strategy PR 6.5 Prioritize pedestrian safety by designing and constructing crosswalks with ADA-compliant materials and finishings, including, but not limited to stamped concrete, tactile pavers, painted intersections, raised intersections, crosswalks on speed tables, and other pedestrian priority measures. ⁷						
	Strategy PR 6.6 Develop and maintain a list of intersections with frequent pedestrian-involved incidents. The list should be used to conduct further studies of areas of concern.						

⁵ Carries forward Strategy TM 3.4 of the 2022 *Approved Bowie-Mitchellville and Vicinity Master Plan*, 113, and applies it countywide. Also carries forward Complete Street Principle 6 from the 2009 MPOT, 8.

⁶ Signals installed and maintained by DDOT already have LPI.

⁷ Carries forward Strategy TM 9.1 of the 2022 *Approved Bowie-Mitchellville and Vicinity Master Plan* and applies it countywide.



PHOTO BY RYAN CRAUN/M-NOPPO

Students walk to school in Carole Highlands. Safe Routes to School are federally-funded programs to encourage children to walk, roll, or bike to school.

 PR Policies and Strategies	Safety	Equity	Innovation Resilience & Sustainability	Collaboration	Community of Choice
<p>Policy PR 7 Provide Safe Routes to School in Prince George's County.</p> <p>Strategy PR 7.1 Conduct regular school route analysis to determine student travel patterns, and target improvements to locations where many students face safety challenges.⁸</p> <p>Strategy PR 7.2 Promote equitable transportation options for students within the district.⁹</p> <p>Strategy PR 7.3 Encourage school communities to form bicycle buses, pedestrian buses, or walking school buses to facilitate safe, active commuting to school.</p> <p>Strategy PR 7.4 Prioritize coordination between the Prince George's County Public School System and the implementing transportation improvement agencies, including but not limited to, DPW&T, DPIE, MDOT, and municipalities.</p>					

⁸ This carries forward and expands upon Policy 12 of the 2009 MPOT, 8.

⁹ Carries forward a recommendation of Prince George's County Public Schools 2024 *Comprehensive Transportation Audit & Opportunity*



Bikeways, Shared-Use Paths, Equestrian Facilities, and Natural Surface Trails (BK)

Shared-use paths, dedicated bicycle lanes, equestrian facilities, and trails are key to creating a multimodal transportation network to safely move Prince Georgians through diverse neighborhoods. Go Prince George's recommends bicycle and shared-use networks that provide safe travel, promote wayfinding strategies and continuous connections between established neighborhoods and the region's bicycle network, and provide access to vast natural areas, parklands, farmlands, and activity centers.

Prince George's County has bikeway, shared-use path, greenway, and trail networks that spur economic development, promote active transportation and equestrian activities, and help bridge gaps in equity.¹

The County boasts extensive bicycle routes, especially through its award-winning parks, which include long-distance interpretative trails. Cross-county trails are key connections between residential communities and recreational areas. Bikeshare usage has also grown as another way to connect users for short trips to places of interest in the County. Several bikeshare stations have been installed at parks and other public places.

Shared-use paths and hard-surface trails are paved facilities for public access to rural and suburban roads and within parks. They are intended to supplement or complement built sidewalks and bike lanes, and are not a replacement of those facilities.

Natural surface trails remain a key element of the County's transportation system, which are connected to equestrian activities, natural areas, parks, and stream valleys that serve as anchors for off-road recreation and commuting networks. Many trails also provide access to scenic vistas, natural resources, water features, and a wide range of habitats and wildlife.

On-road bicycle infrastructure, including protected

AN INTEGRATED BICYCLE NETWORK

Go Prince George's recommends the creation of an integrated bicycle network and shared-use path network that is organized and constructed to function similar to the County's road and highway network. Combined with sidewalk systems, on-road bike lanes and traffic-calmed streets, continuity of travel can be ensured from local neighborhoods, to collector and arterial facilities where there is further linkage to rural areas, suburban areas, urban centers, collector, and major collector roads. A varied, but connected network will be part of transportation demand strategies to reduce dependence on single-occupancy vehicles.

bike lanes and barrier-separated cycle tracks, is key to creating safe, equitable transportation networks. By connecting sidewalks, shared-use paths, bikeshare systems, and the broader regional network, these bikeways enable seamless, multimodal travel for all users and expand mobility options for those without vehicles.

A well-planned bikeway network supports 15-minute communities by linking key destinations—homes, schools, workplaces, and transit hubs—within a short ride. Barrier-separated lanes provide essential safety, encouraging cycling for daily trips while reducing traffic congestion and emissions. This connectivity also strengthens bikeshare programs, making them more practical and accessible as part of an integrated transportation system.

Cycling Level of Traffic Stress (LTS)² measures how safe and comfortable a route feels for riders, with low-stress routes being accessible to most users,

¹ Adapted from the Department of Parks and Recreation's Strategic Trails Plan Part 1: Plan Summary, Priorities and Recommendations.

² Maryland Department of Transportation, data.imap.maryland.gov/datasets/maryland::maryland-bicycle-level-of-traffic-stress-lts/about



PHOTOS BY RYAN CRAUN/M-NOPPC

PROTECTED BIKEWAYS AND SIDEWALK FACILITIES Bicycle accommodations can, where practicable, be separated from motor vehicle traffic by physical, vertical barriers, such as curbs, flexiposts, bollards, fencing, stormwater gardens, landscaping, and other installations that calm traffic and protect vulnerable road users.



**TRAILS,
GREENWAYS AND
SHARED-USE
PATHS**

Prince George's County has regionally significant trails and a greenway network that connects to various communities, transit services, scenic and historic resources, agricultural areas, and parkland. Many trails provide access to larger local, regional, and national networks of trails that link communities and states throughout the east coast.

including children and beginners. Facilities like protected bike lanes, barrier-separated cycle tracks, and neighborhood greenways achieve low LTS ratings by minimizing interactions with vehicles and creating predictable, safe environments.

- **LTS 1 (Low Stress):** Comfortable for all cyclists.
 - Examples: Protected bike lanes, bike boulevards.
- **LTS 2 (Moderate Stress):** Suitable for confident riders.
 - Examples: Buffered bike lanes, wide streets with bike lanes.
- **LTS 3 (High Stress):** Stressful for casual riders
 - Examples: Unprotected bike lanes, sharrows.
- **LTS 4 (Severe Stress):** Unsafe for most cyclists
 - Examples: Roads with no bike infrastructure.

To ensure connectivity, low-stress infrastructure must form a comprehensive network that addresses gaps like busy intersections or narrow corridors. Solutions such as protected intersections and bike-specific signals enhance safety and usability, while integration with sidewalks, shared-use paths, and transit hubs supports seamless multimodal travel.

Prioritizing low-stress bikeways advances equity by providing safe, affordable mobility options to vulnerable users and underserved communities most frequently impacted by high-stress roadways. A focus on these facilities helps bridge transportation gaps and promotes healthier, more sustainable travel choices.

Bicycle facilities are part of an enhanced transportation network in addition to a comprehensive sidewalk network. This mode of transportation is part of transportation demand strategies to reduce dependence on single-occupancy vehicles. Various transportation agencies across Maryland have programs and initiatives to support the development and expansion of comprehensive bicycle facilities.

- **Maryland State Highway Administration:** The Maryland State Highway Administration provides a statewide network of bicycle routes, many located in Prince George's County. Per State law, a bicycle is defined as a vehicle and is required to be operated similar to motorized vehicles, including complying with all traffic signals and signs. Local municipalities may have additional laws for bicyclists.
- **Washington Metropolitan Area Transit Authority's Metro Bike & Ride Program:** To

SHARED-USE PATH NETWORK

The Prince George's County shared-use path system of trails is classified in the 2018 *Strategic Trails Plan* as follows:

- **Primary Shared-Use Paths:** These are the long-distance and medium-distance paved paths that provide both transportation and a high-quality recreational experience.
- **Secondary Shared-Use Paths:** These are shared-use paths next to roadways built to minimum standards to provide baseline bicycle and pedestrian accommodation for the roadway (which usually does not offer comfortable on-road bicycle accommodation). This class also includes all of the spurs that connect Primary trails to neighborhoods and other off-corridor destinations, as well as neighborhood-based path systems and other short paths that provide local transportation value.

support bicyclists at park-and-ride lots and Metro stations, WMATA provides bicycle storage for passengers. In addition, bicycle racks, including inverted-U racks, are available at Metro stations.

Existing and planned major shared-use paths (trails and greenways) that are integral to Prince George's County are:

- The Washington, Baltimore, and Annapolis Recreation Rail-Trail
- Anacostia Trails Heritage Area
- Anacostia River Trail System
- Henson Creek Trail
- Woodrow Wilson Bridge Trail
- Little Paint Branch Trail
- East Coast Greenway
- The American Discovery Trail
- Rhode Island Avenue Trolley Trail
- Cross-County Trail Connection
- Chesapeake Beach Rail Trail
- Patuxent River Water Trail
- Patuxent River Park Hiker/Biker/Equestrian Trails

The existing bike network in Section 1 of Go Prince George's can be found on PGAtlas.com. Additional information on trails, greenways, and pathways can be found at pgplan.org/go.



BK Policies and Strategies

Safety

Equity

Innovation

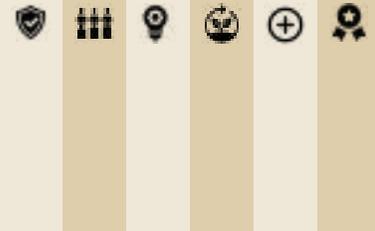
Resilience & Sustainability

Collaboration

Community of Choice

Policy BK 1

Prioritize the development of a County bicycle and shared-use network with facilities that allow and encourage safe and efficient bicycle travel throughout Prince George's County and connect neighborhoods to the regional bicycle network.¹



Strategy BK 1.1 Construct a system of bikeways and bicycle routes that parallel, and provide a safe alternative to, bicycling on arterial roads, expressways, and freeways.

Strategy BK 1.2 Prioritize infrastructure projects that provide grade-separated crossings of major highways (I-95/I-495, US 50, MD 214, etc.), railroads, and rivers to increase connectivity of the countywide network of shared-use paths.

Strategy BK 1.3 Consider “road diets” for overbuilt roadways to allow space for, and to prioritize, the development of hard-surface, shared-use paths, barrier-separated bicycle lanes, sidewalks, shared lane markings, and cycle tracks. This includes, but is not limited to, arterials and collector roadways.

Strategy BK 1.4 Maintain and enhance the existing County bicycle network, where feasible.

Strategy BK 1.5 Conduct detailed planning studies along corridors previously recommended by the 2009 MPOT and prior master, sector, and transit district development plans to identify on- and off-road alternative routes to ensure connectivity while reducing environmental and financial impacts.

Strategy BK 1.6 Design and construct shared-use paths and natural-surface trails to accommodate all user groups (pedestrians, bicyclists, equestrians, mountain bikers, and disabled users) to the maximum extent practicable.²

Strategy BK 1.7 Identify safe alternatives for bicycle, equestrian, and shared-use connections previously recommended in master plans, sector plans, transit district development plans, and planning studies.

Strategy BK 1.8 Develop and maintain a list of intersections with frequent bicycle accidents. The list should be used to conduct further studies of areas of concern.

Policy BK 2

Develop a County Bikeways plan that connects all Plan 2035-designated Centers to surrounding neighborhoods, and to the regional bikeway and shared-use path network.



Policy BK 3

Prioritize safe bicycle travel to public schools.



Strategy BK 3.1 Evaluate all roadways within one-half mile of all public schools to identify opportunities to construct additional protected bicycle facilities.

¹ This carries forward and expands upon Strategy TM1.4 of Plan 2035, 153, and Trails, Bikeways, and Pedestrian Mobility Policies 3 and 9 of the 2009 MPOT, 8.

² This strategy carries forward Trails, Bikeways, and Pedestrian Mobility Policy 8 of the 2009 MPOT, 8.

AMERICAN DISCOVERY TRAIL

Prince George's County contains a portion of the American Discovery Trail network. The network is, as described by the American Discovery Trail Society: "a new breed of national trail — part city, part small town, part forest, part mountains, part desert — all in one trail. Its 6,800+ miles of continuous, multi-use trail stretch from Cape Henlopen State Park, Delaware, to Pt. Reyes National Seashore, California. It reaches across America, linking community to community in the first coast-to-coast, non-motorized trail. The ADT provides trail users the opportunity to journey into the heart of all that is uniquely American — its culture, heritage, landscape and spirit. The ADT incorporates trails designed for hiking, bicycle, and equestrian use. Because it connects five national scenic and 12 national historic trails, 39 national recreational trails, and many other local and regional trails — it is the backbone for the national trails system. It passes through metropolitan areas like San Francisco and Cincinnati, traces numerous pioneer trails, leads to 14 national parks and 16 national forests."



PHOTO BY RYAN CRAUN/M-NOPPO



BK Policies and Strategies

Safety

Equity

Innovation

Resilience & Sustainability

Collaboration

Community of Choice

Policy BK 4

Evaluate and capitalize on opportunities presented by available rights-of-way³ to fill gaps and extend shared-use paths and to create greenways and linear parks throughout Prince George's County, linked by and featuring shared-use paths.⁴

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Strategy BK 4.1 Design green spaces that serve multiple purposes, such as parks with walking and cycling paths, seating areas, stormwater management, tree canopy cover, and sustainable landscaping.

Strategy BK 4.2 Design shared-use paths adjacent to arterials, expressways, and freeways as greenways and/or linear parks. Consider the Department of Parks and Recreation's 2022 *Trail Design Guidelines* for roadway-adjacent shared-use paths when designing such facilities. See *Figure 5 on page 76, Figure 6 on page 77, and on page 78.*

Strategy BK 4.3 Prioritize pathway infrastructure/retrofit upgrades, and path rehabilitation projects that will improve safety for trail users, including widening shared-use paths built to outdated standards.

Policy BK 5

Support low-stress bicycle use by establishing connected neighborhood bicycle boulevard systems.⁵

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Strategy BK 5.1 Evaluate the feasibility of creating a neighborhood bicycle boulevard system connecting major low-stress bicycle routes in College Park, University Park, Riverdale Park, and Hyattsville.⁶

Policy BK 6

Increase motorists' awareness of bicyclists by providing signage and bicycle and pedestrian priority signals at key intersections to improve safety.

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Strategy BK 6.1 Provide signage and paint markings to inform drivers of an upcoming intersection between a bicycle or shared-use facility and vehicle travel lanes.⁷

Strategy BK 6.2 Install bicycle boxes and other protections for bicyclists at intersections within Regional Transit Districts, Local Centers, and where designated bikeway or major bicycle routes turn or intersect.

³ Including public lands and utility corridors.

⁴ Formula 2040 (2014) defines the function of Greenways and Linear Parks as "narrow open space systems that knit together other parks or natural systems. Greenways may follow natural resources like stream and river corridors. Others can be corridors that are built as a part of development projects or interconnected recreational and natural areas." 201.

⁵ The 2021 *Langley Park Neighborhoods Bicycle Boulevards* study defines bicycle boulevards as: "Streets designed to maintain or induce low motorized traffic volumes and speeds that allow bicyclists to comfortably ride in the travel lane along with vehicular traffic. These are often designated as bicycle routes. Some of the typical treatments include bicycle 'sharrow' markings indicating that the bicyclists are encouraged to use the travel lane and traffic calming treatments such as speed humps, curb extensions, and median islands." 40.

⁶ Carries forward and expands a recommendation from the 2019 *Transportation Action Guide for Urban Communities*, 11.

⁷ Carries forward and expands upon Trails, Bikeways, and Pedestrian Mobility Policy 10, Strategy 1 of the 2009 MPOT, 8.



BK Policies and Strategies

Safety	Equity	Innovation	Resilience & Sustainability	Collaboration	Community of Choice

Policy BK 7

Create a signed and mapped official County Bikeways Network to facilitate mid- to long-distance bicycle travel, including commuting, and connect it to the regional and national shared-use path and trail network.

Strategy BK 7.1 Prioritize construction of the County Bikeways Network.

Strategy BK 7.2 Construct the identified shared-use path networks, preferably as protected or off-road facilities, for a comprehensive, integrated County Bikeways Network.

Strategy BK 7.3 Construct a network of natural-surface trails throughout the County that provide active transportation experiences.

Strategy BK 7.4 Construct the segments of nationwide shared-use path and trail networks in Prince George’s County as hard-surface bikeways or shared-use paths.

Strategy BK 7.5 Collaborate with state and federal partners to fund trails, shared-use connections, and bikeways in the East Coast Greenway, expanding bikeable opportunities for Prince Georgians as well as access to County destinations.

Policy BK 8

Acquire and utilize utility easements to enhance the bikeway, shared-use, and natural surface trail network, where feasible.

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Strategy BK 8.1 Study the possibility of easements to provide crossings and improved connectivity.⁸

Strategy BK 8.2 Develop and establish programmatic agreements with PEPCO/Excelon, WSSC, and other utilities that ease the process for using discreet sections of utility rights-of-way for shared-use paths or recreational trails.

Policy BK 9

Acquire, repurpose, and utilize abandoned railroad rights-of-way to enhance the bikeway and shared-use network.

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Strategy BK 9.1 Construct and redesign the repurposed networks to connect with surrounding neighborhoods.

⁸ As recommended in the 2013 *Approved Subregion 6 Master Plan*, 211.



BK Policies and Strategies

Safety

Equity

Innovation

Resilience & Sustainability

Collaboration

Community of Choice

Policy BK 10

Provide enhanced equestrian and hiker/equestrian trails connecting the Established Communities to the Rural and Agricultural Area.⁹



Strategy BK 10.1 Prioritize preservation of existing equestrian trail corridors and connections to other trail networks and parks.

Strategy BK 10.2 Develop equestrian user maps, make them available online, and distribute them at trailheads, the Prince George's Equestrian Center, and other key locations on or near equestrian paths.

Strategy BK 10.3 Carry forward recommendations from the 2013 *Approved Subregion 6 Master Plan* and the 2009 *Approved Countywide Master Plan of Transportation* for a comprehensive equestrian/hiker trail network.

Policy BK 11

Expand public awareness and acceptance of bicycle use in Prince George's County.



Strategy BK 11.1 Incentivize bicycle use through the provision of bicycle racks, storage, and amenities (including showers) in developments and structured parking facilities.¹⁰

Strategy BK 11.2 Consistent with the AASHTO Guide for the Development of Bicycle Facilities, provide a minimum of four short-term bicycle parking spaces at all nonresidential properties and a minimum of four long-term bicycle parking spaces at all nonresidential properties larger than 50,000 feet of gross floor area.¹¹

Strategy BK 11.3 In accordance with the Prince George's County Zoning Ordinance, provide incentives for nonresidential and mixed-use developments to provide shower facilities and bicycle lockers as further impetus for increasing bicycle use.

Policy BK 12

Construct a network of natural-surface trails throughout the County that provide active transportation experiences in quieter, more bucolic settings.



Strategy BK 12.1 For rural, wooded, and park areas, design trails to flow with the landscape and use materials that resemble the natural environment to blend harmoniously with the surrounding countryside.

Strategy BK 12.2 Identify opportunities to realign existing natural-surface shared-use paths and trails, as feasible, for better long-term maintenance.

⁹ Carries forward recommendations from the 2009 MPOT, Interpretive Trails and Long-Distance Bicycle Routes in Prince George's County Policy 3, 12, and the 2013 *Approved Subregion 6 Master Plan*, and applies them throughout the entire Rural and Agricultural Area.

¹⁰ Carries forward and expands on Strategy TM 4.6 of Plan 2035 and Policy TM 19 of the 2017 *Approved East-Riverdale-Beacon Heights Sector Plan*.

¹¹ The Prince George's County Zoning Ordinance requires a minimum of four short-term bicycle parking spaces (in the form of racks or lockers) in the Transit-Oriented/Activity Center base and Planned Development (PD) zones, and at least two additional bicycle parking spaces for every 10 vehicle spaces, or major fraction thereof, above 10 spaces. A minimum of two short-term bicycle parking spaces are required in all nonresidential zones and the Residential, Single-Family-Attached (RSF-A), Residential, Multifamily-12 (RMF-12), Residential, Multifamily-20 (RMF-20), and Residential, Multifamily-48 (RMF-48) zones with one additional bicycle parking space provided for every 10 vehicle spaces, or major fraction thereof, above 10 spaces, but not to exceed 20 total bicycle parking spaces. Long-term bicycle parking facilities are encouraged in the Zoning Ordinance, but not required, for uses where bicycle access is expected to serve stays of eight hours or more (such as office commutes, overnight stays at a hotel, or residences).

Table 1. Corridors Recommended for Study for Future Bikeways, Paths, or Trails

Prior MPOT ID	Corridor or Parallel Stream Valley	Current Applicable Plan	Potential Contribution to an Expanded Shared-use Path Network
N/A	Brier's Mill Run	2017 <i>Approved East Riverdale-Beacon Heights Sector Plan</i>	This proposed shared-use path would be between Northeast Branch Trail and New Carrollton Civic Center (around the intersection of Lamont Drive and Westbrook Drive). It would connect the heart of New Carrollton with the Anacostia River Trail System, the Discovery District, and the Purple Line Transit Hub at the College Park/UMD Metro Station. The primary challenge is providing safe passage under the Baltimore Washington Parkway.
65	Cattail Branch	2009 MPOT and subsequent plans	This trail inside the Beltway could be extended with development along Barlowe Road extended and the former Landover Mall site. A bridge over the Beltway would provide a connection to new shopping and residential development at Woodmore Towne Center. This trail/greenway could also provide connections to surrounding schools and neighborhoods and to the Kentland Community Center.
T-3	Unbuilt Portions of Collington Branch Trail	2013 <i>Approved Subregion 6 Master Plan</i> 2022 <i>Approved Bowie-Mitchellville and Vicinity Master Plan</i>	The planned Collington Branch Trail is a north-south shared-use path that would connect Old Bowie and the WB&A Rail-Trail in the north to Upper Marlboro and Patuxent River Conservation areas in the south. Several sections of the trail are built in Bowie and south of MD 214. Existing and underway developments have promised to build additional sections south of MD 214, and considerable stream valley land has been dedicated to M-NCPPC.
76	Lottsford Branch	2009 MPOT and subsequent plans	The Lottsford Branch has potential for a stream valley trail south of US 50. From Chantilly Lane to Lottsford Road, it would link neighborhoods to parkland at Lake Arbor and Enterprise Golf Course and the Western Branch Trail.
41	Folly Branch	2009 MPOT and subsequent plans	Several segments of this trail have been implemented through development applications and 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 Rail-Trail and a planned trail along Bald Hill Branch.
139	Burch Branch	2009 MPOT and subsequent plans	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.
134	Eastern Piscataway Creek	2009 MPOT and subsequent plans	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. The Department of Parks and Recreation has acquired significant segments of the stream valley 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.
N/A	Upper Horsepen Branch	2022 <i>Approved Bowie-Mitchellville and Vicinity Master Plan</i>	Explore paved trail opportunities along the Patuxent River edge of the Bowie Race Track site to connect the WB&A Rail-Trail, and the M-NCPPC-owned Patuxent River Park facilities at Horsepen Branch Park and Saddlebrook Park.
	Unbuilt Portions of Timothy Branch Trail	2013 <i>Approved Subregion 5 Master Plan</i>	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.

Figure 5. Typical Section: Primary Shared-Use Path – Greenway Corridor

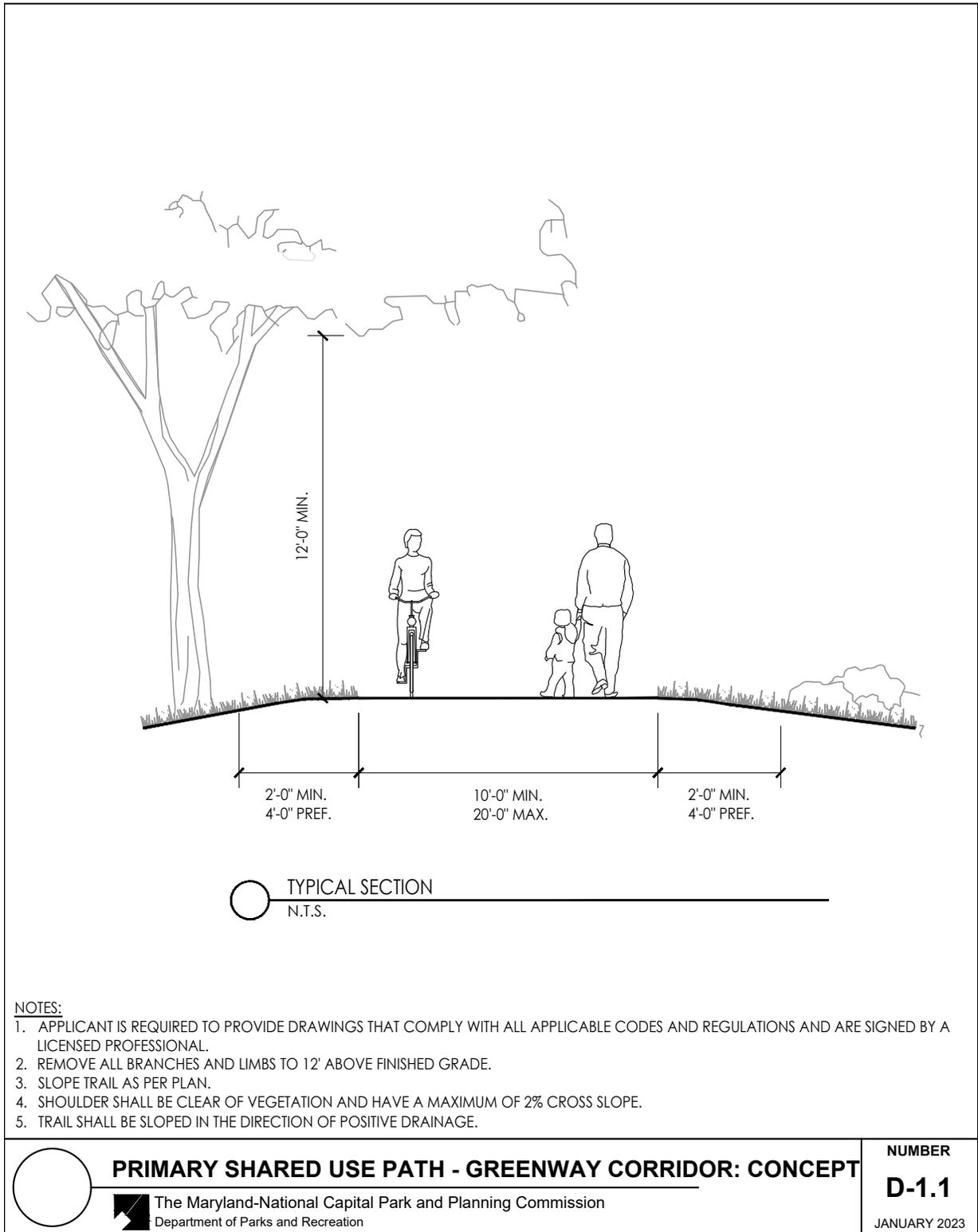


Figure 6. Typical Section and Concept Layout: Shared-Use Path in Roadway Corridor

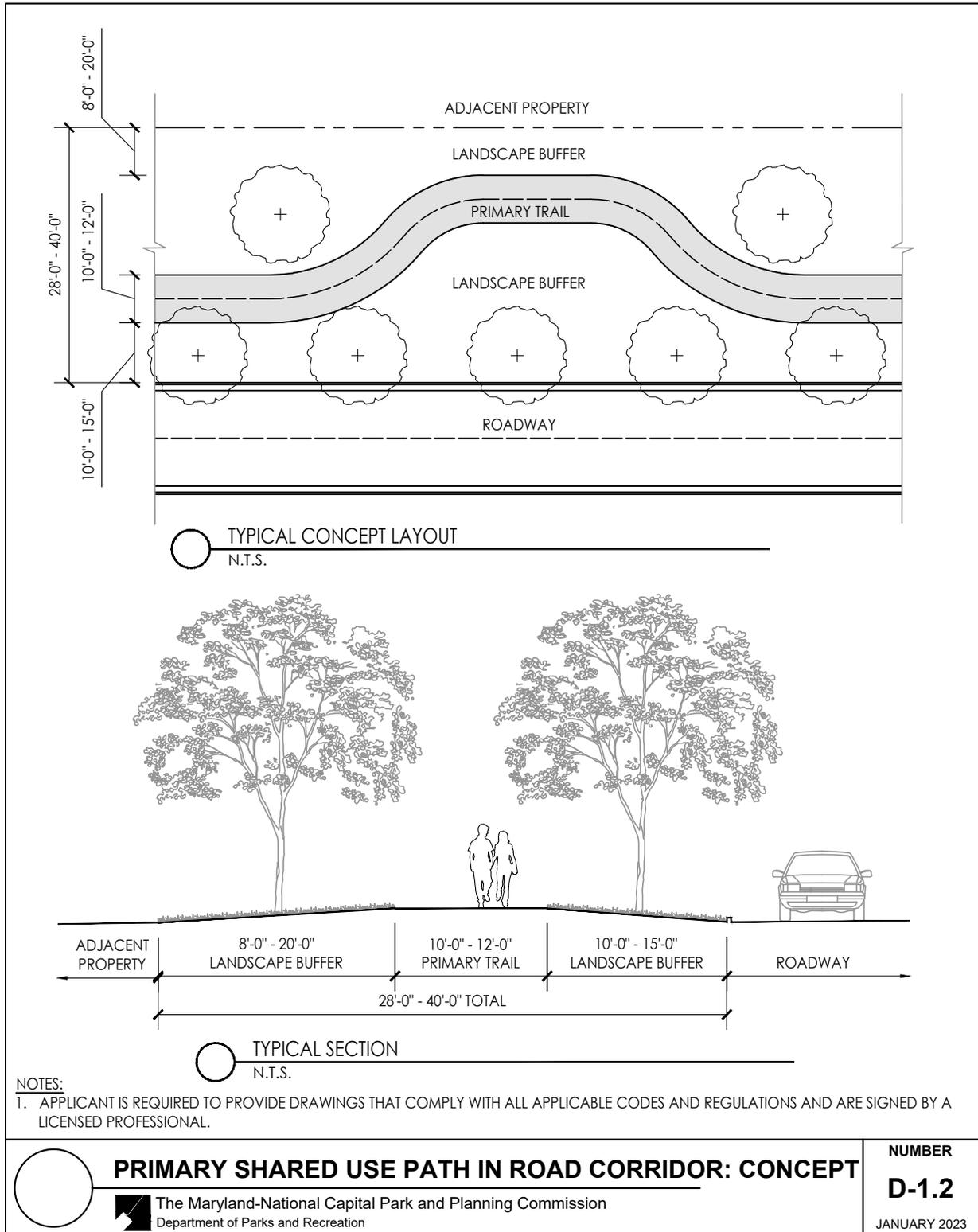


Figure 7. Typical Section: Shared-Use Path in Road Corridor with Smaller Footprint

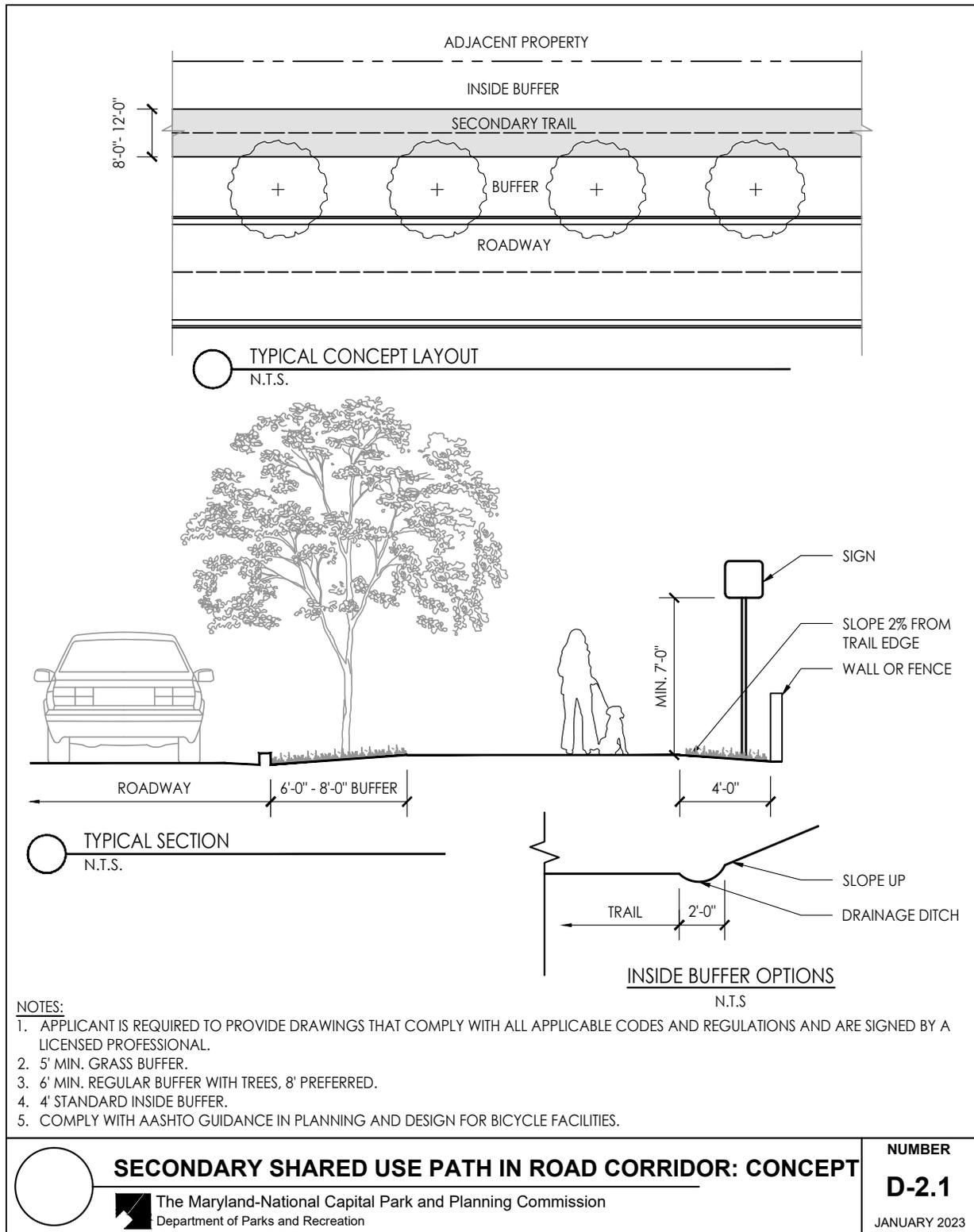


Table 2. Prince George's County Bikeway Network Hierarchy

Bicycle Facility Classification	Function	Treatments
Countywide Shared-use Paths and Protected Bikeways with Sidewalks	Provide greatest level of comfort and safety for bicyclists and pedestrians. These facilities may parallel arterial roads and mixed-use boulevards, as well as independent corridors, such as stream valleys and unused railroad lines. The priority is to connect transit stations, major and minor urban centers, and other significant parks, historic downtowns, and suburban activity centers.	<ul style="list-style-type: none"> • Hard-surface, shared-use paths • Barrier-separated facilities
National and Regional Trails and Greenways	Designated national and regional trails. Alignments and routes may follow shared-use paths, sidewalks, or roadways. May carry traffic at all levels of comfort.	<ul style="list-style-type: none"> • Hard-surface, shared-use paths • Barrier-separated facilities • Sidewalks and roadways
Bikeway Network Connectors	On-road bikeways that connect communities, neighborhoods and activity centers to each other and to the countywide network.	<ul style="list-style-type: none"> • Minor trails • Hard-surface, shared-use paths • Barrier-separated facilities
Principal School Cycling and Walking Routes	Shared-use paths, sidewalks, and protected bikeways that connect neighborhoods with schools.	<ul style="list-style-type: none"> • Hard-surface, shared-use paths • Barrier-separated facilities
Potential Supplemental School Bicycle Routes	<ol style="list-style-type: none"> 1. All streets with existing/planned bicycle facilities (not including shared lane markings/sharrows) that connect to Principal School Cycling and Walking Routes. 2. Neighborhood streets with sufficient rights-of-way to support a painted or barrier-separated bicycle lane. 3. Neighborhood streets with sufficient rights-of-way to support conversion of sidewalks to shared-use paths. 	<ul style="list-style-type: none"> • Hard-surface, shared-use paths • Barrier-separated facilities • Painted bicycle lanes
Local Bicycle and Sidewalk Systems	<p>Networks of connected bicycle and pedestrian accommodations that serve and connect between local communities and neighborhoods.</p> <p>These will not be signed as branded segments of the County Bikeways Network.</p>	All types, but primarily marked bicycle lanes, signed Bicycle Routes, and shared lane markings.

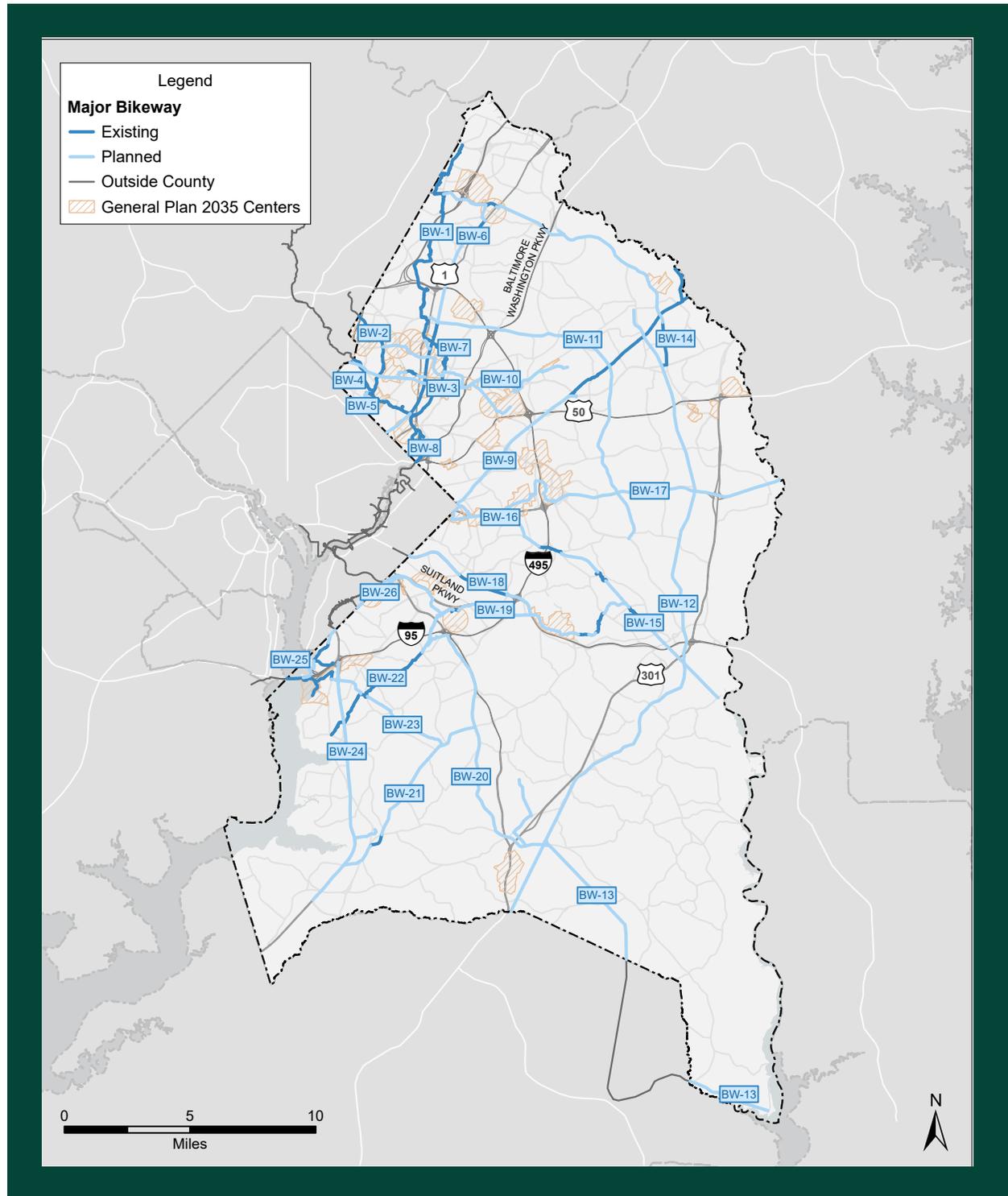
Table 3. County Bikeways Network: Major Bikeways/Regional Trails

MPOT ID	Bikeway	MPOT ID	Bikeway
BW-1	Little Paint Branch/Paint Branch Trails	BW-14	Bowie Heritage Trail
BW-2	Northwest Branch Trail	BW-15	Chesapeake Beach Rail Trail
BW-3	MD 410 Shared-Use Paths and Bikeways	BW-16	Central Avenue Connector Trail
BW-4	Sligo Creek Trail	BW-17	MD 214 (Central Avenue) Shared-Use Path
BW-5	Prince George's Connector Trail	BW-18	Pennsylvania Avenue Shared-Use Paths
BW-6	Rhode Island Avenue Trolley Trail	BW-19	Suitland Parkway Trail
BW-7	Northeast Branch Trail	BW-20	Old Branch Avenue/Brandywine Road
BW-8	Anacostia River Trail	BW-21	MD 223 Shared-Use Path
BW-9	Washington, Baltimore and Annapolis Trail and MD 704 Bikeway	BW-22	Henson Creek Trail
BW-10	Glenn Dale-to-College Park Connection	BW-23	Henson Creek/MD 223 Connection
BW-11	MD 193 Shared-Use Paths and Bikeways	BW-24	MD 210 Corridor Bikeway
BW-12	Pope's Creek Rail Trail	BW-25	Woodrow Wilson Bridge Trail
BW-13	Eagle Harbor Rail Trail	BW-26	Oxon Run Trail

Major Bikeways

Countywide Overview

Sources: Prince George's County Planning Department Job #4437

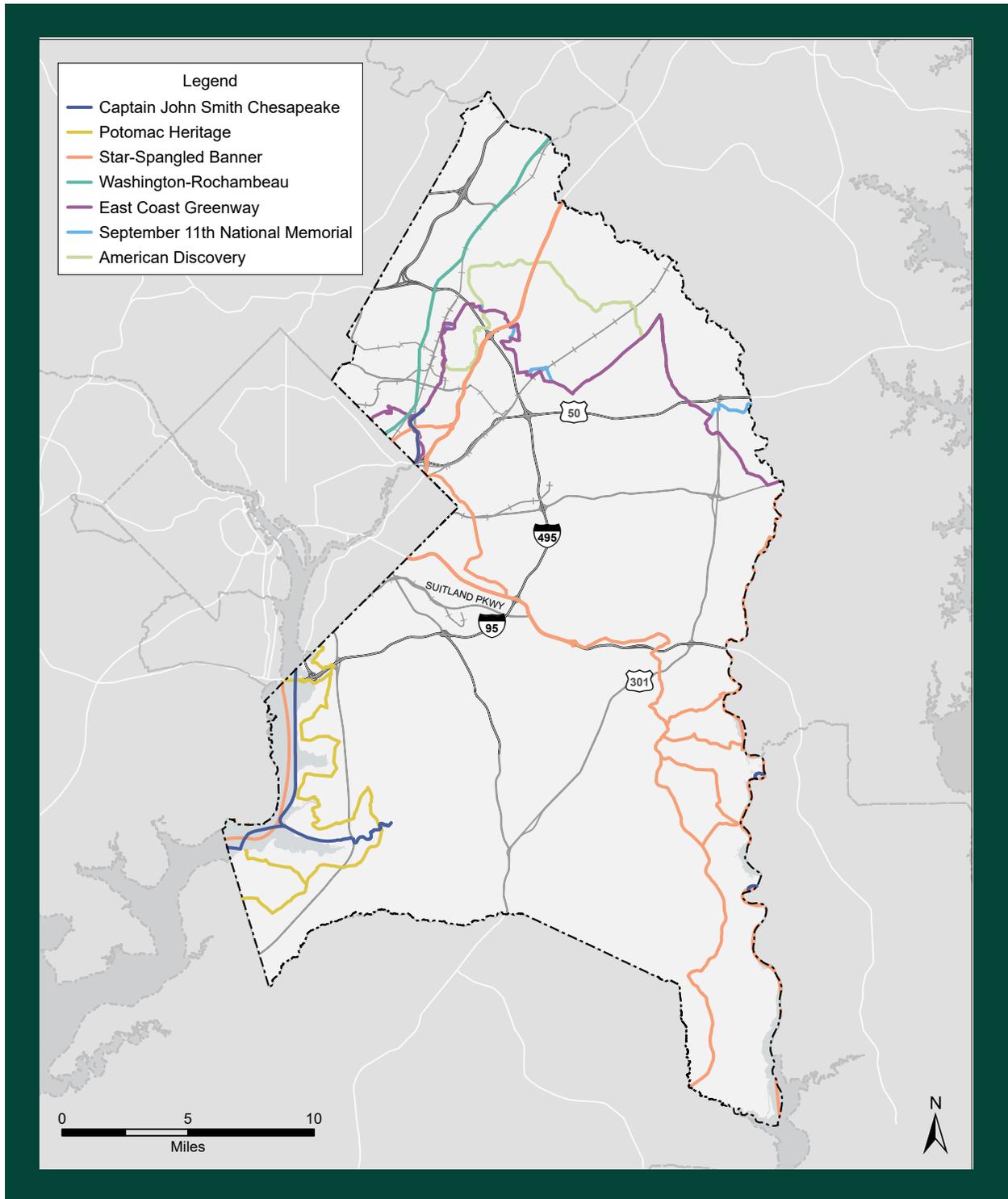


Map 16. National Trail Network in Prince George's County

National Trail Network

Countywide Overview

Sources: Prince George's County Planning Department Job #4437





Transit (TR)

Transit is second only to walking in the importance of the future of transportation in the County. Prince George’s County has the most Metrorail stations outside of Washington, D.C. (at 15), has 11 Purple Line stations, 8 MARC stations, and 1 AMTRAK station. Increasing access to these stations for all riders is critical, especially to efficiently and effectively connect with other transportation modes.

With 75 percent of all new jobs and housing planned to be located within walking distance of fixed-guideway transit, Go Prince George’s provides an opportunity to advance policies, strategies, and

street typologies to further enhance ridership while providing access to other places of interest. This includes the Purple Line, which is the region’s first major suburb-to-suburb transit line and connects people and opportunities in both Prince George’s and Montgomery Counties. Additional services are needed to connect Prince Georgians to destinations within the County. In keeping with this approach, another consideration of Go Prince George’s is the major ongoing State and County initiative to provide increased transit access in the southern part of the County, the Southern Maryland Rapid Transit system.

 TR Policies and Strategies		Safety	Equity	Innovation	Resilience & Sustainability	Collaboration	Community of Choice
Policy TR 1	Establish a baseline expectation that all bus—including high capacity transit (HCT) and bus rapid transit (BRT)—streetcar, light rail, and commuter rail stops and stations in Prince George’s County include amenities to promote enhanced mobility, equity, and placemaking.						



PHOTO BY RYAN CRAUN/M-NOPPC

More than 70,000 residents commuted to work by transit in 2019. The policies of Go Prince George’s aim to ensure and improve access to mass transit.

 TR Policies and Strategies		Safety	Equity	Innovation	Resilience & Sustainability	Collaboration	Community of Choice
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Policy TR 2 Improve safety through placemaking with enhanced amenities and aesthetics and functional improvements to create a sense of place at transit hubs and stations.

					
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Strategy TR 2.1 Promote intermodal transit hubs/centers at key transit junctures to service corridors with multiple transit and pedestrian options and amenities such as bicycle racks, storage lockers, and bikeshare stations.^{1 2}

Strategy TR 2.2 Near the Riverdale Park-Kenilworth Station, enhance public spaces as recommended by the 2017 *Approved East Riverdale-Beacon Heights Sector Plan*.³

Strategy TR 2.3 Ensure that a fully functional transit hub remains the centerpiece of the Greenbelt Metro Station, incorporating Metro Green Line and MARC access with a bus transfer facility, convenient pedestrian access to the station platform, the Federal Bureau of Investigation headquarters, and nearby mixed-use development and community amenities.⁴

Strategy TR 2.4 Support the installation of continuous lighting, including pedestrian-friendly lighting in public plazas, where feasible.

Policy TR 3 Promote placemaking strategies and wayfinding signage programs at transit hubs and stations.

					
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Policy TR 4 Increase transit services, and safe access to and from those services, so that residents of General Plan Centers and the Innovation Corridor live within a 15-minute walk of a transit stop or station.⁵

					
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Strategy TR 4.1 Design bus routes that allow safe and efficient connections to all Centers and the Innovation Corridor.

Strategy TR 4.2 Prioritize access to transit during street reconstruction and redevelopment projects.⁶

¹ Carries forward and expands upon Strategies TM 4.6 and TM 5.5 of Plan 2035.

² Carried forward from the 2010 *Approved Central US 1 Corridor Sector Plan*, 133.

³ Carried forward from the 2017 *Approved East Riverdale-Beacon Heights Sector Plan*, 100

⁴ Carried forward from the 2013 *Approved Greenbelt Metro Area and MD 193 Corridor Plan*, 100.

⁵ Carries forward and expands upon Strategy TM 2.1 of Plan 2035, 153.

⁶ Carries forward and expands upon Strategy TM 2.5 of Plan 2035, 155.

 TR Policies and Strategies		Safety	Equity	Innovation	Resilience & Sustainability	Collaboration	Community of Choice
Policy TR 5	Maintain and expand park-and-ride facilities and new transit stations, and maintain/expand bus and rail options so that all residents of the Established Communities continue to live within six miles of a fixed-guideway transit station or park-and-ride facility.⁷						

Strategy TR 5.1 Identify opportunities to expand commuter bus services to existing park-and-ride facilities.

Strategy TR 5.2 Evaluate new locations for bus and rail park-and-ride lots in the County and relocation of existing park-and-ride locations.⁸

Policy TR 6	Expand bus priority measures and other treatments to enable development of a Countywide HCT/BRT network including an electric bus fleet system.						
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Strategy TR 6.1 Evaluate the potential for additional bus priority measures, including bus priority signals, along all arterials and mixed-use boulevards.

Strategy TR 6.2 Evaluate the potential of bus-only lanes or shared bus-bike lanes. *See Figure 8 on page 87.*

Strategy TR 6.3 Evaluate the transition to a zero-emission bus (ZEB) fleet system that includes supported infrastructure such as maintenance facilities, charging stations, and other improvements critical to a successful transition.

⁷ A person can travel 6.25 miles in 15 minutes at 25 miles per hour. Policy TR 4 recommends 6 miles to account for potential delays along a 15-minute drive and for ease of measurement.

⁸ Strategy TR 4.4 amends the 2009 *Approved Marlboro Pike Sector Plan*, Transit Policy 1, Strategy 3, by deleting a recommendation in the sector plan to create this park-and-ride by relocating the existing park-and-ride lot at Penn-Mar Shopping Center. The Penn-Mar Park-and-Ride should remain in service.

 TR Policies and Strategies		Safety	Equity	Innovation	Resilience & Sustainability	Collaboration	Community of Choice
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Policy TR 7

Expand shuttle, microtransit, and paratransit services throughout the County in areas of need and establish a system “brand” that promotes and maximizes local use of services.

					
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Strategy TR 7.1 Support the use of paratransit and other smaller vehicles to provide first- and last-mile connections in several County corridors.

Strategy TR 7.2 Support the use of paratransit and other smaller vehicles to provide moderate-ridership, medium-distance shuttle services.

Strategy TR 7.3 Evaluate the feasibility of implementing microtransit or on-demand transit throughout the County.⁹

Strategy TR 7.4 Evaluate and implement an intermunicipal circulator serving the City of Hyattsville, the Town of University Park, Riverdale Park, and College Park, as previously recommended by several municipalities.¹⁰

Strategy TR 7.5 Evaluate and implement a circulator or shuttle service that serves major residential projects within the Hyattsville Crossing Transit District, the Mall at Prince George’s, University Town Center, public facilities, and the Metro station.¹¹

Strategy TR 7.6 Expand the Bulldog Shuttle Service to include additional stops within the BSU MARC Campus Center and Free State Shopping Center/Bowie Marketplace.¹²

Strategy TR 7.7 Evaluate the potential of a local shuttle service that connects communities in Chillum with the West Hyattsville and Hyattsville Crossing Metro Stations. See Map 16 on page 104 of the 2015 *Greater Chillum Community Study* for potential routes for consideration.¹³

Strategy TR 7.8 Identify opportunities to provide special transit or other shuttle services from locations within Equity Emphasis Areas to places of interest throughout the County.

Policy TR 8

Implement fixed or dedicated transitway along appropriate transportation networks to supplement HCT/BRT.

					
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Strategy TR 8.1 Evaluate mode options that allow maximum flexibility to extend service beyond the current planned terminus at the Branch Avenue Metrorail Station, including future service along I-95/495 (Capital Beltway).

Strategy TR 8.2 Include station locations where the benefit will be maximized for transit-supported development in Prince George’s County.

Strategy TR 8.3 Provide related shuttle or circulator bus service, as feasible.¹⁴

⁹ Carries forward and amends the implementation partners of Strategy TM 6.12 in the 2022 *Approved Bowie-Mitchellville and Vicinity Master Plan*, 116.

¹⁰ Carries forward Strategy TM 14.2 from the 2016 *Approved Prince George’s Plaza Transit District Development Plan*, 94.

¹¹ Carries forward from the 2016 *Approved Prince George’s Plaza Transit District Development Plan*, 93.

¹² Carries forward Strategy TM 19.4 from the 2022 *Approved Bowie-Mitchellville and Vicinity Master Plan*, 133.

¹³ Builds upon a recommendation from the 2015 *Greater Chillum Community Study*, xiv.

¹⁴ Carried forward from the 2013 *Subregion 5 Master Plan*, 114.

 TR Policies and Strategies		Safety	Equity	Innovation	Resilience & Sustainability	Collaboration	Community of Choice
Policy TR 9	Increase commuter bus, light rail, commuter rail, and streetcar service in and to Prince George's County.						
	Strategy TR 9.1 Partner with bus operators to explore more commuter stops to connect to new park-and-ride lots that serve the region.						
Policy TR 10	Enhance Bus Rapid Transit options in Prince George's County using exclusive or mixed-vehicle rights-of-way to connect Prince George's County's Downtowns.						
	Strategy TR 10.1 Evaluate opportunities to implement a branded Bus Rapid Transit (BRT) system in Prince George's County. ^{15 16 17}						
Policy TR 11	Expand the quality, frequency, and geographic footprint of local bus services in Prince George's County.¹⁸						
	Strategy TR 11.1 Implement the <i>Transit Vision Plan</i> Aspirational Network, which incorporates WMATA's Better Bus Network Redesign Visionary Network in Prince George's County.						
	Strategy TR 11.2 Implement WMATA's Better Bus Network Redesign 2025 Network.						
	Strategy TR 11.3 Implement WMATA's Better Bus Network Redesign Visionary Network throughout the rest of the region.						
	Strategy TR 11.4 Implement the <i>2024 Draft Transit Vision Plan</i> recommendations for high-capacity transit services. See Table 4 for more information.						
	Strategy TR 11.5 Implement all operational recommendations of the <i>Transit Vision Plan</i> .						
Policy TR 12	Facilitate electric bus service.¹⁹						
	Strategy TR 12.1 Evaluate the addition of bus charging infrastructure at frequently used bus layover locations, MARC stations, Purple Line stations, and park-and-ride facilities.						

¹⁵ Amends the 2010 *Subregion 4 Master Plan*, 233, by updating this recommendation to an evaluation of such service.

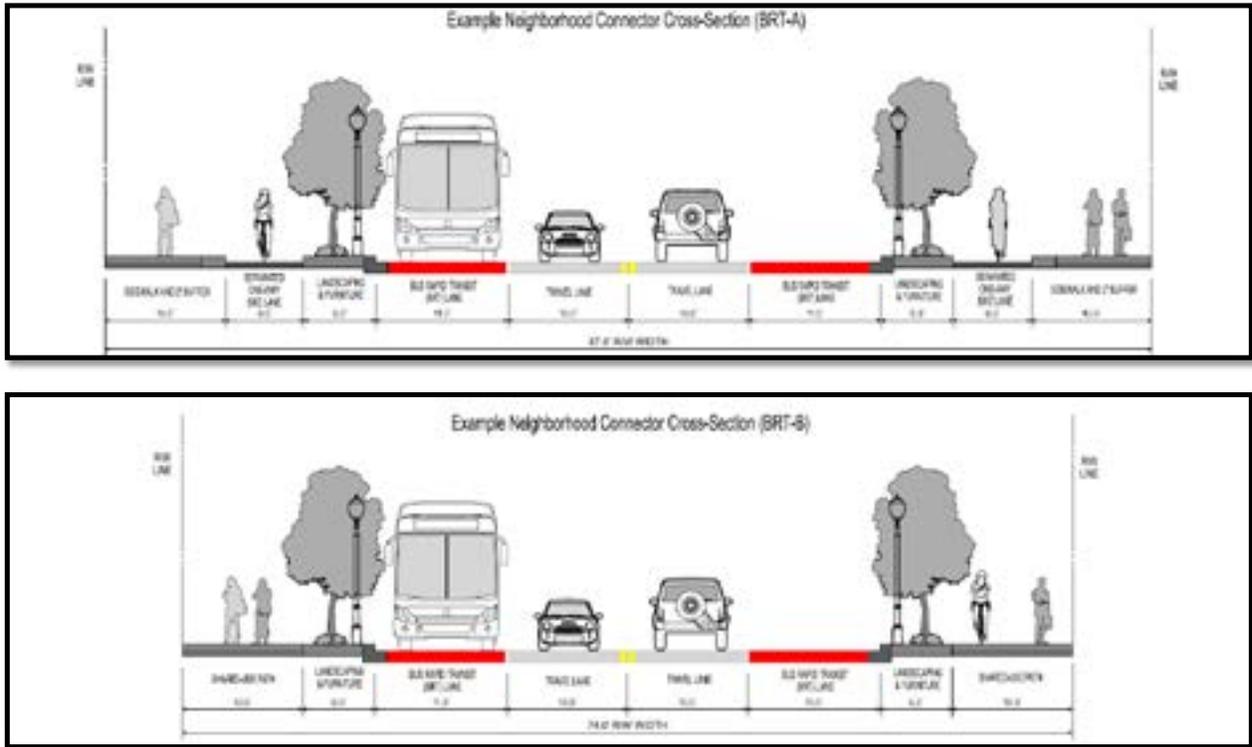
¹⁶ Carried forward and modified from the 2017 *East Riverdale-Beacon Heights Sector Plan*, 122.

¹⁷ Carried forward and modified from the 2010 *Subregion 4 Master Plan*, 248.

¹⁸ Carries forward and expands on Strategies TM2.3 and TM 2.4 of Plan 2035, 154–155.

¹⁹ Carries forward and expands on Strategies TM7.1 and TM7.3 of Plan 2035, 158.

Figure 8. Examples of Transit Priority Measures: Bus-Only Lanes



SOURCE: DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION, 2023 URBAN STREET DESIGN STANDARDS

Table 4. 2024 Draft Transit Vision Plan Recommended High-Capacity Transit Services¹

Corridor Name	Description
MD 410 (East West Highway)	Extension of the existing recommended corridor west to Silver Spring, and east to New Carrollton
MD 704 (Martin Luther King Jr Highway)	New corridor from the District of Columbia boundary to MD 202 (Landover Road)
MD 214 (Central Avenue)	New corridor from the District of Columbia to Largo, following the Blue/Silver Line Corridor
US 1 (Rhode Island Avenue/Baltimore Ave)	Extension of the existing recommended corridor south to the Washington, D.C. boundary at Mount Rainier, and north to Laurel Town Center
MD 450 (Annapolis Road)	New corridor from MD 201 (Kenilworth Avenue) to New Carrollton

¹ Carried forward from the 2024 Draft Transit Vision Plan, 31.



Micromobility and Transportation Network Companies (MI)

First-mile/last-mile strategies are an integral part of creating access to transportation choices to achieve 15-minute communities. Micromobility is a viable alternate mode for users to conduct short trips, and an opportunity to supplement longer trips by connecting transit locations to destinations. Micromobility options at transportation hubs include shared bikes and scooters by transportation network companies, such as the scooter program established in 2019 by the University of Maryland and the City of College Park.

Micromobility vehicles typically are limited to less than 30 miles per hour on streets, weigh 500 pounds or less, and are generally no larger than four feet wide. These vehicles are small and operated at a low speed relative to other motorized traffic, but are faster than pedestrian traffic, and can be human- or electric-powered. Examples of micromobility vehicles include both stand-up and sit-down electric scooters,

pedal-assist and throttle-assist e-bikes, and Segways. Personally owned bicycles are not categorized under micromobility; however, shared bike services like Capital Bikeshare are typically included.

In 2024, Capital Bikeshare was the region's leading bikeshare provider, with stations throughout the Washington, D.C., metropolitan area. There were 34 Capital Bikeshare stations in Prince George's County and 5 additional stations within 2 blocks of the County border as of December 2024. With advancements in technology and lowering costs, electric bicycles are growing in popularity. These bicycles, which provide motorized assistance to pedaling, allow for higher-speed bicycling and assist riders in climbing hills or combating fatigue. These vehicles have introduced bicycling to many people who otherwise would not ride and have improved food and small package delivery in many neighborhoods.

PHOTO BY RYAN CRAUN/M-NCPPC



During the creation of the Existing Conditions Report, public comments included requests for additional bikeshare and other docked micromobility alternatives in our communities. Most are operated and maintained by private companies, known as transportation network companies, as shared fleets for short-term rental. These vehicles are usually grouped for parking in public rights of way, typically in furniture zones of sidewalks outside the mounted curb, in marked-off parking areas inside the curb, along existing street poles and bicycle racks (depending on jurisdictional rules), or within built docking areas.

Prince George’s County considers Transportation

Demand Management (TDM)¹ is a process or procedure intended to reduce motor vehicle trips during specified periods of the day. This includes, but is not limited to, strategies such as car/vanpools, and improved pedestrian and bicycle access and facilities. Programs are developed by employers, chambers of commerce, and local government to encourage the use of alternative modes. A Transportation Demand Management District (TDMD) is a legally defined geographic area in which vehicle trip reduction procedures, strategies, and programs are required. TDMDs allow the County to work with employers to implement TDM and support the multimodal investments and denser, more compact land nodes

¹ https://library.municode.com/md/prince_george's_county/codes/code_of_ordinances?nodeId=PTIITI17PULOLAPRGECOMA_SUBTITLE_20ATR_DIV2TRDEMA

MI Policies and Strategies		Safety	Equity	Innovation	Resilience & Sustainability	Collaboration	Community of Choice
Policy MI 1	Expand micromobility services throughout the County in areas of need.						
	Strategy MI 1.1 Reduce conflicts between pedestrians, micromobility users, and bicyclists.						
	Strategy MI 1.2 Collaborate with micromobility operators to develop strategic expansion plans in Prince George’s County, focusing on opportunities in Regional Transit Districts, Local Centers, the US 1 Corridor, and on college/university campuses.						
	Strategy MI 1.3 Establish a speed threshold by which micromobility vehicles may use the sidewalk in substitution for using a street.						
Policy MI 2	Expand operations and accessibility of docked bikeshare stations in Prince George’s County.¹						
	Strategy MI 2.1 Expand bikeshare in the County, specifically throughout all Regional Transit Districts and Local Transit Centers, and in locations identified in prior area master plans, sector plans, and transit district development plans and studies.						
	Strategy MI 2.2 Support siting of bikeshare stations throughout the County. DPR staff should continue to act as a liaison with DPW&T regarding management, maintenance, and operational issues related to use of DPR property locations for bikeshare services. ²						

¹ Carries forward and expands upon Strategy TM 1.3 of Plan 2035.

² Carried forward from the 2018 DPR *Strategic Trails Plan*, 138

MI Policies and Strategies		Safety	Equity	Innovation	Resilience & Sustainability	Collaboration	Community of Choice
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Policy MI 3	Coordinate with transportation network companies to ensure safe passenger loading and unloading areas.						
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Strategy MI 3.1 Promote incentives for using micromobility or creating geofencing where feasible.

Policy MI 4	Increase micromobility options in Prince George's County.						
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Strategy MI 4.1 Collaborate with micromobility operators to develop strategic expansion plans in Prince George's County, focusing on opportunities in Regional Transit Districts, Local Centers, the US 1 Corridor, and on college/university campuses.

Strategy MI 4.2 Collaborate with micromobility operators to ensure prompt recovery and relocation of vehicles discarded in inappropriate or unsafe locations, including, but not limited to, blocking sidewalks, bicycle lanes, travel lanes, driveways, and other areas that block travel as well as on private property.

Strategy MI 4.3 Establish designated rideshare stations (pick-up/drop-off) near high-traffic areas and event venues; design these areas with safe and efficient crossings at nearby intersections.

Policy MI 5	Expand opportunities to coordinate with transportation network companies (TNCs) as part of transportation demand management strategies.						
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Strategy MI 5.1 Conduct a planning effort with TNCs to determine highly used pick-up and drop-off areas and identify optimal locations for safe loading/unloading of passengers.

Strategy MI 5.2 Create rideshare hubs in high-traffic locations to support safe ingress/egress of vehicles.

Strategy MI 5.3 Partner with Northwest Stadium to refine pick-up/drop-off activity following events to limit disruption and congestion at the Wayne K. Curry Sports and Learning Complex.

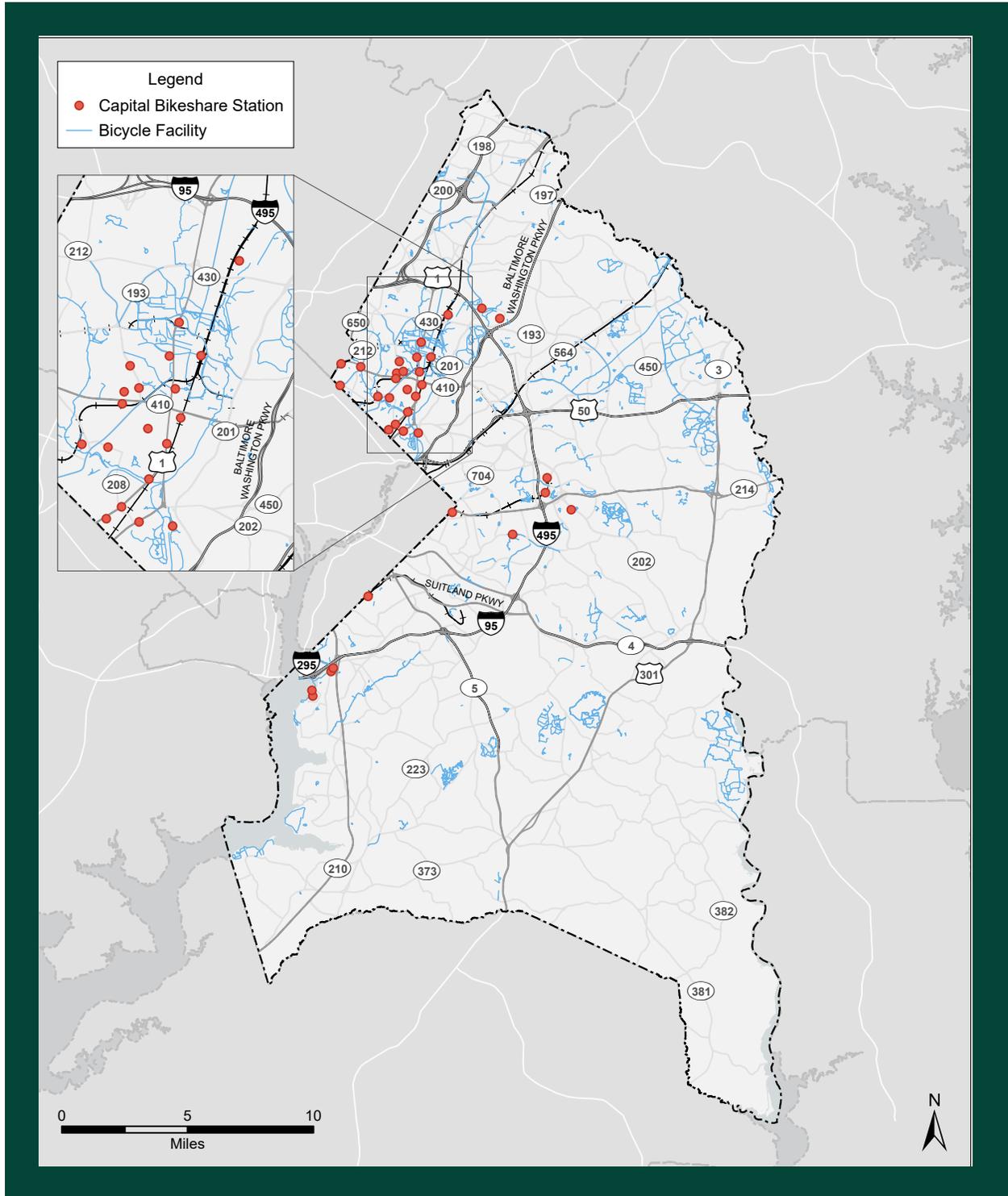
Policy MI 6	Establish and maintain Transportation Demand Management Districts (TDMD) in areas where vehicle trip reduction procedures, strategies, and programs are required.						
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Strategy MI 6.1 Evaluate the potential for a TDM District or Districts within Prince George's County Code. This will be achieved by facilitating a TDM Plan under the advisement of the TDM Technical Advisory Committee.

Map 17. Capital Bikeshare Station Locations in Prince George's County

Capital Bikeshare Station Locations

Sources: Prince George's County Planning Department Job #4437





Complete and Green Streets (CG)

Complete Streets is an approach to provide multimodal transportation options to facilitate walking, bicycling, transit ridership, micromobility, and driving for all users. Go Prince George's aligns with the Maryland Department of Transportation Model Complete Streets Initiative, which is implemented statewide and incorporates Complete Streets in context-sensitive areas to further Vision Zero goals.¹ In addition, Green Streets supports the implementation of bioretention strategies, stormwater management, and green infrastructure solutions to support biodiversity and livable streets, and addresses climate change resiliency.

In 2012, Prince George's County adopted a Complete and Green Streets policy, which was further refined and extended through the Walkable Urban Streets Act of 2023. Prince George's County requires that:

All planned County financed and approved road, sidewalk, trail, and transit related construction and reconstruction projects shall include environmental site design and facilities for the combined use of motor, emergency and freight vehicles, transit, bicycles and pedestrians, and shall be constructed pursuant to the adopted County Urban Street Design Standards and the applicable master, sector, or functional master plan.²

Go Prince George's looks at a menu of Complete and Green Street best practice alternatives and recommends the "most complete and green" amenities within the County's Regional Transit Districts and Local Transit Centers. An ideal Complete and Green Street accommodates pedestrians, bicyclists, transit riders, those who ride micromobility devices or buses, delivery trucks, and all types of motor vehicles in a safe and easy-to-use environment, complemented by low-impact design bioretention and stormwater management features and other innovative environmental elements. The most successful Complete Streets features are barrier-separated bicycle lanes, dedicated bus lanes, frequent



PHOTO BY RYAN CRAUN/M-NOPPC

Complete Streets are conducive to multiple ways of moving, such as biking, walking, and driving, like this street in neighboring Washington, D.C.

signalized pedestrian crossings, wide sidewalks with street furniture, attractive and inviting bus shelters, bioretention facilities, and level bus boarding areas.

Transforming the County's road network, including State highways and municipal roads, into a system of Complete and Green Streets is a necessary step in providing the safe and accessible connections current and future Prince Georgians demand. In addition, a well-planned and designed curb space management program ensures easy access for all users as part of a multimodal transportation system. This allows for adequate loading and unloading of transit, micromobility vehicles, large trucks, emergency vehicles, and delivery vehicles, while balancing the needs and demands of parking.

¹ In May 2024, MDOT published its revised Complete Streets Policy with a Context Driven approach. By formalizing a deliberate approach to planning, designing, and constructing streets that are safer for all users, MDOT's Complete Streets Policy is pledging to deliver on MDOT's collective commitment to a culture of safety and to making Vision Zero a reality. The revised policy requires that MDOT modal administrations, including SHA and the Maryland Transit Administration (MTA), update numerous policies, procedures, manuals, guidelines, and best practices to align with the revised policy. The revised policy also requires MDOT modal administration projects comply with Context Driven: Access & Mobility for All Users 1.0

² Section 23-615(b) of the Prince George's County Code.

 CG Policies and Strategies		Safety	Equity	Innovation	Resilience & Sustainability	Collaboration	Community of Choice
Policy CG 1	Pursuant to the Prince George's County Code and the Functional Classifications and Street Typologies, update roadway improvements as specified.¹ <p>Strategy CG 1.1 For roads and streets in these areas owned and/or maintained by the State of Maryland or a municipality, construct and reconstruct these streets to the functional equivalent of the County's adopted Urban Street Design Standards.</p> <p>Strategy CG 1.2 Revise the County Code to address modified or alternative street designs to meet the intent of the Urban Street Design Standards.</p> <p>Strategy CG 1.3 Where necessary, establish agreements for ownership and maintenance of sidewalks to ensure regular upkeep and a state of good repair for sidewalks, street trees and vegetation, street furniture, trash/recycling receptacles, streetlights, and other streetscape elements.²</p> <p>Strategy CG 1.4 Prioritize the provision of bicycle and pedestrian infrastructure versus on-street parking on all streets and roads throughout Prince George's County, particularly within one-half mile of all public schools.³</p> <p>Strategy CG 1.5 Design streets to incorporate traffic calming, including narrower vehicle lanes, one-way to two-way street conversion, roundabouts, curb extensions, tighter curb radii, mid-block pedestrian crossings, planted medians, and planted landscape buffers.⁴</p> <p>Strategy CG 1.6 Minimize pedestrian exposure by reducing crossing distances wherever possible.</p> <p>Strategy CG 1.7 As area master plans and sector plans are approved, recommend construction and/or retrofit of additional streets outside of General Plan Centers to the Urban Street Design Standards.</p> <p>Strategy CG 1.8 Conduct access management studies along suburban commercial arterial corridors to reduce conflict points between modes.⁵</p> <p>Strategy CG 1.9 Design new roads for near-term operational considerations, while preserving rights-of-way for future changes in classification.</p> <p>Strategy CG 1.10 Pursuant to the Walkable Urban Streets Act of 2023 (CR-67-2023), "develop a ten-year implementation plan for Urban Street retrofits, which shall contain context-appropriate street recommendations, prioritization, and timing."</p>						
Policy CG 2	Comply with Complete Street Standards as published by Maryland State agencies.						
Policy CG 3	Implement the new Urban Center Streets throughout Prince George's County.⁶						

¹ Carries forward and expands upon Policy TM 4 and Strategies TM 1.1, TM 4.1, TM 4.4, and TM 4.5 of Plan 2035.

² Carries forward Street Furniture Recommendation 1 from the 2021 *The Village of Brandywine Sidewalk and Streetscape Improvements Study 30% Design and Engineering Report*, 36, and applies it countywide.

³ Carries forward and expands upon Strategy TM4.3 of Plan 2035.

⁴ Carries forward and expands upon Strategies TM5.1, TM5.2, and TM5.3 of Plan 2035.

⁵ As recommend by the 2014 *Approved Landover Metro Area and MD 202 Corridor Sector Plan*, 64, and applied countywide.

⁶ See the Functional Classification Tables in Section III.



PHOTO BY RYAN CRAUN/M-NOPPC
Complete Streets consider pedestrian access and movement.

 CG Policies and Strategies		Safety	Equity	Innovation	Resilience & Sustainability	Collaboration	Community of Choice
Policy CG 4	Construct urban public open spaces consistent with the Urban Park Guidelines of Formula 2040: Functional Master Plan for Parks, Recreation and Open Space.						
Policy CG 5	Ensure that neighborhood streets safely accommodate all users.						
Policy CG 6	Construct all new streets in the Innovation Corridor and Established Communities to the County's adopted Urban Street Design Standards.⁷						
	<p>Strategy CG 6.1 Work with development applicants to design all internal streets in accordance with the County's adopted Urban Street Design Standards.</p> <p>Strategy CG 6.2 Consider constructing or reconstructing streets to the County's adopted Urban Street Design Standards, especially through new development projects.⁸</p> <p>Strategy CG 6.3 Construct the following Complete and Green Street segments, as recommended in the 2021 <i>City of College Park Complete and Green Streets Implementation Plan: 30 Percent Design for Five Street Segments</i>, pursuant to the City of College Park's design standards.</p> <p>Strategy CG 6.4 Incorporate the recommendations of the 2024 <i>Carole Highlands Safe Mobility Study</i>.⁹</p>						
Policy CG 7	Regularly refine and update the County's adopted Urban Street Design Standards to reflect best street design practices.¹⁰						
	<p>Strategy CG 7.1 Work with DPW&T to regularly identify challenges to implementation and potential solutions, including periodic updates to the Urban Street Design Standards.</p> <p>Strategy CG 7.2 Work with municipalities to adopt the County's Urban Street Design Standards for applicability to municipal streets.</p> <p>Strategy CG 7.3 Utilities should be underground where feasible.</p>						
Policy CG 8	Ensure that sidewalks are ADA-compliant.						
	Strategy CG 8.1 All frontage zones should be consistent along a block to avoid variation or impediments to the pedestrian clear zone that could create conflicts or obstacles.						

⁷ Carries forward and expands upon Strategy TM 1.1 of Plan 2035 and Complete Streets Policy 2 of the 2009 MPOT, which stated: "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."

⁸ Carries forward Strategy TM 1.1 of the 2022 *Approved Bowie-Mitchellville and Vicinity Master Plan* and applies it countywide.

⁹ This study was published too late to be incorporated into the Draft of Go Prince George's.

¹⁰ Carries forward and expands upon Strategy TM4.2 of Plan 2035.

 CG Policies and Strategies		Safety	Equity	Innovation	Resilience & Sustainability	Collaboration	Community of Choice
Policy CG 9	Ensure that all sidewalks in Prince George's County are shaded by native, well-maintained street trees, where feasible.						
	<p>Strategy CG 9.1 Retrofit non-native and unhealthy street trees with native trees.</p> <p>Strategy CG 9.2 Coordinate plantings with the County's TreePlotter inventory.</p>						
Policy CG 10	Enhance the experience of walking through a neighborhood by creating attractive gathering, recreational, and/or contemplative public spaces in or along public rights-of-way.						
	<p>Strategy CG 10.1 Comply with Facilities Strategy 4.4b from <i>Formula 2040: Functional Master Plan for Parks, Recreation and Open Space</i> to “clarify acceptable ownership and management arrangements for urban parks, including publicly-owned and operated, publicly-accessible but privately-owned and operated, and other public-private partnerships. The goal should be to ensure public access to these urban spaces, where feasible.”</p> <p>Strategy CG 10.2 Support placemaking in the public right-of-way by incorporating public art, interpretive signage, and cultural amenities.</p>						
Policy CG 11	Ensure that streets safely accommodate all users.						
	<p>Strategy CG 11.1 Provide bicycle and pedestrian connections to off-road trails and shared-use paths from nearby intersections, culs-de-sac, and dead-end streets, where feasible.¹¹</p>						
Policy CG 12	Manage curb space throughout the County to best advance the vision and land use, economic prosperity, and design goals of Plan 2035.						
	<p>Strategy CG 12.1 Create a dedicated curb space management plan that evaluates the County's curb space inventory and future needs and identifies additional goals, policies, and strategies to manage curb space in the County's diverse neighborhoods and land use contexts.</p> <p>Strategy CG 12.2 Evaluate the County Code for opportunities to clarify, modernize, and simplify regulations for the private use of curbside space for food trucks, seating for eating/drinking establishments, and other commercial uses.</p>						

¹¹ Carries forward a recommendation of the 2010 *Approved Central US 1 Corridor Sector Plan*, 76, and applies it countywide.

 CG Policies and Strategies		Safety	Equity	Innovation	Resilience & Sustainability	Collaboration	Community of Choice
Policy CG 13	Encourage the use of scooters, bicycles, and other shared micromobility vehicles by creating safe, clearly identified locations for micromobility vehicle parking.						
	Strategy CG 13.1 Evaluate the appropriate location criteria for installing on-street and on-sidewalk parking corrals for bicycles, scooters, and other micromobility devices to reduce sidewalk clutter and ease of use.						
Policy CG 14	Manage on-street parking in context-sensitive areas.						
	Strategy CG 14.1 Evaluate the feasibility of parking districts in context-sensitive areas. ^{12 13}						
Policy CG 15	Conduct a parking management study, where feasible, in Prince George's County.						
	Strategy CG 15.1 Incorporate performance parking zones with demand-based parking rates as part of a future study. ¹⁴						
	Strategy CG 15.2 Evaluate existing on-street loading zones to determine whether they require deletion, retention, or expansion.						
Policy CG 16	Accommodate parking demand by using existing parking supply more efficiently.						

¹² Carries forward Strategy TM 18.2 of the 2017 *Approved East Riverdale-Beacon Heights Sector Plan* and applies it countywide.

¹³ Carries forward strategy TM 11.4 of the 2022 *Approved Bowie-Mitchellville and Vicinity Master Plan*, 127.

¹⁴ Carries forward from the 2016 *Approved Prince George's Plaza Transit District Development Plan*, 96 and the 2015 *Approved College Park-Riverdale Park Transit District Development Plan*, 82.



Roads and Highways (RH)

As Prince George’s County transforms its transportation and mobility network into one of multimodal choice and access, more adaptable to people of all ages and abilities, it must also work to maintain and upkeep its existing roads and highways. Go Prince George’s commitment to maintaining and preserving the County’s system of roads and highways is crucial to support the region’s economic and transportation needs, as well as the needs of many Prince Georgians who live or work in areas where driving is the only option to travel beyond their neighborhood or workplace.

To support the growth of population and jobs within the Established Communities of the County, the existing road and highway infrastructure will need improvements to support a more efficient multimodal transportation network. The improvements to the road and highway network are recommended to be consistent with the goals, strategies, and policies of Plan 2035 for the Established Communities, and include:

- Construction of context-sensitive roads and highways to serve existing and future

development in the Established Communities;

- Reconstruction of inadequate facilities (such as roads without curbs and gutters, appropriate shoulders, or adequate bicycle and pedestrian infrastructure);
- Contextual redesign of existing facilities to better ensure the safety of drivers, bicyclists, and pedestrians and mitigate environmental impact;
- Supplementing and supporting transportation demand management strategies, intelligent transportation systems technologies, transit-focused corridors, and other non-motorized modes;
- Access management that is appropriate to the functional classification of the street, road, or highway;
- Strategies for increased public and private investment in regional highway facilities; and
- Identification of future locations for right-of-way preservation for highway facilities so that these can be protected for future development.

 RH Policies and Strategies		Safety	Equity	Innovation	Resilience & Sustainability	Collaboration	Community of Choice
Policy RH 1	Create a hierarchical network of roads and highways that facilitate efficient vehicular travel through Prince George’s County.						
Policy RH 2	Identify vehicular thoroughfares that facilitate travel between neighboring counties and jurisdictions.						
Policy RH 3	Improve transportation system performance through several transportation system management strategies for commuter traffic.						

 RH Policies and Strategies		Safety	Equity	Innovation	Resilience & Sustainability	Collaboration	Community of Choice
Policy RH 4	Establish realistic and appropriate traffic level-of-service standards for the determination of adequacy of roads and highways within a first-tier suburb.¹						
Policy RH 5	Improve transportation system performance through several transportation system management strategies to keep commuter traffic on highways and major roads to prevent encroachment of through traffic into residential neighborhoods.						
	<p>Strategy RH 5.1 Incorporate traffic calming strategies, including, but not limited to, road diets, barrier-separated bicycle facilities, bulb outs, chicanes, narrowed lanes, more frequent traffic control devices, and other technologies and signage.</p> <p>Strategy RH 5.2 Evaluate intersection and volume-to-capacity performance at regular intervals as part of the traffic analysis process.</p> <p>Strategy RH 5.3 Consider traffic studies submitted with development applications in regular updates of the County's Roadway Adequacy Map.</p>						
Policy RH 6	Construct and maintain a network of arterial roads that connects communities.						
Policy RH 7	Connect neighborhoods to the arterial road network, shopping, services, and other amenities.						
Policy RH 8	Improve multimodal connectivity through strategic reconstruction of collector roads as Complete and Green Streets.						
	Strategy RH 8.1 Improve pedestrian connectivity on collector roads to increase safety and improve access to critical services.						
Policy RH 9	Support growth in the County's industrial base by constructing and maintaining Industrial Roads.						
	Strategy RH 9.1 Identify locations for trucks to layover and stop.						

¹ Carries forward and expands upon Strategies TM 1.9, 153, and TM 3.2, 155, of Plan 2035.



Special Roadways and County Heritage (SH)

Prince George's County's rich history is documented, interpreted, and presented to communities and visitors along its network of historic and scenic roads, scenic byways, and parkways.

Scenic and historic viewsheds, designated Heritage Areas, natural features, and culturally significant landscapes are conserved and celebrated for the benefit of residents and visitors to enjoy the County's parkways, greenways, parks, and beautiful natural areas. Preservation of existing roads and parkways with notable histories, beautiful natural and historically significant viewsheds, and access to historic sites and districts is important to inform people of the County's history. Special Roadways and

Heritage Areas include scenic roads, historic roads, and Maryland scenic byways.

Prince George's County contains the Anacostia Trails Heritage Area and portions of the Southern Maryland State and National Heritage Area. Special care must be taken to preserve, enhance, and celebrate the County's designated heritage areas, because they are an important component of the County's tourism business. This includes the trail networks within heritage areas that are recommended for enhancements by Go Prince George's; these trail networks provide access to residents and visitors and are fundamental in their success and contribution to Prince George's County as a community of choice.

The Baltimore-Washington Parkway is a Scenic/Historic Road.

PHOTO BY RYAN CRAUN/M-NOPPC



 <h2>SH Policies and Strategies</h2>	Safety	Equity	Innovation	Resilience & Sustainability	Collaboration	Community of Choice
						

Policy SH 1

Conserve, enhance, and celebrate the historic and/or scenic character of Prince George’s County’s Special Roadways.

Strategy SH 1.1 Carry forward all applicable policies and strategies from the Rural Character Conservation Plan of the 2017 *Approved Resource Conservation Plan: A Countywide Functional Master Plan*.

Strategy SH 1.2 Consider additional factors when evaluating or re-evaluating Historic Roads beyond identification in the 1828 Levy Court Road Survey.¹

Strategy SH 1.3 Incorporate best practices from the most recent SHA guidelines for Context-Sensitive Design for Maryland Scenic Byways.

Strategy SH 1.4 Install viewable interpretative signage at each endpoint of National Historic Trails, Scenic Byways, and other Rural Historic Roads or Rural Scenic and Historic Roads in Prince George’s County.

Strategy SH 1.5 Utilize existing County Code provisions for Scenic Easement Tax Credits by establishing a voluntary easement program to protect viewsheds along designated roadways and Scenic Byways.²

Policy SH 2

Proactively manage and conserve scenic and historic viewsheds for the enjoyment and enrichment of current and future residents and visitors.

Strategy SH 2.1 Identify and pursue federal and state funding for Special Roadway and Scenic Byway enhancements. Such funding may be used for various activities depending on the source and grant requirements, such as the acquisition of real property and scenic easements (for preservation purposes), historic interpretation, and maintenance.

Strategy SH 2.2 Request submission of an inventory of scenic and historic features with all applications that propose work adjacent to the right-of-way of a designated roadway.³

Strategy SH 2.3 Update the Broad Creek Historic District Design Guidelines to include design guidelines for bicycle and pedestrian accommodations.

Strategy SH 2.4 Designate Livingston Road within the Rural and Agricultural Area and the Broad Creek Historic District as a Rural Scenic Road, thus upholding the historic district guidelines previously adopted by the County Council, in accordance with the County’s scenic and historic road design guidelines.⁴

¹ The 2009 *Approved Countywide Master Plan of Transportation* observes “The 1828 Levy Court Road Survey of public roads in the county was prepared by a committee appointed by the Prince George’s County Levy Court in 1827. It was the third such survey conducted, the first being prepared in 1739 and the second in 1762. Most of the roads identified in the 1828 road survey can also be identified on the 1861 Simon J. Martenet’s map of Prince George’s County. All of the roads have been widened, straightened, and of course, paved. Planning Department staff used a 2005 publication of the M-NCPPC Natural and Historical Resources Division, Department of Parks and Recreation, entitled the 1828 Levy Court Road Survey, Prince George’s County: A Description of the Roads as They Currently Exist to prepare the list of proposed historic roads.” 48.

² Carries forward Conservation and Enhancement of Special Roadways: Scenic and Historic Roads Policy 1, Strategy 7 from the 2009 MPOT, 49.

³ Carries forward Conservation and Enhancement of Special Roadways: Scenic and Historic Roads Policy 2, Strategy 1 from the 2009 MPOT, 49.

⁴ Carries forward and refines Conservation and Enhancement of Special Roadways: Scenic and Historic Roads Policy 2, Strategy 4 from the 2009 MPOT, 49.



PHOTO BY RYAN CRAUN/M-NCPPC
Croom Station Road is a
Scenic/Historic Road that
features many horse farms.

SH Policies and Strategies		Safety	Equity	Innovation	Resilience & Sustainability	Collaboration	Community of Choice
Policy SH 3	Celebrate the historic and scenic characteristics of roads where historic features, scenic viewsheds and/or vistas have been obstructed by development and/or eliminated by road improvements.						
	Strategy SH 3.1 Install interpretative signage and/or public art in locations where scenic and/or historic vistas exist, where appropriate.						
	Strategy SH 3.2 Supplement existing interpretative signage and historical markers with additional information and source materials, including links to online information.						
Policy SH 4	Preserve the rural character of Prince George's County Rural Roads.⁵						
	Strategy SH 4.1 Evaluate opportunities during future master and sector plan development to designate Rural Roads in the Established Communities whose rural characteristics and low-density surrounding development are consistent with a rural setting. Create new cross sections and explore new street classifications to support adaptive repurposing of rural roads to incorporate additional facilities and/or green space, as part of adaptive design solutions to reduce the width of paved surfaces, where feasible.						
	Strategy SH 4.2 Prepare corridor management plans for significant designated scenic roadways. ⁶						
Policy SH 5	Manage traffic flow along Rural Scenic Roads (RS), Rural Historic Roads (RH), or Rural Scenic and Historic (RSH) Roads.						
	Strategy SH 5.1 Design, construct, and sign RS, RH, or RSH to reduce vehicle speeds, increase awareness of sudden vehicle stops and turns, and alert motorists to the presence of bicyclists, and, if applicable, equestrians or pedestrians.						
Policy SH 6	Enhance the Baltimore-Washington and Suitland Parkways as scenic and historic amenities.						
	Strategy SH 6.1 Conduct a wayfinding signage program and evaluate and establish historic and scenic corridors, as feasible.						
	Strategy SH 6.2 Work with the National Park Service to install Welcome to Prince George's County signage on both parkways.						
	Strategy SH 6.3 Conduct traffic analysis and evaluate traffic controls, as appropriate.						

⁵ Carries forward and expands upon Strategy TM 1.8 of Plan 2035, 153.

⁶ Scenic easement tax credits may be available to property owners along such significant designated scenic roadways as authorized by Sections 10-236 through 10-241 of Subtitle 10, Finance and Taxation, of the County Code.



SH Policies and Strategies

Safety

Equity

Innovation

Resilience & Sustainability

Collaboration

Community of Choice

Policy SH 7

Maximize the potential of National Historic Trail and State Scenic Byway designation to attract visitors to Prince George's County.⁷



Strategy SH 7.1 Develop design guidelines to conserve and enhance the viewsheds of designated National Historic Trails and State Scenic Byways when development is proposed.⁸ Such guidelines should incorporate and expand upon, but not alter or reduce, current National Park Service guidance or regulations for development and management of National Historic Trails or Maryland Department of Transportation guidance or regulations for development and management of State Scenic Byways.

Strategy SH 7.2 Work with the State Highway Administration in applying the guidance in the 2008 *Context Sensitive Solutions for Work on Maryland Byways* and successor documents to state highways associated with designated National Historic Trails and State Scenic Byways.⁹

Strategy SH 7.3 Coordinate protection of the intrinsic scenic and historic qualities of scenic byways through application of the Guidelines for the Design of Scenic and Historic Roadways in Prince George's County, Maryland, where appropriate.¹⁰

Strategy SH 7.4 Advance the recommendations of the 2011 *National Park Service Captain John Smith Chesapeake National Historic Trail Comprehensive Management Plan* and other guidance for management of this National Historic Trail and State Scenic Byway.

Strategy SH 7.5 Advance the recommendations of the 2012 *National Park Service Star-Spangled Banner National Historic Trail Comprehensive Management Plan* and other guidance for management of the Star-Spangled Banner National Historic Trail and State Scenic Byway.¹¹

Strategy SH 7.6 Utilize the trails as leverage for existing tools for protecting character-defining resources that are available at county and state levels to achieve similar goals, with a particular emphasis on Chesapeake Bay conservation programs, farmland preservation and sustainable agriculture programs, and historic preservation opportunities associated with maritime and agricultural heritage.

Strategy SH 7.7 Connect the Star-Spangled Banner National Historic Trail to key sites with interpretive signage depicting the Battle of Bladensburg in Bladensburg, Colmar Manor, and Cottage City, and linking historic buildings, including the Bostwick House, the George Washington House, the Market Master's House, and the Magruder House.

⁷ Carries forward action items from the 2012 *National Park Service Star-Spangled Banner National Historic Trail Comprehensive Management Plan Action Plan*, J-1 through J-10, and applies them to all National Historic Trails and Scenic Byways countywide.

⁸ Carries forward and expands upon Conservation and Enhancement of Special Roadways: Scenic and Historic Roads Policy 4, Strategy 5 from the 2009 MPOT, 49, to apply countywide.

⁹ Carries forward and expands upon Conservation and Enhancement of Special Roadways: Scenic and Historic Roads Policy 4, Strategy 3 from the 2009 MPOT, 49, to apply countywide.

¹⁰ Carries forward and expands upon Conservation and Enhancement of Special Roadways: Scenic and Historic Roads Policy 4, Strategy 4 from the 2009 MPOT, 49, to apply countywide.

¹¹ Carries forward and expands upon Strategy TM 1.8 from Plan 2035.

SH Policies and Strategies		Safety	Equity	Innovation	Resilience & Sustainability	Collaboration	Community of Choice
Policy SH 8	Complete long-planned bicycle and pedestrian connections along the Potomac Heritage National Scenic Trail.¹²						

Strategy SH 8.1 Identify suitable trail alignments and surface types that complement the unique natural, cultural, and historic features within the district. Evaluate designs in the context of the Broad Creek Historic District Design Guidelines, the County’s current scenic and historic road design guidelines.

Strategy SH 8.2 Incorporate equestrian usage into designs for the Potomac Heritage and Henson Creek Stream Valley trail extensions in the Broad Creek Historic District. Trail alignments should avoid impact on sensitive archeological and ecological areas.

Strategy SH 8.3 Trail connections within this corridor should be accommodated on public parkland and within public road rights-of-way where feasible.¹³ Notwithstanding this, trail easements are still necessary for the preservation of equestrian trails in the Rural and Agricultural Area.

Policy SH 9	Invest in infrastructure to support expansion of heritage and historical tourism in the Anacostia Trails Heritage Area (ATHA).						
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Strategy SH 9.1 Except where explicitly amended by Plan 2035, this functional plan, master plans, sector plans, or transit district development plans in effect on the date of approval of Go Prince George’s, carry forward all recommendations from the 2001 *Approved Anacostia Trails Heritage Area Management Plan: A Functional Master Plan for Heritage Tourism*.

Strategy SH 9.2 Update the ATHA Management Plan and develop a strategic trail development plan.¹⁴

Strategy SH 9.3 Add amenities to the ATHA trails system, nearby communities, and points of interest to connect visitors, residents, and other interested parties to the amenities within ATHA. Improvements can include trailhead parking areas, restrooms, bicycle racks and lockers, drinking fountains, and public art. Interpretive panels and signs explaining the natural and historic features should be installed at appropriate points.

¹² This policy carries forward and expands upon Potomac Heritage National Scenic Trail Policies 1 through 4 and supporting strategies from the 2009 MPOT, 18-19.

¹³ Potomac Heritage National Historic Trail Policy 4 of the 2009 MPOT recommended “No construction of the PHT is recommended within public use trail easements on private residential lots.” Go Prince George’s eliminates this recommendation because negotiated easements within the trail corridor can open opportunities to expand access and value for trail users.

¹⁴ Carries forward and expands up on Interpretive Trails and Long-Distance Bicycle Routes in Prince George’s County Policy 7 of the 2009 MPOT, 14.



Waterways (WW)

The County’s waterways have long been essential to the economic, recreational, and even commuting history of its residents. Prince George’s County’s boundaries are largely defined by important regional and historical waterways—the Potomac and Anacostia Rivers to the west, Mattawoman Creek to the south, and the Patuxent River to the north and east.

M-NCPPC was founded in part to preserve the County’s rivers and abutting lands, and Go Prince

George’s advances policies for waterway vessels and travel, where feasible.

Prince George’s County can complete long-envisioned projects such as the Patuxent River Water Trail, complement a broad waterways system with newly identified and implemented blueways (or water trails), add service to supplement the line established by the water taxi linking to surrounding communities in the region, and support recreation and commuting by canoe, kayak, and boat.

 WW Policies and Strategies		Safety	Equity	Innovation	Resilience & Sustainability	Collaboration	Community of Choice
Policy WW 1	Build on the ongoing work of M-NCPPC and Maryland Department of Natural Resources to enhance the Patuxent River Water Trail.¹						
	<p>Strategy WW 1.1 Continue to expand the Patuxent River natural surface shared-use (hiker/equestrian) trails along the Patuxent River, and access as feasible. Connectivity between parks and existing trails should be prioritized.</p> <p>Strategy WW 1.2 Create maps to show access to public land, water access points, facilities such as pavilions, camping, potable water, or restrooms; and other scenic, historic, or natural features that can be explored from the river.²</p>						
Policy WW 2	Expand the network of designated water trails in the County.³						
	<p>Strategy WW 2.1 Use the water trails plan developed by the Maryland Office of Tourism to guide development of new water trails. Develop a trail plan to provide interpretive and wayfinding guidance.</p> <p>Strategy WW 2.2 Consider additional water access points along the Potomac and Anacostia Rivers, as feasible.</p>						

¹ Carries forward and expands upon Strategy TM 1.5 of Plan 2035, 153, and Interpretative Trails and Long-Distance Bicycle Routes in Prince George’s County Policy 2, Strategies 2, 3, and 4 of the 2009 MPOT, 11–12, and similar recommendations in the 2013 *Approved Subregion 6 Master Plan*, 115.

² Sites of interest identified, 2009 MPOT, 11.

³ Carries forward and expands upon Strategy TM 1.5 of Plan 2035, 153.



M-NCPPC

The Patuxent Water Trail includes a stop at Cedar Haven Fishing Area, shown here. It is one stop along the 110-mile-long Patuxent River, which lies completely within the state boundary.

 WW Policies and Strategies	Safety	Equity	Innovation	Resilience & Sustainability	Collaboration	Community of Choice
Policy WW 3						
Increase Anacostia and Potomac River passenger options for Prince Georgians. <p>Strategy WW 3.1 Coordinate with ferry service providers to maintain and continue water taxi operations from National Harbor to other places of interest.</p> <p>Strategy WW 3.2 Evaluate the potential of commuter ferry operations between western Charles County and/or southern Prince George’s County, and other places of interest.</p> <p>Strategy WW 3.3 Explore the feasibility of passenger ferry operations on the Anacostia River.</p> <p>Strategy WW 3.4 Receive input from the United States Army Corps of Engineers and DPR to identify dredging considerations along the river, including any environmental impacts of riverbed disturbance.</p>						



Aviation (AV)

The County is inherently tied to the history and role of aviation as an important economic component. The oldest continuously operating airport in the world is College Park Airport. In 1937, the Engineering and Research Corporation purchased land in Riverdale Park on the current site of Riverdale Park Station and developed a revolutionary and extraordinarily safe aircraft, the Ercoupe, before turning to World War II production. In 1942, the facility now known as Joint Base Andrews Naval Air Facility Washington began construction. This major military airfield is now home to Air Force One, among other critical national security operations. Other general aviation airports have long-served County residents and visitors to the nation's capital.

In 2003, the Washington D.C. Metropolitan Area Flight-Restricted Zone and Special Flight Rules Area were established. Together, these zones cover much of Prince George's County and are among the most restricted airspace in the United States. Emerging technology and automated aircraft provide another mode of transportation through urban air mobility, advanced air mobility systems, new, innovative vertical take-off and landing aircraft, and autonomous aircrafts. For Prince George's County to successfully compete in a new realm of transportation technology built on the very foundations of aviation on which the County has long thrived, new approaches and increased collaboration with aviation stakeholders will be essential.

 AV Policies and Strategies		Safety	Equity	Innovation	Resilience & Sustainability	Collaboration	Community of Choice
Policy AV 1	Explore opportunities to support urban air mobility (UAM) practices in Prince George's County.						

Strategy AV 1.1 Identify appropriate locations within Prince George's County where vertiports should be located to facilitate vertical take-offs/landings and autonomous aircraft.

Strategy AV 1.2 Update County and Zoning codes to ensure that existing airports and future vertiports meet design standards for optimal access and use.

Strategy AV 1.3 Identify and incorporate advanced air mobility systems to support emerging air mobility solutions and regulate the County's airspace to eliminate potential air movement conflicts.

Strategy AV 1.4 Explore and incorporate the full array of energy systems necessary to support future UAM vehicles.

Strategy AV 1.5 Explore opportunities for aircraft and UAM innovation and educational programs, in collaboration with colleges and universities.



U.S. AIR FORCE PHOTO

Air Force One departs Joint Base Andrews in 2016. Continuing to coordinate with Joint Base Andrews to identify and address issues is imperative.

 AV Policies and Strategies		Safety	Equity	Innovation	Resilience & Sustainability	Collaboration	Community of Choice
Policy AV 2	Continue to support the critical operations and viability of Joint Base Andrews.						
<p>Strategy AV 2.1 Continue ongoing collaboration with Joint Base Andrews planning staff to identify and address issues related to sustaining base operations.</p> <p>Strategy AV 2.2 Coordinate with Joint Base Andrews and key stakeholders on future updates to the Joint Land Use Study and Air Installation Compatible Use Zones pertinent to the base and surrounding County properties.</p>							
Policy AV 3	Ensure the continued operation of the County's remaining general aviation airports.						
<p>Strategy AV 3.1 Expand the operational capacity of College Park Airport by protecting runway approaches, expanding vertical aircraft operations (helicopters, drones, vertical take-off and landing craft, etc.), and ensuring dedicated operational funding sources remain available.</p> <p>Strategy AV 3.2 Work with the owners of Potomac Airfield to support operations.</p> <p>Strategy AV 3.3 Work with the owners of Freeway Airport to identify and eliminate challenges to ongoing operations.</p>							
Policy AV 4	Accommodate helipads in appropriate areas.						
<p>Strategy AV 4.1 Update County and Zoning Codes to ensure mitigation measures are in place to ensure noise ordinances address decibel concerns.</p>							



Goods Movement (GM)

Prince George’s County’s location along I-95, US 301, and US 50, and the presence of the East Coast’s major freight rail line gives it an immense economic advantage in the region.

Prince George’s County has a unique opportunity to further advance the region’s transportation, logistics, and warehousing industries and maximize this economic energy by becoming a point of origin and destination for goods. These opportunities can create well-paying jobs for thousands of Prince Georgians

close to home, while generating millions of dollars in tax revenue.

Most of the County’s existing industrially zoned land is in a prime location to serve goods moving over rail or roads. The movement of goods requires infrastructure that supports heavy and large trucks and train traffic and a transportation network that can seamlessly accept and facilitate the movement of large vehicles in a manner safe to pedestrians, cyclists, and other motorists.

 GM Policies and Strategies		Safety	Equity	Innovation	Resilience & Sustainability	Collaboration	Community of Choice
Policy GM 1	Maximize the County’s unparalleled location in the region by expanding its tax base through increased investment in infrastructure that supports transportation, logistics, warehousing, and related industries.						
	<p>Strategy GM 1.1 Consider a countywide functional master plan for transportation, logistics, and warehousing to identify areas of the County to access interstate highway system and rail network.</p> <p>Strategy GM 1.2 Identify secure, appropriate locations for trucks to layover, including supportive uses, such as truck stops, where appropriate.</p>						
Policy GM 2	Increase and improve rail access to and from Prince George’s County industrial and employment centers.						
	<p>Strategy GM 2.1 As redevelopment occurs or buildings become vacant, work with CSX and property owners to restore rail access to industrially zoned properties, as appropriate.</p> <p>Strategy GM 2.2 Coordinate with CSX to determine the potential of future rail service along the Pope’s Creek Branch to potentially serve customers at the Collington Local Employment Area and other industrial properties along the line.</p> <p>Strategy GM 2.3 Work with CSX and property owners to repair or replace the crossing of Beaverdam Creek in the Industrial, Heavy Zone at 2001 Kenilworth Avenue, Capitol Heights.</p>						



PHOTO BY RYAN CRAUN/M-NOPPO

Coca-Cola Consolidated, the nation's largest Coca-Cola Bottler, has a facility in Capitol Heights. Improving commercial traffic flows in industrial areas is important.

	GM Policies and Strategies	Safety	Equity	Innovation	Resilience & Sustainability	Collaboration	Community of Choice
Policy GM 3	Improve commercial vehicle access to industrial areas to support enhanced regional mobility and the movement of goods, while mitigating the impact of commercial vehicle traffic near neighborhoods to reduce residential impacts in the County.						

Strategy GM 3.1 Design an internal, phased roadway system that loops around industrial areas and increases accessibility to business/industrial parks while discouraging through traffic to nearby neighborhoods.¹

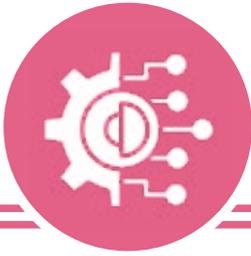
Strategy GM 3.2 Establish dedicated truck routes to and within industrial areas in the County that prohibit or limit commercial truck traffic along local and neighborhood roads.²

Strategy GM 3.3 Increase and improve truck routes to the County's industrial centers to facilitate efficient ingress, loading, and egress. Evaluate and assess areas for upgrades and enhance truck routes countywide.

Strategy GM 3.4 Consider studying for, and developing a heavy commercial vehicle parking plan focused on locations near major routes, including I-95, US 50, US 301, and MD 5.

¹ Carries forward a recommendation of the 2010 *Approved Subregion 4 Master Plan*, 314, and applies it countywide.

² Carries forward and expands upon Strategies TM 5.1, TM 5.2, and TM 5.3 of Plan 2035.



Smart Infrastructure (SI)

Prince George’s County and its partners use emerging technologies and shared information to manage the County’s transportation network. Ensuring successful linkages and cross-communication between modes of travel and different technological programs is essential to achieving the recommendations of Go Prince George’s.

Intelligent transportation systems (ITS) focus on the technologies that improve the efficiency and capabilities of the existing system. ITS can inform a device or application that transmits a change in the network or system (such as a traffic signal phase changing based on road volumes), or it could directly inform users (such as dynamic signs warning of construction or traffic ahead), so that they can make specific transportation-related decisions during travel. Examples of ITS include, but are not limited to:

- Global positioning systems informing drivers of up-to-the-second traffic information along a route

- Dynamic signage for parking structures
- Digital signage at transit stops or integrated in bus shelters
- Traffic signal optimization allowing the coordinating of signals, including use of leading pedestrian intervals

Smart infrastructure includes ITS technologies and has made transportation safer and more efficient. Benefits are broad and applicable to both rural and urban populations, commuters, visitors, freight traffic, pedestrians, bicyclists, and transit users. Combined with transportation demand management, ITS technologies can inform users to make more practical decisions about the transportation choices they make, which can result in the mitigation of traffic congestion, especially during peak hours, alternative routing, and increased efficiency of the existing network. Prince George’s County and its partners use advanced technology and shared information to manage the County’s transportation network and improve travel times.

 SI Policies and Strategies		Safety	Equity	Innovation	Resilience & Sustainability	Collaboration	Community of Choice
Policy SI 1	Advance utilities to support smart infrastructure technology in the public right-of-way.						
Strategy SI 1.1 Provide curbside electric vehicle charging infrastructure in a manner that encourages EV use. ¹							
Strategy SI 1.2 Evaluate EV infrastructure countywide and identify priority locations for curbside EV charging stations for users.							
Strategy SI 1.3 Update the County’s Traffic Signal Management Plan to incorporate signals for pedestrians as standard equipment							

¹ Carries forward and expands upon Strategy TM 7.1 of Plan 2035.



LN	CAR	DESTINATION	MIN
OR 8	8	N Carrollton	BRD
OR 8	8	N Carrollton	6
OR -	-	N Carrollton	16

Farragut West
Request Shuttle At

ISTOCK
Smart infrastructure provides real-time data, such as the time until the next train at Metro stations throughout the region.



SI Policies and Strategies

		Safety	Equity	Innovation	Resilience & Sustainability	Collaboration	Community of Choice
Policy SI 2	Develop, adopt, and broadly promote digital applications that will better inform the County's commuters and drivers.						
Policy SI 3	Institute data-informed practices to manage congestion and facilitate more efficient, safer vehicular travel.						

Strategy SI 3.1 Establish strategic partnerships with travel data aggregators and research institutions to greatly increase data collection and evaluation on origins, destinations, and travel habits.

Strategy SI 3.2 Utilize advanced parking management measures, including shared parking arrangements and electronic parking management systems, for structured parking facilities located in Regional Transit Districts as part of an overall strategy for transportation demand management based on technical and economic feasibility.

Strategy SI 3.3 Enhance current and future parking supply assets with customer-based technology solutions, such as real-time availability displays, mobile payment systems, and navigational services.

Strategy SI 3.4 Support efforts by the higher education institutions, SHA, and DPW&T to direct event- and university-related traffic to alternate routes, with consideration of electronic event signage and message boards.

Strategy SI 3.5 Create a one-stop travel data collection and dissemination venue for the entire region, so that all agencies have access to real-time traffic information, data on historical travel patterns, and other information that allows for collaborative transportation systems management and operation across jurisdictional boundaries, reducing the need for relationship-based information sharing.

Strategy SI 3.6 Create an interjurisdictional corridor congestion management working group to include, at a minimum, Prince George's, Anne Arundel, Montgomery, Howard, and Charles Counties, and Washington, D.C., Maryland, and Virginia Departments of Transportation to identify priority congestion management corridors crossing these jurisdictions and recommend strategies for addressing the problems associated with cross-jurisdictional congestion. This working group may be convened and staffed by the Metropolitan Washington Council of Governments.²

² Carries forward recommendation from 2009 MPOT.



Sustainability (SS)

Develop a Prince George's County transportation and mobility network that is environmentally sustainable, with minimal net impact on the natural environment. Go Prince George's envisions a multimodal transportation network that lessens reliance on vehicular travel, reduces greenhouse gas emissions, and minimizes impacts to the natural environment. This plan prioritizes maximizing the utility and function of existing roads and streets over the construction or enlargement of roads to protect natural resources, such as forests and streams, and ensures that County resources are efficiently used. The County should prioritize transportation

improvements that provide viable options for all people who need to travel in Prince George's County.

Because activities pertaining to transportation compose 48 percent of the County's annual greenhouse gas emissions (as of 2018),¹ Go Prince George's places special emphasis on the reduction of greenhouse gas emissions by the County's transportation network and the vehicles that use it daily. Go Prince George's revisits and updates the recommendations in the 2017 *Approved Prince George's County Resource Conservation Plan: A Countywide Functional Master Plan*.



PHOTO BY RYAN CRAUN/M-NOPPO

The Anacostia River Trail travels through Colmar Manor and offers a sustainable way to travel.



SS Policies and Strategies

Safety	Equity	Innovation	Resilience & Sustainability	Collaboration	Community of Choice
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Policy SS 1

Support the reduction of greenhouse gas emissions.



Strategy SS 1.1 Identify opportunities to implement electric and non-carbon-fueled vehicles across all transportation modes.¹

Policy SS 2

Implement the recommendations of the 2017 Approved Resource Conservation Plan: A Countywide Functional Master Plan to promote green infrastructure.



Strategy SS 2.1 Provide alternative options in the design of impervious surfaces, such as the use of permeable pavement for areas of occasional vehicle access.²

Strategy SS 2.2 Where trails must be located within a regulated buffer, they should use low-impact design practices, where feasible.

Strategy SS 2.3 Review and amend the County and applicable codes to ensure that new roadway lighting meets the guidelines for dark skies compliance.³

Strategy SS 2.4 Participate in regional efforts to support the deployment of electric vehicles (EVs) and EV charging infrastructure and alternative fueling stations.⁴

Policy SS 3

Promote green infrastructure for shared-use paths, trails, and off-street parking.



Strategy SS 3.1 Promote green initiatives to reduce heat effects in all paved surfaces, including driveways.

¹ Carries forward and expands upon Strategy TM 7.1 of Plan 2035.

² Carries forward Strategy GI 2.2(b)(4) of the 2017 Approved Resource Conservation Plan: A Countywide Functional Master Plan, 50.

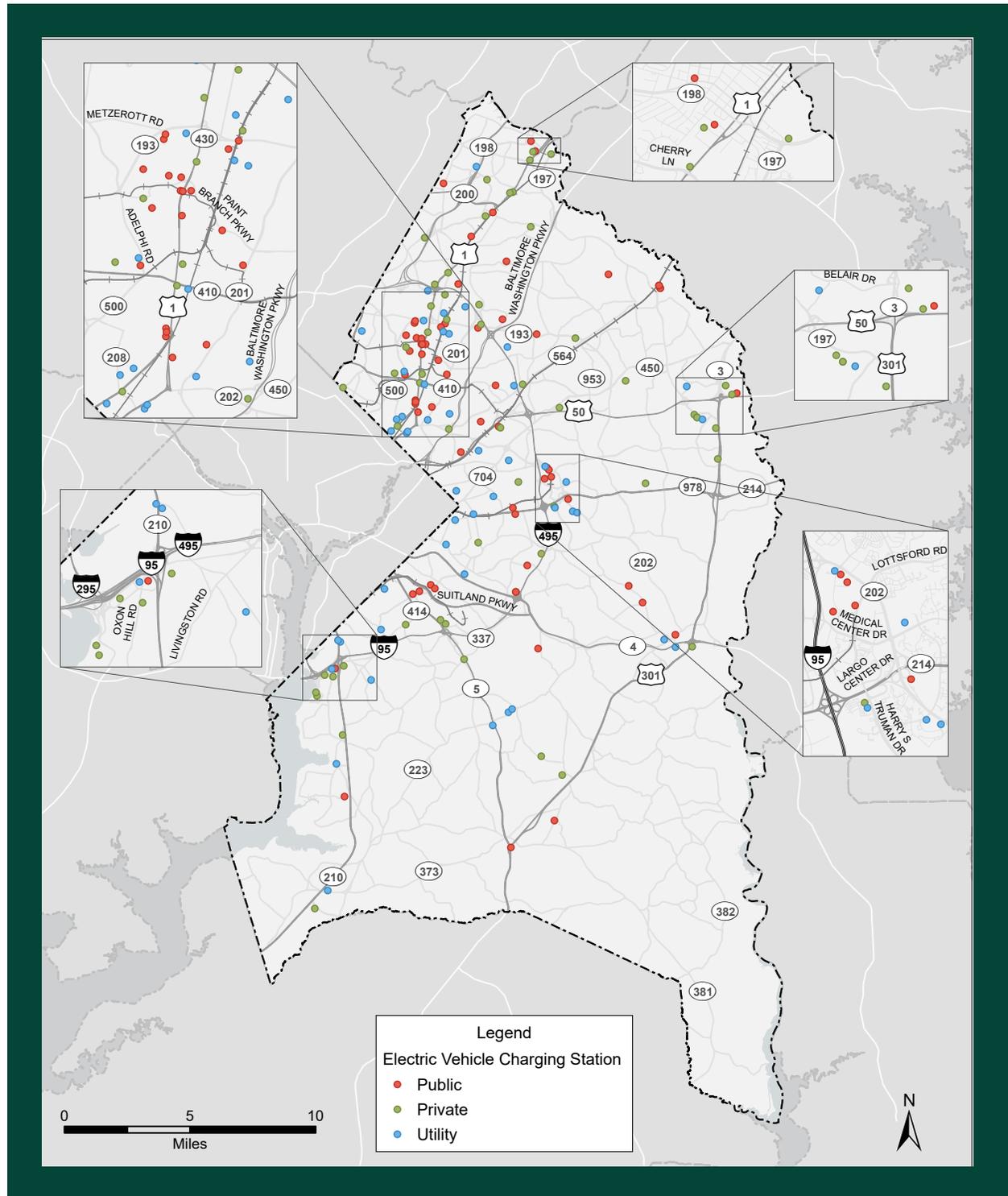
³ Carries forward Strategy GI 11.3 of the 2017 Approved Resource Conservation Plan: A Countywide Functional Master Plan, 58.

⁴ Carries forward Strategy GI 14.4 and expands on Strategy GI 14.5 of the 2017 Approved Resource Conservation Plan: A Countywide Functional Master Plan, 58 and expands upon Strategy TM 7.1 of Plan 2035.

Map 18. Electric Vehicle Charging Stations in Prince George's County

Electric Vehicle Charging Stations

Source: Prince George's County's Department of the Environment's Office of Sustainable Energy







Section III

Facility Recommendations

Functional Classification and Facility Tables

To better reflect community values and input in our transportation and mobility system, enhance equity and safety, and balance vehicular throughput, Go Prince George's modifies the functional classification system for roads in the County, as defined in the 2009 MPOT and applied in subsequent plans and plan amendments. Captured in the subsequent tables, most modifications stem from various updates since the 2009 MPOT, including, but not limited to: approved facility recommendations in the area master plans, sector plans, and transit district development plans, on the date of approval of Go Prince George's.

- The exact delineations of some segments (from/to) may be slightly modified for precision.
- Any road segment whose functional classification has since been updated in any of the master plan, sector plan, or transit district development plans that have superseded the 2009 MPOT, or a road that was added as a master-planned road with a functional classification in any of those plans.
- Any road segment whose ID had been modified in any administrative correction that adjusted codes or other errors in the 2009 MPOT or subsequent plans.
- Any road segment identified in parallel sector plan efforts to Go Prince George's that is different than the 2009 MPOT or applicable previous master or sector plan.
- Any road segment identified by a functional classification type originating after the 2009 MPOT (Residential and Urban Center).
- Any road segment with new or updated recommendations to adhere to Urban Street Design Standards. These are segments mainly within Plan 2035 Centers or areas of multimodal focus and cover the complete street retrofits of previous suburban road functional classifications. This identification may create a few non-contiguous MPOT IDs for road segments that aren't being converted.
- Any roads previously discussed with other agencies that were asked to be added, removed, or modified.

These differences, along with additional details, add a larger volume to the table than the same table within the 2009 MPOT.

LEGEND

MPOT ID Typology

Street Facilities

U	Urban Center
UM	Mixed-Used Boulevard
UC	Neighborhood Connector
UR	Neighborhood Residential
UI	Urban Industrial
US	Shared Street
UA	Alley
RES	Residential

Road Facilities

A	Arterial
MC	Major Collector
C	Collector
P	Primary
I	Industrial

Highway Facilities

F	Freeway
E	Expressway

These facilities correspond to the key maps succeeding the tables. To find a road segment on the facilities map that corresponds to an entry on the table, look at the MPOT ID. The first letter is the functional classification type. The first numbered digit is the planning subregion where the road segment is located. The last two digits of an MPOT ID are then listed in sequential order per subregion. The exception to the three-digit numbering scheme is freeways, expressways, and arterials. Those use one- or two-digit numbering because they cover multiple subregions.

The 36 facility maps display road segments across the County and are shown sequentially from north to south. The key map on page 206 can help locate the detailed maps on the following pages. Each will display the locations for road segments (using the MPOT ID or state route number) and its general location within the County. The same road segment can appear in multiple maps. Facilities can also be located with the search function or through PGAtlas.

The implementation of a specific roadway configuration (such as vehicular lanes,



PHOTO BY RYAN CRAUN/M-NOPPO

Go Prince George's modifies the functional classification system for roads in the County, but the roadway configuration is established by specifications and standards for the owner/operator.

accommodations for all users including, but not limited to, persons with disabilities, pedestrians, bicycle users and transit users) is established by the relevant specifications and standards for the specific owner/operator of the public right-of-way. The Department of Public Works and Transportation, for instance, has existing specifications and standards for roadway design and is updating these for all roadway classifications in the County's road inventory.

Go Prince George's establishes a new Functional Classification and Street Typology system. In addition, in July 2024, DPW&T issued an update to the County's adopted Urban Street Design Guidelines. Several prior area master plans and sector plans utilized the County's prior (2017) Urban Street Design Guidelines, and other area master plans and sector plans recommended complete street retrofits of roads with Suburban Road functional classifications. Accordingly, all recommendations in Section III of Go Prince George's replace all recommendations for the identified street segments in prior approved area master plans, sector plans, and transit district development plans. While some recommendations may be similar to those found in prior approved area master plans, sector plans, and transit district development plans,

especially those approved after adoption of the County's 2017 Urban Street Design Standards, the 2009 MPOT ID, segment to/from identification, County's adopted Urban Street Design Standards Type, County's adopted Urban Street Design Standards Standard, minimum rights-of-way, bicycle or shared-use facility, and notes are new for each facility, and the travel lane recommendations are new for most facilities, usually reflecting the transition from six-lane arterial roads to four-lane Urban Center Streets.

For all recommendations, Sidewalk Clear Zones and Street Tree and Furnishing Zones are to be constructed pursuant to the requirements of the County's adopted Urban Street Design Standards and Zoning Ordinance. On-street parking is recommended only along those blocks where rights-of-way exist after accommodating pedestrians, bicyclists, and transit riders.

All of the facility recommendations in Go Prince George's (Section III) will supersede, in their entirety, all previously approved facility recommendations in the area master plans, sector plans, and transit district development plans, on the date of approval of Go Prince George's.

Street Recommendations

Table 5. Urban Center Street Recommendations

MPOT ID	Route ID	Facility Name	Ownership	District	From	To	USDS Type	Min. ROW	Bicycle or Shared-Use Facility	Vehicle Lanes	Master/Sector Plan
UM-100		Konterra Boulevard East	TBD	1	Fashion Place	MD 206 (Virginia Manor Road/Konterra Drive)	UM (A)	114	Barrier-separated bicycle facility	4	2010 Subregion 1 MP
<p>Notes: An unnamed new roadway to be constructed as a four-lane divided facility between U-102 and MD 206 within the Konterra Town Center site. Unbuilt as of November 15, 2024.</p>											
UM-102		Fashion Place Extended	TBD	1	UM-107	Mezzo Street	UM (B)	80	Barrier-separated bicycle facility	2	2010 Subregion 1 MP
<p>Notes: Unbuilt as of November 15, 2024.</p>											
UM-102		Fashion Place	TBD	1	Mezzo Street	Konterra Boulevard East	UM (B)	80	Barrier-separated bicycle facility	2	2010 Subregion 1 MP
<p>Notes: Platted but unbuilt as of November 15, 2024.</p>											
UM-102		Fashion Place	DPW&T	1	Konterra Boulevard East	MD 206 (Konterra Drive)	UM (A)	114	Barrier-separated bicycle facility	4	2010 Subregion 1 MP
UM-103	MD 206	Konterra Drive	SHA	1	I-95	Van Dusen Road	UM (A)	114	Barrier-separated bicycle facility	4	2010 Subregion 1 MP
UM-103	MD 206	Virginia Manor Road	SHA	1	Van Dusen Road	Muirkirk Road	UM (A)	114	Barrier-separated bicycle facility	4	2010 Subregion 1 MP
UM-103	MD 206	Virginia Manor Road	SHA	1	Muirkirk Road	MD 212 (Ritz Way)	UM (A)	114	Barrier-separated bicycle facility	4	2010 Subregion 1 MP
UM-104		Old Baltimore Pike	DPW&T	1	Distribution Drive	Muirkirk Road	UM (C)	96	Barrier-separated bicycle facility	4	2010 Subregion 1 MP
<p>Notes: Requires at least 26 feet of horizontal ROW acquisition. Connects to A-56 south of center boundary.</p>											
UM-105		UM-105 (To Be Named)	TBD	1	MD 200 (Intercounty Connector)	A-59	UM (B)	100	Barrier-separated bicycle facility	4	2010 Subregion 1 MP
<p>Notes: Access to or from MD 200 (Intercounty Connector) to be determined through additional study.</p>											
UM-106		Muirkirk Road	DPW&T	1	MC-103 (Konterra Boulevard West)	MD 206 (Virginia Manor Road)	UM (B)	100	Barrier-separated bicycle facility	4	2010 Subregion 1 MP
<p>Notes: Unbuilt as of November 15, 2024.</p>											
UM-106		Muirkirk Road	DPW&T	1	MD 206 (Virginia Manor Road)	Longwood Drive	UM (C)	80–100	Barrier-separated bicycle facility	4	2010 Subregion 1 MP
<p>Notes: Key connection to A-56 and A-59.</p>											
UM-107		UM-107 (Konterra Boulevard West)	TBD	1	MD 200 (Intercounty Connector)	Konterra Drive/Virginia Manor Rd	UM (B)	100	Barrier-separated bicycle facility	4	2010 Subregion 1 MP
<p>Notes: Unbuilt as of November 15, 2024. Includes grade separation from MD 200.</p>											

MPOT ID	Route ID	Facility Name	Ownership	District	From	To	USDS Type	Min. ROW	Bicycle or Shared-Use Facility	Vehicle Lanes	Master/Sector Plan
UM-108		UM-108 (To Be Named)	TBD	1	UM-105	UM-107	UM (B)	100	Barrier-separated bicycle facility	4	2010 Subregion 1 MP
Notes: Unbuilt as of November 15, 2024. Includes bridge over I-95.											
UM-109	US 1	Baltimore Avenue	SHA	1	Ritz Way	Edge of Muirkirk MARC Center (just south of Maryland National Cemetery)	UM (B)	100	Barrier-separated bicycle facility	4	2010 Subregion 1 MP
UR-110		Rhode Island Avenue	DPW&T	1	US 1 (Baltimore Avenue)	Lexington Ave	UR	58	Barrier-separated bicycle facility	2	2010 Subregion 1 MP
UC-200		UC-200	TBD	3	Campus Drive	UC-201	UC (A)	77	Barrier-separated bicycle facility	2	2022 Adelphi Road-UMGC-UMD Purple Line Station Area SP
Notes: Unbuilt as of November 15, 2024.											
UC-201		UC-201	TBD	3	Mowatt Lane	Campus Drive	UC (A)	77	Barrier-separated bicycle facility	2	2022 Adelphi Road-UMGC-UMD Purple Line Station Area SP
Notes: 10' wide sidewalks in Core. 8' wide sidewalks outside Core. Unbuilt as of November 15, 2024.											
UR-202		UR-202	TBD	3	UC-200	UC-201	UR	77	Barrier-separated bicycle facility	2	2022 Adelphi Road-UMGC-UMD Purple Line Station Area SP
Notes: 10' wide sidewalks in Core. 8' wide sidewalks outside Core. Unbuilt as of November 15, 2024.											
UC-203		UC-203	TBD	3	UC-201	Adelphi Road	UC (A)	77	Barrier-separated bicycle facility	2	2022 Adelphi Road-UMGC-UMD Purple Line Station Area SP
Notes: 10' wide sidewalks in Core. 8' wide sidewalks outside Core. Unbuilt as of November 15, 2024.											
UM-204		Adelphi Road	DPW&T	2 3	Calverton Dr	Curry Dr	UM (B)	70–98	Barrier-separated bicycle facility	4	2009 MPOT
Notes: Further study required to determine location and alignment in areas where ROW is constrained. DPW&T redesigning portion of road as of September 2024.											
UM-204		Adelphi Road	DPW&T	2 3	MD 410 (East West Highway)	Calverton Dr	UM (C)	96	Barrier-separated bicycle facility	4	2009 MPOT
Notes: Implement Mixed-Use Boulevard (B) where existing ROW exist, and Mixed-Use Boulevard (C) where they do not. As interim treatment, remove on-street parking and implement barrier-separated bicycle lanes without any modification to sidewalks. DPW&T redesigning road as of September 2024.											
UM-205	MD 650	New Hampshire Avenue	SHA	3	MD 193 (University Boulevard)	Quebec Street	UM (B)	114	Barrier-separated bicycle facility	4	2009 MPOT
Notes: Additional study required to determine location and alignment of bicycle facility and future disposition of service roads. Eliminate channelized right turns (slip ramps) at the NW and SE intersection with MD 193 (University Boulevard).											
UM-206	MD 212	Riggs Road	SHA	2	Drexel Street	MD 193 (University Boulevard)	UM (B)	98	Barrier-separated bicycle facility	4	2009 MPOT

MPOT ID	Route ID	Facility Name	Ownership	District	From	To	USDS Type	Min. ROW	Bicycle or Shared-Use Facility	Vehicle Lanes	Master/Sector Plan
UR-206	MD 212	Riggs Road	SHA	2	MD 193 (University Boulevard)	Lebanon Street	UR	58	Shared-lane markings or bike-on-shoulder	2	2009 MPOT

Notes: Neighborhood Residential is the only Urban Center Street type that can be accommodated in the existing ROW, which is constrained by existing single-family detached housing and will not be redeveloped. Maximum 25 mph speed limit to accommodate sharing of lanes with bicycles.

U-207	MD 500	Queens Chapel Road	SHA	2	Eastern Avenue NE	Avondale Overlook Drive (SB), 24th Avenue (NB)	TBD	80	Painted bicycle lanes	4	New in Go Prince George's
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Notes: Carries forward recommendation of the ongoing West Hyattsville-Queens Chapel Sector Plan. Inside lanes 10'. Outside lanes 11'. Minimum 8' sidewalks. 5' bicycle lane. To be reconstructed by SHA as a long-term project. Remove on-street parking to accommodate bicycle lanes.

UM-207	MD 500	Queens Chapel Road	SHA	2	Avondale Overlook Drive (SB), 24th Avenue (NB)	MD 410 (East West Highway)	UM (B)		Barrier-separated bicycle facility	4	New in Go Prince George's
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Notes: Carries forward recommendation of the ongoing West Hyattsville-Queens Chapel Sector Plan. Maximum 25 mph speed limit. Inside lanes 10'. Outside lanes 11'. Median as necessary to support left turn lanes in existence on date of plan approval. Barrier-separated on-street bicycle lanes.

Retrofit in Regional Transit Oriented (RTO) and Local Transit Oriented (LTO) Base and Planned Development (PD) Zones will occur with redevelopment. Remainder to be reconstructed by SHA over long term.

Within and abutting RTO and LTO Base and PD Zones: Minimum 8' landscaping and furniture buffer on east side. Minimum 10' sidewalks on east side. On-street parking with new development and where existing ROW permits.

Outside the RTO and LTO Base and PD Zones: Minimum 6' landscaping and furniture buffer. Minimum 8' sidewalks. Eliminate channelized right-turn lanes at Ager Road, convert to public open space.

In the long-term, reconstruct the MD 500 (Queens Chapel Road) bridge over the Northwest Branch so that the bridge traverses the river and an expanded floodplain on piers. The existing bridge abutments are too close to the river and create a significant chokepoint for floodwater, with unnecessary upstream impacts. This would require acquisition of properties between the Northwest Branch and MD 501 (Chillum Road) and potential impacts to parkland.

When a new bridge is constructed over the Northwest Branch, it should maintain the UM (B) configuration and include increased horizontal stream clearance for the Northwest Branch to accommodate additional flow.

UM-208	MD 410	East West Highway	SHA	2	Northwest Branch of the Anacostia River	MD 500 (Queens Chapel Road)/ Adelphi Road	UM (A)	114	Barrier-separated bicycle facility	4	2016 Prince George's Plaza TDDP
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Notes: The proposed cross-section incorporates the plan recommendations and the 2019 *Prince George's Plaza Pedestrian Access and Safety Study*.

As of November 2024, portions of this segment are 6-8 lanes. This recommendation reflects the 2015 reclassification of this roadway as a Minor Arterial with four lanes in the Maryland Highway Needs Inventory. Portions of this segment are identified by the *Maryland Pedestrian Safety Action Plan*.

As recommended by the 2019 *Prince George's Plaza Pedestrian Access & Safety Study*, construct internal pedestrian pathways and appropriate bicycle infrastructure along and near MD 410 at America Boulevard; explore the feasibility of, and implement, if warranted, a new three-way intersection with full crosswalks and traffic signals at MD 410 (East West Highway) and America Boulevard; consider adding full traffic signals at new streets that intersect MD 410 (East West Highway) to provide additional vehicular, bicycle, and pedestrian crossings while slowing travel speeds.

In the long-term, reconstruct the MD 410 bridge over the Northwest Branch so that the bridge traverses the river and an expanded floodplain on piers. The existing bridge abutments are too close to the river and create a significant chokepoint for floodwater, with unnecessary upstream impacts. This may require acquisition of properties and potential impacts to parkland.

MPOT ID	Route ID	Facility Name	Ownership	District	From	To	USDS Type	Min. ROW	Bicycle or Shared-Use Facility	Vehicle Lanes	Master/Sector Plan
UM-208	MD 410	East West Highway	SHA	3	43rd Avenue	58th Avenue/ MD 410 (Riverdale Road)	UM (B)	98	Barrier-separated bicycle facility	4	2009 MPOT 2017 East Riverdale-Beacon Heights SP

Notes: In the long term, reconstruct the MD 410 bridge over the Northeast Branch so that the bridge traverses the river and an expanded floodplain on piers. The existing bridge abutments are too close to the river and create a significant chokepoint for floodwater, with unnecessary upstream impacts. This may require acquisition of properties and potential impacts to parkland.

Minimum ROW does not include Wells Run, which lies in the median of a portion of this segment.

A new bridge can accommodate the necessary bicycle and pedestrian elements of a Mixed-Use Boulevard: Four Travel Lanes (B).

Bicycle route will need to divert to Queensbury Road and Riverdale Road until and if the MD 410 bridge over the CSX/MARC Camden Line is reconstructed. Once a new bridge over the Northeast Branch is constructed, bicycle accommodations may return to MD 410 corridor via the signalized Taylor Road intersection.

Minor ROW acquisition may be required.

UM-208	MD 410	Riverdale Road	SHA	3	58th Avenue/ Riverdale Road	MD 410 (Veterans Parkway)	UM (B)	98– 106	Barrier-separated bicycle facility	4	2017 East Riverdale-Beacon Heights SP 2010 Central Annapolis Road SP
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Notes: Consider on-street parking on north side of street if ROW is available after accommodating pedestrian and bicycle facilities. Upgrade painted bike lanes from Purple Line to barrier separated bike lanes.

UM-208		Riverdale Road	DPW&T	3	MD 410 (Veterans Parkway)	MD 450 (Annapolis Road)	UM (C)	96	Barrier-separated bicycle facility	4	2017 East Riverdale-Beacon Heights SP 2010 Central Annapolis Road SP
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Notes: As of 2024, ROW is constrained in several sections by existing commercial and multifamily development. Reconstruction to Mixed-Use Boulevard: Four Travel Lanes (C) may need to occur only with redevelopment along this corridor.

UM-210	MD 193	University Boulevard	SHA	2	Montgomery County line/ Merrimac Dr	Adelphi Road	UM (B)	98	Barrier-separated bicycle facility	4	2009 MPOT 2022 Adelphi Road-UMGC-UMD Purple Line Station Area SP
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Notes: Carries forward the recommendations of the 2021 *Northern Gateway SPACs Study: 30% Design and Engineering Report* to redesign MD 193 (from Montgomery County to Adelphi Road) into a mixed-use multimodal boulevard that enhances the Purple Line through pedestrian, bicycle, and transit accommodations.

Construct mid-block pedestrian crossings with High-Intensity Activated Crosswalk (HAWK) Signals along MD 193: between 14th and 15th Avenue; near Phelps Road; between West Park Drive and MD 193B (Campus Drive); and on the south leg of MD 193B (Campus Drive), west of Adelphi Road.

Carries forward the recommendation of the 2021 *Takoma/Langlely Crossroads Planning Implementation Study* to install additional speed limit signs and no U-turn signs along MD 193 (University Boulevard) at 23rd Avenue and 24th Avenue, and assess the various intersections and driveways along MD 193 for faded crosswalks and stop bar pavement markings.

As recommended by the 2021 *Takoma/Langlely Crossroads Planning Implementation Study*, conduct corridor access management plans along busy commercial corridor with frequent driveway access points (MD 193 from Montgomery County to MD 564).

Eliminate channelized right turns (slip ramps): MD 193 at MD 650 (Northwest corner); MD 193 at MD 650 (Southeast corner); and MD 193 at MD 212 (Riggs Road) (Southeast corner).

UM-211	US 1 Alternate	Bladensburg Road	SHA	5	Washington, D.C. line	MD 450 (Annapolis Road)	UM (B)	98	N/A	4	New in Go Prince George's
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Notes: Insufficient ROW for bicycle accommodation; bicycles rerouted to UR-256, Newark Road. Segment within the ongoing Port Towns Sector Plan.

MPOT ID	Route ID	Facility Name	Ownership	District	From	To	USDS Type	Min. ROW	Bicycle or Shared-Use Facility	Vehicle Lanes	Master/Sector Plan
UR-212		14th Avenue	DPW&T	2	MD 193 (University Boulevard)	Quebec Street		50	Shared-use path	2	2009 Takoma/Langley Crossroads SP
U-213	MD 208	38th Avenue	SHA	5	US 1 Alt (Bladensburg Road)	Cottage Terrace	TBD		Shared-lane marking	2	2009 MPOT
Notes: ROW insufficient for any improvements. No expansion of ROW recommended due to surrounding single-family houses.											
U-213	MD 208	38th Street	SHA	2 5	Cottage Terrace	Allison Street	TBD		Shared-lane markings or painted bicycle lane	2	2009 MPOT
Notes: ROW insufficient for any improvements. No expansion of ROW recommended due to surrounding single-family houses.											
U-213	MD 208	38th Avenue	SHA	2	Allison Street	Hamilton Street	TBD		Painted bicycle lanes	2	New in Go Prince George's
Notes: Carries forward recommendations from the ongoing West Hyattsville-Queens Chapel Sector Plan. Replace and enhance undersized, deficient, or damaged bridges in the sector plan area, prioritizing the 38th Avenue Bridge (National Bridge Inventory Structure Number 100000160034010). When bridges are replaced, they should include wider ROW to accommodate bicycle and pedestrian facilities; and increased stream clearance (horizontal, and if needed, vertical) for the Northwest Branch to accommodate additional, and reduce obstruction of, flow. 5' bicycle lanes. 8' sidewalks.											
UR-214		56th Avenue	DPW&T	3	Carters Lane	Nicholson Street	UR	50	Shared-lane markings	2	2017 East Riverdale-Beacon Heights SP
Notes: Only provide parking on one side of street.											
UC-214		56th Avenue Extended	DPW&T	3	Nicholson Street	MD 410 (East West Highway/Riverdale Road)	UC (A)	77	Barrier-separated bicycle facility	2	2017 East Riverdale-Beacon Heights SP
Notes: On-street parking.											
UC-215		57th Avenue	DPW&T	5	MD 450 (Annapolis Road)	Emerson Street	UC (B)	74	Barrier-separated bicycle facility	2	2009 MPOT
Notes: Corridor has sufficient ROW for additional green street treatments.											
US-215		57th Avenue	TBD	3	Riverdale Road	Riverdale Park-Kenilworth Purple Line Station	Shared Street	44	Shared street		2017 East Riverdale-Beacon Heights SP
Notes: The Sector Plan states, "The goal of this transformation is to enhance pedestrian safety and access to the light rail, while also providing opportunities for temporary uses, such as food trucks and pop-up markets, that can support transit ridership, provide amenities to residents and commuters, and contribute to a sense of place."											
UM-216	MD 433	Ellin Road	SHA	3	MD 410 (Veterans Parkway)	MD 433 (85th Avenue)	UM (C)	76	Barrier-separated bicycle facility	2	2009 MPOT
UC-216	MD 433	85th Avenue	SHA	3	MD 433 (Ellin Road)	MD 450 (Annapolis Road)	UC (C)	68	Barrier-separated bicycle facility	2	2009 MPOT
Notes: Horizontal ROW acquisition required.											
UC-216	MD 433	85th Avenue	City of New	3	MD 450 (Annapolis Road)	Westbrook Drive	UC (C)	68	Barrier-separated bicycle facility	2	2009 MPOT

MPOT ID	Route ID	Facility Name	Ownership	District	From	To	USDS Type	Min. ROW	Bicycle or Shared-Use Facility	Vehicle Lanes	Master/Sector Plan
UM-217		Ager Road	DPW&T	2	MD 410 (East West Highway)	MD 500 (Queens Chapel Road)	UM (A)	114	Barrier-or parking-separated bicycle lanes	4	New in Go Prince George's
<p>Notes: Carries forward recommendations of the ongoing West Hyattsville-Queens Chapel Sector Plan: Inside lanes 10'. Outside lanes 11'. Maximum 25 mph speed limit. Median as necessary to support left turn lanes. Limited on-street parking, with bulbouts. Barrier-separated bicycle lane. Designated Historic. Landscaping buffer and sidewalks to be installed to the specifications of the Urban Street Design Standards as redevelopment occurs. Other segments to be reconstructed to the specifications of the County's adopted Urban Street Design Standards by DPW&T over the long term.</p>											
U-218	MD 450	Annapolis Road	SHA	5	US 1 Alternate (Bladensburg Road/Baltimore Avenue)	MD 202 (Landover Road)	TBD	75-90	None	4	New in Go Prince George's
<p>Notes: Facility located within the boundaries of the ongoing Port Towns Sector Plan. ROW insufficient for bicycle accommodation and traffic volumes too heavy for shared-use lanes. Bicycles should use MD 769 (Quincy Street/52nd Avenue) to Lloyd Street to the Anacostia River Trail System.</p> <p>ROW constrained, adding travel lanes infeasible. 75-foot ROW at CSX Railroad Bridge and MD 201 (Kenilworth Avenue). 10' sidewalks. No on-street parking. 10' inside lanes. 11' outside lanes. 11' center lane. Traffic calming measures.</p>											
UM-218	MD 450	Annapolis Road	SHA	3	71st Avenue	MD 564 (Lanham Severn Road)	UM (A)	114	Barrier-separated bike lane	4	2010 Central Annapolis Road SP 2010 New Carrollton TDDP 2013 Glenn Dale-Seabrook-Lanham SP
<p>Notes: Road diet from six to four lanes. Traffic calming and pedestrian safety measures. No on-street parking in areas with constrained ROW. Relocate mid-block bus stops to nearside or far sides of intersections from 72nd Avenue to St. Mary's Elementary School and 69th Avenue to Varnum Street. Enhance existing and/or incorporate safe and well-marked pedestrian crosswalks at Annapolis/Gallatin, Annapolis/Ardwick-Ardmore-Surrey, 65th, and 62nd. Rebuild ramps at I-95/495 (Capital Beltway) to remove sweeping merge lanes and facilitate safer bicycle and pedestrian travel through the interchange. Redesign intersection at Princess Garden Parkway to improve pedestrian and bicycle navigation.</p>											
UI-219	MD 459	Tuxedo Road	SHA	5	Railroad Bridge west of 57th Avenue	57th Avenue	UI	54	Shared-lane markings or bike-on-shoulder	2	2018 Greater Cheverly SP
<p>Notes: ROW severely constrained by surrounding development. Opportunities for complete street retrofit require further study to determine bicycle and pedestrian accommodations.</p>											
UI-219	MD 459	Arbor Street	SHA	5	57th Avenue	Cheverly Avenue	UI	54	Shared-lane markings or bike-on-shoulder	2	2018 Greater Cheverly SP
<p>Notes: ROW severely constrained by surrounding development. Opportunities for complete street retrofit require further study to determine bicycle and pedestrian accommodations. Horizontal ROW acquisition required. Sidewalks to be constructed through redevelopment to the requirements of the LTO Zones.</p>											
UM-219	MD 459	Columbia Park Road	SHA	5	Arbor Street	Marblewood Avenue	UM (B)	98	Barrier-separated bicycle facility	4	2018 Greater Cheverly SP
<p>Notes: Construct a new interchange with US 50. Horizontal ROW acquisition required. Street must accommodate large commercial vehicles, pedestrians, bicyclists, and new development.</p>											
UR-220		Ardwick-Ardmore Road	DPW&T	3	MD 450 (Annapolis Road)	75th Avenue		58	Shared-lane markings or bike-on-shoulder	2	2009 MPOT 2010 Central Annapolis Road SP
<p>Notes: Construct an ADA-compatible shared-use path connecting Ardwick-Ardmore Road west of Veterans Parkway to Veterans Parkway at Ellin Road and New Carrollton Metro. Support additional pedestrian and bicycle improvement at the Veterans Parkway-Ellin Road intersection.</p>											

MPOT ID	Route ID	Facility Name	Ownership	District	From	To	USDS Type	Min. ROW	Bicycle or Shared-Use Facility	Vehicle Lanes	Master/Sector Plan
U-221	US 1	Baltimore Avenue	SHA	3	Farragut Street	I-95/495 (Capital Beltway)	TBD		TBD	4	2009 MPOT 2010 Central US 1 Corridor SP

Notes: ROW vary significantly throughout this corridor, with numerous constraints because of existing development. There should be no on-street parking on this segment except where provided through redevelopment, in the City of College Park, and in the City of Hyattsville. Bicycle accommodations in this corridor should be studied further to identify appropriate facilities given ROW constraints. Bicycles may be directed to the Trolley Trail as an alternate route. Painted bicycle lanes constructed in 2024 between College Avenue and MD 193. Flexiposts may be installed to provide additional protection.

As redevelopment occurs, construct sidewalks and street tree and furnishing zone to the requirements of the Zoning Ordinance. Facility should retain four travel lanes due to high traffic volumes.

UI-222	US 1 Alternate	Baltimore Avenue (North-bound)	SHA	5	MD 450 (Annapolis Road)	Charles Armentrout Drive	UI	54	N/A	2	2009 MPOT
	US 1 Alternate	Baltimore Avenue	SHA	5	MD 450 (Annapolis Road)	Charles Armentrout Drive	UI	54	Shared-use path	2	2009 MPOT

Notes: Retain one-way pair. Shared-use path on the west side of US 1 Alternate. Facility is within the boundaries of the ongoing Port Towns Sector Plan.

UI-222	US 1 Alternate	Baltimore Avenue	SHA	5	Charles Armentrout Drive	US 1 (Rhode Island Avenue)	UI	54	TBD	2	2009 MPOT
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Notes: Bicycle accommodation requires further study.

UM-223		Belcrest Road	DPW&T	2	MD 500 (Queens Chapel Road)	Adelphi Road	UM (B)	98	Barrier-separated bicycle facility	4	2009 MPOT 2016 Prince George's Plaza TDDP
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Notes: Carries forward recommendation from the ongoing West Hyattsville-Queens Chapel Sector Plan. Inside lanes 10'. Outside lanes 11'. Maximum 25 mph speed limit. Minimum 6' median. Minimum 8' landscaping and furniture buffer. On-street parking. Minimum 10' sidewalks. Barrier-separated bicycle lanes. May be constructed as capital project or through redevelopment, whichever occurs first.

UC-224	MD 431	Campus Drive	SHA	3	US 1 (Baltimore Avenue)	MD 431 (River Road)	UC (D)	74-98	Shared-use Path	2	2015 College Park-Riverdale Park TDDP
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Notes: ROW constrained by the Purple Line, environmental features, and the underpass of the CSX Railroad/Camden Line. Roadway widens near intersections of US 1 and MD 431 (River Road). No further widening recommended.

UM-224	MD 431	Campus Drive	SHA	3	MD 431 (River Road)	MD 201 (Kenilworth Avenue)	UM (B)	98	Barrier-separated bicycle facility	4	2015 College Park-Riverdale Park TDDP
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Notes: Horizontal ROW acquisition required, unless bicycles are accommodated on a parallel facility.

U-225	MD 193B	Campus Drive	SHA	3	MD 193 (University Boulevard)	Presidential Drive	TBD		Two-way cycle track or barrier-separated bicycle facility	4	2022 Adelphi Road-UMGC-UMD Purple Line Station Area SP
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Notes: This alternative replaces the recommendations of the sector plan by downgrading Campus Drive to fit within the existing ROW. 10' wide sidewalks. 10' two-way cycle track on south side. 8' buffer. Cycle track may be replaced by barrier-separated on-street painted bicycle lanes. Segment runs parallel to the Purple Line.

or UM-225	MD 193B	Campus Drive	SHA	3	MD 193 (University Boulevard)	Presidential Drive	UM (A)	114	Two-way cycle track or barrier-separated bicycle facility		2022 Adelphi Road-UMGC-UMD Purple Line Station Area SP
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Notes: This alternative carries forward the Sector Plan recommendations within the parameters of the standard for Mixed-Use Boulevard (A): Four Lanes: 10' wide sidewalks; 10' two-way cycle track on south side; 8' buffer.; Cycle track may be replaced by barrier-separated, on-street painted bicycle lanes. Includes a right-turn lane from westbound MD 193B to eastbound MD 193.

Full buildout will require acquisition of horizontal ROW from the University of Maryland, Global Campus and/or the University of Maryland, College Park. Segment runs parallel to the Purple Line.

MPOT ID	Route ID	Facility Name	Ownership	District	From	To	USDS Type	Min. ROW	Bicycle or Shared-Use Facility	Vehicle Lanes	Master/Sector Plan
UC-225	MD 193B	Campus Drive	SHA	3	Presidential Drive	Mowatt Lane	TBD	68	Two-way cycle track or barrier-separated bicycle facility	2	2022 Adelphi Road-UMGC-UMD Purple Line Station Area SP
<p>Notes: This alternative replaces the recommendations of the sector plan by downgrading Campus Drive to fit within the existing ROW. Cycle track may be replaced by barrier-separated, on-street painted bicycle lanes.</p>											
or UM-225	MD 193B	Campus Drive	SHA	3	Presidential Drive	Mowatt Lane	UM (A)	114	Two-way cycle track or barrier-separated bicycle facility	4	2022 Adelphi Road-UMGC-UMD Purple Line Station Area SP
<p>Notes: This alternative carries forward the recommendations of the sector plan within the parameters of the standard for Mixed-Use Boulevard (A): Four Lanes. 10' wide sidewalks. 10' two-way cycle track on south side. 8' buffer. Cycle track may be replaced by buffered or barrier-separated, on-street painted bicycle lanes. Full buildout will require acquisition of horizontal ROW from the University of Maryland, College Park.</p>											
UC-226		Cherrywood Lane	City of Greenbelt	4	Breezewood Drive	MD 201 (Edmonston Road/Kenilworth Avenue)	UC (A)	77	Barrier-separated bicycle facility	2	2013 Greenbelt Metro Area and MD 193 Corridor SP
UM-226		Cherrywood Lane	City of Greenbelt	4	MD 193 (Greenbelt Road)	Breezewood Drive	UM (C)	96	Barrier-separated bicycle facility	4	2013 Greenbelt Metro Area and MD 193 Corridor SP
U-227	MD 501	Chillum Road	SHA	2	16th Avenue	19th Avenue	TBD	72	Shared-use path	4	New in Go Prince George's
<p>Notes: Carries forward recommendation from the ongoing West Hyattsville-Queens Chapel Sector Plan: inside lanes 10'. Outside lanes 11'. 6' landscaping and furniture buffer on both sides. 8' sidewalks. 10' shared-use path on south side. Will require reconstruction by SHA. Eliminate channelized right turns (slip ramps) at 19th Avenue.</p>											
U-227	MD 501	Chillum Road	SHA	2	19th Avenue	20th Avenue	TBD	52	Shared-use path	2	New in Go Prince George's
<p>Notes: Carries forward recommendation from the ongoing West Hyattsville-Queens Chapel Sector Plan. Lane widths limited to 11'. 5' landscaping and furniture buffer on both sides. 8' sidewalk on south side. 10' shared-use path on north side. Will require reconstruction by SHA. No on-street parking on Chillum Road. Third travel lane permissible if ROW allows.</p>											
U-227	MD 501	Chillum Road	SHA	2	20th Avenue	21st Street	TBD	52	Shared-use path	2	New in Go Prince George's
<p>Notes: Carries forward recommendation from the ongoing West Hyattsville-Queens Chapel Sector Plan. Lane widths limited to 11'. Includes existing service lane with on-street parking on south side. 5' landscaping and furniture buffer on north side. 10' shared-use path on north side. 8' sidewalk on south side. No on-street parking on Chillum Road. Will require reconstruction by SHA. Third travel lane permissible if ROW allows.</p>											
U-227	MD 501	Chillum Road	SHA	2	21st Street	Metro Overpass	TBD	47	Shared-use path	2	New in Go Prince George's
<p>Notes: Carries forward recommendation from the ongoing West Hyattsville-Queens Chapel Sector Plan. Lane widths limited to 11'. 10' shared-use path on north side with physical buffer at curb. 8' sidewalk on south side. No on-street parking. No landscaping and furniture buffer. Will require reconstruction by SHA. ROW constrained. Third travel lane permissible if ROW allows.</p>											
U-227	MD 501	Chillum Road	SHA	2	Metro Overpass	30th Street Extended (UC-251)	TBD	92	Shared-use path	4	New in Go Prince George's
<p>Notes: Carries forward recommendation from the ongoing West Hyattsville-Queens Chapel Sector Plan. Inside lanes 10'. Outside lanes 11'. 10' landscaping and furniture buffer on both sides. Minimum 10' sidewalk on south side. 10' shared-use path on north side. Maximum 25 mph speed limit. No on-street parking on north side. Retrofit in Regional Transit-Oriented/Local Transit-Oriented Zones will occur with redevelopment. Remainder to be reconstructed by SHA over long term. Construct a shared-use sidepath on the north side of the street as properties are acquired for preservation.</p>											

MPOT ID	Route ID	Facility Name	Ownership	District	From	To	USDS Type	Min. ROW	Bicycle or Shared-Use Facility	Vehicle Lanes	Master/Sector Plan
UM-227	MD 501	Chillum Road	SHA	2	30th Street Extended	MD 500 (Queens Chapel Road)	UM (B)	103	Shared-use path	4	New in Go Prince George's
<p>Notes: Carries forward recommendation from the ongoing West Hyattsville-Queens Chapel Sector Plan. Inside lanes 10'. Outside lanes 11'. 10' landscaping and furniture buffer on both sides. Minimum 10' sidewalk on south side. 10' shared-use path on north side. Maximum 25 mph speed limit. No on-street parking on north side.</p> <p>Retrofit in Regional Transit-Oriented/Local Transit-Oriented Zones will occur with redevelopment. Remainder to be reconstructed by SHA over the long term.</p> <p>Construct a shared-use sidepath on the north side of the street as properties are acquired for preservation. Left-turn lane from eastbound MD 501 to northbound MD 500.</p>											
UC-227		Chillum Road	DPW&T	2	MD 500 (Queens Chapel Road)	Arundel Road	UC (B)	74	Barrier-separated bicycle lanes	2	New in Go Prince George's
<p>Notes: Carries forward recommendation from the ongoing West Hyattsville-Queens Chapel Sector Plan: maximum 25 mph speed limit; minimum 6' landscaping and furniture buffers; on-street parking; minimum 10' sidewalks; 5' barrier-separated on-street bicycle lanes; no median. Reconstruction as redevelopment occurs.</p>											
UC-228		Finns Lane	DPW&T	3	Riverdale Road	MD 450 (Annapolis Road)	UC (C)	68	Barrier-separated bicycle facility	2	2009 MPOT
<p>Notes: Minor horizontal ROW acquisition may be required, or on-street parking reduced.</p>											
UC-229		Greenbelt Station Parkway	City of Greenbelt	4	MD 193 (Greenbelt Road)	Miner Street	UC (A)	77	Barrier-separated bicycle facility	2	2013 Greenbelt Metro Area and MD 193 Corridor SP
<p>Notes: Painted bicycle lane may be substituted for barrier-separated in this segment.</p>											
		Greenbelt Station Parkway	TBD	4	Miner Street	Greenbelt Metro Station	UC (A)	77	Barrier-separated bicycle facility	2	2013 Greenbelt Metro Area and MD 193 Corridor SP
<p>Notes: Environmental impacts to be incurred in crossing Narragansett Run.</p>											
UM-230		Guilford Drive	City of College Park	3	Knox Road	US 1 (Baltimore Avenue)	UM (B)	78	Barrier-separated bicycle facility	2	2010 Central US 1 Corridor SP
<p>Notes: ROW listed here does not include Guilford Run, which runs in the median.</p>											
UC-230		Mowatt Lane	UMCP	3	Campus Drive	Knox Road/Cornell Avenue	UM (B)	67-78	Barrier-separated bicycle facility	2	2022 Adelphi Road-UMGC-UMD Purple Line Station Area SP
<p>Notes: This alternative carries forward the recommendations of the Sector Plan within the parameters of the standard for Mixed-Use Boulevard (B): Two Lanes: 10' wide sidewalks; 8' buffer; separated bicycle lanes.</p>											
UM-230		Mowatt Lane	UMCP	3	Campus Drive	Knox Road/Cornell Avenue	UM (B)	94	Barrier-separated bicycle facility	4	2022 Adelphi Road-UMGC-UMD Purple Line Station Area SP
<p>Notes: This alternative carries forward the recommendations of the Sector Plan within the parameters of the standard for UM (B): 10' wide sidewalks; 8' buffer; separated bicycle lanes. This alternative would require horizontal ROW acquisition.</p>											
UM-231		Hamilton Street	DPW&T	2	Jamestown Road	MD 500 (Queens Chapel Road)	UM (B)	102	Barrier-separated bicycle lane	2	New in Go Prince George's
<p>Notes: Carries forward recommendations of the ongoing West Hyattsville-Queens Chapel Sector Plan: maximum 25 mph speed limit; minimum 16' median; on-street parking; 5' barrier-separated on-street bicycle lane; minimum 8' landscaping and furniture buffer; minimum 10' sidewalk on south side.</p> <p>Retain 14' sidewalk on north side of street between Ager Road and MD 500. Road diet from four to two lanes from Ager Road to MD 500. Designated Historic. Reconstruction may occur either through redevelopment or by DPW&T in the mid-term. Portion between Ager Road and Jamestown Road unbuilt as of November 15, 2024.</p>											

MPOT ID	Route ID	Facility Name	Ownership	District	From	To	USDS Type	Min. ROW	Bicycle or Shared-Use Facility	Vehicle Lanes	Master/Sector Plan
UM-231	MD 208	MD 208 (Hamilton Street)	SHA	2	MD 500 (Queens Chapel Road)	35th Place	UM (B)	96	Barrier-separated bicycle lane	4	New in Go Prince George's
<p>Notes: Carries forward recommendations of the ongoing West Hyattsville-Queens Chapel Sector Plan: maximum 25 mph speed limit; minimum 6' landscaping and furniture buffer; on-street parking; minimum 8' sidewalks; 5' barrier-separated, on-street bicycle lane. Retrofit in Regional Transit-Oriented/Local Transit-Oriented Zones will occur with redevelopment. Remainder to be reconstructed by SHA over the long term.</p>											
UC-231	MD 208	MD 208 (Hamilton Street)	SHA	2	35th Place	MD 208 (38th Avenue)	UC B	76	Barrier-separated bicycle lane	2	New in Go Prince George's
<p>Notes: Carries forward recommendations of the ongoing West Hyattsville-Queens Chapel Sector Plan: maximum 25 mph speed limit; 11' travel lanes for buses; no median; landscaping and furniture buffers; on-street parking; minimum 8' sidewalks; 5' barrier-separated on-street bicycle lanes. Retrofit will occur with redevelopment. Remainder to be reconstructed by SHA over the long term.</p>											
UC-231		Hamilton Street	DPW&T	2	MD 208 (38th Avenue)	40th Avenue	UC B	76	Barrier-separated bicycle lane	2	New in Go Prince George's
<p>Notes: Carries forward recommendations of the ongoing West Hyattsville-Queens Chapel Sector Plan: maximum 25 mph speed limit; 11' travel lanes for buses; no median; landscaping and furniture buffers; on-street parking; minimum 8' sidewalks; 5' barrier-separated, on-street bicycle lanes. Retrofit will occur with redevelopment. Remainder to be reconstructed by SHA over the long term.</p>											
UM-232		Harkins Road	DPW&T	3	MD 450 (Annapolis Road)	Ellin Road	UM (C)	96	Barrier-separated bicycle facility	4	New Carrollton TDDP
<p>Notes: Horizontal ROW acquisition required north of West Lanham Drive.</p>											
UC-233		Ivy Lane	City of Greenbelt	3	Cherrywood Lane	MD 201 (Edmonston Road/Kenilworth Avenue)	UC (A)	77	Barrier-separated bicycle facility	2	2013 Greenbelt Metro Area and MD 193 Corridor SP
or UM-233		Ivy Lane	City of Greenbelt	3	Cherrywood Lane	MD 201 (Edmonston Road/Kenilworth Avenue)	UM (A)	114	Barrier-separated bicycle facility	4	2013 Greenbelt Metro Area and MD 193 Corridor SP
<p>Notes: If traffic volumes warrant, widen to four lanes. Horizontal ROW acquisition required for this alternative.</p>											
UR-234		Merrimac Drive	DPW&T	2	MD 193 (University Boulevard)	12th Avenue	UR	58	Shared-lane markings or bike-on-shoulder	2	2009 Takoma/Langley Crossroads SP
UC-234		Merrimac Drive	DPW&T	2	12th Avenue	Keokee St	UC (C)	68	Barrier-separated bicycle facility	2	2009 Takoma/Langley Crossroads SP
<p>Notes: Consider turn lanes at MD 650 (New Hampshire Avenue).</p>											
UR-235		Nicholson Street	DPW&T	2	Little Branch Run	Ager Road	UR	50	Shared-lane markings or bike-on-shoulder	2	New in Go Prince George's
<p>Notes: Carries forward recommendation of ongoing West Hyattsville-Queens Chapel Sector Plan. On-street parking on one side only.</p>											
U-236	US 1	Rhode Island Avenue	SHA	2	Eastern Avenue NE	US 1 (Baltimore Avenue)	TBD	77-96	TBD	4	New in Go Prince George's
<p>Notes: Maintain four travel lanes throughout. Bicycle accommodation to be determined south of Charles Armentrout Drive through further study. Eliminate median and on-street parking for segment between Utah Avenue and the Northwest Branch due to ROW constraints. Consider diverting bicyclists off US 1 in this segment. Reconstruct all segments to UM (B) as redevelopment and/or property acquisition occurs.</p>											

MPOT ID	Route ID	Facility Name	Ownership	District	From	To	USDS Type	Min. ROW	Bicycle or Shared-Use Facility	Vehicle Lanes	Master/Sector Plan
UM-237	MD 431	River Road	SHA	3	MD 431 (Campus Drive)	MD 201 (Kenilworth Avenue)	UM (B)	96	Barrier-separated bicycle facility	4	2015 College Park-Riverdale Park TDDP
UC-238		Rivertech Court	DPW&T	3	Lafayette Avenue/Van Buren Street	River Road	UC (C)	68	Barrier-separated bicycle facility	2	2015 College Park-Riverdale Park TDDP
U-239		Toledo Road	DPW&T	2	Adelphi Road	Belcrest Road	TBD	50	Painted bicycle lanes	2	2016 Prince George's Plaza TDDP
<p>Notes: ROW constrained by recent development, making further horizontal expansion infeasible over the life of this master plan. Road should have painted bicycle lanes and two travel lanes. On-street parking may be removed to support bicycle accommodation, provided off-street parking is available for the Prince George's Plaza Community Center.</p>											
UR-239		Toledo Road	TBD	2	Belcrest Road	Toledo Terrace	UR	58–60	Painted bicycle lanes	2	2016 Prince George's Plaza TDDP
<p>Notes: Painted bicycle lanes, sidewalks, and street tree and furnishing zone to be constructed to the parameters of the Zoning Ordinance. Road may be maintained by the City of Hyattsville upon redevelopment of the north side of the street. Unbuilt as of November 15, 2024.</p>											
U-240		Toledo Terrace	DPW&T	2	MD 410 (East West Highway)	Belcrest Road	TBD	76	Barrier-separated bicycle facility	2	2016 Prince George's Plaza TDDP
UC-241		66th Avenue	DPW&T	3	Patterson Street	MD 410 (Riverdale Road)	UC (C)	68	Barrier-separated bicycle facility	2	2017 East Riverdale-Beacon Heights SP
<p>Notes: Horizontal ROW acquisition required as redevelopment occurs.</p>											
UC-242		Nicholson Street	DPW&T	3	MD 201 (Kenilworth Avenue)	Browning's Grove Park	UC (C)	68	Shared-lane markings or bike-on-shoulder	2	2017 East Riverdale-Beacon Heights SP
<p>Notes: Minor horizontal ROW acquisition required as redevelopment occurs.</p>											
UR-243		Nicholson Street	City of Hyattsville	2	Ager Road	MD 500 (Queens Chapel Road)	UR	58	Barrier-separated bicycle facility	2	New in Go Prince George's
<p>Notes: Carries forward recommendations of the ongoing West Hyattsville-Queens Chapel Sector Plan: maximum 20 mph speed limit; no median; on-street parking on one side of street; minimum 10' sidewalks on north side of street (for school commuters); minimum 8' sidewalk on south side of street; 5' barrier-separated on-street bicycle lanes. Reconstruction may occur as redevelopment occurs and/or by the City of Hyattsville within existing ROW.</p>											
UR-243		Nicholson Street	City of Hyattsville		Ager Road	Approx. 230 feet north of Hyattsville Drive	UR	72	Shared-lane markings	2	New in Go Prince George's
<p>Notes: Carries forward recommendations of the ongoing West Hyattsville-Queens Chapel Sector Plan: maximum 20 mph speed limit; no median; on-street parking; shared bicycle lane markings (Sharrow); minimum 8' landscaping and furniture buffer; minimum 10' sidewalks. Retrofit will occur with redevelopment.</p>											
U-243		Nicholson Street	City of Hyattsville		Approx. 230 feet north of Hyattsville Drive	Little Branch Run	TBD	48	Shared-lane markings	2	New in Go Prince George's
<p>Notes: Carries forward recommendations of the ongoing West Hyattsville-Queens Chapel Sector Plan: on-street parking; shared bicycle lane markings (Sharrow); sidewalks and buffers. No new construction.</p>											

MPOT ID	Route ID	Facility Name	Ownership	District	From	To	USDS Type	Min. ROW	Bicycle or Shared-Use Facility	Vehicle Lanes	Master/Sector Plan
UR-244		The Mall	City of Hyattsville	2	Nicholson Street	Kirkwood Place	UR	58	Barrier-separated bicycle facility	2	New in Go Prince George's
<p>Notes: Carries forward recommendations of the ongoing West Hyattsville-Queens Chapel Sector Plan. Maximum 20 mph speed limit; minimum 8' landscaping and furniture buffer; on-street parking; minimum 10' sidewalks; 5' barrier-separated on-street bicycle lanes; no median. To be reconstructed, and ownership determined, as redevelopment occurs. Part of a greenway.</p>											
UR-245		Kirkwood Place	TBD	2	Ager Road	Lancer Drive	UR	58	Barrier-separated bicycle facility	2	New in Go Prince George's
<p>Notes: Carries forward recommendations of the ongoing West Hyattsville-Queens Chapel Sector Plan. Maximum 20 mph speed limit; minimum 8' landscaping and furniture buffer; on-street parking; minimum 10' sidewalks; 5' barrier-separated on-street bicycle lanes; no median. To be reconstructed, and ownership determined, as redevelopment occurs. Connect both sections of Kirkwood Place, as redevelopment occurs.</p>											
UR-245		Kirkwood Place	City of Hyattsville	2	Lancer Drive	Little Branch Run	UR	53	Shared-lane markings	2	New in Go Prince George's
<p>Notes: Carries forward recommendations of the ongoing West Hyattsville-Queens Chapel Sector Plan. Connect both sections of Kirkwood Place, as redevelopment occurs. Maximum 20 mph speed limit.</p>											
UC-246		31st Avenue	TBD	2	Hamilton Street	Jamestown Road	UC (A)	77	Barrier-separated bicycle facility	2	New in Go Prince George's
<p>Notes: Carries forward recommendations of the ongoing West Hyattsville-Queens Chapel Sector Plan. Maximum 25 mph speed limit; minimum 6' landscaping and furniture buffer; on-street parking; minimum 8' sidewalks; 5' barrier-separated on-street bicycle lanes; no median. To be reconstructed, and ownership determined, as redevelopment occurs. Additional horizontal ROW may be required to accommodate on-street parking.</p>											
UC-247		Jamestown Road	TBD	2	Hamilton Street	MD 500 (Queens Chapel Road)	UC (B)	82	Two-way barrier or parking-separated cycle track		New in Go Prince George's
<p>Notes: Carries forward recommendations of the ongoing West Hyattsville-Queens Chapel Sector Plan. Maximum 25 mph speed limit; minimum 8' landscaping and furniture buffers; on-street parking; minimum 10' sidewalks; 10' cycle track on south side of street; no median. Cycle track, sidewalks, and landscaping and furniture buffers should be designed cohesively to form Segment E of the West Hyattsville Greenway. To be reconstructed, and ownership determined, as redevelopment occurs.</p>											
UM-248		Queenstown Drive	TBD	2	Buchanan Street	Northern terminus at trail access	UM (B)	98	Shared-use Path	2	New in Go Prince George's
<p>Notes: Carries forward recommendations of the ongoing West Hyattsville-Queens Chapel Sector Plan. Maximum 25 mph speed limit; 30' linear park median with 10' two-way shared-use path; minimum 6' landscaping and furniture buffers; on-street parking; minimum 10' sidewalks. This street segment includes the new Queenstown Drive realignment, the greenway/linear park (West Hyattsville Greenway, Segment D), and shared-use path identified. Reconstruction to occur only if redevelopment occurs. If acquisition for preservation occurs, retain existing Queenstown Drive as a bicycle/pedestrian connection.</p>											
UR-249		UR-249	TBD	2	UM-248	Chauncey Place	UR	68	Barrier-separated bicycle lanes	2	New in Go Prince George's
<p>Notes: Carries forward recommendations of the ongoing West Hyattsville-Queens Chapel Sector Plan. Maximum 20 mph speed limit; minimum 6' landscaping and furniture buffers; on-street parking; 10' sidewalks recommended; 5' barrier-separated, on-street bicycle lanes; no median. New construction as redevelopment occurs.</p>											
UR-250		Chauncey Place	TBD	2	UR-248	Buchanan Street	UR	68	Barrier-separated bicycle lanes	2	New in Go Prince George's
<p>Notes: Carries forward recommendations of the ongoing West Hyattsville-Queens Chapel Sector Plan: maximum 20 mph speed limit; minimum 6' landscaping and furniture buffers; on-street parking; 10' sidewalks recommended; 5' barrier-separated on-street bicycle lanes; no median. UR-250 includes the Chauncey Place extension. New construction as redevelopment occurs.</p>											

MPOT ID	Route ID	Facility Name	Ownership	District	From	To	USDS Type	Min. ROW	Bicycle or Shared-Use Facility	Vehicle Lanes	Master/Sector Plan
UC-251		Buchanan Street	TBD	2	MD 500 (Queens Chapel Road)	Queenstown Drive	UC (A)	77	Two-way cycle track	2	New in Go Prince George's
<p>Notes: Carries forward recommendations of the ongoing West Hyattsville-Queens Chapel Sector Plan: Maximum 25 mph speed limit; minimum 6' landscaping and furniture buffers; on-street parking; minimum 8' sidewalks; 10' on-street cycle track with 2' buffer on north side of ROW; no median. Reconstruction as redevelopment occurs.</p>											
UR-251		Buchanan Street	TBD	2	Queenstown Drive	Chauncey Place	UR	68	Barrier-separated bicycle lanes	2	New in Go Prince George's
<p>Notes: Carries forward recommendations of the ongoing West Hyattsville-Queens Chapel Sector Plan: maximum 20 mph speed limit; minimum 6' landscaping & furniture buffers; on-street parking; 10' sidewalks recommended; 5' barrier-separated on-street bicycle lanes; no median. Reconstruction as redevelopment occurs.</p>											
UI-251		Buchanan Street	Town of Edmonston	5	Tanglewood Drive	MD 201 (Kenilworth Avenue)	UI	46	None	2	New in Go Prince George's
<p>Notes: No bicycle accommodation due to heavy commercial vehicle traffic.</p>											
UR-252		30th Street	City of Mount Rainier	2	Arundel Road	MD 500 (Queens Chapel Road)	UR	58	Shared-lane markings	2	New in Go Prince George's
<p>Notes: Carries forward recommendations of the ongoing West Hyattsville-Queens Chapel Sector Plan: maximum 20 mph speed limit; landscaping and furniture buffers determined by zoning or available ROW; retain on-street parking; 8' sidewalks recommended; shared-lane markings; no median. Segment to be reconstructed by City of Mount Rainier over the long term.</p>											
UC-252		30th Street Extended	TBD	2	MD 500 (Queens Chapel Road)	MD 501 (Chillum Road)	UC (B)	82	See Notes	2	New in Go Prince George's
<p>Notes: Carries forward recommendations of the ongoing West Hyattsville-Queens Chapel Sector Plan: maximum 25 mph speed limit; no median; on-street parking; 5' barrier-separated, on-street painted bicycle lanes; south of UM-253. North of UM-253, this street will include the West Hyattsville Greenway, Segment B, on its east side.</p> <p>West of MD 500, this street will connect with and follow the existing ROW along the western boundary of the property at 3100 Queens Chapel Road (the Shops at Queens Chillum).</p> <p>New construction as redevelopment occurs. For pedestrian safety, signalize the intersections of UC-251 and MD 500 and MD 501.</p> <p>Within the LTO Zone(s): minimum 8' landscaping and furniture buffers; minimum 10' sidewalks.</p>											
UM-253		UM-253	TBD	2	30th Street Extended (UC-215)	MD 500 (Queens Chapel Road)	UM (B)	98	Shared-use path	2	New in Go Prince George's
<p>Notes: Carries forward recommendations of the ongoing West Hyattsville-Queens Chapel Sector Plan: maximum 25 mph speed limit; 30' linear park median with 10' two-way shared-use path; minimum 6' landscaping and furniture buffers; on-street parking; minimum 10' sidewalks. This street will include the West Hyattsville Greenway, Segment C as its median.</p> <p>New construction as redevelopment occurs.</p>											
UC-253		UC-253	TBD	2	MD 500 (Queens Chapel Road)	Queenstown Drive	UC B	78 (94)	Shared-use path	2	New in Go Prince George's
<p>Notes: Carries forward recommendations of the ongoing West Hyattsville-Queens Chapel Sector Plan: maximum 25 mph speed limit; 30' linear park median with 10' two-way shared-use path; minimum 6' landscaping and furniture buffers; on-street parking optional; minimum 8' sidewalks. 94' necessary if on-street parking provided. This street will include the West Hyattsville Greenway, Segment C as its median. New construction as redevelopment occurs.</p>											
UC-254		Varnum Street/ Arundel Road	TBD	2	Eastern Avenue NE	Russell Avenue	UC B	93	Barrier-separated bicycle lanes	2	New in Go Prince George's
<p>Notes: Carries forward recommendations of the ongoing West Hyattsville-Queens Chapel Sector Plan: maximum 25 mph speed limit; no median; minimum 6' landscaping and furniture buffers; on-street parking; minimum 8' sidewalk on north side of street; retain 25' sidewalk on south side of street and extend to Russell Avenue; 5' barrier-separated on-street painted bicycle lanes. All necessary ROW acquisition will occur on north side of street. Reconstruction may occur either through redevelopment or by the City of Mount Rainier.</p>											

MPOT ID	Route ID	Facility Name	Ownership	District	From	To	USDS Type	Min. ROW	Bicycle or Shared-Use Facility	Vehicle Lanes	Master/Sector Plan
UC-254		Arundel Road	TBD	2	Russell Avenue	31st Street	UC B	76	Barrier-separated bicycle lanes	2	New in Go Prince George's
<p>Notes: Carries forward recommendations of the ongoing West Hyattsville-Queens Chapel Sector Plan: maximum 25 mph speed limit; no median; minimum 6' landscaping and furniture buffers; on-street parking; minimum 8' sidewalks; 5' barrier-separated on-street painted bicycle lanes between Russell Avenue and 31st Street.</p>											
UC-254		Arundel Road	TBD	2	31st Street	34th Street	UC B	76	Shared-use lanes	2	New in Go Prince George's
<p>Notes: Carries forward recommendations of the ongoing West Hyattsville-Queens Chapel Sector Plan: maximum 25 mph speed limit; no median; minimum 6' landscaping and furniture buffers; on-street parking; minimum 8' sidewalks.</p>											
UM-255	MD 201	Kenilworth Avenue	SHA	3 5	Tilden Road/ Upshur Street	Riverdale Road	UM (B)	88	None	4	2009 MPOT 2017 East Riverdale-Beacon Heights SP
<p>Notes: Portions of this facility are within the boundaries of the ongoing Port Towns Sector Plan. ROW insufficient to accommodate bicycle facility and traffic volumes too heavy to support shared-use lanes. Bicyclists should be redirected to the Northeast Branch Trail.</p>											
UM-255	MD 201	Kenilworth Avenue	SHA	3	Riverdale Road	Campus Drive/ Good Luck Road	UM (B)	88	Barrier-separated bicycle facility	4	2017 East Riverdale-Beacon Heights SP
<p>Notes: Segment between MD 410 and River Road contains the Purple Line (Min ROW does not include the Purple Line).</p>											
UR-256		Newark Road	Town of Colmar Manor	5	38th Avenue	Anacostia River Trail	UR	58	Shared-lane markings	2	New in Go Prince George's
<p>Notes: Add sidewalks and on-street parking to north side when redevelopment occurs. This facility is within the boundaries of the ongoing Port Towns Sector Plan.</p>											
UI-257		Branchville Road	DPW&T	1 4	Ballew Avenue	MD 193 (Greenbelt Road)	UI (A)	54	Shared-use path	2	2013 Greenbelt Metro Area and MD 193 Corridor SP
<p>Notes: Facility should incorporate recommendations of the <i>Berwyn Heights Bicycle and Pedestrian Safety Improvement Action Plan</i>. Additional bicycle improvements were evaluated. As per page 133 of the Greenbelt/MD 193 Plan, provide wide sidewalks and street trees on both sides of Branchville Road to enhance the gateway and arrival experience to Lake Artemesia. Stream valley trailhead at MD 193.</p>											
UI-258		55th Avenue	DPW&T	3	900 feet south of Berwyn Road	Berwyn Road	UI (A)	70	Shared-use path		2013 Greenbelt Metro Area and MD 193 Corridor SP
<p>Notes: Urban Industrial Street (A) with parking.</p>											
UI-259		Ballew Avenue	DPW&T	3	Berwyn Road	Branchville Road	UI (A)	70	Shared-use path		2013 Greenbelt Metro Area and MD 193 Corridor SP
<p>Notes: Urban Industrial Street (A) with parking. Provide wide sidewalks and street trees on west side of Ballew Avenue to enhance the gateway and arrival experience to Lake Artemesia. Creek stream valley trailhead at MD 193.</p>											
UM-300		Ballpark Road	TBD	4	US 301 (Robert Crain Highway)	End of Ballpark Road	UM (A)	114	Barrier-separated bicycle facility	4	2022 Bowie-Mitchellville and Vicinity MP
<p>Notes: Revises Master Plan recommendations to fit the parameters of a Mixed-Use Boulevard (A): Four Lanes. Includes overpass over US 301 constructed in a cut and on-street parking. Horizontal ROW acquisition and construction will occur in phases with redevelopment.</p>											

MPOT ID	Route ID	Facility Name	Ownership	District	From	To	USDS Type	Min. ROW	Bicycle or Shared-Use Facility	Vehicle Lanes	Master/Sector Plan
UR-301		Chestnut Avenue/MD 564 (11th Street)	DPW&T	4	12th Street	9th Street	UR	50	Shared-lane markings or bike-on-shoulder in lieu of on-street parking	2	2022 Bowie-Mitchellville and Vicinity MP
Notes: Bicycle accommodations to be determined through further study. On-street parking anticipated.											
UR-301		Chestnut Avenue	DPW&T	4	12th Street	11th Street	UR	50	Shared-lane markings or bike-on-shoulder in lieu of on-street parking	2	2022 Bowie-Mitchellville and Vicinity MP
Notes: Bicycle accommodations to be determined through further study. On-street parking anticipated.											
UR-301	MD 564-C	11th Street	SHA	4	Chestnut Avenue	MD 564 (Lanham Severn Road/9th Street/11th Street)	UR	50	Shared-lane markings or bike-on-shoulder in lieu of on-street parking	2	2022 Bowie-Mitchellville and Vicinity MP
Notes: Bicycle accommodations to be determined through further study. On-street parking anticipated.											
UR-302		Evergreen Parkway	DPW&T	4	Northview Drive	Fred Robinson Way	UR	50	Barrier-separated bicycle facility	2	2022 Bowie-Mitchellville and Vicinity MP
Notes: On-street parking on one side.											
UC-302		Evergreen Parkway	DPW&T	4	Fred Robinson Way	MD 197 (Collington Road)	UC (A)	77	Barrier-separated bicycle facility	2	2022 Bowie-Mitchellville and Vicinity MP
Notes: Revises Master Plan recommendations to fit the parameters of a Neighborhood Connector (A): separated bicycle lanes, 8-foot-wide minimum sidewalks, on-street parking.											
UC-304		Governors Bridge Road	DPW&T	4	US 301 (Robert Crain Highway)	Long Leaf Court/Long Leaf Drive	UC (A)	77	Barrier-separated bicycle facility	2	2022 Bowie-Mitchellville and Vicinity MP
Notes: Revises Master Plan recommendations to fit the parameters of a Neighborhood Connector (A): separated bicycle lanes, 8-foot-wide minimum sidewalks, on-street parking.											
UM-305		Harbour Way	DPW&T	4	Mitchellville Road	US 301 (Robert Crain Highway)	UM (A)	114	Barrier-separated bicycle facility	4	2022 Bowie-Mitchellville and Vicinity MP
Notes: Revises Master Plan recommendations to fit the parameters of a Mixed-Use Boulevard (A): Four Lanes. Includes overpass over US 301 constructed in a cut and on-street parking. Horizontal ROW acquisition and construction will occur in phases with redevelopment.											
UM-306		Heritage Boulevard	DPW&T	4	Mitchellville Road	US 301 (Robert Crain Highway)	UM (A)	114	Barrier-separated bicycle facility	4	2022 Bowie-Mitchellville and Vicinity MP
Notes: Revises Master Plan recommendations to fit the parameters of a Mixed-Use Boulevard (A): Four Lanes. Includes overpass over US 301 constructed in a cut and on-street parking. Horizontal ROW acquisition and construction will occur in phases with redevelopment.											
UM-307		Lemons Bridge Road	TBD	4	MD 197 (Laurel Bowie Road)	North End of BSU MARC Campus Center	UM (A)	114	Barrier-separated bicycle facility	4	2022 Bowie-Mitchellville and Vicinity MP
Notes: Revises Master Plan recommendations to fit the parameters of a Mixed-Use Boulevard (A): Four Lanes.											

MPOT ID	Route ID	Facility Name	Ownership	District	From	To	USDS Type	Min. ROW	Bicycle or Shared-Use Facility	Vehicle Lanes	Master/Sector Plan
UM-308	MD 450	Annapolis Road	SHA	4	MD 197 (Laurel Bowie Road)	Moylan Drive/ Trinity Drive	UM (A)	114	Barrier-separated bicycle facility	4	2022 Bowie-Mitchellville and Vicinity MP
<p>Notes: Revises Master Plan recommendations to fit the parameters of a Mixed-Use Boulevard (A): Four Lanes. Explore measures including on-street parking, curb extensions/bulb-outs, road diets and other ways to visually, if not physically, narrow perceived lane width.</p>											
UM-309	MD 450	Annapolis Road	SHA	4	Moylan Drive/ Trinity Drive	Race Track Road	UM (A)	114	Barrier-separated bicycle facility	4	2022 Bowie-Mitchellville and Vicinity MP
<p>Notes: Minimum 8-foot-wide sidewalks; barrier-separated bicycle lanes in both directions. Explore measures including on-street parking, curb extensions/bulb-outs, road diets, and other ways to visually, if not physically, narrow perceived lane width. Evaluate the potential for the construction of roundabouts, as well as protected intersections, to calm traffic and distinguish an active transportation corridor at Millstream Drive/Stonybrook Drive and Race Track Road. Create a distinct sense of place along the MD 450 corridor, especially between Moylan Drive and Race Track Road.</p>											
UM-310		New Road A – BSU	TBD	4	Railroad Tracks/ Lemons Bridge Road (UC-307)	MD-197 (Northwest edge of BSU MARC Campus Center)	UM (B)	94	Barrier-separated bicycle facility	2	2022 Bowie-Mitchellville and Vicinity MP
<p>Notes: Revises Master Plan recommendations to fit the parameters of a Mixed-Use Boulevard (B): Two Lanes.</p>											
UM-311		New Road B – BLTC	TBD	4	West edge of 2035 Plan Center	New Road D – BLTC (UC-313)	UM (B)	94	Barrier-separated bicycle facility	2	2022 Bowie-Mitchellville and Vicinity MP
<p>Notes: Revises Master Plan recommendations to fit the parameters of a Mixed-Use Boulevard (B): Two Lanes.</p>											
UM-312		New Road C – BLTC	TBD	4	West edge of Plan 2035 Center	New Road D – BLTC (UC-313)	UM (B)	94	Barrier-separated bicycle facility	2	2022 Bowie-Mitchellville and Vicinity MP
<p>Notes: Revises Master Plan recommendations to fit the parameters of a Mixed-Use Boulevard (B): Two Lanes.</p>											
UM-313		New Road D – BLTC	TBD	4	New Road B – BLTC (UC-311)	MD 197 Collington Road	UM (B)	83–94	Barrier-separated bicycle facility	2	2022 Bowie-Mitchellville and Vicinity MP
<p>Notes: Revises Master Plan recommendations to fit the parameters of a Mixed-Use Boulevard (B): Two Lanes.</p>											
UM-314		Old Jericho Park Road	TBD	4	Lemons Bridge Road	MD 197 (Laurel Bowie Road)	UM (B)	94	Barrier-separated bicycle facility	2	2022 Bowie-Mitchellville and Vicinity MP
<p>Notes: Revises Master Plan recommendations to fit the parameters of a Mixed-Use Boulevard (B): Two Lanes.</p>											
UM-316		New Road G – BSU	TBD	4	MD 197	New Road A (UC-310)	UM (B)	94	Barrier-separated bicycle facility	2	2022 Bowie-Mitchellville and Vicinity MP
<p>Notes: Revises Master Plan recommendations to fit the parameters of a Mixed-Use Boulevard (B): Two Lanes.</p>											
UM-317		New Road H – BSU	TBD	4	Old Jericho Park Road (UC-314)	New Road A (UC-310)	UM (B)	83–94	Barrier-separated bicycle facility	2	2022 Bowie-Mitchellville and Vicinity MP
<p>Notes: Revises Master Plan recommendations to fit the parameters of a Mixed-Use Boulevard (B): Two Lanes.</p>											
UC-318		New Road I – BSU	TBD	4	Lemons Bridge Road (UC-307)	New Road H (UC-317)	UC (A)	77	Barrier-separated bicycle facility	2	2022 Bowie-Mitchellville and Vicinity MP
<p>Notes: Revises Master Plan recommendations to fit the parameters of a Neighborhood Connector (A).</p>											
UC-319		New Road J – BLTC	TBD	4	Mitchellville Road	New Road D (UC-313)	UC (A)	77	Barrier-separated bicycle facility	2	2022 Bowie-Mitchellville and Vicinity MP
<p>Notes: Revises Master Plan recommendations to fit the parameters of a Neighborhood Connector (A).</p>											

MPOT ID	Route ID	Facility Name	Ownership	District	From	To	USDS Type	Min. ROW	Bicycle or Shared-Use Facility	Vehicle Lanes	Master/Sector Plan
UM-320		New Road K – BLTC	TBD	4	Northview Drive	New Road L (UC-321)	UM (A)	94	Barrier-separated bicycle facility	2	2022 Bowie-Mitchellville and Vicinity MP
Notes: Revises Master Plan recommendations to fit the parameters of a Mixed-Use Boulevard (B): Two Lanes.											
UC-321		New Road L – BLTC	TBD	4	New Road K (UC-320)	Evergreen Parkway	UC (A)	74–94	Barrier-separated bicycle facility	2	2022 Bowie-Mitchellville and Vicinity MP
Notes: Revises Master Plan recommendations to fit the parameters of a Neighborhood Connector (A).											
UC-322		New Road M – BLTC	TBD	4	New Road K (UC-320)	Evergreen Parkway	UC (A)	74–94	Barrier-separated bicycle facility	2	2022 Bowie-Mitchellville and Vicinity MP
Notes: Revises Master Plan recommendations to fit the parameters of a Neighborhood Connector (A).											
UM-323		Northview Drive	DPW&T	4	New Haven Drive/ Evergreen Parkway	Old Collington Road	UM (B)	98	Barrier-separated bicycle facility	4	2022 Bowie-Mitchellville and Vicinity MP
Notes: Revises Master Plan recommendations to fit the parameters of a UM (B)											
UM-324		Old Jericho Park Road Extension	DPW&T	4	MD 197 (at Old Jericho Road/ UC-314)	New Road A – BSU (UC-310)	UC (A)	94	Barrier-separated bicycle facility	2	2022 Bowie-Mitchellville and Vicinity MP
Notes: Revises Master Plan recommendations to fit the parameters of a Neighborhood Connector (A).											
UM-325		Apollo Drive	DPW&T	6	Lottsford Road	Medical Center Drive	UM (C)	76	Barrier-separated bicycle facility	2	2013 Largo Town Center SP
UM-326		Medical Center Drive	DPW&T	6	I-95/495 (Capital Beltway)	MD 202 (Landover Road)	UM (A)	114	Barrier-separated bicycle facility	4	2013 Largo Town Center SP
Notes: Facilitate new street connections north of Medical Center Drive to improve the accessibility of areas in the northeast and northwest quadrants of the Downtown.											
UM-326		Lake Arbor Way	DPW&T	6	MD 202 (Landover Road)	Campus Drive North	UM (A)	114	Barrier-separated bicycle facility	4	2009 MPOT
UM-327		Campus Way North	DPW&T	6	Lake Arbor Way	Lottsford Road	UM (A)	114	Barrier-separated bicycle facility	4	2009 MPOT
UM-327		Campus Way North	DPW&T	6	Geaton Park Place	Taj Lane	UM (B)	78	Barrier-separated bicycle facility	2	2009 Landover Gateway SP
UM-328		Largo Center Drive	DPW&T	6	Medical Center Drive	Harry S Truman Dr	UM (C)	96	Barrier-separated bicycle facility	4	2013 Largo Town Center SP
Notes: Median may be narrowed in areas with limited ROW.											
UM-329	MD 197	Laurel Bowie Road	SHA	4	Jericho Park Road	West Branch Patuxent River	UM (A)	114	Barrier-separated bicycle facility	4	2022 Bowie-Mitchellville and Vicinity MP
UM-330		Harry S Truman Drive North	DPW&T	6	MD 214 (Central Avenue)	Medical Center Drive	UM (C)	98	Barrier-separated bicycle facility	4	2013 Largo Town Center SP
Notes: Eliminate the one-way pair with Largo Drive West.											

MPOT ID	Route ID	Facility Name	Ownership	District	From	To	USDS Type	Min. ROW	Bicycle or Shared-Use Facility	Vehicle Lanes	Master/Sector Plan
UM-330		Largo Drive West	DPW&T	6	Harry S Truman Drive North	Harry S Truman Drive North	UM (C)	98	Barrier-separated bicycle facility	4	2013 Largo Town Center SP
Notes: Eliminate the one-way pair with Harry S Truman Drive North.											
UM-331		McCormick Drive	DPW&T	6	Lottsford Road	MD 202 (Landover Road)	UM (B)	78	Barrier-separated bicycle facility	2	2013 Largo Town Center SP
Notes: Minor horizontal ROW acquisition required.											
UM-332		Melford Boulevard	DPW&T	4	MD 3 (Robert Crain Highway)	Curie Drive/ Tesla Drive	UM (B)	94	Barrier-separated bicycle facility	2	2022 Bowie-Mitchellville and Vicinity MP
Notes: Horizontal ROW acquisition required at eastern end.											
UC-333		Mercantile Lane	DPW&T	6	Apollo Drive	Technology Way	UC (C)	68	Barrier-separated bicycle facility	2	2013 Largo Town Center SP
UM-334		Mitchellville Road	DPW&T	4	Collington Road	US 50	UM (B)	94	Barrier-separated bicycle facility	2	2022 Bowie-Mitchellville and Vicinity MP
Notes: Horizontal ROW acquisition required as redevelopment occurs. Explore measures including on-street parking, curb extensions/ bulb-outs, road diets and other ways to visually, if not physically, narrow perceived lane width.											
UM-335		Peppercorn Place	DPW&T	6	McCormick Drive	End	UM (C)	98	Barrier-separated bicycle facility	4	2013 Largo Town Center SP
UM-336		Ruby Lockhart Boulevard	DPW&T	5	Evarts Street	Saint Josephs Drive	UM (A)	114	Barrier-separated bicycle facility	4	2009 Landover Gateway SP
Notes: Retain existing traffic circles. Evaluate intersection with Saint Josephs Drive for improved operation.											
UM-337		Technology Way	DPW&T	6	Mercantile Lane	MD 202 (Landover Road)	UM (C)	96	Barrier-separated bicycle facility	4	2013 Largo Town Center SP
UM-338	MD 564	Lanham Severn Road	SHA	3	Carter Avenue	Santa Cruz Street	UM (B)	78	Barrier-separated bicycle facility	2	2013 Glenn Dale-Seabrook-Lanham SP
Notes: Horizontal ROW acquisition required in several locations.											
UM-339	MD 197	Collington Road	SHA	4	US 301 (Robert Crain Highway)	Northview Drive	UM (A)	114	Barrier-separated bicycle facility	4	2022 Bowie-Mitchellville and Vicinity MP
Notes: Explore measures including on-street parking, curb extensions/bulb-outs, road diets and other ways to visually, if not physically, narrow perceived lane width.											
UM-340		Lottsford Road	DPW&T	6	Largo Drive West	MD 202 (Landover Road)	UM (A)	114	Barrier-separated bicycle facility	4	2013 Largo Town Center SP
Notes: Horizontal ROW acquisition required at southern end.											
UM-342		Marketplace Boulevard	DPW&T	4	Prince George's Boulevard	US 301 (Robert Crain Highway)	UM (B)	98	Shared-use path	4	2022 Bowie-Mitchellville and Vicinity MP
Notes: Reconstruct to the appropriate urban street design standard.											
UM-343		Prince George's Boulevard	DPW&T	4	Southern terminus	Marketplace Boulevard	UM (B)	98	Shared-use path	4	2022 Bowie-Mitchellville and Vicinity MP
Notes: Reconstruct to the appropriate urban street design standard.											

MPOT ID	Route ID	Facility Name	Ownership	District	From	To	USDS Type	Min. ROW	Bicycle or Shared-Use Facility	Vehicle Lanes	Master/Sector Plan
UR-344		Superior Lane	TBD	4	Safety Turn	Northern Terminus	UR	58	Shared-lane marking	2	2022 Bowie-Mitchellville and Vicinity MP
Notes: Reconstruct to the appropriate urban street design standard. Road is not planned to connect to Majestic Lane but may do so if required for safety purposes.											
UR-400		Larchmont Avenue	DPW&T	7	Marlboro Pike	MD 332 (Old Central Avenue)	UR	44	Shared-lane marking	2	2010 Subregion 4 MP
UR-400		Chamber Avenue	DPW&T	7	MD 332 (Old Central Avenue)	Capitol Heights Boulevard	UR	51	Shared-lane markings or bike-on-shoulder	2	New in Go Prince George's
Notes: Street segment within the boundary of the ongoing Central Avenue-Blue/Silver Line Sector Plan.											
UR-400		Capitol Heights Boulevard	DPW&T	7	Chamber Avenue	Davey Street	UR	51	Shared-lane markings or bike-on-shoulder	2	New in Go Prince George's
Notes: Street segment within the boundary of the ongoing Central Avenue-Blue/Silver Line Sector Plan.											
UC-401	MD 972A	Old Silver Hill Rd	SHA	7	MD 458 (Silver Hill Road)	Marlboro Pike	UC (B)	69–77	Barrier-separated bicycle facility	2	2009 Marlboro Pike SP 2010 Subregion 4 MP
Notes: May require minor horizontal ROW acquisition to achieve full buildout and/or reduction in on-street parking. Complete the sidewalks along both sides of Old Silver Hill Road to improve access to the Spaulding Library.											
UC-402		75th Avenue	DPW&T	5	MD 202 (Landover Road)	Pennsy Drive	UC (A)	77	Barrier-separated bicycle facility	2	2009 MPOT
UM-403		Addison Road	DPW&T	7	Wallbridge Street/Willburn Drive	MD 214 (Central Avenue)	UM (B)	98	Barrier-separated bicycle facility	4	New in Go Prince George's
Notes: Street segment within the boundary of the ongoing Central Avenue-Blue/Silver Line Sector Plan. Include transit signal priority measures. Prohibit or limit commercial vehicle traffic south of MD 214.											
UC-403		Addison Road	DPW&T	7	MD 214 (Central Avenue)	MD 704 (Martin Luther King Jr Highway)	UC (B)	74	Parking-protected bicycle lanes	2	New in Go Prince George's
Notes: Street segment within the boundary of the ongoing Central Avenue-Blue/Silver Line Sector Plan. Parking-protected bicycle lanes only where ROW allows. Eliminate on-street parking where ROW constraints exist.											
UM-404		Brightseat Road	DPW&T	5	Sheriff Road/Brightseat Road	Evarts Street	UM (B)	98	Barrier-separated bicycle facility	4	2010 Subregion 4 MP
Notes: Continue reversible lanes for events at Northwest Stadium.											
UM-404		Brightseat Road	DPW&T	5	Evarts Street	Hamlin Street	UM (B)	86	Barrier-separated bicycle facility	4	2010 Subregion 4 MP
Notes: No median.											
UM-405	MD 214	East Capitol Street	SHA	7	Washington, D.C. line	Maryland Park Drive	UM (A)	114	Barrier-separated bicycle facility	4	New in Go Prince George's
Notes: This segment is located within the ongoing Central Avenue-Blue/Silver Line Sector Plan. Coordinate with WMATA on any reconstruction activity.											

MPOT ID	Route ID	Facility Name	Ownership	District	From	To	USDS Type	Min. ROW	Bicycle or Shared-Use Facility	Vehicle Lanes	Master/Sector Plan
UM-405	MD 214	East Capitol Street	SHA	7	Maryland Park Drive	MD 332 (Old Central Avenue)	UM (B)	98	Barrier-separated bicycle facility	4	New in Go Prince George's
<p>Notes: This segment is located within the ongoing Central Avenue-Blue/Silver Line Sector Plan. Coordinate with WMATA on any reconstruction activity.</p>											
UM-405	MD 214	Central Avenue	SHA	7	MD 332 (Old Central Avenue)	Shady Glen Drive/Hill Road	UM (B)	98	Shared-use path	4	New in Go Prince George's
<p>Notes: Central Avenue Connector Trail on south side. This segment is located within the ongoing Central Avenue-Blue/Silver Line Sector Plan.</p>											
UM-405	MD 214	Central Avenue	SHA	5 6	Shady Glen Drive/Hill Road	Norair Avenue	UM (B)	98	Barrier-separated bicycle facility	4	New in Go Prince George's
<p>Notes: This segment is located within the ongoing Central Avenue-Blue/Silver Line Sector Plan.</p>											
U-406	MD 322	Old Central Avenue	SHA	7	Washington, D.C. line	MD 214 (East Capitol Street)	TBD	50–77	Barrier-separated bicycle facility	2	New in Go Prince George's
<p>Notes: This segment is located within the ongoing Central Avenue-Blue/Silver Line Sector Plan.</p>											
UR-407		Yolanda Avenue	DPW&T	7	Elder Street	MD 332 (Old Central Avenue)	UR	44	Shared-lane markings	2	New in Go Prince George's
<p>Notes: This segment is located within the ongoing Central Avenue-Blue/Silver Line Sector Plan. No on-street parking.</p>											
UR-408		Rollins Avenue	DPW&T	7	Walbridge Street	MD 214 (East Capitol Street)	UR	58	Shared-lane markings or bike-on-shoulder	2	New in Go Prince George's
<p>Notes: This segment is located within the ongoing Central Avenue-Blue/Silver Line Sector Plan.</p>											
UM-409		Evarts Street	DPW&T	5	Western Terminus	Ruby Lockhart Way	UM (A)	114	Barrier-separated bicycle facility	4	2009 Landover Gateway SP 2010 Subregion 4 MP
<p>Notes: Revises sector plan recommendations to fit within the parameters of a Mixed-Use Boulevard (A): Four Lanes. Reconstruct and extend Evarts Street across I-95/I-495 (Capital Beltway) from Brightseat Road to Ruby Lockhart Way as a Mixed-Use Boulevard (A): Four Lanes. Amenities within the ROW should include wide sidewalks, improved lighting, on-road bicycle lanes, and pedestrian crosswalks with special pavement or marking at all intersecting streets. Implement Mixed-Use Boulevard (B): Four Lanes if ROW is constrained.</p>											
UM-410	MD 950	Garden City Drive	SHA	3 5	Pennsy Drive	I-95/495 ramps (Capital Beltway)	UM (B)	98	Barrier-separated bicycle facility	4	2010 New Carrollton TDDP
UM-411		Viceroy Avenue	DPW&T	7	Lacona Street	Marlboro Pike	UM (B)	94	Barrier-separated bicycle facility	2	New in Go Prince George's
<p>Notes: Further study necessary to identify shared-use connection between the intersection of Lacona Street and Viceroy Avenue and the MD 4 shared-use path and the intersection of Walters Lane and MD 4. Add full sidewalks.</p>											
UM-413	MD 202	Landover Road	SHA	5	US 50 (John Hanson Highway)	Fire House Road	UM (B)	114	Barrier-separated bicycle facility	4	2014 Landover Metro Area and MD 202 Corridor SP
<p>Notes: Improve north-south pedestrian crossings along MD 202, incorporating improvements such as landscaping, bus shelters, fencing, and other amenities.</p>											

MPOT ID	Route ID	Facility Name	Ownership	District	From	To	USDS Type	Min. ROW	Bicycle or Shared-Use Facility	Vehicle Lanes	Master/Sector Plan
UI-414		Pennsy Drive	DPW&T	5	MD 202 (Landover Rd)	850 feet west of 75th Avenue	UI (A)	54	Shared-use path	2	2014 Landover Metro Area and MD 202 Corridor SP
<p>Notes: Heavy commercial traffic anticipated, even with redevelopment at the Landover Metrorail Station.</p>											
UM-415		Ritchie Road	DPW&T	5	Truck Way	MD 214 (Central Avenue)	UM (B)	72–96	Barrier-separated bicycle facility	4	2010 Subregion 4 MP
<p>Notes: Portions of ROW are within the boundary of the ongoing Central Avenue-Blue/Silver Line Corridor Sector Plan. ROW is constrained by development, environmental features, and a bridge. Where ROW exists, consider installing a barrier-separated bicycle lane. Bicyclists may be diverted to Milky Way as necessary. Further analysis of a bicycle route for this corridor is warranted.</p>											
UM-416	MD 458	Silver Hill Road	SHA	7	Suitland Parkway W Ramp	Royal Plaza Drive	UM (A)	118	Barrier-separated bicycle facility	6*	2014 Southern Green Line Station Area SP 2010 Subregion 4 MP
<p>Notes: Four travel lanes and two dedicated bus lanes. Sidewalks on both sides plus a cycle track on south side of street. No on-street parking. Promote the implementation of measures that will increase pedestrian safety and convenience at a high pedestrian collision location at Brooks Drive. Conduct corridor access management plans along busy commercial corridor with frequent driveway access points (Silver Hill Road from Suitland Parkway to Marlboro Pike). Minor horizontal ROW acquisition required in some locations.</p>											
UM-417	MD 218	Suitland Road	SHA	7	Washington National Cemetery	MD 458 (Silver Hill Road)	UM (B)	67–78	Barrier-separated bicycle facility	4	2014 Southern Green Line Station Area SP
<p>Notes: As of 2024, MD 218 had a buffered bicycle lane on each side of the street. Sidewalks should be provided on the north side of the street. Sidewalk or a shared-use path may be provided on the south side.</p>											
UM-417		Suitland Road	DPW&T	7	MD 458 (Silver Hill Road)	Romain Court	UM (C)	96	Buffered, painted bicycle lanes	4	2014 Southern Green Line Station Area SP
<p>Notes: Minor horizontal ROW acquisition may be required.</p>											
UC-418		Davey Street	Town of Capitol Heights	7	Southern Avenue SE	MD 214 (East Capitol Street)	UC (A)	61	Barrier-separated bicycle facility	2	New in Go Prince George's
<p>Notes: On-street parking may be added as redevelopment occurs at the Capitol Heights Metrorail Station. This facility is located within the ongoing Central Avenue-Blue/Silver Line Sector Plan.</p>											
UM-419	MD 704	Martin Luther King Jr Highway	SHA	7	Washington, D.C.	Greig Street	UM (A)	114	Two-way cycle track	4	New in Go Prince George's
<p>Notes: Two-way cycle track: continuation of the WB&A/MD 704 Bikeway. This segment is located within the ongoing Central Avenue-Blue/Silver Line Sector Plan.</p>											
UM-419	MD 704	Martin Luther King Jr Highway	SHA	5	MD 202 (Landover Road)	Ardwick-Ardmore Road	UM (A)	114	Two-way cycle track	4	2010 Subregion 4 MP
<p>Notes: Two-way cycle track as a continuation of the WB&A/MD 704 Bikeway. This Mixed-Use Boulevard (A): Four Lanes would serve as a new main street for the City of Glenarden. Corridor is generally built at four lanes. Convert existing six-lane sections to four lanes for consistency and to complete gaps in bike lanes. Implement barrier-separated bike lanes. Reconfigure ramps at Landover to a pair of traditional intersections to make bike crossings safer. Narrow near Washington, D.C. line, but can fit bike lanes with some lane narrowing. Obtain full ROW with redevelopment to accommodate standard pedestrian facilities.</p> <p>As carried forward from the 2019 MD 704 (Martin Luther King Jr. Hwy) Streetscape Enhancement 30% Design and Engineering Report, enhance the streetscape of MD 704 to better accommodate and improve safety and mobility for pedestrians within the available ROW, include stamped concrete crosswalks, micro-bioretenion, street trees, smart lighting, charging stations, smart benches, smart waste receptacles, and smart bus shelters. Create a well-maintained, planted, tree-lined median with clearly marked pedestrian crossings on MD 704 in Glenarden. Evaluate the potential of eliminating the interchange at MD 202 (Landover Road).</p>											
U-420		Hill Oaks Road	DPW&T	5	Michele Drive	Ring Road	TBD		TBD		New in Go Prince George's
<p>Notes: This facility should not be reconstructed until after approval of the ongoing Central Avenue-Blue/Silver Line Corridor Sector Plan, which will determine the final buildout of this facility.</p>											

MPOT ID	Route ID	Facility Name	Ownership	District	From	To	USDS Type	Min. ROW	Bicycle or Shared-Use Facility	Vehicle Lanes	Master/Sector Plan
U-421		Ring Road	DPW&T	5	Bishop Peebles Drive	Bishop Peebles Drive	TBD		TBD		New in Go Prince George's
<p>Notes: This facility should not be reconstructed until after approval of the ongoing Central Avenue-Blue/Silver Line Corridor Sector Plan, which will determine the final buildout of this facility.</p>											
U-422		Bishop Peebles Drive	DPW&T	5	Ring Road	Brightseat Road	TBD		TBD		New in Go Prince George's
<p>Notes: This facility should not be reconstructed until after approval of the ongoing Central Avenue-Blue/Silver Line Corridor Sector Plan, which will determine the final buildout of this facility.</p>											
U-423		Garrett A. Morgan Boulevard	DPW&T	5	MD 214 (Central Avenue)	Ring Road	TBD		TBD		New in Go Prince George's
<p>Notes: This facility should not be reconstructed until after approval of the ongoing Central Avenue-Blue/Silver Line Corridor Sector Plan, which will determine the final buildout of this facility.</p>											
U-424		Sean Taylor Road	DPW&T	5	Ring Road	Sheriff Road/ Brightseat Road	TBD		TBD		New in Go Prince George's
<p>Notes: This facility should not be reconstructed until after approval of the ongoing Central Avenue-Blue/Silver Line Corridor Sector Plan, which will determine the final buildout of this facility.</p>											
U-425		U-425 (New Road A)	TBD	5	Bishop Peebles Drive	Near Sheriff Road (TBD)	TBD		TBD		New in Go Prince George's
<p>Notes: This facility should not be reconstructed until after approval of the ongoing Central Avenue-Blue/Silver Line Corridor Sector Plan, which will determine the final buildout of this facility.</p>											
U-426		U-426 (New Road B)	TBD	5	Bishop Peebles Drive	Sean Taylor Way	TBD		TBD		New in Go Prince George's
<p>Notes: This facility should not be reconstructed until after approval of the ongoing Central Avenue-Blue/Silver Line Corridor Sector Plan, which will determine the final buildout of this facility.</p>											
U-427		Marlboro Pike	DPW&T	6 7	Washington, D.C. line	Forestville Road	TBD	80–100	TBD	2–4	2010 Subregion 4 MP
<p>Notes: As of 2024, DPW&T has several pedestrian safety and intersection improvement projects underway along Marlboro Pike. Consider a road diet to support bicycle accommodation facilities, but a traffic study would be needed to confirm feasibility and design. Promote the implementation of measures that will increase pedestrian safety and convenience at frequent pedestrian collision location at Walter Lane.</p> <p>Conduct corridor access management plans along busy commercial corridor with frequent driveway access points (Marlboro Pike from Washington, D.C. to Forestville Road). Reconstruct Marlboro Pike as a Complete and Green Street between Washington, D.C. and Forestville Road. Marlboro Pike should have continuous sidewalks on both sides of the street for this entire segment and incorporate thematic landscaping. Evaluate the potential of realigning the intersection of Ritchie Road/Forestville Road and Marlboro Pike to increase safety for pedestrians while eliminating acute turning angles for vehicles, especially larger commercial vehicles.</p> <p>Prohibit or limit commercial vehicle traffic west of Forestville Road. Install decorative community banners and gateway signs along the corridor identifying it as a community main street. Reconstruction of Marlboro Pike as an Urban Center Street will implement all the recommendations for the corridor identified by the 2020 <i>Forestville TNI Area Pedestrian Accessibility Study</i>.</p>											
UM-500		Calm Retreat Boulevard	DPW&T	9	Northwest End of Calm Retreat Subdivision	Mattawoman Drive	UM (A):	114	Barrier-separated bicycle facility	4	2013 Subregion 5 MP
<p>Notes: Includes interchange with US 301/MD 5 (Robert Crain Highway).</p>											
UC-501		Waxwing Avenue	TBD	9	Woodyard Station Road	Woody Terrace Extension (north of Woodyard Road)	UC (A)	77	Barrier-separated bicycle facility	2	2013 Central Branch Avenue Revitalization Corridor SP
UM-502		General Lafayette Boulevard	DPW&T	9	Calm Retreat Boulevard	Chadds Ford Dr	UM (B)	98	Barrier-separated bicycle facility	4	2013 Subregion 5 MP
<p>Notes: Adequate ROW exists to add bicycle lanes through targeted reconstruction.</p>											

MPOT ID	Route ID	Facility Name	Ownership	District	From	To	USDS Type	Min. ROW	Bicycle or Shared-Use Facility	Vehicle Lanes	Master/Sector Plan
UM-503		Matapeake Business Drive	DPW&T	9	SE Robert Crain Hwy	Mattawoman Drive	UM (B)	98	Barrier-separated bicycle facility	4	2013 Subregion 5 MP
Notes: Median can be eliminated where ROW is necessary to accommodate bicyclists and pedestrians. Much of corridor is unbuilt as of November 15, 2024.											
UM-503		Mattawoman Drive	DPW&T	9	Matapeake Business Drive	Branch Drive/ Ring House Road	UM (A)	114	Barrier-separated bicycle facility	4	2013 Subregion 5 MP
UR-504		Mimosa Avenue Extended	TBD	9	Clinton Street (UR-505)	Existing Mimosa Avenue	UR	58	Painted bicycle lanes	2	2013 Central Branch Avenue Revitalization Corridor SP
Notes: Unbuilt as of November 15, 2024.											
UR-505		Clinton Street	TBD	9	Old Branch Avenue	Clinton Street (as it turns to the south)	UR	58	Painted bicycle lanes	2	2013 Central Branch Avenue Revitalization Corridor SP
UC-506		Woody Terrace Extended	TBD	8	MD 223 (Woodyard Road)	MD 5 (Branch Avenue)	UC (A)	77	Shared-use path	2	2013 Central Branch Avenue Revitalization Corridor SP
Notes: Unbuilt as of November 15, 2024.											
UM-507		Mike Shapiro Drive	DPW&T	6	MD 223 (Woodyard Road)	Branchwood Drive	UM (B)	94	Shared-use path	2	2013 Central Branch Avenue Revitalization Corridor SP
Notes: Includes road diet, turn lanes, and on-street parking. To be reconstructed as redevelopment occurs. Location of shared-use path to be determined through further study.											
UM-508		Coventry Way	DPW&T	9	Old Branch Avenue	Old Alexandria Ferry Road	UM (C)	96	Shared-use path	4	2013 Central Branch Avenue Revitalization Corridor SP
Notes: Encourage building close to the street for new infill commercial buildings north of Coventry Way to provide for an attractive streetscape with a wide sidewalk and provision for outdoor seating.											
UC-509		Pine View Lane Extended	DPW&T	9	MD 223 (Woodyard Road)	UC-506 (Woody Terrace Extended)	UC (A)	77	Shared-use path	2	2013 Central Branch Avenue Revitalization Corridor SP
Notes: Unbuilt as of November 15, 2024.											
UR-510		Woodyard Station Road	DPW&T	9	MD 223 (Woodyard Road)	Mimosa Avenue	UR	58	Painted bicycle lanes	2	2013 Central Branch Avenue Revitalization Corridor SP
UM-600		Dower House Road	DPW&T	6	Presidential Parkway	Woodyard Road	UM (B)	98	Barrier-separated bicycle facility	4	2009 MPOT
Notes: Unbuilt as of November 15, 2024.											
UM-600		Dower House Road Extended	DPW&T	6	MD 4 (Pennsylvania Avenue)	Presidential Parkway	UM (B)	98	Barrier-separated bicycle facility	4	2013 Subregion 6 MP
Notes: Unbuilt as of November 15, 2024.											

MPOT ID	Route ID	Facility Name	Ownership	District	From	To	USDS Type	Min. ROW	Bicycle or Shared-Use Facility	Vehicle Lanes	Master/Sector Plan
UM-601			DPW&T	6	Terminates 500 feet south of Westphalia Road (Sunbelt Driveway)	Presidential Parkway	UM (B)	78	Barrier-separated bicycle facility	2	2009 MPOT
Notes: Bicycle facility could serve as connection between future network to the east and the MD 4 (Pennsylvania Avenue) shared-use path west of I-95/495 (Capital Beltway).											
UM-602		Presidential Parkway	DPW&T	6	Dower House Road Extended	Woodyard Road	UM (A)	114	Barrier-separated bicycle facility	4	2009 MPOT
Notes: Could be constructed as a Mixed-Use Boulevard (B): Four Lanes should on-street parking be unnecessary.											
UM-602		Presidential Parkway	DPW&T	6	Dower House Road Extended	Armstrong Lane	UM (A)	114	Barrier-separated bicycle facility	4	2009 MPOT
Notes: Could be constructed as a Mixed-Use Boulevard (B): Four Lanes should on-street parking be unnecessary.											
UR-603		Rock Spring Drive	DPW&T	6	Cabin Branch	Woodyard Road	UR	58	None	2	2009 MPOT
Notes: Platted at 60 feet; cannot accommodate bicyclists. Unbuilt as of November 15, 2024.											
UM-604		Suitland Parkway Extended	DPW&T	6	MD 4 (Pennsylvania Avenue)	Presidential Parkway	UM (B)	98	Barrier-separated bicycle facility	4	2009 MPOT
Notes: Includes interchange with MD 4 and Suitland Parkway.											
UC-605		Presidential Parkway	DPW&T	6	UM-606 (Woodyard Road)	Greenpoint Lane	UC (A)	69–77	Barrier-separated bicycle facility	2	2007 Westphalia Sector Plan
Notes: Parking on one side of the street only.											
UC-605		Greenpoint Lane	DPW&T	6	Presidential Parkway	Meridian Hill Way	UC (A)	69–77	Barrier-separated bicycle facility	2	2007 Westphalia Sector Plan
Notes: Parking on one side of the street only.											
UC-605		Water Lily Way	DPW&T	6	Meridian Hill Way	Dower House Road	UC (A)	69–77	Barrier-separated bicycle facility	2	2007 Westphalia Sector Plan
Notes: Parking on one side of the street only.											
UM-606		Woodyard Road	Private	6	Woodyard Road/ Pennsylvania Avenue Service Drive	Rock Spring Drive	UM (B)	98	Shared-use path	4	2009 MPOT
UC-700	MD 210V	Bald Eagle Drive	SHA	8	MD 414 (Oxon Hill Road)	MD 210	UC (A)	77	Barrier-separated bicycle facility	2	
UR-701		23rd Parkway	DPW&T	7	Afton Street	Southern Avenue SE	UR	60	Barrier-separated bicycle facility	2	2014 Southern Green Line Station Area SP
Notes: Evaluate the potential of reducing the median to preserve ROW for bicycle accommodations and on-street parking.											
UC-702		Auth Place	DPW&T	8	Auth Road	Terminus	UC (C)	70	Barrier-separated bicycle facility	2	2014 Southern Green Line Station Area SP
Notes: Parking on one side of the street only.											

MPOT ID	Route ID	Facility Name	Ownership	District	From	To	USDS Type	Min. ROW	Bicycle or Shared-Use Facility	Vehicle Lanes	Master/Sector Plan
UM-703		Auth Road	DPW&T	8	MD 5 (Branch Avenue)	Old Soper Road/Auth Road	UM (B)	78	Barrier-separated bicycle facility	2	2013 Central Branch Avenue Revitalization Corridor SP 2014 Southern Green Line Station Area SP
UC-703		Auth Road	DPW&T	8	Oakland Way	Capital Gateway Drive/Auth Road	UC (B)	66	Painted bicycle lanes	2	2013 Central Branch Avenue Revitalization Corridor SP 2014 Southern Green Line Station Area SP
Notes: Parking on one side of the street only.											
UM-704		Auth Way	DPW&T	8	MD 5 (Branch Avenue)	Capital Gateway Drive	UC (B)	78	Barrier-separated bicycle facility	2	2014 Southern Green Line Station Area SP
UM-704		Capital Gateway Drive	DPW&T	8	Auth Way	Old Soper Road/Auth Road	UM (B)	78	Barrier-separated bicycle facility	2	2014 Southern Green Line Station Area SP
UM-705		Bock Road	DPW&T	8	Livingston Road	St. Barnabas Road	UM (B)	86-96	Barrier-separated bicycle facility	4	2009 MPOT
Notes: Exclude median where ROW is constrained.											
UM-706	MD 5	Branch Avenue	SHA	7	Colebrooke Drive	Curtis Drive	UM (A)	114	Barrier-separated bicycle facility	4	2014 Southern Green Line Station Area SP
Notes: May be constructed as Mixed-Use Boulevard (B) if on-street parking is not necessary.											
UM-706	MD 5	Branch Avenue	SHA	7	Curtis Drive	Washington, D.C. line	UM (B)	98	Barrier-separated bicycle facility	4	2014 Southern Green Line Station Area SP
UM-707	MD 210	Indian Head Highway	SHA	8	Livingston Road	Washington, D.C. line	UM (A)	200	Barrier-separated bicycle facility	4	Eastover-Forest Heights-Glassmanor SP
Notes: Further study required to determine location of bicycle facility. ROW includes service roads.											
UM-708		Livingston Road	DPW&T	8	Bock Road	I-95/495 (Capital Beltway)	UM (C)	86-96	Buffered Painted bicycle lanes	4	2009 MPOT
Notes: Exclude median where ROW is constrained. Horizontal ROW acquisition is necessary for buildout.											
U-709	MD 637	Naylor Road	SHA	7	Oxon Run Drive	Curtis Drive	TBD	80-100	Barrier-separated bicycle facility	2	2014 Southern Green Line Station Area SP
Notes: MD 637 retrofit by SHA as a Complete and Green Street in 2023. Current construction of this segment sufficient. Sidewalks should be expanded and street trees added as redevelopment occurs.											

MPOT ID	Route ID	Facility Name	Ownership	District	From	To	USDS Type	Min. ROW	Bicycle or Shared-Use Facility	Vehicle Lanes	Master/Sector Plan
UC-710		New Road (Thompson Lane)	TBD	8	Bock Road	500 feet north of MD 414 (Oxon Hill Road)	UC (A)	77	Barrier-separated bicycle facility	2	2009 MPOT
Notes: Unbuilt as of November 15, 2024.											
UM-711	MD 414	Oxon Hill Road	SHA	8	Tanger Avenue/MGM National Avenue	Brinkley Road	UM (A)	114	Barrier-separated bicycle facility	4	2009 MPOT
UM-711	MD 414	St. Barnabas Road	SHA	8	Brinkley Road	I-95/495 (Capital Beltway)	UM (A)	114	Barrier-separated bicycle facility	4	2009 MPOT
UM-712		St. Barnabas Road	DPW&T	8	Bock Road	Brinkley Road	UM (C)	86–96	Barrier-separated bicycle facility	4	2009 MPOT
Notes: Remove median where ROW constraints inhibit bicycle accommodations and/or sidewalks.											
UM-713		Woods Way		8	MD 5 (Branch Avenue)	Old Soper Road	UM (A)	114	Barrier-separated bicycle facility	4	2014 Southern Green Line Station Area SP
Notes: Road opened in 2016. Retrofit is a long-term project and should begin as redevelopment occurs at the Branch Avenue Metro Station.											
U-714		Suitland Road	DPW&T	7 8	MD 337 (Allentown Road)	Suitland Parkway	TBD	90	Barrier-separated bicycle facility	4	Central Branch Ave 2013
Notes: Complete road widening to four lanes and implement barrier separated bike lanes to address existing traffic congestion issues.											
UM-715		Livingston Road	DPW&T	8	Oxon Hill Road/Old Fort Road North	MD 210 at Palmer Road	UM (B)	78	Barrier-separated bicycle facility	4	2009 MPOT
Notes: From Henson Creek Plan, fully construct Livingston Road as a “main street” with two-way, sidewalk-level bike lanes, and wider sidewalks with landscaping. The street grid is fully built out, and the village attains a variety of uses, residential, retail, restaurants, and revitalized office and commercial uses along Cady Drive. All parking occurs either at the curbside or behind buildings, including alleys. In the interim, bikes can use Henson Creek Trail or Old Palmer Road.											

Street Recommendations

Table 6. Residential Street Recommendations

MPOT ID	Facility Name	Ownership	District	From	To	Min. ROW	Bicycle or Shared-Use Facility	Vehicle Lanes	Master/Sector Plan
RES-201	Greenvale Parkway (South)	DPW&T	3	Carters Lane	61st Place	Varies	Shared-lane markings	1	2017 East Riverdale-Beacon Heights SP
<p>Notes: Sidewalks and on-street parking currently exist. Consider consolidating parking to one side to improve sidewalks. No change to existing ROW.</p>									
RES-202	58th Avenue	DPW&T	3	MD 410 (East West Highway/Riverdale Road)	Roanoke Avenue	40–50	Shared-lane markings	2	2017 East Riverdale-Beacon Heights SP
<p>Notes: Sidewalks and on-street parking currently exist. No change to existing ROW. Consider consolidating parking to one side to improve sidewalks. Generally has 50 feet of ROW, but there are a few tight spots. Streetcar Suburb to the west and single-family homes to the east. Unlikely to get more ROW.</p>									
RES-203	61st Place	DPW&T	3	Riverdale Hills Park	Northern terminus	40	Shared-lane markings	2	2017 East Riverdale-Beacon Heights SP
<p>Notes: No change to existing ROW. Consider consolidating parking to one side to improve sidewalks.</p>									
RES-204	61st Place	DPW&T	3	Roanoke Avenue	Riverdale Hills Park	40	Shared-lane markings	2	2017 East Riverdale-Beacon Heights SP
<p>Notes: No change to existing ROW. Consider consolidating parking to one side to improve sidewalks.</p>									
RES-205	62nd Place	DPW&T	3	MD 410 (Riverdale Road)	Sheridan Street	50	Shared-lane markings	2	2017 East Riverdale-Beacon Heights SP
<p>Notes: Sidewalks and on-street parking currently exist; add shared roadway to bike and pedestrian layer. No change to existing ROW. Consider consolidating parking to one side to improve sidewalks. Located in Streetcar Suburb (constrained ROW with many parcels).</p>									
RES-206	63rd Place	DPW&T	3	Tuckerman Street	William Wirt Middle School	50	Shared-lane markings	2	2017 East Riverdale-Beacon Heights SP
<p>Notes: Sidewalks and on-street parking currently exist. No change to existing ROW. Consider consolidating parking to one side to improve sidewalks. Located in Streetcar Suburb.</p>									
RES-208	67th Avenue	DPW&T	3	Patterson Street	MD 410 (Riverdale Road)	50	Shared-lane markings	2	2017 East Riverdale-Beacon Heights SP
<p>Notes: Sidewalks; shared-lane markings; share road signage; on-street parking; no change to existing ROW. Consider consolidating parking to one side to improve sidewalks.</p>									
RES-209	Beacon Light Road	DPW&T	3	Patterson Street	Furman Parkway	60	Shared-lane markings	2	2017 East Riverdale-Beacon Heights SP
<p>Notes: Sidewalks; shared-lane markings; share road signage; on-street parking; no change to existing ROW.</p>									
RES-210	Eastpine Drive	DPW&T	3	Oliver Street	MD 410 (Riverdale Road)	65	Shared-lane markings	2	2017 East Riverdale-Beacon Heights SP
<p>Notes: At least one sidewalk (west); shared-lane markings; share road signage; on-street parking. No change to existing ROW. Most of ROW is 65' but a few areas are shy.</p>									
RES-211	Eastpine Drive	DPW&T	3	Greenvale Parkway (North)	Oliver Street	60	Shared-use path	2	2017 East Riverdale-Beacon Heights SP
<p>Notes: At least one sidewalk (west); shared-use sidepath (east); on-street parking. Could implement shared-use path by building into wooded area near the Baltimore-Washington Parkway. May require discussions with National Park Service depending on where the ROW line is.</p>									
RES-212	Furman Parkway	DPW&T	3	Greenvale Parkway	Beacon Light Road	60	Shared-lane markings	2	2017 East Riverdale-Beacon Heights SP
<p>Notes: Sidewalks; shared-lane markings; share road signage; on-street parking. No change to existing ROW.</p>									
RES-213	Patterson Street	DPW&T	3	Eastpine Drive	63rd Avenue	50	N/A	2	2017 East Riverdale-Beacon Heights SP
<p>Notes: Retain existing ROW and add sidewalk.</p>									

MPOT ID	Facility Name	Ownership	District	From	To	Min. ROW	Bicycle or Shared-Use Facility	Vehicle Lanes	Master/Sector Plan
RES-213	Patterson Street	DPW&T	3	66th Avenue	67th Place	60	Shared-lane markings	2	2017 East Riverdale-Beacon Heights SP
Notes: At least one sidewalk; shared-lane markings; share road signage; on-street parking. No change to existing ROW.									
RES-214	Roanoke Avenue	DPW&T	3	58th Avenue	64th Avenue	40–60	Shared-lane markings	2	2017 East Riverdale-Beacon Heights SP
Notes: Sidewalks; shared-lane markings; share road signage; on-street parking. No change to existing ROW. Consider consolidating parking to one side to improve sidewalks if ROW is limited.									
RES-215	Tuckerman Street	DPW&T	3	62nd Place	64th Avenue	60	Shared-use path	2	2017 East Riverdale-Beacon Heights SP
Notes: Sidewalk (south); shared-use sidepath (north); on-street parking. No change to existing ROW. Would require constructing a sidewalk on the south and widening the existing sidewalk on the north to be a shared-use path. Might need to eliminate parking on north side to fit everything.									
RES-216	62nd Place	DPW&T	3	Sheridan Street	Tuckerman Street	50	Shared-use path	2	2017 East Riverdale-Beacon Heights SP
Notes: Sidewalks on east; shared-use sidepath (west); on-street parking. No change to existing ROW. Shared-use path would require widening the existing sidewalk, which could be feasible because that side of the street is in a single parcel owned by the school district.									
RES-217	Greenvale Parkway (North)	DPW&T	3	Mustang Drive	Eastpine Drive (trail connection)	60	Shared-lane markings	2	2017 East Riverdale-Beacon Heights SP
Notes: Sidewalks; shared-lane markings; share road signage; on-street parking. No change to existing ROW.									
RES-218	Mustang Drive	DPW&T	3	Greenvale Pkwy	MD 410 (Riverdale Rd)	50	Shared-lane markings	2	New in Go Prince George's
Notes: Shared-lane markings, on-street parking. No change to existing ROW. Generally has 50+ feet of ROW, but there is one 40-foot segment. Obtain ROW to 50 feet with redevelopment. Consider consolidating parking to one side to improve sidewalks if ROW is limited.									
RES-219	Tilden Street	Town of Bladensburg	5	MD 201 (Kenilworth Avenue)	Bladensburg High School	50	Painted bicycle lanes	2	New in Go Prince George's
Notes: Facility is within the boundaries of the ongoing Port Towns Sector Plan.									
RES-220	Emerson Street	DPW&T	5	MD 201 (Kenilworth Avenue)	57th Avenue	50	Shared-lane markings	2	New in Go Prince George's
Notes: Facility is within the boundaries of the ongoing Port Towns Sector Plan.									
RES-221	54th Place	Town of Bladensburg	5	Spring Road	Chesapeake Road	50	Shared-lane markings	2	New in Go Prince George's
Notes: Facility is within the boundaries of the ongoing Port Towns Sector Plan.									
RES-221	55th Avenue	DPW&T	5	Chesapeake Road	Emerson Street	50	Shared-lane markings	2	New in Go Prince George's
Notes: Facility is within the boundaries of the ongoing Port Towns Sector Plan.									
RES-222	54th Avenue	DPW&T	3	Riverdale Road	Spring Lane	50	N/A	2	2017 East Riverdale-Beacon Heights SP
Notes: Retain existing ROW and add sidewalk.									
RES-222	Spring Lane	DPW&T	3	54th Avenue	MD 201 (Kenilworth Avenue)	50	N/A	2	2017 East Riverdale-Beacon Heights SP
Notes: Retain existing ROW and add sidewalk.									
RES-223	57th Avenue	DPW&T	3	Rittenhouse Street	Northern Terminus	50	N/A		2017 East Riverdale-Beacon Heights SP
Notes: Retain existing ROW and add sidewalk.									
RES-224	64th Avenue	DPW&T	3	Powhatan Street	62nd Avenue	50	N/A		2017 East Riverdale-Beacon Heights SP
Notes: Retain existing ROW and add sidewalk.									

MPOT ID	Facility Name	Ownership	District	From	To	Min. ROW	Bicycle or Shared-Use Facility	Vehicle Lanes	Master/Sector Plan
RES-225	Crestwood Place	DPW&T	3	MD 201 (Kenilworth Avenue)	59th Avenue	50	N/A		2017 East Riverdale-Beacon Heights SP
Notes: Retain existing ROW and add sidewalk.									
RES-226	Powhatan Street	DPW&T	3	Patterson Street	66th Avenue	50	N/A		2017 East Riverdale-Beacon Heights SP
Notes: Retain existing ROW and add sidewalk.									
RES-227	Ravenswood Road	DPW&T	3	Entire length	Entire length	50	N/A		2017 East Riverdale-Beacon Heights SP
Notes: Retain existing ROW and add sidewalk.									
RES-228	Rittenhouse Street	DPW&T	3	59th Avenue	MD 201 (Kenilworth Avenue)	50	N/A		2017 East Riverdale-Beacon Heights SP
Notes: Retain existing ROW and add sidewalk.									
RES-229	Sarvis Avenue	DPW&T	3	60th Avenue	61st Place	50	Shared-lane markings	2	2017 East Riverdale-Beacon Heights SP
Notes: Retain existing ROW and add sidewalk and shared-lane markings.									
RES-230	Sheridan Street	DPW&T	3	57th Avenue	61st Place	50	N/A		2017 East Riverdale-Beacon Heights SP
Notes: Retain existing ROW and add sidewalk.									
RES-231	Spring Lane	DPW&T	3	54th Avenue	Greenway Drive	50	N/A		2017 East Riverdale-Beacon Heights SP
Notes: Retain existing ROW and add sidewalk.									
RES-232	Tennyson Road	DPW&T	3	MD 201 (Kenilworth Avenue)	59th Avenue	50	N/A		2017 East Riverdale-Beacon Heights SP
Notes: Retain existing ROW and add sidewalk.									
RES-233	Jamestown Road	City of Hyattsville	2	Ager Road	Calvin McClanahan Memorial Garden/Park/Oliver Street	50	Shared-lane Markings	2	New in Go Prince George's
Notes: Carries forward recommendations of the ongoing West Hyattsville-Queens Chapel Sector Plan. All improvements for areas outside LTO Zones should be within existing ROW. Where ROW permits, expand sidewalks to 6–8 feet. Shared-lane markings. In LTO Zones, sidewalks and street tree and furnishing zone should be constructed to the requirements of the Zoning Ordinance.									
RES-234	Oliver Street	City of Hyattsville	2	35th Avenue	MD 500 (Queens Chapel Road)	50	Shared-lane Markings	2	New in Go Prince George's
Notes: Carries forward recommendations of the ongoing West Hyattsville-Queens Chapel Sector Plan to add shared-lane markings within existing ROW.									
RES-235	33rd Avenue	City of Hyattsville	2	Nicholson Street	Editors Park Drive	50	Shared-lane Markings	2	New in Go Prince George's
Notes: Carries forward recommendations of the ongoing West Hyattsville-Queens Chapel Sector Plan. Add shared-lane markings within existing ROW. Improve bicycle and pedestrian access from the north end of 33rd Street to Nicholas Orem Middle School.									
RES-236	Little Branch Run	City of Hyattsville	2	River Terrace Road	Ager Road	50	Shared-lane Markings	2	New in Go Prince George's
Notes: Carries forward recommendations of the ongoing West Hyattsville-Queens Chapel Sector Plan. Add shared-lane markings within existing ROW.									
RES-237	37th Street	Town of Brentwood	2	Northwest Branch Trail	Brentwood Levee Trail (at 37th Street and Allison Street)	50	Shared-lane Markings	2	New in Go Prince George's
Notes: Carries forward recommendations of the ongoing West Hyattsville-Queens Chapel Sector Plan. Add shared-lane markings within existing ROW.									

MPOT ID	Facility Name	Ownership	District	From	To	Min. ROW	Bicycle or Shared-Use Facility	Vehicle Lanes	Master/Sector Plan
RES-238	Gallatin Street			35th Place	37th Place	50	Shared-lane Markings	2	New in Go Prince George's
	35th Place	City of Hyatts-ville	2	Gallatin Street	MD 208 (Hamilton Street)	50	Shared-lane Markings	2	New in Go Prince George's
Notes: Carries forward recommendations of the ongoing West Hyattsville-Queens Chapel Sector Plan. Add shared-lane markings within existing ROW.									
RES-239	Chesapeake Road	DPW&T	2	MD 450 (Annapolis Road)	Eastern Terminus	50	N/A	2	2010 Central Annapolis Road SP
Notes: Retain existing ROW and add sidewalk.									
RES-240	72nd Avenue	Town of Landover Hills	3	Parkwood Street	MD 450 (Annapolis Road)	50	Shared-lane markings	2	2010 Central Annapolis Road SP
Notes: Retain existing ROW and add sidewalk and shared-lane markings.									
RES-241	Decatur Street	DPW&T	3	MD 450 (Annapolis Road)	71st Avenue	50	N/A	2	2010 Central Annapolis Road SP
Notes: Retain existing ROW and add sidewalks on both sides of the street.									
RES-300	Old Chapel Road	DPW&T	4	Hillmeade Road	Highbridge Road	50	Shared-lane markings	2	2022 Bowie-Mitchellville and Vicinity MP
RES-301	Old Church Road	DPW&T	4	Church Road	Old Annapolis Road	50	Shared-lane markings	2	2022 Bowie-Mitchellville and Vicinity MP
RES-303	Crutchfield Avenue	DPW&T	4	Chestnut Avenue	Crutchfield Lane	50	Shared-lane markings	2	2022 Bowie-Mitchellville and Vicinity MP
RES-303	Crutchfield Lane	DPW&T	4	Crutchfield Avenue	Falling Water Court	50	Shared-lane markings	2	2022 Bowie-Mitchellville and Vicinity MP
RES-304	Chestnut Avenue	DPW&T	4	6th Street	Crutchfield Avenue	50	Shared-lane markings	2	2022 Bowie-Mitchellville and Vicinity MP
RES-305	Old Fletchertown Road	DPW&T	4	Fletchertown Road	High Bridge Road	50	Shared-lane markings	2	Amends 2022 Bowie-Mitchellville and Vicinity MP
RES-400	Greig Street	City of Seat Pleasant	7	Addison Road	MD 704 (Martin Luther King Jr Highway)	50-60	Painted bicycle lanes	2	New in Go Prince George's
Notes: Facility is within the boundaries of the ongoing Central Avenue-Blue/Silver Line Sector Plan.									
RES-400	Cabin Branch Drive/71st Avenue	City of Seat Pleasant	7	MD 704 (Martin Luther King Jr Highway)	Seat Pleasant Drive	60	Painted bicycle lanes	2	New in Go Prince George's
Notes: Facility is within the boundaries of the ongoing Central Avenue-Blue/Silver Line Sector Plan.									
RES-401	Cindy Lane	DPW&T	7	MD 214 (Central Avenue)	Calmos Street	50-60	Shared-lane markings	2	New in Go Prince George's
Notes: Facility is within the boundaries of the ongoing Central Avenue-Blue/Silver Line Sector Plan.									
RES-401	Calmos Street	DPW&T	7	Cindy Lane	J. Franklyn Bourne Memorial Swimming Pool Complex	50	Shared-lane markings	2	New in Go Prince George's
Notes: Facility is within the boundaries of the ongoing Central Avenue-Blue/Silver Line Sector Plan.									
RES-402	Dateleaf Avenue	DPW&T	7	J. Franklyn Bourne Memorial Swimming Pool Complex	Cutlog Street	50	Shared-lane markings	2	New in Go Prince George's
Notes: Facility is within the boundaries of the ongoing Central Avenue-Blue/Silver Line Sector Plan.									
RES-402	Cutlog Street	DPW&T	7	Dateleaf Avenue	Birchleaf Avenue	45	Shared-lane markings	2	New in Go Prince George's
Notes: Facility is within the boundaries of the ongoing Central Avenue-Blue/Silver Line Sector Plan.									

MPOT ID	Facility Name	Ownership	District	From	To	Min. ROW	Bicycle or Shared-Use Facility	Vehicle Lanes	Master/Sector Plan
RES-402	Birchleaf Avenue	DPW&T	7	Cutlog Street	Birchleaf Park	50	Shared-lane markings	2	New in Go Prince George's
Notes: Facility is within the boundaries of the ongoing Central Avenue-Blue/Silver Line Sector Plan.									
RES-403	Canyon Drive	DPW&T	7	Cindy Lane	Pepper Mill Drive	60	Shared-lane markings	2	New in Go Prince George's
Notes: Facility is within the boundaries of the ongoing Central Avenue-Blue/Silver Line Sector Plan.									
RES-404	Jadeleaf Avenue	DPW&T	7	Hastings Drive	Seat Pleasant Drive	50	Shared-lane markings	2	New in Go Prince George's
Notes: Facility is within the boundaries of the ongoing Central Avenue-Blue/Silver Line Sector Plan.									
RES-405	Alton Street	DPW&T	7	MD 4 (Pennsylvania Avenue)	Southern Avenue SE	40	Shared-lane markings	2	New in Go Prince George's
Notes: Incrementally add sidewalk to one side of street avoiding utilities.									
RES-406	Parkland Drive	DPW&T	7	MD 4 (Pennsylvania Avenue)	Marlboro Pike	50	Shared-lane markings	2	New in Go Prince George's
Notes: Carries forward the recommendations of the 2009 <i>Approved Marlboro Pike Sector Plan</i> to add sidewalks to this segment.									
RES-407	Farmingdale Avenue	DPW&T	5	Sheriff Road	Northern Terminus	45	N/A	2	2010 Subregion 4 MP
Notes: Retain existing ROW and add sidewalk.									
RES-408	Nova Avenue	DPW&T	7	Gunther Street	MD 332 (Old Central Avenue)	45	N/A	2	New in Go Prince George's
	Nova Avenue	DPW&T	7	South of Ellis Avenue	Marlboro Pike	45	N/A	2	New in Go Prince George's
Notes: Retain existing ROW and add sidewalk.									

Road Recommendations

Table 7. Arterial Road Recommendations

MPOT ID	Route ID	Facility Name	Ownership	District	From	To	Min. ROW	Bicycle or Shared-Use Facility	Vehicle Lanes	Master/Sector Plan
A-1	MD 198	Sandy Spring Road	SHA	1	Montgomery County line	Old Gunpowder Road/Bond Mill Road	120	Shared-use path	6	Replaces 2010 Subregion 1 MP
A-1	MD 198	Sandy Spring Road	SHA	1	Old Gunpowder Road/Bond Mill Road	I-95	120	Shared-use path	6	Replaces 2010 Subregion 1 MP
A-2		Cherry Lane	DPW&T	1	City of Laurel line	MD 197 (Laurel Bowie Road)	120	Shared-use path	6	Replaces 2010 Subregion 1 MP
A-4	MD 197	Laurel Bowie Road	SHA	1	City of Laurel Line (Clubhouse Blvd)	Baltimore-Washington Parkway	120	Shared-use path	6	2010 Subregion 1 MP
A-4	MD 197	Laurel Bowie Road	SHA	4	Baltimore-Washington Parkway	Basswood Drive/Snowden Pond Road	120	Shared-use path	4	Amends 2010 Subregion 1 MP
A-4	MD 197	Laurel Bowie Road	SHA	4	Basswood Drive/Snowden Pond Road	West Branch Patuxent River	120	Shared-use path	2	Replaces 2010 Subregion 1 MP, 2022 Bowie-Mitchellville and Vicinity MP
Notes: Through Patuxent Wildlife Refuge area.										
A-6		Contee Road	DPW&T	1	MD 206 (Virginia Manor Road/Konterra Drive)	Old Contee Road	120	Shared-use path	4	Replaces 2010 Subregion 1 MP
Notes: Provide continuous sidewalks along Contee Road. South side of road could be good option for shared-use path. No widening to preserve stormwater infrastructure.										
A-6	N/A	Contee Road	DPW&T	1	Old Contee Road	US 1 (Baltimore Avenue)	120	Shared-use path	4	Replaces 2010 Subregion 1 MP
Notes: Provide continuous sidewalks along Contee Road. West side of road could be good option for shared-use path. No widening recommended to preserve stormwater infrastructure.										
A-8	MD 212	Powder Mill Road	SHA	1	I-95	MD 212A (Old Gunpowder Road/Powder Mill Road)	120	Shared-use path	6	2010 Subregion 1 MP
A-8	MD 212	Ammendale Road	SHA	1	MD 212A (Old Gunpowder Road/Powder Mill Road)	Ammendale Road	120	Shared-use path	6	2010 Subregion 1 MP
A-8	MD 212	Virginia Manor Road	SHA	1	Ammendale Road	MD 206 (Virginia Manor Road/Konterra Drive)	120	Shared-use path	6	2010 Subregion 1 MP
A-8	MD 212	Ritz Way	SHA	1	MD 206 (Virginia Manor Road/Konterra Drive)	US 1 (Baltimore Avenue)	120	Shared-use path	6	2010 Subregion 1 MP
A-9	US 1	Baltimore Avenue	SHA	1	I-95/I-495 (Capital Beltway)	IKEA Way	90–120	None	6	Replaces 2010 Central US 1 Corridor SP
Notes: No bicycle facilities until bridge over I-95/I-495 (Capital Beltway) is reconstructed. At that time, a study should be conducted to identify logical bike facilities. Parallel bicycle facility is Rhode Island Avenue.										

MPOT ID	Route ID	Facility Name	Ownership	District	From	To	Min. ROW	Bicycle or Shared-Use Facility	Vehicle Lanes	Master/Sector Plan
A-9	US 1	Baltimore Avenue	SHA	1	IKEA Way	Quimby Ave	90–120	None	4	Replaces 2010 Subregion 1 MP
<p>Notes: Widen ROW through redevelopment to be able to meet design standards. No bicycle facilities until bridge over I-95/I-495 (Capital Beltway) is reconstructed. At that time, a study should be conducted to identify logical bike facilities. Parallel bicycle facility is Rhode Island Avenue.</p>										
A-9	US 1	Baltimore Avenue	SHA	1	Quimby Ave	MD 212 (Ritz Way)	90–120	Shared-use path	4	Replaces 2010 Subregion 1 MP
<p>Notes: Extend existing shared-use path to Quimby Avenue. Required ROW to be acquired for shared-use path. Expand ROW on corridor with redevelopment to meet design standards.</p>										
A-9	US 1	Baltimore Avenue	SHA	1	MD 212 (Ritz Way)	MD 200 (Intercounty Connector)	90–120	Shared-use path	4	Replaces 2010 Subregion 1 MP
<p>Notes: Most of corridor is 105–110' in ROW. Obtain additional ROW with any redevelopment to meet design standards. Extend shared-use path north to Intercounty Connector trail. Unrealistic to widen road to six lanes because of ROW constraints.</p>										
A-9	US 1	Baltimore Avenue	SHA	1	MD 200 (Intercounty Connector)	Cherry Lane	90–120	Barrier-separated bicycle facility	4-6	Replaces 2010 Subregion 1 MP
<p>Notes: No ROW widening for more auto lanes but acquire ROW over time with redevelopment to meet design standards for sidewalks. No bicycle facilities due to limited ROW. Conduct study to identify parallel bicycle facility.</p>										
A-10		Adelphi Road	DPW&T	2 3	Curry Dr	Montgomery County line	100–120	Shared-use path	4	2009 MPOT
A-11	MD 650	New Hampshire Avenue	SHA	2	Washington, D.C. line	MD 410 (Ethan Allen Avenue/ East West Highway)	100	None	4 ¹	Replaces 2009 MPOT
<p>Notes: Convert existing outside vehicle lanes to bus lanes, per planned Flash BRT corridor. Bikes can use parallel local streets as no ROW is available to add protected bicycle facilities.</p>										
A-11	MD 650	New Hampshire Avenue	SHA	2	Quebec Street	Piney Branch Road	100	Barrier-separated bicycle facility	4	Replaces 2009 MPOT
<p>Notes: Reduce to four lanes to match UM-205.</p>										
A-11	MD 650	New Hampshire Avenue	SHA	2	Piney Branch Road	Metzerott Road	130	Barrier-separated bicycle facility	4	Replaces 2009 MPOT
<p>Notes: Reduce to four lanes to match UM-205.</p>										
A-11	MD 650	New Hampshire Avenue	SHA	2	Metzerott Road	Montgomery County line	100	Barrier-separated bicycle facility	4	Replaces 2009 MPOT
<p>Notes: Reduce to four lanes to match UM-205.</p>										
A-12	MD 212	Riggs Road	SHA	2	Washington, D.C. line	Drexel Street	100–120	None	6	Replaces 2009 MPOT
<p>Notes: Alternative bicycle routes are Sligo Creek Trail or Northwest Branch Trail.</p> <p>As per Carole Highlands Study, from East West Highway to University Boulevard, explore construction of protected bike lanes or shared-use path. The most critical section is between Chapman Street and University Boulevard. The bikeway may be a combination of on- and off-road facilities.</p> <p>At Amherst Road, install pedestrian hybrid beacon, advance stop lines, and coordinated “Stop Here on Red” signage.</p> <p>On the west side of Drexel Street, install high visibility marked crosswalk with ADA ramps on the north leg of the intersection. On the east side of Drexel Street, install pedestrian hybrid beacon, advance stop lines, and coordinated “Stop Here on Red” signage.</p>										

¹ Montgomery County's New Hampshire Avenue Flash BRT project is expected to convert outside lanes or the median to BRT and bus-only lanes. Four vehicular travel lanes would remain. www.montgomerycountymd.gov/dot-dte/projects/newhampshireave

MPOT ID	Route ID	Facility Name	Ownership	District	From	To	Min. ROW	Bicycle or Shared-Use Facility	Vehicle Lanes	Master/Sector Plan
A-14	MD 201	Kenilworth Avenue	SHA	5	MD 459 (Kenilworth Avenue)/ Baltimore-Washington Parkway/Frolich Lane	Tilden Road/ Upshur Street	120	Shared-use path	4	2018 Greater Cheverly SP
<p>Notes: Implement 8–12’ shared-use path on one side and standard sidewalks on the other. Need to obtain ROW through redevelopment to accommodate bicycle and pedestrian facilities. Facility is within the boundaries of the ongoing Port Towns Sector Plan.</p>										
A-15	MD 410	East West Highway	SHA	2	MD 650 (New Hampshire Avenue)	10th Avenue	100–120	Barrier-separated bicycle facility	4	Amends 2009 MPOT
A-15	MD 410	East West Highway	SHA	2	10th Avenue	Northwest Branch of the Anacostia River	100–120	Barrier-separated bicycle facility	4	Replaces 2009 MPOT
<p>Notes: Urban Center Street immediately to the east reduces lanes to four. Recommend four lanes on this segment to be consistent and implement barrier-separated bike lanes.</p> <p>As per the 2024 Carole Highlands Mobility Study, conduct traffic study at Riggs Road to determine if one or more slip lanes can be removed and/or whether the third eastbound through lane can be removed; at midblock crossing near Riggs Road; install pedestrian hybrid beacon, advance stop lines, and coordinated “Stop Here on Red” signage.</p> <p>At Fairview Avenue/Linden Avenue, install high-visibility crosswalk supported by rectangular rapid-flashing beacon, curb extensions, and pedestrian crossing island.</p> <p>At Chillum Manor Road, install pedestrian hybrid beacon, advance stop lines, and coordinated “Stop Here on Red” signage.</p> <p>Install bicycle and pedestrian signal heads with approval from the operational agencies at Sligo Creek Trail.</p>										
A-15	MD 410	East West Highway	SHA	2 3	MD 500 (Queens Chapel Road)	43rd Avenue	100–120	Barrier-separated bicycle facility	4	Replaces 2009 MPOT
A-16	MD 193	University Boulevard	SHA	3	Adelphi Road	Rhode Island Avenue	120–200	Shared-use path	4-6	Replaces 2010 Central US 1 Corridor SP, 2009 MPOT
<p>Notes: Carries forward the recommendation of the 2021 <i>Takoma/Langley Crossroads Planning Implementation Study</i> to assess the various intersections and driveways along MD 193 for faded crosswalks and stop bar pavement markings.</p>										
A-16	MD 193	University Boulevard	SHA	1 3	Rhode Island Avenue	Greenbelt Road	120–200	Shared-use path	4-6	Replaces 2009 MPOT
<p>Notes: Carries forward the recommendation of the 2021 <i>Takoma/Langley Crossroads Planning Implementation Study</i> to assess the various intersections and driveways along MD 193 for faded crosswalks and stop bar pavement markings.</p>										
A-16	MD 193	Greenbelt Road	SHA	1 3	Greenbelt Road	CSX Railroad Bridge	120–200	Shared-use path	4-6	Replaces 2009 MPOT
<p>Notes: No bicycle facilities until bridge over CSX tracks is rebuilt. Berwyn Road to the Indian Creek Trail and Seminole Street are parallel bike routes. If bridge is rebuilt, implement shared-use path.</p>										
A-16	MD 193	Greenbelt Road	SHA	3 4	CSX Railroad Bridge	Greenbelt Metro Area and MD 193 Corridor Sector Plan Boundary	120–200	Shared-use path	4-6	Replaces 2013 Greenbelt Metro Area, MD 193 Corridor SP
<p>Notes: Study if a turn lane can be removed to fit shared-use path, otherwise a new bridge would be needed. Frame the MD 193 corridor with enhanced landscaping; a wide, continuous sidewalk; and, over the medium to long term, new mixed-use commercial development featuring rear-oriented parking.</p>										
A-16	MD 193	Greenbelt Road	SHA	4	Greenbelt Metro Area and MD 193 Corridor Sector Plan Boundary	Frankfort Drive	120–200	Shared-use path	4-6	Replaces 2009 MPOT
<p>Notes: Implement shared-use path. Recommend reconfiguring the Baltimore-Washington Parkway ramps to have T-junction rather than sweeping ramps. Enhance pedestrian access to and within Greenway Center by constructing sidewalks, crosswalks, and pathways. Enhance bicycle access by constructing pathways and incorporating bicycle facilities such as bike racks, as appropriate.</p>										

MPOT ID	Route ID	Facility Name	Ownership	District	From	To	Min. ROW	Bicycle or Shared-Use Facility	Vehicle Lanes	Master/Sector Plan
A-16	MD 193	Greenbelt Road	SHA	3 4	Frankfort Drive	MD 564 (Lanham Severn Road)	120–200	Shared-use path	6	Replaces 2013 Glenn Dale-Seabrook-Lanham SP, 2009 MPOT
A-16	MD 193	Glenn Dale Boulevard	SHA	4	MD 564 (Lanham Severn Road)	MD 450 (Annapolis Road)	200	Shared-use path	6	Replaces 2013 Glenn Dale-Seabrook-Lanham SP, 2009 MPOT
A-20	MD 202	Landover Road	SHA	5	MD 450 (Annapolis Road)	57th Avenue	90	Barrier-separated bicycle facility	4	Replaces 2009 MPOT
Notes: Facility is within the boundaries of the ongoing Port Towns Sector Plan.										
A-20	MD 202	Landover Road	SHA	5	57th Avenue	US 50 (John Hanson Highway)	120	Barrier-separated bicycle facility	4	2018 Greater Cheverly SP
Notes: Road diet to four lanes with barrier-separated bike lanes per prior plan. Eliminate channelized right turns (slip ramps) at Cheverly Avenue.										
A-20	MD 202	Landover Road	SHA	5	Fire House Road	Barlowe Road	120	Barrier-separated bicycle facility	4	Replaces 2014 Landover Metro Area and MD 202 Corridor, 2009 MPOT
Notes: Road diet to four lanes with barrier-separated bike lanes to be consistent with segment to the west. Conduct corridor access management plans along busy commercial corridors with frequent driveway access points (MD 202 from Baltimore-Washington Parkway to Barlowe Road).										
A-22	MD 704	Martin Luther King Jr Highway	SHA	5 7	Greig Street	I-95/495 (Capital Beltway)	120	Barrier-separated bicycle facility	4	Amends 2010 Subregion 4 MP
Notes: Reconfigure cloverleaf ramps at Landover Road to a pair of traditional intersections to make bike crossings safer. As carried forward from the 2019 MD 704 (Martin Luther King Jr. Hwy) Streetscape Enhancement 30% Design and Engineering Report, enhance the streetscape of MD 704 to better accommodate and improve safety and mobility for pedestrians within the available ROW, include stamped concrete crosswalks, micro-bioretenion, street trees, smart lighting, charging stations, smart benches, smart waste receptables, and smart bus shelters. Create a well-maintained, planted, tree-lined median, with clearly marked pedestrian crossings on MD 704 in Glenarden. Facility is within the boundaries of the ongoing Central Avenue-Blue/Silver Line Sector Plan up to Hill Road.										
A-22	MD 704	Martin Luther King Jr Highway	SHA	5	I-95/495 (Capital Beltway)	Ramp from WB US 50 (John Hanson Highway)	120	Barrier-separated bicycle facility	4	Amends 2013 Glenn Dale-Seabrook-Lanham SP
Notes: As needed, road diet the six lane sections to four lanes. Maintains design consistency with segment to the west.										
A-22	MD 704	Martin Luther King Jr Highway	SHA	5	Ramp from WB US 50 (John Hanson Highway)	MD 450 (Annapolis Road)	120	Shared-use path	6	2013 Glenn Dale-Seabrook-Lanham SP
Notes: Implement a shared-use path on north side of road. Retain bike lanes for continuity with lanes further west.										
A-23	MD 450	Annapolis Road	SHA	3 5	MD 202 (Landover Road)	71st Avenue	90–120	Barrier-separated bicycle facility	4	Replaces 2018 Greater Cheverly SP, 2009 MPOT, 2010 Approved Central Annapolis Road Sector Plan
Notes: Road diet to four lanes to match UC-218. Relocate mid-block bus stops to nearside or far sides of intersections, from mid-block at Capital Plaza to 65th Avenue and from 69th Avenue to Varnum Street. Provide continuous sidewalks from Baltimore-Washington Parkway to Capital Beltway. Construct a high-quality, visually appealing transit stop on Annapolis Road. Consider integrating its design into the remainder of the Capital Plaza development. Install new pedestrian-activated signals at Varnum Street and at the mid-block school crossing located between Decatur Street and Ardwick-Ardmore Road for Saint Mary's Catholic School, contingent upon the completion of required signal warrant studies. Segment to Baltimore-Washington Parkway is to be incorporated in the ongoing Port Towns Sector Plan.										

MPOT ID	Route ID	Facility Name	Ownership	District	From	To	Min. ROW	Bicycle or Shared-Use Facility	Vehicle Lanes	Master/Sector Plan
A-23	MD 450	Annapolis Road	SHA	35	MD 564 (Lanham Severn Road)	MD 193 (Glenn Dale Boulevard/Enterprise Road)	120	Shared-use path	6	Glenn Dale-Seabrook-Lanham and Vicinity SP
A-23	MD 450	Annapolis Road	SHA	46	MD 193 (Glenn Dale Boulevard/Enterprise Road)	Highbridge Road/Church Road	120	Shared-use path	4	2022 Bowie-Mitchellville and Vicinity MP
A-23	MD 450	Annapolis Road	SHA	4	Highbridge Road/Church Road	MD 197 (Laurel Bowie Road)	120	Shared-use path	4	2022 Bowie-Mitchellville and Vicinity MP
A-23	MD 450	Annapolis Road	SHA	4	Race Track Road	MD 3 (Robert Crain Highway)	120	Shared-use path	2	Replaces 2022 Bowie-Mitchellville and Vicinity MP
A-24	MD 197	Collington Road	SHA	4	Northview Drive	US 50 (John Hanson Highway)	120	Shared-use path	6	2022 Bowie-Mitchellville and Vicinity MP
Notes: Desirable to have cycle track on one side with minimum 8' sidewalks on both sides if adequate ROW. Explore measures including on-street parking, curb extensions/bulb-outs, road diets, and other ways to visually, if not physically, narrow perceived lane width.										
A-24	MD 197	Collington Road	SHA	4	US 50 (John Hanson Highway)	Old Annapolis Road	120	Shared-use path	4	2022 Bowie-Mitchellville and Vicinity MP
Notes: Minimum 10-foot-wide shared-use path on east side of road.										
A-24	MD 197	Laurel Bowie Road	SHA	4	Old Annapolis Road	MD 450 (Annapolis Road)	120	Shared-use path	4	2022 Bowie-Mitchellville and Vicinity MP
Notes: Minimum 10-foot-wide shared-use path on east side of road.										
A-24	MD 197	Laurel Bowie Road	SHA	4	MD 450 (Annapolis Road)	Old Chapel Road	120	Barrier-separated bicycle facility	4	Replaces 2022 Bowie-Mitchellville and Vicinity MP
Notes: Desirable to have cycle track on one side with minimum 8' sidewalks on both sides, if adequate ROW.										
A-24	MD 197	Laurel Bowie Road	SHA	4	Old Chapel Road	Jericho Park Road	120	Shared-use path	4	2022 Bowie-Mitchellville and Vicinity MP
Notes: Desirable to have cycle track on one side with minimum 8' sidewalks on both sides, if adequate ROW. Evaluate the potential for construction of roundabouts, as well as protected intersections, to calm traffic and distinguish an active transportation corridor at the entrance to Bowie State University.										
A-25		Mitchellville Road	DPW&T	4	Mount Oak Road	MD 197 (Collington Road)	120	Barrier-separated bicycle facility	4	Replaces 2022 Bowie-Mitchellville and Vicinity MP
Notes: Desirable to have cycle track on north side with minimum 6' sidewalks on both sides, if adequate ROW. Explore measures including on-street parking, curb extensions/bulb-outs, road diets, and other ways to visually, if not physically, narrow perceived lane width.										
A-26		Lottsford Road	DPW&T	56	MD 202 (Landover Road)	MD 193 (Enterprise Road)	150	Barrier-separated bicycle facility	4	Amends 2009 MPOT
A-26		Woodmore Road	DPW&T	6	MD 193 (Enterprise Road)	Church Road	130	Shared-use path	4	2022 Bowie-Mitchellville and Vicinity MP
Notes: Desirable to have cycle track on one side with minimum 8' sidewalks on both sides, if adequate ROW.										
A-26		Mount Oak Road	DPW&T	4	Church Road	Mitchellville Road	130	Shared-use path	4	2022 Bowie-Mitchellville and Vicinity MP
Notes: Desirable to have cycle track on one side with minimum 8' sidewalks on both sides, if adequate ROW.										

MPOT ID	Route ID	Facility Name	Ownership	District	From	To	Min. ROW	Bicycle or Shared-Use Facility	Vehicle Lanes	Master/Sector Plan
A-27	MD 193	Watkins Park Drive	SHA	6	MD 202 (Largo Road)	MD 214 (Central Avenue)	100	Shared-use path	4	2022 Bowie-Mitchellville and Vicinity MP
Notes: Desirable to have cycle track on one side with minimum 8' sidewalks on both sides, if adequate ROW.										
A-27	MD 193	Enterprise Road	SHA	5 6	MD 214 (Central Avenue)	MD 450 (Annapolis Road)	100	Shared-use path	4	2022 Bowie-Mitchellville and Vicinity MP
Notes: Desirable to have cycle track on one side with minimum 8' sidewalks on both sides, if adequate ROW.										
A-29		Campus Way South	DPW&T	6	Harry S Truman Drive	MD 214 (Central Avenue)	120	Barrier-separated bicycle facility	4	2009 MPOT
A-29		Campus Way North	DPW&T	6	MD 214 (Central Avenue)	Lake Arbor Way	120	Barrier-separated bicycle facility	4	2009 MPOT
A-29		Campus Way North	DPW&T	5	Lottsford Rd	Campus Drive (MC-418)/Park Place	120	Barrier-separated bicycle facility	4	2009 MPOT
A-30	MD 202-F	Medical Center Drive	SHA	6	Brightseat Road	I-95/495 (Capital Beltway)	120-150	Shared-use path	6	2009 MPOT
Notes: Facility is within the boundaries of the ongoing Central Avenue-Blue/Silver Line Sector Plan.										
A-31		Ritchie Road	DPW&T	6	Walker Mill Road/Ritchie Marlboro Road	Truck Way	120	Barrier-separated bicycle facility	4	Amends 2010 Subregion 4 MP
Notes: Road diet six-lane sections to four lanes to match northern Urban Street segment. Road segment from Truck Way to Ashwood Drive is to be incorporated. Facility is within the boundaries of the ongoing Central Avenue-Blue/Silver Line Sector Plan.										
A-32	MD 214	Central Avenue	DPW&T	5 6	Norair Avenue	I-95/I-495 (Capital Beltway)	120	Barrier-separated bicycle facility	4-6	Amends 2010 Subregion 4 MP
Notes: Facility is within the boundaries of the ongoing Central Avenue-Blue/Silver Line Sector Plan.										
A-33		Addison Road South	DPW&T	6 7	Walker Mill Road	Walbridge Street/Wilburn Drive	120	Barrier-separated bicycle facility	4*	Amends 2010 Subregion 4 MP
Notes: Prohibit or limit commercial vehicle traffic south of MD 214.										
A-35		Walker Mill Road	DPW&T	6	Shady Glen Drive	Ritchie Road	70-80	Barrier-separated bicycle facility	4	Amends 2010 Subregion 4 MP
Notes: Implement barrier separated bike lanes. Prohibit or limit commercial vehicle traffic east of Addison Road.										
A-35		Ritchie Marlboro Road	DPW&T	6	Ritchie Road	I-95/495 (Capital Beltway)	120	Barrier-separated bicycle facility	4	Amends 2010 Subregion 4 MP
Notes: Recommend a road diet from six to four lanes because capacity is constrained.										
A-36		Ritchie Marlboro Road	DPW&T	6	I-95/495 (Capital Beltway)	White House Road	120-140	Shared-use path	6	Amends 2009 MPOT
A-36		White House Road	DPW&T	6	Ritchie Marlboro Road	Harry S Truman Drive	120	Shared-use path	4	Replaces 2013 Subregion 6 MP
A-36		White House Road	DPW&T	6	Harry S Truman Drive	MD 202 (Largo Road)	120	Shared-use path	4	Replaces 2013 Subregion 6 MP
A-37		Westphalia Road	DPW&T	6	MD 4 (Pennsylvania Avenue)	Presidential Parkway	140	Bicycle Lane	6	Replaces 2009 MPOT
Notes: Widening is needed to accommodate growth but should be phased concurrently with interchange at MD 4.										

MPOT ID	Route ID	Facility Name	Ownership	District	From	To	Min. ROW	Bicycle or Shared-Use Facility	Vehicle Lanes	Master/Sector Plan
A-38		Harry S Truman Drive	DPW&T	6	White House Road	MD 214 (Central Avenue)	80–120	Shared-use path	4	Replaces 2009 MPOT
A-39		Ritchie Marlboro Road	DPW&T	6	MD 4 (Pennsylvania Avenue)	Ritchie Marlboro Road New Extension	120	Shared-use path	4	2013 Subregion 6 MP
A-39		Ritchie Marlboro Road Relocated	DPW&T	6	Existing Ritchie Marlboro Road	White House Road at Harry S Truman Drive	120	Shared-use path	4	2013 Subregion 6 MP
A-40	MD 458	Silver Hill Road	SHA	7	MD 5 (Branch Avenue)	Suitland Parkway W Ramp	120	Barrier-separated bicycle facility	4-6	2014 Southern Green Line Station Area SP
<p>Notes: Consider implementing Mixed Use Boulevard (B): Four Lane in this segment pending a future study to determine if six lanes are needed between St. Barnabas and Suitland Parkway. Otherwise, retain six lanes where they exist and build protected bicycle facilities. Install a crosswalk across Silver Hill Road at Silver Park Drive and at Terrace Drive.</p>										
A-40	MD 458	Silver Hill Road	SHA	7	Royal Plaza Drive	Walker Mill Road	120	Bicycle Lane	4	2010 Subregion 4 MP
<p>Notes: Convert outside lanes to BRT. Conduct study to identify a parallel bicycle route to Silver Hill Road. Promote the implementation of measures that will increase pedestrian safety and convenience at locations with frequent pedestrian-involved collisions. Increase signage along MD 458 and MD 4 to inform all users that commercial truck traffic should use MD 458 and MD 4 to access I-95/495 (Capital Beltway).</p>										
A-40	MD 458A	Walker Mill Road	SHA	7	Walker Mill Road	6401 Walker Mill Road	120	Bicycle Lane	4	2010 Subregion 4 MP
<p>Notes: Convert outside lanes to BRT. Conduct study to identify a parallel bicycle route to Silver Hill Road.</p>										
A-40		Walker Mill Road	DPW&T	7	6401 Walker Mill Road	Addison Road South (toward MD 214)	120	Bicycle Lane	4	2010 Subregion 4 MP
<p>Notes: Convert outside lanes to BRT where the road is already six lanes. No bus lanes in four lane segment. Conduct study to identify a parallel bicycle route to Silver Hill Road.</p>										
A-40		Walker Mill Road	DPW&T	7	Addison Road South (toward MD 214)	Approximately 200 feet east of Ogle Lane	120	Barrier-separated bicycle facility	4	Replaces 2010 Subregion 4 MP
<p>Notes: This new road alignment will improve intersection operations and is needed to accommodate growth.</p>										
A-40		Walker Mill Road	DPW&T	6	Approximately 200 feet east of Ogle Lane	Shady Glen Drive	120	Barrier-separated bicycle facility	4	Replaces 2010 Subregion 4 MP
A-41		Suitland Road	DPW&T	7	Romaine Court	Suitland Parkway	90–120	Barrier-separated bicycle facility	4	2014 Southern Green Line Station Area SP
<p>Notes: Carries forward the recommendation of the 2020 <i>Suitland Metro Station and Silver Hill TNI Pedestrian Accessibility Study</i> to install the bus stop behind the existing curb line with a connecting walkway to the existing sidewalk, east of the intersection with Regency Parkway; and install bus stops adjacent to Suitland Road near Belgreen Street and behind the existing curb line.</p>										
A-43	MD 637	Naylor Road	SHA	7	Washington, D.C. line	Suitland Parkway	80	Bicycle Lane	2-4	2014 Southern Green Line Station Area SP
<p>Notes: Encourage and support Washington D. C. to fill in the missing link of Southern Avenue, between MD 637 (Naylor Road) and MD 5 (Branch Avenue).</p>										
A-43	MD 637	Naylor Road	SHA	7	Suitland Parkway	Oxon Run Drive	90	Barrier-separated bicycle facility	2-4	2014 Southern Green Line Station Area SP
<p>Notes: Improve pedestrian and bicycle crossing of Suitland Parkway and extend barrier-separated bike lanes that currently end near the Naylor Road Metro Station.</p>										

MPOT ID	Route ID	Facility Name	Ownership	District	From	To	Min. ROW	Bicycle or Shared-Use Facility	Vehicle Lanes	Master/Sector Plan
A-45	MD 414	St. Barnabas Road	SHA	78	I-95/495 (Capital Beltway)	Temple Hill Road/Raleigh Road	80–120	Bicycle Lane	4	Replaces 2009 MPOT
Notes: As redevelopment occurs, obtain ROW to build standard pedestrian facilities and work toward a long-term implementation of a bicycle facility. Interim bicycle connections on Henson Creek Trail.										
A-45	MD 414	St. Barnabas Road	SHA	7	Temple Hill Road/Raleigh Road	MD 5 (Branch Avenue)	130	Barrier-separated bicycle facility	6	Replaces 2013 Central Branch Avenue Revitalization Corridor SP
A-45	MD 414	St. Barnabas Road	SHA	7	MD 5 (Branch Avenue)	MD 458 (Silver Hill Road)	120	Barrier-separated bicycle facility	4	Replaces 2014 Southern Green Line Station Area SP
A-49	MD 210	Indian Head Highway	SHA	8	I-95/495 (Capital Beltway)	Livingston Rd	220	Barrier-separated bicycle facility	4-6	Replaces 2014 Eastover-Forest Heights-Glassmanor SP
A-50		Allentown Road	DPW&T	8	Brinkley Road	MD 5 (Branch Avenue)	100	Barrier-separated bicycle facility	4	Amends 2013 Central Branch Avenue Revitalization Corridor SP
A-50	MD 337	Allentown Road	SHA	78	MD 5 (Branch Avenue)	Maxwell Drive	120	Barrier-separated bicycle facility	4	Amends e 2013 Central Branch Avenue Revitalization Corridor SP
Notes: Potential Southern Maryland Rapid Transit corridor alignment										
A-50	MD 337	Allentown Road	SHA	78	Maxwell Drive	Suitland Road/Robert M. Bond Drive	120	Barrier-separated bicycle facility	4	Amends 2013 Central Branch Avenue Revitalization Corridor SP
A-50	MD 337	Allentown Road	SHA	78	Suitland Road/Robert M. Bond Drive	Forestville Rd	120	Barrier-separated bicycle facility	4	Amends 2009 MPOT
A-53	MD 223	Woodyard Road	SHA	9	MD 5 (Branch Avenue)	Mike Shapiro Drive/Simpson Lane	120	Shared-use path	6	Replaces 2013 Central Branch Avenue Revitalization Corridor SP
Notes: Widening needed to accommodate growth.										
A-53	MD 223	Woodyard Road	SHA	9	Mike Shapiro Drive/Simpson Lane	Woodyard Road/Rosaryville Road	130	Shared-use path	4-6	Replaces 2013 Subregion 5 MP, 2013 Central Branch Avenue Revitalization Corridor SP
Notes: Widening needed to accommodate growth. Initially implement four lanes and consider widening to six lanes in future if traffic warrants.										
A-53	MD 223	Woodyard Road	SHA	9	Woodyard Road/Rosaryville Road	MD 4 (Pennsylvania Avenue)	130	Shared-use path	4-6	2013 Subregion 6 MP
Notes: Widening needed to accommodate growth. Initially implement four lanes and consider widening to six lanes in future if traffic warrants.										
A-54		Farmington Road East	SHA	9	MD 210	Livingston Road	120	Shared-use path	4-6	2013 Subregion 5 MP
Notes: Includes interchange at MD 210. Widening needed to accommodate growth. Initially implement four lanes and consider widening to six lanes in future if traffic warrants.										

MPOT ID	Route ID	Facility Name	Ownership	District	From	To	Min. ROW	Bicycle or Shared-Use Facility	Vehicle Lanes	Master/Sector Plan
A-54		Livingston Road	SHA	9	Farmington Road East	Livingston Road/ Medinah Ridge Road	120	Shared-use path	4-6	2013 Subregion 5 MP
Notes: Widening needed to accommodate growth. Initially implement four lanes and consider widening to six lanes in future if traffic warrants.										
A-54	MD 223	Piscataway Road	SHA	9	Livingston Road/ Medinah Ridge Road	Floral Park Road	120	Shared-use path	4-6	2013 Subregion 5 MP
Notes: Widening needed to accommodate growth. Initially implement four lanes and consider widening to six lanes in future if traffic warrants.										
A-54	MD 223	Piscataway Road	SHA	9	Floral Park Road	Absher Lane	120	Shared-use path	4-6	2013 Central Branch Avenue Revitalization Corridor SP; 2013 Subregion 5 MP
Notes: Widening needed to accommodate growth. Initially implement four lanes and consider widening to six lanes in future if traffic warrants.										
A-54	MD 223	Piscataway Road	SHA	9	Absher Lane	Old Branch Avenue/ Brandywine Road	120	Barrier-separated bicycle facility	4	Replaces 2013 Central Branch Avenue Revitalization Corridor SP
A-54	MD 223	Woodyard Road	SHA	9	Old Branch Avenue/ Brandywine Road	MD 5 (Branch Avenue)	120	Bicycle Lane	4-6	Replaces 2013 Central Branch Avenue Revitalization Corridor SP
Notes: Roadway to be widened to accommodate future growth; determine if four or six lanes is warranted.										
A-55	MD 373	Livingston Road	SHA	9	MD 210	Accokeek Road	120	Shared-use path	4	Replaces 2013 Subregion 5 MP
Notes: MD 210 at MD 373 Interchange, with MD 373 going over MD 210. Improvements needed to accommodate forecast growth.										
A-55	MD 373	Accokeek Road	SHA	9	Livingston Road	Bealle Hill Road	120	Shared-use path	4	Replaces 2013 Subregion 5 MP
Notes: This is a new alignment to eliminate need to turn onto Bealle Hill Road to continue on MD 373.										
A-55	MD 373	Accokeek Road	SHA	9	Bealle Hill Road	Berry Road	120	Shared-use path	4	Replaces 2013 Subregion 5 MP
Notes: Widen to accommodate growth.										
A-55	MD 373	Accokeek Road	DPW&T	9	Berry Road	McKendree Road	120	Shared-use path	2	Replaces 2013 Subregion 5 MP
Notes: Retain two lanes because of travel through rural and agricultural area. Minimize driveways and construct turn lanes as needed. Potential Greenway.										
A-55		Calm Retreat Boulevard Extended	DPW&T	9	McKendree Road at MD 373 (Accokeek Road)	Northwest End of Calm Retreat Subdivision	120	Shared-use path	4	Amends 2013 Subregion 5 MP
Notes: Extension to accommodate planned growth. Unbuilt as of November 15, 2024.										
A-55			DPW&T	9	Calm Retreat Boulevard	Cedarville Road	120	Shared-use path	4	Amends 2013 Subregion 5 MP
A-55		Cedarville Road	DPW&T	9	US 301/MD 5 (Robert Crain Highway)	Mattawoman Drive	120	Shared-use path	4-6	Amends 2013 Subregion 5 MP
Notes: Includes interchange at US 301/MD 5 at C-502 (McKendree Road).										
A-56	MD 201	Kenilworth Avenue/ Edmonston Road	SHA	1	Crescent Road	Cherrywood Lane	120	Shared-use path	6	Replaces 2013 Greenbelt Metro Area and MD 193 Corridor SP

MPOT ID	Route ID	Facility Name	Ownership	District	From	To	Min. ROW	Bicycle or Shared-Use Facility	Vehicle Lanes	Master/Sector Plan
A-56	MD 201	Edmonston Road	SHA	1	Cherrywood Lane	Sunnyside Avenue	120	Shared-use path	6	Replaces 2013 Greenbelt Metro Area and MD 193 Corridor SP
A-56		Edmonston Road	DPW&T	1	Sunnyside Avenue	Odell Road	120–150	Shared-use path	6	Replaces 2010 Subregion 1 MP
A-56		Edmonston Road	DPW&T	1	Odell Road	Old Baltimore Pike	120–150	Shared-use path	6	Replaces 2010 Subregion 1 MP
A-56		Old Baltimore Pike	DPW&T	1	Old Baltimore Pike	Distribution Drive	120–150	Shared-use path	6	Replaces 2010 Subregion 1 MP

Notes: This improvement is alternate to extending Kenilworth/Edmonston Road over railroad to the southern end of A-59 in the near term.

A-57	MD 320	Piney Branch Road	SHA	2	Montgomery County line	MD 650 (New Hampshire Avenue)	120	Barrier-separated bicycle facility	4	Replaces 2009 MPOT
A-59		Konterra Drive	DPW&T	1	Old Gunpowder Road	I-95	120	Barrier-separated bicycle facility	4–6	Replaces 2010 Subregion 1 MP

Notes: Road built at four lanes now. As area develops, determine need to widen to six lanes. Upgrade existing bike lanes to barrier protected bike lanes. Four-Lane UC south/east of I-95.

A-59		Kenilworth Avenue Extended		1	Old Baltimore Pike	Ritz Way	120	Shared-use path	4	Replaces 2010 Subregion 1 MP
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Notes: New road alignment over stream, railroad tracks, and US 1. Alternative to A-56 segment along Old Baltimore Pike is likely to be implemented sooner as it is less complex.

A-61		Robert Crain Highway	SHA	6 9	Old Crain Highway	Village Drive West	150	Barrier-separated bicycle facility	4	Replaces 2013 Subregion 6 MP
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Notes: Includes existing interchange at MD 4 and US 301. Recommend numbering A-61 as MD 3.

A-61		Robert Crain Highway	SHA	6 9	Village Drive West	Leeland Road	150	Barrier-separated bicycle facility	4	Replaces 2013 Subregion 6 MP, 2022 Approved Bowie-Mitchellville and Vicinity Master Plan
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Notes: Construct eight-foot sidewalks along both sides of road. Recommend numbering A-61 as MD 3.

A-61		Robert Crain Highway	SHA	4	Leeland Road	MD 214 (Central Avenue)	120	Barrier-separated bicycle facility	4	Replaces 2022 Bowie-Mitchellville and Vicinity MP
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Notes: Bicycle lanes (both ways), landscaping buffer (both ways), 8-foot-wide sidewalks along both sides of road. Recommend numbering A-61 as MD 3.

A-61		Robert Crain Highway	SHA	4	MD 214 (Central Avenue)	Mount Oak Road	120	Barrier-separated bicycle facility	4	Replaces 2022 Bowie-Mitchellville and Vicinity MP
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Notes: Bicycle lanes (both ways), landscaping buffer (both ways), 8' sidewalks.

Construct a four-lane arterial road (A-61) west of, and parallel to, F-10 from Mount Oak Road south toward Upper Marlboro to replace Robert Crain Highway, and to provide access to properties that currently access or front the west side or median of US 301.

Construct shared-use paths along both sides of US 301 and A-61. Where US 301 (F-10) and A-61 abut, a single shared-use path can be provided between the roadways.

Identify opportunities to consolidate access points to F-10 and A-61, including driveway consolidation and service roads. Includes interchange with MD 214 (Central Avenue). Recommend numbering A-61 as MD 3.

MPOT ID	Route ID	Facility Name	Ownership	District	From	To	Min. ROW	Bicycle or Shared-Use Facility	Vehicle Lanes	Master/Sector Plan
A-63			DPW&T	9	Branch Drive/ Ring House Road	MD 381 (Brandywine Road)	120	Shared-use path	4	2013 Subregion 5 MP
A-63			DPW&T	9	MD 381 (Brandywine Road)	Brandywine Road at MD 5	120	Shared-use path	4	2013 Subregion 5 MP
Notes: Includes grade separation at US 301.										
A-63		Spine Road	DPW&T	9	Brandywine Road (E of MD 5)	Brandywine Road (W of MD 5)	120	Shared-use path	4	2013 Subregion 5 MP
Notes: Includes interchange with MD 5.										
A-69	MD 5	Branch Avenue	SHA	7	MD 414 (St. Barnabas Road)	Colebrooke Drive	120– 150	None	6	Replaces 2014 Southern Green Line Station Area SP
Notes: No bicycle facilities recommended, as there is no connection to the south.										
A-70		Central Park Drive	DPW&T	6	Presidential Parkway	Glassy Creek Way	100	Shared-use path	4	Replaces 2009 MPOT
Notes: Constructed. Has shared-use path on south/east side.										
A-70		Central Park Drive	DPW&T	6	Glassy Creek Way	Ritchie Marlboro Road	120	Cycle Track	4	Replaces 2009 MPOT
Notes: Not constructed. Continue to build as development progresses in neighborhood. Implement cycle track on south/east side, in addition to sidewalks on both sides.										

Road Recommendations

Table 8. Major Collector Road Recommendations

MPOT ID	Route ID	Facility Name	Ownership	District	From	To	Min. ROW	Bicycle or Shared-Use Facility	Vehicle Lanes	Master/Sector Plan
MC-100	MD 212	Powder Mill Road	SHA	1	Cherry Hill Road	I-95	100	Barrier-separated bicycle facility	4	Replaces 2010 Subregion 1 MP
<p>Notes: Formerly A-8. Explore methods for improving pedestrian safety along Powder Mill Road at the I-95 interchange. These improvements will allow pedestrian access between Beltsville and Calverton, including improved crosswalk treatments, RRFBs, traffic calming, signage, lighting, and completing missing gaps in the sidewalk.</p>										
MC-101		Old Gunpowder Road	DPW&T	1	MD 212 (Ammendale Road/Powder Mill Road)	MD 200 (Intercounty Connector)	100	Shared-use path	4	Replaces 2010 Subregion 1 MP
<p>Notes: Within the nearer term, left-turn lanes should be provided at public street intersections along the existing two-lane facility, and major pedestrian crossings should utilize curbed medians within the two-lane roadway. Include the following traffic control elements: at least two protected pedestrian crossings within the Cross Creek development, incorporating curbed medians, painted crosswalks, and other signage and markings, as deemed appropriate. The initial installation should occur north of the more northerly intersection with Bay Hill Drive to serve the existing Department of Parks and Recreation facility.</p>										
MC-101		Old Gunpowder Road	DPW&T	1	MD 200 (Intercounty Connector)	MD 198 (Sandy Spring Road)	100	Future study	4	Replaces 2010 Subregion 1 MP
<p>Notes: Within the nearer term, left-turn lanes should be provided at public street intersections along the existing two-lane facility, and major pedestrian crossings should utilize curbed medians within the two-lane roadway. Include the following traffic control elements: a roundabout at the intersection of Old Gunpowder Road, Konterra Drive, and the entrance to the Fairland Park Community; a roundabout or a signal (when warranted) at the entrance to Fairland Regional Park adjacent to The Gardens Ice House; and a roundabout or a signal (when warranted) at Greencastle Road.</p>										
MC-102		Van Dusen Road	DPW&T	1	MD 206 (Konterra Drive)	City of Laurel line/Olive Branch Way	100	Shared-use path	4	Replaces 2010 Subregion 1 MP
MC-103		Konterra Boulevard West	TBD	1	MD 212 (Virginia Manor Road/Konterra Drive)	MD 200 (Intercounty Connector)	100	Barrier-separated bicycle facility	4	Amends 2010 Subregion 1 MP
MC-106		Muirkirk Road	DPW&T	1	Longwood Drive	MD 197 (Laurel Bowie Road)	100	Shared-use path	4	Replaces 2010 Subregion 1 MP
<p>Notes: Within the nearer term, left-turn lanes should be provided at public street intersections at Old Muirkirk Road, Ellington Road, Meadowfield Way, Westlock Place, Cedarbrook Lane, Mount Pleasant Drive, Orvis Way, and Montpelier Elementary School Lane. The existing rumble strips within this section should be replaced, the existing crosswalk should be relocated to the east side of Tuscany Drive, and speed monitoring devices should be installed at each end of this section. Improved signage and markings are needed eastbound between Cedarhurst Drive and Longwood Drive to improve traffic safety as the roadway narrows. Consideration should be given to placement of one or more roundabouts.</p>										
MC-200	US 1	Baltimore Avenue	SHA	1 3	Berwyn House Road	I-95	100	Barrier-separated bicycle facility	4	2010 Central US 1 Corridor SP
<p>Notes: Coordinate with SHA, developers, the City of College Park, and other stakeholders to facilitate right-of-way acquisition or dedication of easements. Review existing signalized intersections along US 1 to ensure the needs of bicyclists and pedestrians (including pedestrians with disabilities) are being met. Conduct corridor access management plans along busy commercial corridor with frequent driveway access points (US 1 from Madison Street to the City of Laurel). Install concrete bus pads for routes along US 1 between College Avenue and the Capital Beltway. Consider the following engineering measures for pedestrian and bicyclist safety throughout the US 1 Corridor: passive detection, crossing islands, and raised crosswalks at nonsignalized pedestrian crossings.</p>										
MC-201		Hanover Parkway	DPW&T	4	Hanover Drive	MD 193 (Greenbelt Road)	120	Shared-use path	4	2013 Greenbelt Metro Area & MD 193 Corridor SP
MC-419		New North/South Boulevard	DPW&T	5	Brightseat Road	Evarts Street	110	Barrier-separated bicycle facility	4	Replaces 2009 Landover Gateway SP
<p>Notes: Unbuilt as of November 15, 2024.</p>										

MPOT ID	Route ID	Facility Name	Ownership	District	From	To	Min. ROW	Bicycle or Shared-Use Facility	Vehicle Lanes	Master/Sector Plan
MC-420		New Main Street	DPW&T	5	Brightseat Road	MC-419	110	Barrier-separated bicycle facility	4	Replaces 2009 Landover Gateway SP
Notes: Unbuilt as of November 15, 2024.										
MC-500		Temple Hill Road	DPW&T	9	MD 223 (Piscataway Road)	Kirby Road	80–100	Shared-use path	4	Replaces 2013 Subregion 5 MP
MC-500		Temple Hill Road	DPW&T	8	Kirby Road	Tinkers Creek	80–100	Shared-use path	4	Replaces 2013 Subregion 5 MP
MC-500		Temple Hill Road	DPW&T	8	Tinkers Creek	Hagan Road	80–100	Shared-use path	4	Replaces 2013 Subregion 5 MP
Notes: Formerly A-46. As recommended by 2020 <i>Suitland Metro Station and Silver Hill TNI Pedestrian Accessibility Study</i> , construct new ADA-compliant curb ramps and crosswalks along Temple Hill Road near its intersection with Hagan Road in proximity to the bus stops and install pedestrian crossing signs.										
MC-500		Hagan Road	DPW&T	8	Temple Hill Road	MD 414 (St. Barnabas Road)	90	Shared-use path	4	Replaces 2009 MPOT
MC-501		Old Alexandria Ferry Road	DPW&T	8 9	MD 223 (Woodyard Road)	Mike Shapiro Drive	80–100	Barrier-separated bicycle facility	2	Amends 2013 Central Branch Avenue Revitalization Corridor SP, 2013 Subregion 5 MP
MC-501		Old Alexandria Ferry Road	DPW&T	8 9	Mike Shapiro Drive	Coventry Way	80–100	Shared-use path	4	Amends 2013 Central Branch Avenue Revitalization Corridor SP, 2013 Subregion 5 MP
Notes: If possible, work with Joint Base Andrews to obtain ROW on north side of road since there are no driveways. Provide safe pedestrian connections from the transit stop to Joint Base Andrews' Virginia Gate to encourage use of transit by base personnel and contractors.										
MC-501		Old Alexandria Ferry Road	DPW&T	8 9	Coventry Way	MD 5 (Branch Avenue)	80	Barrier-separated bicycle facility	2	Amends 2013 Central Branch Avenue Revitalization Corridor SP, 2013 Subregion 5 MP
Notes: Road diet from four to two lanes. Implement barrier-separated bike lanes and consider adding traffic calming to slow traffic as it approaches MD 5 on-ramp.										
MC-502		McKendree Road	DPW&T	9	US 301/MD 5 (Robert Crain Highway)	West of Lavender Dream Lane	100	Barrier-separated bicycle facility	4	Amends 2013 Subregion 5 MP
Notes: Largely at more than 100', only the segment between Dawn Chorus Lane and English Point Lane is slightly constrained at 70'. Obtain ROW when road is widened and with any redevelopment.										
MC-502		General Lafayette Boulevard Extended	DPW&T	9	McKendree Road	Chadds Ford Drive	100	Barrier-separated bicycle facility	4	Amends 2013 Subregion 5 MP
Notes: Matches Urban Center street.										
MC-503		Silken View Road (Old Fort Road Extended)	DPW&T	9	MD 223 (Piscataway Road)	Approx. 1400 feet east of Thrift Road	100	Shared-use path	4	Replaces 2013 Subregion 5 MP
Notes: Previously A-65. Unbuilt as of November 15, 2024.										

MPOT ID	Route ID	Facility Name	Ownership	District	From	To	Min. ROW	Bicycle or Shared-Use Facility	Vehicle Lanes	Master/Sector Plan
MC-503		Savannah Parkway (Old Fort Road Extended)	DPW&T	9	Approx. 1400 feet east of Thrift Road	MD 5 (Branch Avenue) at C-517	120	Shared-use path	4	Replaces 2013 Subregion 5 MP
Notes: Previously A-65. Unbuilt as of November 15, 2024.										
MC-600		Oak Grove Road	DPW&T	6	MD 193 (Watkins Park Drive)	Leeland Road	100	Shared-use path	2	2022 Bowie-Mitchellville and Vicinity MP
MC-600		Leeland Road	DPW&T	4 6	Oak Grove Road	US 301 (Robert Crain Highway)	90	Shared-use path	2- 4	2022 Bowie-Mitchellville and Vicinity MP
MC-601			DPW&T	9	US 301 (Robert Crain Highway)	Terminus	120	Barrier-separated bicycle facility	4	Amends 2013 Subregion 6 MP
Notes: Road diet from six to four lanes.										
MC-602		Robert Crain Highway	DPW&T	9	Rosaryville Rd/ Old Indian Head Road	South Osborne Road	100	Future study	4	Replaces 2013 Subregion 6 MP
Notes: Existing Robert Crain Highway after F-10 or TW-2 is built. Identify appropriate bicycle facility (barrier-protected bike lanes, cycle track, shared-use path) as part of F-10 project.										
MC-602		Robert Crain Highway	DPW&T	9	South Osborne Road	Old Crain Highway	100	Future study	4	Replaces 2013 Subregion 6 MP
Notes: Identify appropriate bicycle facility (barrier-protected bike lanes, cycle track, shared-use path) as part of F-10/TW-2 project.										
MC-603		Dower House Road	DPW&T	8 9	Foxley Road	MD 4 (Pennsylvania Avenue)	100	Future study	4	Replaces 2013 Subregion 6 MP
Notes: Previously A-52.										
MC-604		Presidential Parkway	DPW&T	6	Armstrong Lane	Westphalia Road	100	Barrier-separated bicycle facility	4	Replaces 2009 MPOT
MC-604		Presidential Parkway	DPW&T	6	Westphalia Road	Sansbury Road	100	Barrier-separated bicycle facility	4	Replaces 2009 MPOT
MC-604		Sansbury Road	DPW&T	6	Presidential Parkway	White House Road	100	Barrier-separated bicycle facility	4	Replaces 2009 MPOT
MC-605		Woodyard Road	Private	6	Rock Spring Drive	Central Park Drive	100	Barrier-separated bicycle facility	4	Replaces 2009 MPOT
Notes: Matching UC-606.										
MC-700		Palmer Road	DPW&T	8	MD 210	Tucker Road	100	Barrier-separated bicycle facility	4	Amends 2009 MPOT
MC-700		Tucker Road	DPW&T	8	Palmer Road	Allentown Road/ Arundel Drive	100	Barrier-separated bicycle facility	4	Amends 2009 MPOT

MPOT ID	Route ID	Facility Name	Ownership	District	From	To	Min. ROW	Bicycle or Shared-Use Facility	Vehicle Lanes	Master/Sector Plan
MC-701		Brinkley Road	DPW&T	8	St. Barnabas Road	Rosecroft Drive	100	Barrier-separated bicycle facility	4	Amends 2009 MPOT
MC-701		Brinkley Road	DPW&T	8	Rosecroft Drive	Fisher Road	80–100	Barrier-separated bicycle facility	2-4	Amends 2009 MPOT
MC-701		Brinkley Road	DPW&T	8	Fisher Road	Temple Hill Road	80–100	Barrier-separated bicycle facility	2-4	Amends 2009 MPOT
MC-701		Brinkley Road	DPW&T	8	Temple Hill Road	Allentown Road	80–100	Barrier-separated bicycle facility	2-4	Amends 2009 MPOT
MC-702		Allentown Road	DPW&T	8	Allentown Road/Arundel Drive	Westchester Drive	80–100	Shared-use path	4	Replaces 2009 MPOT
MC-702		Allentown Road	DPW&T	8	Westchester Drive	Brinkley Road	80–100	Shared-use path	4	Replaces 2013 Central Branch Avenue Revitalization Corridor SP
MC-703		Old Fort Road North	DPW&T	8 9	Livingston Road	Old Fort Place	80–100	Painted bicycle lanes	2-4	2009 MPOT
MC-703		Old Fort Road East	DPW&T	9	Old Fort Place	Tinkers Creek	100	Barrier-separated bicycle facility	4	Replaces 2013 Subregion 5 MP
MC-703		Old Fort Road East Extension	DPW&T	9	Tinkers Creek	MD 223 (Piscataway Road)	100	Painted bicycle lanes	4	Replaces 2013 Subregion 5 MP
MC-704		Barrowfield Road	DPW&T	8	St. Barnabas Road	Brinkley Road	80	Barrier-separated bicycle facility	2	Replaces 2009 MPOT

Notes: Previously C-715. Dependent on SHA project to realign the intersection at Oxon Hill Road and St. Barnabas Road. Implement two-lane road with barrier-separated bike lanes.

Road Recommendations

Table 9. Collector Road Recommendations

MPOT ID	Route ID	Facility Name	Ownership	District	From	To	Min. ROW	Bicycle or Shared-Use Facility	Vehicle Lanes	Master/Sector Plan
C-101		Beltsville Drive	DPW&T	1	MD 212 (Powder Mill Road)	Calverton Boulevard	100	Barrier-separated bicycle facility	4	Replaces 2010 Subregion 1 MP
C-103		Montpellier Drive	DPW&T	1	Muirkirk Road	MD 197 (Laurel Bowie Road)	80	Future study	2	Replaces 2010 Subregion 1 MP
Notes: Recommends a study of future bicycle accommodations.										
C-103		Brock Bridge Road	DPW&T	1	MD 197 (Laurel Bowie Road)	Patuxent River (Anne Arundel County line)	80	Future study	2	Replaces 2010 Subregion 1 MP
Notes: Recommends a study of future bicycle accommodations.										
C-104		Briggs Chaney Road	DPW&T	1	Montgomery County line	Old Gunpowder Road	60–80	Shared-lane markings or bike-on-shoulder	2	Replaces 2010 Subregion 1 MP
Notes: Sufficient ROW exists to add sidewalks and bicycle accommodations.										
C-105		Sweitzer Lane	Other	1	MD 206 (Konterra Drive)	Approximately 350 feet south of Chevy Chase Drive/Sweitzer Road	80	Future study	4	Replaces 2010 Subregion 1 MP
Notes: Recommends a study of future bicycle accommodations.										
C-105		Sweitzer Lane	DPW&T	1	Approximately 350 feet south of Chevy Chase Drive/Sweitzer Road	MD 198 (Sandy Spring Road)	80	Future study	4	Replaces 2010 Subregion 1 MP
Notes: Recommends a study of future bicycle accommodations.										
C-106		Contee Road	DPW&T	1	US 1 (Baltimore Avenue)	MD 197 (Laurel Bowie Road)	80	Future study	4	Replaces 2010 Subregion 1 MP
Notes: Recommends a study of future bicycle accommodations.										
C-107	MD 212	Powder Mill Road	SHA	1	Montgomery County line	Cherry Hill Road	80	Future study	2-4	Replaces 2010 Subregion 1 MP
Notes: This segment experiences LOS F conditions (2022) and has some ROW constraints. Widening to four lanes, and acquiring ROW to do so, is recommended. Bicycle accommodation should be determined through future study.										
C-110		Greencastle Road	DPW&T	1	Montgomery County line	Old Gunpowder Road	60–80	Shared-lane markings or bike-on-shoulder	2	Replaces 2010 Subregion 1 MP
C-111		Ammendale Road	DPW&T	1	MD 212 (Virginia Manor Road/Ammendale Road)	US 1 (Baltimore Avenue)	80	Future study	4	Replaces 2010 Subregion 1 MP
Notes: Recommends a study of future bicycle accommodations.										
C-112	MD 212A	Powder Mill Road	SHA	1	MD 212 (Ammendale Road/Powder Mill Road)	US 1 (Baltimore Avenue)	60–80	Painted bicycle lanes	2	Replaces 2010 Subregion 1 MP
Notes: Where appropriate, right-of-way may be reduced to 60 feet within developed areas west of US 1 provided that the needed vehicular and nonvehicular amenities can be implemented within the right-of-way (two lanes west of US 1 and four lanes east of US 1).										

MPOT ID	Route ID	Facility Name	Ownership	District	From	To	Min. ROW	Bicycle or Shared-Use Facility	Vehicle Lanes	Master/Sector Plan
C-112	MD 212A	Powder Mill Road	SHA	1	US 1 (Baltimore Avenue)	Edmonston Road	80	Future study	4	Replaces 2010 Subregion 1 MP
C-113		Bond Mill Road	DPW&T	1	MD 198 (Sandy Spring Road)	Brooklyn Bridge Road	80	Future study	2	Replaces 2010 Subregion 1 MP
C-114		Calverton Boulevard	DPW&T	1	Montgomery County line	Beltsville Drive	80	Future study	4	Replaces 2010 Subregion 1 MP
C-118		Rhode Island Avenue	DPW&T or City of College Park	1 3	MD 430 (Greenbelt Road)	I-95/495 (Capital Beltway)	80– 140	Barrier-separated bicycle facility	2	Replaces 2009 MPOT
Notes: Sidewalks.										
C-118		Rhode Island Avenue	DPW&T or City of College Park	1	I-95/495 (Capital Beltway)	Paducah Road	80– 130	Barrier-separated bicycle facility	2	Replaces 2010 Central US 1 Corridor SP
Notes: Sidewalks.										
C-118		Rhode Island Avenue	DPW&T	1	Paducah Road	Sunnyside Avenue	80– 100	Barrier-separated bicycle facility	4	Replaces 2009 MPOT
Notes: Sidewalks.										
C-120		Sunnyside Avenue	DPW&T	1	US 1 (Baltimore Avenue)	MD 201 (Edmonston Road)	80	Shared-use path	4	Replaces 2010 Subregion 1 MP
Notes: Reconstruct Sunnyside Avenue as recommended to facilitate commercial vehicle access to Edmonston Road.										
C-200		Sargent Road	DPW&T	2	Washington, D.C. line	MD 212 (Riggs Road)	80	Future study	4	Replaces 2009 MPOT
C-201		Cherry Hill Road	DPW&T	1	Montgomery County line	I-95/495 (Capital Beltway)	80	Future study	4	Replaces 2010 Subregion 1 MP
C-201		Cherry Hill Road	DPW&T	1	I-95/495 (Capital Beltway)	US 1 (Baltimore Avenue)	80	Future study	4	2010 Central US 1 Corridor SP
C-205		Charles L. Armentrout Drive	DPW&T	4	US 1 (Rhode Island Avenue)	US 1 Alternate (Baltimore Avenue)	80	Future study	4	2009 MPOT
C-207	MD 212	Riggs Road	SHA	4	Lebanon Street	Powder Mill Road/Glenmore Drive	60– 100	Future study	2	Replaces 2010 Subregion 1 MP
Notes: Need to conduct a study to determine if parking can be eliminated along part or all of the corridor to accommodate bike lanes; otherwise, implement shared-lane markings.										
C-210		Brae Brooke Drive Extension	DPW&T	3 4	Hanover Parkway	Approximately 250 feet west of Wren Lane	80	Future study	4	Replaces 2009 MPOT
C-210		Brae Brooke Drive	DPW&T	3	Approximately 250 feet west of Wren Lane	Cipriano Road	90	Future study	4	Replaces 2009 MPOT
C-211		Hanover Parkway	City of Greenbelt	4	Good Luck Road	Hanover Drive	90	Future study	4	Replaces 2013 Greenbelt Metro Area and MD 193 Corridor SP
C-212		Mandan Road Extension	TBD	3 4	Brae Brooke Drive Extension	Matthew Street	80	Future study	4	Replaces 2009 MPOT

MPOT ID	Route ID	Facility Name	Ownership	District	From	To	Min. ROW	Bicycle or Shared-Use Facility	Vehicle Lanes	Master/Sector Plan
C-212		Mandan Road	City of Greenbelt	4	Matthew Street	MD 193 (Greenbelt Road)	80	Future study	4	Replaces 2009 MPOT
C-214	MD 501	Chillum Road	SHA	2	Washington, D.C. line	16th Avenue	80	Future study	4	Replaces 2009 MPOT
C-215		Decatur Street	City of Hyattsville	5	US 1 Alt (Baltimore Avenue)	CSX Railroad	40–80	Future study	2	Replaces 2009 MPOT
Notes: Provide bikeway signage and bikeway improvements along Decatur Street west of Kenilworth Avenue. Designated bike lanes should be considered if ROW and on-street parking allow.										
C-215		Decatur Street	Town of Edmonston	5	CSX Railroad	MD 201 (Kenilworth Avenue)	40–80	Future study	2	Replaces 2009 MPOT
Notes: Provide bikeway signage and bikeway improvements along Decatur Street west of Kenilworth Avenue. Designated bike lanes should be considered if ROW and on-street parking allow. Facility is within the boundaries of the ongoing Port Towns Sector Plan.										
C-216	MD 769B	Edmonston Road	SHA	5	MD 450 (Annapolis Road)	MD 201 (Kenilworth Avenue)	60–80	Barrier-separated bicycle facility	2	Replaces 2009 MPOT
Notes: Facility is within the boundaries of the ongoing Port Towns Sector Plan.										
C-218		Metzerott Road	DPW&T	2 3	MD 650 (New Hampshire Avenue)	MD 193 (University Boulevard)	50–80	Barrier-separated bicycle facility	2	Replaces 2009 MPOT
C-222	MD 769	52nd Avenue	SHA	5	MD 201 (Kenilworth Avenue)	Quincy Street	83	Future study	2	Replaces 2018 Greater Cheverly SP
Notes: Review SHA bicycle facilities that were constructed and upgrade to protected bicycle lanes or shared-use path, as appropriate.										
C-222	MD 769	Quincy Street	SHA	5	MD 769 (52nd Avenue)	48th Street	80	Future study	2	Replaces 2009 MPOT
Notes: Review SHA bicycle facilities that were constructed and upgrade to protected bicycle lanes or shared-use path, as appropriate. Facility is within the boundaries of the ongoing Port Towns Sector Plan.										
C-225		Cooper Lane	DPW&T	5	Old Landover Road	MD 450 (Annapolis Road)	80	Barrier-separated bicycle facility	2	Amends 2018 Greater Cheverly SP
C-227	MD 430	Greenbelt Road	SHA	3	US 1 (Baltimore Avenue)	MD 193 (University Boulevard/Greenbelt Road)	80	Barrier-separated bicycle facility	2	Replaces 2010 Central US 1 Corridor SP
C-300		Church Road	DPW&T	4 6	Oak Grove Road	MD 214 (Central Avenue)	90	Shared-use path	4	2022 Bowie-Mitchellville and Vicinity MP
Notes: Barrier-separated cycle path may be appropriate in areas with ROW constraints.										
C-300		Church Road	DPW&T	4 6	MD 214 (Central Avenue)	Mt. Oak Road/Woodmore Road	90	Shared-use path	4	2022 Bowie-Mitchellville and Vicinity MP
Notes: Barrier-separated cycle path may be appropriate in areas with ROW constraints.										
C-300		Church Road	DPW&T	4 6	Mt. Oak Road/Woodmore Road	Old Church Road	90	Shared-use path	2	2022 Bowie-Mitchellville and Vicinity MP
Notes: Barrier-separated cycle path may be appropriate in areas with ROW constraints.										
C-300		Church Road	DPW&T	4 6	Old Church Road	MD 450 (Annapolis Road)	90	Shared-use path	2	Replaces 2022 Bowie-Mitchellville and Vicinity MP
Notes: Barrier-separated cycle path may be appropriate in areas with ROW constraints.										

MPOT ID	Route ID	Facility Name	Ownership	District	From	To	Min. ROW	Bicycle or Shared-Use Facility	Vehicle Lanes	Master/Sector Plan
C-301		Highbridge Road	DPW&T	4	MD 450 (Annapolis Road)	Railroad	80	Shared-use path	2	2022 Bowie-Mitchellville and Vicinity MP
Notes: Barrier-separated cycle path may be appropriate in areas with ROW constraints.										
C-301		Chestnut Avenue	DPW&T	4	Railroad	Steeplechase Drive	80	Shared-use path	2	Replaces 2022 Bowie-Mitchellville and Vicinity MP
Notes: Barrier-separated cycle path may be appropriate in areas with ROW constraints.										
C-301		Chestnut Avenue	DPW&T	4	Steeplechase Drive	12th Street	40–80	Future study	2	Replaces 2022 Bowie-Mitchellville and Vicinity MP
C-302		Fairwood Parkway	DPW&T	6	MD 450 (Annapolis Road)	Hillmeade Road	85	Shared-use path	4	Replaces 2022 Bowie-Mitchellville and Vicinity MP
Notes: Barrier-separated cycle path may be appropriate in areas with ROW constraints.										
C-302		Fairwood Parkway	DPW&T	6	Hillmeade Road	Church Road	80	Shared-use path	2	Replaces 2022 Bowie-Mitchellville and Vicinity MP
Notes: Barrier-separated cycle path may be appropriate in areas with ROW constraints.										
C-303		Old Chapel Road	DPW&T	4	Highbridge Road	MD 197 (Laurel Bowie Road)	80	Shared-use path	2	Replaces 2022 Bowie-Mitchellville and Vicinity MP
Notes: Barrier-separated cycle path may be appropriate in areas with ROW constraints.										
C-304		Mitchellville Road	DPW&T	4	Mount Oak Road	US 301 (Robert Crain Highway)	80	Future study	4	Replaces 2022 Bowie-Mitchellville and Vicinity MP
Notes: Determine future bicycle facilities with a study and alignment with facilities on neighboring roadways.										
C-305		Mount Oak Road	DPW&T	4	Mitchellville Road	US 301 (Robert Crain Highway)	90	Future study	4	Replaces 2022 Bowie-Mitchellville and Vicinity MP
Notes: Implement bicycle facilities as part of any future major road work.										
C-306		Northview Drive	DPW&T	4	Mitchellville Road	New Haven Drive/Evergreen Parkway	80	Future study	4	Replaces 2022 Bowie-Mitchellville and Vicinity MP
C-307		Fred Robinson Way	DPW&T	4	Evergreen Parkway	Mitchellville Road	80	Future study	4	Replaces 2022 Bowie-Mitchellville and Vicinity MP
C-307		Excalibur Road	DPW&T	4	Mitchellville Road	US 301 (Robert Crain Highway)	80	Barrier-separated bicycle facility	2	Amends 2022 Bowie-Mitchellville and Vicinity MP
Notes: Road diet per prior plan. Implement bicycle facilities.										
C-310		Race Track Road	DPW&T	4	MD 450 (Annapolis Road)	Idlewild Drive	90	Future study	4	Replaces 2022 Bowie-Mitchellville and Vicinity MP
C-310		Race Track Road	DPW&T	4	Idlewild Drive	Old Chapel Road	80–90	Future study	2	Replaces 2022 Bowie-Mitchellville and Vicinity MP
C-311		Old Chapel Road	DPW&T	4	MD 197 (Laurel Bowie Road)	Race Track Road	80	Barrier-separated bicycle facility	2	Amends 2022 Bowie-Mitchellville and Vicinity MP
Notes: Road diet per prior plan. Implement protected bicycle lanes.										

MPOT ID	Route ID	Facility Name	Ownership	District	From	To	Min. ROW	Bicycle or Shared-Use Facility	Vehicle Lanes	Master/Sector Plan
C-312		Duckettown Road	DPW&T	4	Springfield Road	Maple Avenue	60–80	Barrier-separated bicycle facility	2	Replaces 2022 Bowie-Mitchellville and Vicinity MP
C-313		Old Laurel Bowie Road	DPW&T	4	Maple Avenue	MD 197 (Laurel Bowie Road)	50–80	Painted bicycle lanes	2	Replaces 2022 Bowie-Mitchellville and Vicinity MP
C-314	MD 564	Lanham Severn Road	SHA	3	Cipriano Road	Carter Avenue	40–90	Barrier-separated bicycle facility	2	Replaces 2013 Glenn Dale-Seabrook-Lanham SP
Notes: Implement bicycle facilities incrementally over time as redevelopment occurs. Separated bicycle facilities are desirable in this location.										
C-314	MD 564	Lanham Severn Road	SHA	3 4	Santa Cruz Street	Springfield Road/Hillmeade Road	90	Barrier-separated bicycle facility	2	Replaces 2022 Bowie-Mitchellville and Vicinity MP
C-314	MD 564	Lanham Severn Road	SHA	4	Springfield Road/Hillmeade Road	Church Lane	90	Barrier-separated bicycle facility	2	Replaces 2022 Bowie-Mitchellville and Vicinity MP
C-314	MD 564	Lanham Severn Road/10th Street	SHA	4	Church Lane	Brady Avenue	90	Barrier-separated bicycle facility	2	Replaces 2022 Bowie-Mitchellville and Vicinity MP
Notes: Explore measures including on-street parking, curb extensions/bulb-outs, road diets and other ways to visually, if not physically, narrow perceived lane width (Church Lane to Lloyd Station Road).										
C-314	MD 564	Lanham Severn Road/9th Street	SHA	4	Brady Avenue	11th Street	40–90	Future study	2	Replaces 2022 Bowie-Mitchellville and Vicinity MP
Notes: Evaluate the potential for the construction of roundabouts and protected intersections to calm traffic and distinguish an active transportation corridor at Maple Avenue and both intersections of Chestnut Avenue.										
C-314	MD 564	Lanham Severn Road/11th Street	SHA	4	11th Street	Elm Avenue	50–90	Future study	2	Replaces 2022 Bowie-Mitchellville and Vicinity MP
C-314	MD 564	Lanham Severn Road/11th Street	SHA	4	Elm Avenue	Lloyd Station Road	90	Barrier-separated bicycle facility	2	Replaces 2022 Bowie-Mitchellville and Vicinity MP
C-314	MD 564	Race Track Road	SHA	4	Lloyd Station Road	MD 197 (Laurel Bowie Road)	100	Barrier-separated bicycle facility	2	2022 Bowie-Mitchellville and Vicinity MP
C-314	MD 564	Race Track Road	SHA	4	MD 197 (Laurel Bowie Road)	Jericho Park Road	90	Barrier-separated bicycle facility	2	Replaces 2022 Bowie-Mitchellville and Vicinity MP
C-315		Jericho Park Road	DPW&T	4	MD 197 (Laurel Bowie Road)	Race Track Road	60–90	Future study	2	Replaces 2022 Bowie-Mitchellville and Vicinity MP
Notes: Evaluate the potential for the construction of roundabouts and protected intersections to calm traffic and distinguish an active transportation corridor at the entrance to Bowie State University.										
C-315		Race Track Road	DPW&T	4	Jericho Park Road	Old Chapel Road	60–90	Future study	2	Replaces 2022 Bowie-Mitchellville and Vicinity MP
C-322		Springfield Road	DPW&T	4	MD 564 (Lanham Severn Road)	Good Luck Road/Springpark Court	80	Future study	2	Replaces 2022 Bowie-Mitchellville and Vicinity MP

MPOT ID	Route ID	Facility Name	Ownership	District	From	To	Min. ROW	Bicycle or Shared-Use Facility	Vehicle Lanes	Master/Sector Plan
C-327		Princess Garden Parkway	DPW&T	3	MD 450 (Annapolis Road)	Good Luck Road	80	Future study	2	Replaces 2013 Glenn Dale-Seabrook-Lanham SP
Notes: Road diet southern section of roadway to facilitate bike lanes. Consider restricting parking in other areas for bike lanes.										
C-328		Cipriano Road	DPW&T	3 4	MD 564 (Lanham Severn Road)	MD 193 (Greenbelt Road)	60– 80	Shared-use path	2– 4	Replaces 2013 Glenn Dale-Seabrook-Lanham SP
C-329		Whitfield Chapel Road	DPW&T	5	Ardwick-Ardmore Road	MD 450 (Annapolis Road)	50– 80	Future study	2	Replaces 2013 Glenn Dale-Seabrook-Lanham SP
Notes: Further study needed to balance parking needs against benefits of bike lanes or other bike accommodations.										
C-338	MD 953	Glenn Dale Road	SHA	5	MD 450 (Annapolis Road)	Atwell Avenue	85	Future study	4	Replaces 2013 Glenn Dale-Seabrook-Lanham SP
C-338	MD 953	Glenn Dale Road	SHA	5	Atwell Avenue	Enterprise Road	80	Future study	2	Replaces 2013 Glenn Dale-Seabrook-Lanham SP
C-339		Forbes Boulevard	DPW&T	5	Lottsford Vista Road	MD 450 (Annapolis Road)	80	Future study	4	Replaces 2013 Glenn Dale-Seabrook-Lanham SP
C-339		Forbes Boulevard	DPW&T	3	MD 450 (Annapolis Road)	MD 564 (Lanham Severn Road)	80	Future study	4	Replaces 2013 Glenn Dale-Seabrook-Lanham SP
C-340		Eastgate Drive	DPW&T	3	MD 564 (Lanham Severn Road)	MD 193 (Greenbelt Road)	80	Future study	4	Replaces 2013 Glenn Dale-Seabrook-Lanham SP
C-341		Good Luck Road	DPW&T	3 4	MD 201 (Kenilworth Avenue)	Baltimore-Washington Parkway	80	Shared-use path	4	Replaces 2017 East Riverdale-Beacon Heights SP
Notes: Work with NPS to obtain ROW or easement.										
C-341		Good Luck Road	DPW&T	3	Baltimore-Washington Parkway	I-95/495 (Capital Beltway)	70– 80	Shared-use Path	2– 4	Replaces 2009 MPOT
Notes: May require parking restrictions in some areas.										
C-341		Good Luck Road	DPW&T	3 4	I-95/495 (Capital Beltway)	Cipriano Road	80	Shared-use path	2– 4	Replaces 2013 Glenn Dale-Seabrook-Lanham SP
Notes: Consider retaining at two lanes to match segment to the west, but future corridor study is needed.										
C-341		Good Luck Road	DPW&T	3 4	Cipriano Road	Soil Conservation Road/Aqua Road	80	Shared-use path	2 to 4	Replaces 2013 Glenn Dale-Seabrook-Lanham SP
Notes: Consider retaining at two lanes to match segment to the west, but future corridor study is needed.										
C-341		Good Luck Road	DPW&T	4	Soil Conservation Road/Aqua Road	Springfield Road	80	Future study	2 to 4	2013 Glenn Dale-Seabrook-Replaces following: Lanham SP
Notes: Consider retaining at two lanes but build out bicycle and pedestrian improvements.										
C-342		Prospect Hill Road	DPW&T	4	MD 193 (Glenn Dale Boulevard)	Hillmeade Road	80	Shared-use path	4	Replaces 2013 Glenn Dale-Seabrook-Lanham SP
C-342			DPW&T	4	Hillmeade Road	Highbridge Road	80	Future study	2	Replaces 2022 Bowie-Mitchellville and Vicinity MP

MPOT ID	Route ID	Facility Name	Ownership	District	From	To	Min. ROW	Bicycle or Shared-Use Facility	Vehicle Lanes	Master/Sector Plan
C-344		Lottsford Vista Road	DPW&T	5	Lottsford Road	US 50 (John Hanson Highway)	70–80	Future study	4	Replaces 2009 MPOT
Notes: Consider shared-use path on one side, which may require 80' of ROW as an ultimate facility with redevelopment over time.										
C-344		Lottsford Vista Road	DPW&T	5	US 50 (John Hanson Highway)	MD 704 (Martin Luther King Jr Highway)	80	Future study	4	Replaces 2013 Glenn Dale-Seabrook-Lanham SP
Notes: Consider shared-use path on one side, but further study needed to identify appropriate bicycle facility.										
C-345		St. Josephs Drive	DPW&T	5	MD 202 (Landover Road)	Campus Way North	80	Shared-use path	4	Replaces 2009 Landover Gateway SP
Notes: Requires reconstruction of one sidewalk as shared-use path.										
C-345		St. Josephs Drive	DPW&T	5	Campus Way North	Ardwick-Ardmore Road	80	Shared-use path	4	Replaces 2009 MPOT
Notes: Barrier-separated cycle path may be appropriate in areas with ROW constraints.										
C-346		Ruby Lockhart Boulevard	DPW&T	5	St. Josephs Drive	Lottsford Road	70	Barrier-separated bicycle facility	2	Replaces 2009 MPOT
C-347		Ardwick-Ardmore Road	DPW&T	5	MD 704 (Martin Luther King Jr Highway)	near Summershade Lane cul-de-sac	80	Future study	2-4	Replaces 2009 MPOT, 2010 Subregion 4 MP
Notes: Future study to determine lanes and bicycle facilities. Install sidewalks from Martin Luther King Jr Highway to I-95/I-495 (Capital Beltway).										
C-347		Yellowwood Lane	DPW&T	5	near Summershade Lane cul-de-sac	Lottsford Vista Road	80	Future study	2-4	Replaces 2009 MPOT
C-348		Mount Lubentia Way	DPW&T	6	Harry S Truman Drive	MD 202 (Largo Road)	80	Shared-use path	4	Replaces 2009 MPOT
Notes: Barrier-separated cycle path may be appropriate in areas with ROW constraints.										
C-349		Kettering Drive	DPW&T	6	MD 202 (Largo Road)	MD 214 (Central Avenue)	80	Shared-lane markings or bike-on-shoulder	2-4	Replaces 2009 MPOT
C-349		Lake Arbor Way	DPW&T	6	MD 214 (Central Avenue)	Campus Way North	80	Future study	2	Replaces 2009 MPOT
Notes: Conduct a parking study to determine if bike lanes are viable for this road. Some existing striping that may be bike lanes exists.										
C-374		Carter Avenue	DPW&T	3	MD 450 (Annapolis Road)	MD 564 (Lanham Severn Road)	50–80	Future study	2	Replaces 2013 Glenn Dale-Seabrook-Lanham SP
Notes: Traffic calming and green stormwater facilities constructed in ROW.										
C-376		Bell Station Road	DPW&T	5	MD 193 (Glenn Dale Boulevard)	MD 450 (Annapolis Road)	80	Shared-lane markings or bike-on-shoulder	4	Replaces 2013 Glenn Dale-Seabrook-Lanham SP
C-377		Fairmont Drive	DPW&T	4	Market Place	Summit Point Boulevard	70	Future study	2	Replaces 2022 Bowie-Mitchellville and Vicinity MP
Notes: Recommend a future study of bike lanes in area to determine how to accommodate bike lanes on parallel smaller streets and alleys.										
C-377		Summit Point Boulevard	DPW&T	4	Fairmont Drive	Old Central Avenue	70	Future study	2	Replaces 2022 Bowie-Mitchellville and Vicinity MP
Notes: Recommend a future study of bike lanes in area to determine how to accommodate bike lanes on parallel smaller streets and alleys.										

MPOT ID	Route ID	Facility Name	Ownership	District	From	To	Min. ROW	Bicycle or Shared-Use Facility	Vehicle Lanes	Master/Sector Plan
C-378		Gwynn Brook Way	DPW&T	4	Fairmont Drive	US 301 (Robert Crain Highway)	70	Future study	2	Replaces 2022 Bowie-Mitchellville and Vicinity MP
Notes: Recommend a future study of bike lanes in area to determine how to accommodate bike lanes on parallel smaller streets and alleys.										
C-400		Brightseat Road	DPW&T	5	Hamlin Street	Ardwick-Ardmore Road	80	Shared-use path	4	Replaces 2009 Landover Gateway SP, 2010 Subregion 4 MP
Notes: Install continuous sidewalks on both sides of the roadway. Barrier-separated cycle path may be appropriate in areas with ROW constraints.										
C-401		Barlowe Road	DPW&T	5	MD 704 (Martin Luther King Jr Highway)	470 feet east of Smoketree Lane	80	Shared-use path	4	Replaces 2010 Subregion 4 MP, 2014 Landover Metro Area and MD 202 Corridor SP
Notes: Trail connection along Cattail Branch. Install sidewalks from Martin Luther King Jr Highway to the dead-end. This continues the sidewalks on both sides of the roadway to improve pedestrian access to schools.										
C-401		Barlowe Road Extension	DPW&T	5	470 feet east of Smoketree Lane	Evarts Street	80	Shared-use path	4	Replaces 2010 Subregion 4 MP, 2014 Landover Metro Area and MD 202 Corridor SP
Notes: Trail connection along Cattail Branch. Unbuilt as of November 15, 2024.										
C-402		Pennsy Drive	DPW&T	5	850 feet west of 75th Avenue	MD 950 (Garden City Drive)/Ardwick-Ardmore Road	60–70	Barrier-separated bicycle facility	2	Replaces 2009 MPOT
Notes: Implement the planned cycle track within the existing ROW through a road diet.										
C-404		Marblewood Avenue	DPW&T	5	Sheriff Road	62nd Avenue	50–80	Future study	2	Replaces 2018 Greater Cheverly SP
C-404		Marblewood Avenue	DPW&T	5	62nd Avenue	Columbia Park Road	80	Future study	2	Replaces 2010 Subregion 4 MP
C-405		Sheriff Road	DPW&T	5	MD 704 (Martin Luther King Jr Highway)	Sean Taylor Road/Brightseat Road	80	Future study	2–4	Replaces 2010 Subregion 4 MP
Notes: Conduct a study to determine if a road diet is feasible, which will also help identify bicycle facilities to implement.										
C-406		Belle Haven Drive	DPW&T	5	MD 704 (Martin Luther King Jr Highway)	Nalley Road	70–80	Shared-use path	4	2010 Subregion 4 MP
Notes: Barrier-separated cycle path may be appropriate in areas with ROW constraints.										
C-406		Nalley Road	DPW&T	5	Belle Haven Drive	Hill Oaks Road	70–80	Shared-use path	4	2010 Subregion 4 MP
Notes: Barrier-separated cycle path may be appropriate in areas with ROW constraints.										
C-406		Hill Oaks Road	DPW&T	5	Nalley Road	Michele Drive	70–80	Shared-use path	4	Amends 2010 Subregion 4 MP
Notes: Barrier-separated cycle path may be appropriate in areas with ROW constraints.										
C-407		Hill Road	DPW&T	5 7	MD 214 (Central Avenue)	MD 704 (Martin Luther King Jr Highway)	70–80	Shared-use path	4	Replaces 2010 Subregion 4 MP
Notes: Ideal to implement a shared use. However, if ROW is constrained, parallel residential streets to the west can be used for bike connections. Install continuous sidewalks from Central Avenue to Martin Luther King Jr Highway.										
C-408		Addison Road	DPW&T	5	Washington, D.C. line	Englewood Dr	80	Barrier-separated bicycle facility	2	2018 Greater Cheverly SP

MPOT ID	Route ID	Facility Name	Ownership	District	From	To	Min. ROW	Bicycle or Shared-Use Facility	Vehicle Lanes	Master/Sector Plan
C-408		Addison Road	DPW&T	5	Englewood Dr	Sheriff Road	60	Barrier-separated bicycle facility	2	2018 Greater Cheverly SP
Notes: Conduct a study to determine if protected bike lanes can be accommodated without an unacceptable loss of neighborhood parking.										
C-409		Addison Road	DPW&T	5 7	Sheriff Road	MD 214 (Central Avenue)	60	Barrier-separated bicycle facility	2	Amends 2010 Subregion 4 MP
Notes: Conduct a study to determine if bike lanes can be accommodated without an unacceptable loss of neighborhood parking.										
C-411		Columbia Park Road	DPW&T	5	Marblewood Avenue	MD 704 (Martin Luther King Jr Highway)	70–80	Future study	4	Replaces 2010 Subregion 4 MP
Notes: Given LOS issues, this should be widened to four lanes. Work to implement shared-use path or other bicycle facilities.										
C-412		Brightseat Road	DPW&T	5	Sean Taylor Road	Brightseat Business Park Road	80	Shared-use path	4	Replaces 2009 Landover Gateway SP
Notes: Barrier-separated cycle path may be appropriate in areas with ROW constraints.										
C-412		Brightseat Road	DPW&T	5	Brightseat Business Park Road	MD 214 (Central Avenue)	80	Shared-use path	4	Replaces 2010 Subregion 4 MP
Notes: Barrier-separated cycle path may be appropriate in areas with ROW constraints.										
C-414		Shady Glen Drive	DPW&T	6	Walker Mill Road	MD 214 (Central Avenue)	80	Future study	2–4	Replaces 2010 Subregion 4 MP
Notes: Future study to determine traffic volumes and appropriate bicycle facility.										
C-415	MD 218	Suitland Road	SHA	7	Washington, D.C. line	South edge of Washington National Cemetery	80	Future study	2	Replaces 2014 Southern Green Line Station Area SP
Notes: Has protected bike lanes in southern segment. Further study needed to determine appropriate bicycle facility.										
C-420		Sheriff Road	DPW&T	5	Washington, D.C. line	Marblewood Avenue	80–100	Shared-use path	4	Replaces 2010 Subregion 4 MP
Notes: Implement a shared-use path on the north side of the street. May require some additional ROW from more than 20 parcels on north side of street. Design and install cohesive and visually interesting sidewalk paving patterns and include site furnishings, lighting, and plantings that invite pedestrians at Eastern Avenue NE intersection. Develop a new image for Sheriff Road between Eastern Avenue and Addison Road that is inviting to pedestrians and promotes the corridor as a gateway to the County.										
C-422		Brooks Drive	DPW&T	7	MD 458 (Silver Hill Road)	MD 4 (Pennsylvania Avenue)	70–80	Shared-use path	2	Replaces 2010 Subregion 4 MP
Notes: Shared-use path constructed in front of Drew Freeman Middle School, extend to MD 4. Barrier-separated cycle path may be appropriate in areas with ROW constraints.										
C-422		Brooks Drive	DPW&T	7	MD 4 (Pennsylvania Avenue)	Marlboro Pike	120	Future study	4	Replaces 2010 Subregion 4 MP
Notes: Conduct a study to determine if bike lanes or a cycle track are more appropriate for the context.										
C-423		Regency Parkway	DPW&T	7	MD 218 (Suitland Road)	Marlboro Pike	80–100	Future study	4	Replaces 2010 Subregion 4 MP
Notes: Build full intersection at MD 4. Continue to study the feasibility and potential impacts and benefits of extending Regency Parkway from its current southern terminus across Suitland Parkway, Henson Creek, and the Green Line into the Branch Avenue Metro Station area.										
C-424		Walters Lane	DPW&T	6 7	Hil-Mar Drive	MD 4 (Pennsylvania Avenue)	40–80	Shared-lane markings or bike-on-shoulder	2	Amends 2010 Subregion 4 MP

MPOT ID	Route ID	Facility Name	Ownership	District	From	To	Min. ROW	Bicycle or Shared-Use Facility	Vehicle Lanes	Master/Sector Plan
C-425		Donnell Drive	DPW&T	6	MD 4 (Pennsylvania Avenue)	Marlboro Pike	100	Barrier-separated bicycle facility	4	Amends 2010 Subregion 4 MP
<p>Notes: Promote the implementation of measures that will increase pedestrian safety and convenience at frequent vehicle-pedestrian collision location at Pennsylvania Avenue. Install sidewalks from Pennsylvania Avenue to Beltz Drive.</p>										
C-426	MD 337	Forestville Road	SHA	6	MD 337 (Allentown Road)	Suitland Parkway	80	Shared-use path	4	Replaces 2010 Subregion 4 MP
C-426		Forestville Road	DPW&T	6	Suitland Parkway	Jordan Park Blvd	80	Shared-use path	4	Replaces 2010 Subregion 4 MP
<p>Notes: Will require ROW in some areas with generally industrial properties. Install sidewalks from Pennsylvania Avenue to Suitland Parkway.</p>										
C-426		Ritchie Road	DPW&T	6	Jordan Park Blvd	Alberta Drive	50–80	Shared-use path	2	Replaces 2010 Subregion 4 MP
<p>Notes: Incrementally add pedestrian and bicycle infrastructure with redevelopment. Shared-use path is most efficient way to add pedestrian and bicycle accommodations.</p> <p>As recommended by the 2020 <i>Forestville TNI Area Pedestrian Accessibility Study</i>, install new bus shelters on both sides at Napier Drive and add yellow reflectors along the guard rail leading up to the bus stop pad. In addition, install 10-inch thick white lines 50 feet in front of bus stops in both directions at Jordan Park Boulevard, Napier Drive, and Overton Drive.</p> <p>Construct new bus pads on both sides of Ritchie Road just north of Overton Drive, and a new bus shelter along southbound Ritchie Road just north of Asheville Road.</p> <p>Construct new sidewalks along Ritchie Road connecting to the bus stops, from Laura Lane to Overton Drive. Barrier-separated cycle path may be appropriate in areas with ROW constraints.</p>										
C-426		Ritchie Road	DPW&T	6	Alberta Drive	Walker Mill Road/Ritchie Marlboro Road	80	Shared-use path	4	Replaces 2010 Subregion 4 MP
<p>Notes: Install sidewalks from Walker Mill Road to Pennsylvania Avenue. Barrier-separated cycle path may be appropriate in areas with ROW constraints.</p>										
C-427		Walker Mill Road	DPW&T	7	Marlboro Pike	MD 458 (Silver Hill Road/Walker Mill Road)	80	Shared-use path	2-4	Replaces 2010 Subregion 4 MP
<p>Notes: Install sidewalks from Weber Drive to Silver Hill Road. Barrier-separated cycle path may be appropriate in areas with ROW constraints.</p>										
C-429		Karen Boulevard	DPW&T	6	Walker Mill Road	MD 214 (Central Avenue)	80	Barrier-separated bicycle facility	2-4	Amends 2010 Subregion 4 MP
<p>Notes: Implement barrier-separated bicycle lanes in unbuilt sections, but may require shared-use path if four lanes and no rebuilding of curb on existing section.</p>										
C-430		Benning Road	DPW&T	7	Washington, D.C. line	Marlboro Pike	60	Future study	2-4	Replaces 2009 Marlboro Pike SP
C-510		Dangerfield Road	DPW&T	9	Surratts Road	MD 223 (Woodyard Road)	80	Shared-use path	4	Replaces 2013 Subregion 5 MP
<p>Notes: Work within existing ROW for any interim improvements. Barrier-separated cycle path may be appropriate in areas with ROW constraints.</p>										
C-512		Kirby Road	DPW&T	9	Temple Hill Road	Old Branch Avenue	60–80	Shared-use path	4	Replaces 2013 Subregion 5 MP
<p>Notes: Tinkers Creek Trail is an alternative parallel bike route. Recommend sharrows and wide sidewalks in the interim. Barrier-separated cycle path may be appropriate in areas with ROW constraints.</p>										
C-513		Brandywine Road	DPW&T	9	Old Accokeek Road	Thrift Road	80	Shared-use path	2-4	Replaces 2013 Subregion 5 MP
<p>Notes: Interim facility would be minor widening to add a bike lane/shoulder in two lane sections or road diets in constrained four lane sections.</p>										

MPOT ID	Route ID	Facility Name	Ownership	District	From	To	Min. ROW	Bicycle or Shared-Use Facility	Vehicle Lanes	Master/Sector Plan
C-513		Brandywine Road	DPW&T	9	Thrift Road	MD 223 (Woodyard Road/ Piscataway Road)	80	Shared-use path	2-4	Replaces 2013 Subregion 5 MP
Notes: Interim facility would be minor widening to add a bike lane/shoulder in two lane sections or road diets in constrained four lane sections.										
C-513		Old Branch Avenue	DPW&T	9	MD 223 (Woodyard Road/ Piscataway Road)	Chris Mar Avenue	80	Shared-use path	2-4	Replaces 2013 Subregion 5 MP
Notes: Interim facility would be minor widening to add a bike lane/shoulder in two lane sections or road diets in constrained four lane sections. Conduct corridor access management plan along busy commercial corridor with frequent driveway access point (Old Branch Avenue from Woodyard Road to Allentown Road).										
C-513		Old Branch Avenue	DPW&T	9	Chris Mar Avenue	Coventry Way	80	Shared-use path	2-4	Replaces 2013 Subregion 5 MP
Notes: Recommend shared-use path in this area. Consider a road diet, but a corridor study will be needed to determine appropriate bicycle accommodation.										
C-513		Old Branch Avenue	DPW&T	9	Coventry Way	Kirby Road	80	Shared-use path	2-4	Replaces 2013 Subregion 5 MP
Notes: Section built to four lanes with bike lanes, which can serve as an interim facility. In the long term, build protected bike lanes or shared-use path.										
C-513		Old Branch Avenue	DPW&T	9	Kirby Road	Sharon Road	50–60	Shared-use path	2	Replaces 2013 Subregion 5 MP
Notes: Corridor study will be needed to determine appropriate bicycle accommodations.										
C-514		Steed Road/ Surratts Road Extended	DPW&T	9	MD 223 (Piscataway Road) at Steed Road	Brandywine Road	80	Future study	4	Replaces 2013 Subregion 5 MP
C-515		Temple Hill Road Extended	DPW&T	9	Surratts Road Extended	MD 223 (Piscataway Road)	80	Future study	4	Replaces 2013 Subregion 5 MP
C-516		Steed Road	DPW&T	8 9	Allentown Road	MD 223 (Piscataway Road)	80	Shared-use path	4	Replaces 2013 Subregion 5 MP
Notes: Barrier-separated cycle path may be appropriate in areas with ROW constraints.										
C-517		Shady Oak Parkway	DPW&T	9	MD 5 (Branch Avenue)	Dyson Road	80	Future study	4	Replaces 2013 Subregion 5 MP
Notes: Will require future study for precise alignment. Includes interchange with MD 5 (Branch Avenue).										
C-518		Hyde Field Collector Road	DPW&T	9	Old Fort Road East	Steed Road	80	Future study	4	Replaces 2013 Subregion 5 MP
C-519		Gallahan Road	DPW&T	9	MD 223 (Piscataway Road)	Old Fort Road	80	Shared-use path	2-4	Replaces 2013 Subregion 5 MP
C-520		Windbrook Drive	DPW&T	9	Thrift Road/ Blackwater Road	MD 223 (Piscataway Road)	80	Barrier-separated bicycle facility	2	Amends 2013 Subregion 5 MP
C-521		Thrift Road	DPW&T	9	Windbrook Drive	1,350 feet south of Tippet Road	80	Shared-use path	2-4	Replaces 2013 Subregion 5 MP
Notes: Barrier-separated cycle path may be appropriate in areas with ROW constraints.										
C-521		Thrift Road Relocated	DPW&T	9	1,350 feet south of Tippet Road	Tippet Road	80	Shared-use path	2-4	Replaces 2013 Subregion 5 MP
Notes: Barrier-separated cycle path may be appropriate in areas with ROW constraints.										

MPOT ID	Route ID	Facility Name	Ownership	District	From	To	Min. ROW	Bicycle or Shared-Use Facility	Vehicle Lanes	Master/Sector Plan
C-523		Livingston Road	DPW&T	9	MD 223 (Piscataway Road/Livingston Road)	Piscataway Creek	80	Shared-use path	4	Replaces 2013 Subregion 5 MP
Notes: Shared-lane markings in interim, buffered bike lanes or shared-use path if road is rebuilt.										
C-523		Livingston Road	DPW&T	89	Piscataway Creek	MD 210	80	Shared-use path	4	Replaces 2009 MPOT
Notes: Shared-lane markings in interim, buffered bike lanes or shared-use path if road is rebuilt.										
C-524		Bealle Hill Road	DPW&T	9	MD 373 (Accokeek Road)	Livingston Road	80	Shared-use path	2	Replaces 2013 Subregion 5 MP
Notes: Barrier-separated cycle path may be appropriate in areas with ROW constraints.										
C-524		Livingston Road	DPW&T	9	Livingston Road	Farmington Road East/Berry Road	80	Shared-use path	2	Replaces 2013 Subregion 5 MP
Notes: Shared-lane markings in the interim, buffered bike lanes or shared-use path if road is rebuilt.										
C-525		Livingston Road	DPW&T	9	MD 210 at Independence Road	MD 210 at MD 373 (Livingston Road)	80	Shared-use path	2	Replaces 2013 Subregion 5 MP
C-526		Manning Road East	DPW&T	9	MD 210	MD 228 (Berry Road)	80	Shared-use path	4	Replaces 2013 Subregion 5 MP
Notes: Barrier-separated cycle path may be appropriate in areas with ROW constraints.										
C-527	MD 373	Old Accokeek Road	SHA	9	A-55 (Accokeek Road)	Brandywine Road	80–95	Future study	4	Replaces 2013 Subregion 5 MP
Notes: Conduct a study to identify appropriate bicycle accommodations.										
C-528		Dyson Road	DPW&T	9	Brandywine Road	Cherry Tree Crossing Road	80	Shared-use path	4	Replaces 2013 Subregion 5 MP
Notes: Barrier-separated cycle path may be appropriate in areas with ROW constraints.										
C-529		Farmington Road West	DPW&T	9	Livingston Road	MD 210	60–70	None	2	Replaces 2013 Subregion 5 MP
Notes: Identify and implement a bicycle facility for this route. This will involve bikeway signage and possible safety enhancements where necessary. The segments of Farmington Road West within the Established Communities should include sidewalk construction along both sides to improve access to the Accokeek Town Center. The segments requiring sidewalk improvements extend from Reserve Road to Livingston Road and from Wharf Road to MD 210.										
C-530		Berry Road	DPW&T	9	MD 373 (Accokeek Road)	Livingston Road	80	Shared-use path	2	Replaces 2013 Subregion 5 MP
Notes: Barrier-separated cycle path may be appropriate in areas with ROW constraints.										
C-531		Danville Road	DPW&T	9	Floral Park Road	MD 373 (Accokeek Road)	80	Shared-use path	2	Replaces 2013 Subregion 5 MP
Notes: Barrier-separated cycle path may be appropriate in areas with ROW constraints.										
C-532		Gardner Road	DPW&T	9	Charles County line	MD 373 (Accokeek Road)	60–70	None	2	Replaces 2013 Subregion 5 MP
C-533		Tippett Road	DPW&T	9	Thrift Road	MD 223 (Piscataway Road)	80	Shared-use path	2	Replaces 2013 Subregion 5 MP
Notes: Require dedication with redevelopment. Barrier-separated cycle path may be appropriate in areas with ROW constraints.										

MPOT ID	Route ID	Facility Name	Ownership	District	From	To	Min. ROW	Bicycle or Shared-Use Facility	Vehicle Lanes	Master/Sector Plan
C-600		US 301 Service Road	DPW&T	9	Frank Tippett Road	Rosaryville Road	60–80	Future study	2	Replaces 2013 Subregion 6 MP
Notes: Formerly P-607. New US 301 service road when F-10 or TW-2 is completed. Could include cycle track or separate shared-use path to parallel the freeway.										
C-601		Water Lily Way Extension	DPW&T	6	Dower House Road	Central Park Drive (Extended)	80	Shared-use path	2	Replaces 2009 MPOT
Notes: Formerly P-619. Barrier-separated cycle path may be appropriate in areas with ROW constraints.										
C-602		Brown Station Road	DPW&T	6	Old Marlboro Pike	White House Road	80	Shared-use path	4	2013 Subregion 6 MP
Notes: Barrier-separated cycle path may be appropriate in areas with ROW constraints.										
C-603		S Osborne Road	DPW&T	9	Osborne Hill Drive	William Beanes Road	80	Shared-use path	2	New in Go Prince George's
Notes: Barrier-separated cycle path may be appropriate in areas with ROW constraints.										
C-604		Old Marlboro Pike	DPW&T	6 9	MD 223 (Woodyard Road)	Brown Station Road	80	Shared-use path	2–4	Replaces 2013 Subregion 6 MP
Notes: Barrier-separated cycle path may be appropriate in areas with ROW constraints.										
C-605		Old Marlboro Pike	DPW&T	9	Dower House Road	Marlboro Pike Loop	80	Shared-use path	4	Replaces 2013 Subregion 6 MP
Notes: Barrier-separated cycle path may be appropriate in areas with ROW constraints.										
C-605		Marlboro Pike	DPW&T	9	Old Marlboro Pike Loop	MD 223 (Woodyard Road)	80	Shared-use path	4	Replaces 2013 Subregion 6 MP
Notes: Barrier-separated cycle path may be appropriate in areas with ROW constraints.										
C-605		William Beanes Road Extended	DPW&T	9	MD 223 (Woodyard Road)	Osborne Road	80	Shared-use path	4	Replaces 2013 Subregion 6 MP
Notes: Barrier-separated cycle path may be appropriate in areas with ROW constraints. Unbuilt as of November 15, 2024.										
C-605		William Beanes Road	DPW&T	9	Marlboro Pike/ South Osborne Road	Old Crain Highway	80	Shared-use path	2	Replaces 2013 Subregion 6 MP
Notes: Barrier-separated cycle path may be appropriate in areas with ROW constraints.										
C-610		Cherry Tree Crossing Road	DPW&T	9	Approximately 3,300 feet north of MD 381 (Brandywine Road)	Cross Road Trail	80	Shared-use path	4	Replaces 2013 Subregion 6 MP
C-610		Cherry Tree Crossing Road Relocated	DPW&T	9	Cross Road Trail	US 301 (Robert Crain Highway)	80	Shared-use path	4	Replaces 2013 Subregion 6 MP
Notes: Unbuilt as of November 15, 2024.										
C-610		Frank Tippett Road	DPW&T	9	US 301 (Robert Crain Highway)	Rosaryville Road	80	Shared-use path	2–4	Replaces 2013 Subregion 6 MP
Notes: Barrier-separated cycle path may be appropriate in areas with ROW constraints.										

MPOT ID	Route ID	Facility Name	Ownership	District	From	To	Min. ROW	Bicycle or Shared-Use Facility	Vehicle Lanes	Master/Sector Plan
C-611		Old Crain Highway	DPW&T	9	MC-602 (New Major Collector/Robert Crain Highway)	MD 4 (Pennsylvania Avenue) westbound ramp	60–70	None	2	Replaces 2013 Subregion 6 MP
<p>Notes: Formerly C-603. Conduct a study to determine appropriate bicycle facilities to connect Upper Marlboro to future bicycle facilities along F-10/US 301.</p>										
C-612		Grandhaven Avenue	DPW&T	9	Duley Station Road	Heathermore Boulevard	80	Future study	2	Replaces 2013 Subregion 6 MP
<p>Notes: Study for appropriate bicycle accommodations.</p>										
C-613	MD 381	Brandywine Road	SHA	9	MD 5 (Branch Avenue)	300 feet east of Cherry Tree Crossing Road	80	Shared-use path	4	Replaces 2013 Subregion 5 MP
<p>Notes: Carried forward from the 2021 <i>The Village of Brandywine Sidewalk and Streetscape Improvements Study</i>, construct a sidewalk along the north side of MD 381 from Missouri Avenue east to Cherry Tree Crossing Road. In addition, construct high-visibility crosswalks at Mattawoman Drive (E), Missouri Avenue (W and N), Chapel of Incarnation parking lot, west of Cherry Tree Crossing Road, and at Brandywine Volunteer Fire Department entrance.</p>										
C-613	MD 381	Brandywine Road	SHA	9	300 feet east of Cherry Tree Crossing Road	Tower Road	80	Shared-use path	2-4	Replaces 2013 Subregion 6 MP
<p>Notes: Barrier-separated cycle path may be appropriate in areas with ROW constraints.</p>										
C-613	MD 381	Brandywine Road	SHA	9	Tower Road	Baden Westwood Road	80	Shared-lane markings or bike-on-shoulder	2	Replaces 2013 Subregion 6 MP
<p>Notes: Acquire ROW over time to meet state standards. Study potential future bicycle accommodations on this route since it connects to smaller communities in the County.</p>										
C-613	MD 381	Aquasco Road	SHA	9	Baden Westwood Road	Charles County line	80	Shared-lane markings or bike-on-shoulder	2	Replaces 2009 MPOT
<p>Notes: Acquire ROW over time to meet state standards. Study potential future bicycle accommodations on this route. Provide consistent four-foot shoulders and bike lanes on Aquasco Road and/or treatments to reduce travel speeds, thus creating a more comfortable cycling environment</p>										
C-615	MD 382	Croom Road	SHA	9	Charles County line	MC-602 (New Major Collector/Robert Crain Highway)	80	Shared-lane markings or bike-on-shoulder	2	Replaces 2013 Subregion 6 MP
<p>Notes: Includes interchange with US 301. Acquire ROW over time to meet state standards. Provide paved shoulders on uphill lanes (greater than 6 percent) and remove debris and grassy overgrowth along Croom Road to improve comfort for cyclists.</p>										
C-617		Cedarville Road	DPW&T	9	Mattawoman Drive	MD 381 (Brandywine Road)	60–70	Shared-Use Path	2	Replaces 2013 Subregion 5 MP, 2013 Subregion 6 MP
C-619		Baden Westwood Road	DPW&T	9	MD 381 (Brandywine Road/Aquasco Road)	300 feet west of Baden Springs Drive	60–70	Painted bicycle lanes	2	Replaces 2013 Subregion 6 MP
<p>Notes: Study feasibility of shared-use path between MD 381 and St. Philips Church, also serving Baden Elementary School and Library.</p>										
C-619		Baden Westwood Road	DPW&T	9	300 feet west of Baden Springs Drive	Westwood Road	60–70	None	2	Replaces 2013 Subregion 6 MP
C-619		Westwood Road	DPW&T	9	Baden Westwood Road	Bald Eagle School Road	60–70	None	2	Replaces 2009 MPOT
C-619		Bald Eagle School Road	DPW&T	9	Westwood Road	MD 382 (Croom Road)	60–70	None	2	Replaces 2013 Subregion 6 MP

MPOT ID	Route ID	Facility Name	Ownership	District	From	To	Min. ROW	Bicycle or Shared-Use Facility	Vehicle Lanes	Master/Sector Plan
C-621		Eagle Harbor Road	DPW&T	9	MD 381 (Aquasco Road)	Trueman Point Road	60–70	None	2	Replaces 2013 Subregion 6 MP
Notes: Study the appropriate bicycle facility to connect to MD 381 and provide access to the Eagle Harbor area.										
C-622		Doctor Bowen Road	DPW&T	9	Charles County line	MD 381 (Aquasco Road)	60–70	None	2	Replaces 2013 Subregion 6 MP
C-623		Horsehead Road	DPW&T	9	Charles County line	Orme Road	60–70	None	2	Replaces 2013 Subregion 6 MP
C-623		Horsehead Road	DPW&T	9	Orme Road	Baden Westwood Road	60–70	Painted bicycle lanes	2	Replaces 2013 Subregion 6 MP
C-624		Cross Road Trail	DPW&T	9	Cherry Tree Crossing Road	North Keys Road	60–70	None	2	Replaces 2013 Subregion 6 MP
C-626		Westphalia Road	DPW&T	6	Presidential Parkway	Ritchie Marlboro Road	80	Shared-use path	2–4	2009 MPOT
C-627		D'Arcy Road	DPW&T	6	Ritchie Road	I-95/I-495 (Capital Beltway)	80	Shared-use path	4	Replaces 2010 Subregion 4 MP
Notes: Install sidewalks from Ritchie Road to I-95/I-495 (Capital Beltway).										
C-627		D'Arcy Road	DPW&T	6	I-95/I-495 (Capital Beltway)	Presidential Parkway	80	Shared-use path	4	Replaces 2009 MPOT
C-627		D'Arcy Road	DPW&T	6	Presidential Parkway	Westphalia Road	80	Shared-use path	2–4	Replaces 2009 MPOT
Notes: In the interim, determine if a shared-use path can be built to better accommodate non-auto modes. Barrier-separated cycle path may be appropriate in areas with ROW constraints.										
C-627		Rock Spring Drive	DPW&T	6	Westphalia Road	Central Park Drive	80	Shared-use path	4	Replaces 2009 MPOT
C-628		Dower House Road	DPW&T	9	Foxley Road	Rosemont Street/McCormick Road	80	Shared-use path	4	Replaces MPOT 2009, 2013 Subregion 6 MP
C-628		McCormick Road	DPW&T	9	Rosemont Street/Dower House Road	MD 223 (Woodyard Road)	80	Shared-use path	4	Replaces 2013 Subregion 6 MP
C-630		Sansbury Road	DPW&T	6	D'Arcy Road	Presidential Parkway extended	80	Future study	2	Replaces 2009 MPOT
Notes: During construction of MC-604, conduct future study to determine the most appropriate bicycle facilities for the neighborhood.										
C-633		Brown Road	DPW&T	6	Ritchie Marlboro Road	Brown Station Road	80	Future study	2	Replaces 2009 MPOT
Notes: Conduct future study to determine the most appropriate bicycle facilities for the neighborhood.										
C-700		Livingston Road	DPW&T	8	I-95/495 (Capital Beltway)	MD 210	80	Shared-use path	4	Replaces Eastover-Forest Heights-Glassmanor SP
Notes: Barrier-separated cycle path may be appropriate in areas with ROW constraints.										
C-701		Owens Road	DPW&T	7 8	Washington, D.C. line	Kennebec Street	80	Barrier-separated bicycle facility	2	Replaces Eastover-Forest Heights-Glassmanor SP
C-701		Owens Road	DPW&T	7 8	Kennebec Street	Wheeler Road	80	Barrier-separated bicycle facility	2	Replaces 2009 MPOT
C-702		Iverson Street	DPW&T	7	Owens Road	Wheeler Rd	80–100	Barrier-separated bicycle facility	2	Amends 2009 MPOT

MPOT ID	Route ID	Facility Name	Ownership	District	From	To	Min. ROW	Bicycle or Shared-Use Facility	Vehicle Lanes	Master/Sector Plan
C-702		Iverson Street	DPW&T	7	Iverson Place/19th Avenue	23rd Parkway	100	Barrier-separated bicycle facility	2	Amends 2009 MPOT
C-702		Iverson Street	DPW&T	7	23rd Parkway	28th Avenue	100	Barrier-separated bicycle facility	4	Replaces 2013 Branch Avenue Corridor SP
C-702		Iverson Street	DPW&T	7	28th Avenue	MD 5 (Branch Avenue)	100	Barrier-separated bicycle facility	4	Amends 2014 Southern Green Line Station Area SP
C-703		Wheeler Road	DPW&T	7	MD 414 (St. Barnabas Road)	Barnaby Run	80	Future study	2	Replaces 2009 MPOT
Notes: Conduct future study to determine the most appropriate bicycle facilities.										
C-703		Wheeler Road	DPW&T	7	Barnaby Run	Washington, D.C. line	80	Future study	2	Replaces 2014 Southern Green Line Station Area SP
Notes: Conduct future study to determine the most appropriate bicycle facilities.										
C-704		23rd Parkway Extended	DPW&T	7	MD 414 (St. Barnabas Road) at Hagan Road	Olson Street	80–120	Future study	2	Replaces 2009 MPOT
Notes: Unbuilt. Conduct future study to determine the most appropriate bicycle facilities.										
C-704		23rd Parkway	DPW&T	7	Olson Street	Bristol Place	80–120	Future study	2	Replaces 2009 MPOT
Notes: Conduct future study to determine the most appropriate bicycle facilities.										
C-704		23rd Parkway	DPW&T	7	Bristol Place	Afton Street	80–120	Future study	2	Replaces 2014 Southern Green Line Station Area SP
Notes: Conduct future study to determine the most appropriate bicycle facilities.										
C-708		Oxon Hill Road	DPW&T	8	Livingston Road	Oxon Hill Manor	80	Future study	2	Replaces 2009 MPOT
Notes: Future study is warranted to determine the most appropriate bicycle facilities.										
C-708		Oxon Hill Road	DPW&T	8	Oxon Hill Manor	Tanger Avenue/MGM National Avenue	110–130	Future study	4–6	Replaces 2009 MPOT
Notes: Future study is warranted to determine the most appropriate bicycle facilities.										
C-709		Kerby Hill Road	DPW&T	8	Oxon Hill Road	MD 210	80	Future study	2	Replaces 2009 MPOT
Notes: Barrier-protected bike lanes are desired, but study needed to determine if parking impacts are acceptable.										
C-710		Livingston Road	DPW&T	8	Fort Washington Road	Old St. Johns Way	80	Shared-lane markings or bike-on-shoulder	2	New in Go Prince George's
C-710		Livingston Road	DPW&T	8	Old St. Johns Way	Old Fort Road/Oxon Hill Road	80	Shared-lane markings or bike-on-shoulder	2 to 4	New in Go Prince George's
C-711		St. Barnabas Road	DPW&T	8	Livingston Road/Sunnyside Lane	Bock Road	80	Shared-use path	4	Replaces 2009 MPOT
Notes: Barrier-separated cycle path may be appropriate in areas with ROW constraints.										

MPOT ID	Route ID	Facility Name	Ownership	District	From	To	Min. ROW	Bicycle or Shared-Use Facility	Vehicle Lanes	Master/Sector Plan
C-712		Bock Road	DPW&T	8	Tucker Road	St. Barnabas Road	80	Shared-use path	4	Replaces 2009 MPOT
Notes: Barrier-separated cycle path may be appropriate in areas with ROW constraints.										
C-718		Allentown Road	DPW&T	8 9	Old Fort Road	Steed Road	80	Future study	4	Replaces 2009 MPOT
Notes: Future study is warranted to determine the most appropriate bicycle facilities.										
C-718		Allentown Road	DPW&T	8	Steed Road	Tucker Road/ Allentown Road	80	Shared-use path	4	Amends 2013 Subregion 5 MP
Notes: Obtain 80' ROW over time through redevelopment or to realign properties with actual public road infrastructure. Implement shared-use path on one side of street.										
C-719		Old Fort Road South	DPW&T	8 9	Fort Washington Road	Livingston Road	80	Future study	2	Replaces 2009 MPOT
Notes: Future study is warranted to determine the most appropriate bicycle facilities.										
C-719		Old Fort Road	DPW&T	8 9	Livingston Road	Gallahan Road	80	Future study	2	Replaces 2009 MPOT
Notes: Implement shared-use path as ROW becomes available but look for interim opportunities to widen the shoulder of the road. Future study is warranted to determine the most appropriate bicycle facilities.										
C-719		Old Fort Road	DPW&T	8 9	Gallahan Road	Old Fort Road East	80	Future study	2	Replaces 2013 Subregion 5 MP
Notes: Study future bicycle facilities, may be most practical to implement a shared-use path.										
C-719		Old Fort Place	DPW&T	9	Old Fort Road East	Allentown Road	80	Future study	2	Replaces 2013 Subregion 5 MP
Notes: Study future bicycle facilities, may be most practical to implement a shared-use path.										
C-722		Fort Washington Road	DPW&T	8	Fort Washington Park	MD 210	80	Future study	2	Replaces 2009 MPOT
Notes: Includes interchange at MD 210. Study future bicycle facilities. May be most practical to implement a shared-use path. Provide continuous sidewalks along Fort Washington Road.										
C-723		Swan Creek Road East	DPW&T	8	Fort Washington Road	Horizon Court	80	Barrier-separated bicycle facility	2	Replaces 2009 MPOT
Notes: Extend existing barrier-separated bike lane in front of Colin Powell Academy for length of corridor.										
C-723		Swan Creek Road East	DPW&T	8	Horizon Court	MD 210	80– 100	Barrier-separated bicycle facility	4	Replaces 2009 MPOT
Notes: Includes interchange at MD 210. Extend barrier-separated bike lanes to future MD 210 bikeway.										
C-724		Livingston Road	DPW&T	8	Swan Creek Road East at MD 210 Interchange	Fort Washington Road	80	Future study	2 to 4	Replaces 2009 MPOT
Notes: Conduct a more detailed study of traffic conditions and to determine best future bicycle facility.										
C-725		Tucker Road	DPW&T	8	Palmer Road/ Tucker Road	St. Barnabas Road	80	Future study	2	Replaces 2009 MPOT
Notes: Future study is warranted to determine the most appropriate bicycle facilities.										
C-726		Livingston Road	DPW&T	8	MD 210	Bock Road	80	Shared-use path	4	Replaces 2009 MPOT

Road Recommendations

Table 10. Primary Road Recommendations

MPOT ID	Route ID	Facility Name	Ownership	District	From	To	Min. ROW	Bicycle or Shared-Use Facility	Vehicle Lanes	Master/Sector Plan
P-101		Odell Road	DPW&T	1	Edmonston Road	Muirkirk Road	60	Painted bicycle lanes	2	Amends 2010 Subregion 1 MP
P-102		Springfield Road	DPW&T	1	Powder Mill Road	Odell Road	60	Painted bicycle lanes	2	Amends 2010 Subregion 1 MP
P-103		Sellman Road	DPW&T	1	Cherry Hill Road	Rhode Island Avenue	60	Painted bicycle lanes	2	2010 Subregion 1 MP
Notes: Implement bicycle lanes.										
P-106		Brooklyn Bridge Road	DPW&T	1	Montgomery County Line	City of Laurel	60	Painted bicycle lanes	2	2010 Subregion 1 MP
P-108		Springfield Road	DPW&T	4	Good Luck Road/ Springpark Court	Powder Mill Road	60– 70	Shared-lane markings or bike-on-shoulder	2	Replaces 2010 Subregion 1 MP, 2022 Bowie-Mitchellville and Vicinity MP
Notes: Formerly C-116.										
P-109		Soil Conservation Road	Federal	1 4	Good Luck Road	Powder Mill Road	60– 70	None	2	Replaces 2009 MPOT
Notes: Formerly C-115. Parallel bike accommodations on Springfield Road.										
P-110		Powder Mill Road	Federal	1 4	Edmonston Road	MD 197 (Laurel Bowie Road)	60– 70	None	2	Replaces 2010 Subregion 1 MP
Notes: Formerly C-112. Coordination with Beltsville Agricultural Research Center and further study is needed to determine appropriate bicycle accommodation while maintaining historic character of road.										
P-200		Edmonston Road	DPW&T	3 4	Old Calvert Road	Springhill Drive	60	Shared-use path	2	New in Go Prince George's
Notes: Crossing of MD 193 should be improved for pedestrians and bicycles.										
P-201		Auburn Avenue	DPW&T	3	Riverdale Road	Brier's Mill Run	75	Barrier-separated bicycle facility	2	2017 East Riverdale-Beacon Heights SP
Notes: Implement cycle track per prior plan.										
P-201		Auburn Avenue	DPW&T	3	Brier's Mill Run	Good Luck Road	60	Painted bicycle lanes	2	2009 MPOT
Notes: Study future bicycle facilities.										
P-202		48th Street	DPW&T	5	MD 201 (Kenilworth Avenue)	MD 201 (Kenilworth Avenue)	70	Shared-lane markings or bike-on-shoulder	2	Replaces 2009 MPOT
P-204		Nicholson Street	DPW&T	2	Ager Road	MD 500 (Queens Chapel Road)	60	Painted bicycle lanes	2	Ongoing West Hyattsville-Queens Chapel SP
P-206		Carters Lane	DPW&T	2 3	MD 201 (Kenilworth Avenue)	Greenvale Parkway	60	Painted bicycle lanes	2	2017 East Riverdale-Beacon Heights SP
P-207		Cheverly Avenue	DPW&T	5	Arbor Street/ Columbia Park Road	MD 202 (Landover Road)	60	Painted bicycle lanes	2	2018 Greater Cheverly SP

MPOT ID	Route ID	Facility Name	Ownership	District	From	To	Min. ROW	Bicycle or Shared-Use Facility	Vehicle Lanes	Master/Sector Plan
P-208		Lamont Drive	DPW&T	3	Riverdale Road	Good Luck Road	60	Shared-lane markings or bike-on-shoulder	2	Replaces 2009 MPOT
Notes: Bus route. On-street parking. Shared-lane markings.										
P-212		59th Avenue	DPW&T	5	Arbor Street	Carlisle Street	60	Painted bicycle lanes	2	2018 Greater Cheverly SP
P-212		Carlisle Street	DPW&T	5	59th Avenue	Crest Avenue	60	Painted bicycle lanes	2	2018 Greater Cheverly SP
P-212		Crest Avenue	DPW&T	5	Carlisle Street	Lockwood Road	60	Painted bicycle lanes	2	2018 Greater Cheverly SP
P-213		56th Avenue/ Place	Town of Blad- ens- burg	5	MD 202 (Landover Road)	Emerson Street	60	Shared-lane markings	2	New in Go Prince George's
Notes: Facility is within the boundaries of the ongoing Port Towns Sector Plan.										
P-213		56th Avenue/ Place	DPW&T	5	Emerson Street	Carters Lane	60	Shared-lane markings	2	New in Go Prince George's
Notes: Facility is within the boundaries of the ongoing Port Towns Sector Plan.										
P-214		62nd Avenue	DPW&T	5	Marblewood Avenue/Reed Street	State Street	50	Shared-lane markings or bike-on-shoulder	2	Amends 2018 Greater Cheverly SP
P-214		State Street	DPW&T	5	62nd Avenue	64th Avenue	50	Shared-lane markings or bike-on-shoulder	2	Amends 2018 Greater Cheverly SP
P-214		64th Avenue	DPW&T	5	State Street	Columbia Park Road	50	Shared-lane markings or bike-on-shoulder	2	Amends 2018 Greater Cheverly SP
P-215		Old Landover Road	DPW&T	5	MD 202 (Landover Road)	Warner Avenue	60	Painted bicycle lanes	2	2018 Greater Cheverly SP
Notes: Consider keeping at two lanes and adding buffered bike lanes in lieu of cycle track.										
P-216		Lloyd Street	DPW&T	5	Park Trail Entrance	MD 201 (Kenilworth Avenue)	60	Shared-use path	2	2018 Greater Cheverly SP
P-217		North Englewood Drive	DPW&T	5	Addison Road	Ivywood Ave	50	Shared-lane markings or bike-on-shoulder	2	Amends 2018 Greater Cheverly SP
P-218		Lydell Road	DPW&T	5	MD 201 (Kenilworth Avenue)	Terminus	80	Shared-use path	2	2018 Greater Cheverly SP
P-219		Schuster Drive	DPW&T	5	Lydell Road	Terminus	80	Shared-use path	2	2018 Greater Cheverly SP
P-220		55th Avenue	DPW&T	5	Macbeth Street	MD 202 (Landover Road)	60	Shared-lane markings	2	New in Go Prince George's
Notes: Facility is within the boundaries of the ongoing Port Towns Sector Plan.										

MPOT ID	Route ID	Facility Name	Ownership	District	From	To	Min. ROW	Bicycle or Shared-Use Facility	Vehicle Lanes	Master/Sector Plan
P-221		Quincy Street	Town of Bladensburg	5	52nd Avenue	53rd Place	60	Shared-lane markings	2	New in Go Prince George's
Notes: Facility is within the boundaries of the ongoing Port Towns Sector Plan.										
P-221		Quincy Street	DPW&T	5	53rd Place	55th Avenue	60	Shared-lane markings	2	New in Go Prince George's
Notes: Facility is within the boundaries of the ongoing Port Towns Sector Plan.										
P-222		Sarvis Avenue	DPW&T	3	MD 201 (Kenilworth Avenue)	60th Avenue	50	Shared-lane markings	2	New in Go Prince George's
Notes: Maintain existing sidewalks and ROW and add shared-lane markings.										
P-223		LaSalle Road	DPW&T	2	19th Avenue	Eastern Avenue NE	56	Shared-use path	2	New in Go Prince George's
Notes: Includes the Anacostia Gateway Trail on the west side between 19th Avenue and Avondale Gateway Park, in lieu of a sidewalk. Include Tier 1 bus stops outside of the shared-use path.										
P-223		19th Avenue	DPW&T	2	LaSalle Road	MD 501 (Chillum Road)	56	Shared-use path	2	New in Go Prince George's
Notes: Includes the Anacostia Gateway Trail on the west side, in lieu of a sidewalk. Include Tier 1 bus stops outside of the shared-use path.										
P-300	MD 978	Hall Road	SHA	4	Devonwood Drive	Pin Oak Parkway	60	Shared-lane markings or bike-on-shoulder	2	2022 Bowie-Mitchellville and Vicinity MP
P-300	MD 978	Hall Road	SHA	4	Pin Oak Parkway	MD 214 (Central Avenue) west of Pennsbury Drive	60	Shared-use path	2	2022 Bowie-Mitchellville and Vicinity MP
P-301		Hillmeade Road	DPW&T	6	Fairwood Parkway	MD 450 (Annapolis Road)	60	Shared-lane markings or bike-on-shoulder	2	Replaces 2022 Bowie-Mitchellville and Vicinity MP
P-302		Daisy Lane	DPW&T	4	MD 193 (Glenn Dale Boulevard)	Hillmeade Road	60	Painted bicycle lanes	2	2013 Glenn Dale-Seabrook-Lanham SP
P-303		Northern Avenue	DPW&T	4	MD 193 (Greenbelt Road)	Good Luck Road	60	Shared-lane markings or bike-on-shoulder	2	2013 Glenn Dale-Seabrook-Lanham SP
P-304		Southbound MD 3 Service Road	DPW&T	4	US 301/MD 3 (Robert Crain Highway)	MD 450 (Annapolis Road)	60	Shared-lane markings or bike-on-shoulder	2	2022 Bowie-Mitchellville and Vicinity MP
P-305		Governors Bridge Road	DPW&T	4	Long Leaf Court/Long Leaf Drive	Anne Arundel County line	60	Shared-use path	2	Amends 2022 Bowie-Mitchellville and Vicinity MP
P-306		Hillmeade Road	DPW&T	4	MD 450 (Annapolis Road)	Fletchertown Road/Prospect Hill Road	70	Painted bicycle lanes	2	Replaces 2022 Bowie-Mitchellville and Vicinity MP
P-307		Mill Branch Road	DPW&T	4	US 301 (Robert Crain Highway)	Queen Anne Bridge Road	60	Painted bicycle lanes	2	2022 Bowie-Mitchellville and Vicinity MP

MPOT ID	Route ID	Facility Name	Ownership	District	From	To	Min. ROW	Bicycle or Shared-Use Facility	Vehicle Lanes	Master/Sector Plan
P-308		Old Annapolis Road	DPW&T	4	MD 450 (Annapolis Road)	MD 197 (Laurel Bowie Road/Collington Road)	60	Shared-use path	2	2022 Bowie-Mitchellville and Vicinity MP
P-309		Queen Anne Bridge Road	DPW&T	4	US 301 (Robert Crain Highway)	MD 214 (Central Avenue)	60	Painted bicycle lanes	2	2022 Bowie-Mitchellville and Vicinity MP
P-310		New Road N (Hideout-Ballpark Connector/Hideout Lane)	DPW&T	4	Queen Anne Bridge Road	Ballpark Road	60	Painted bicycle lanes	2	2022 Bowie-Mitchellville and Vicinity MP

Notes: Unbuilt. Construct in coordination with F-10.

P-311		6th Street	DPW&T	4	Maple Avenue	Old Laurel Bowie Road	40–50	Shared-lane markings	2	2022 Bowie-Mitchellville and Vicinity MP
P-312		Old Laurel Bowie Road	DPW&T	4	Chestnut Avenue	Maple Avenue	40–60	Shared-lane markings	2	2022 Bowie-Mitchellville and Vicinity MP
P-313		Chestnut Avenue	DPW&T	4	MD 564 (Lanham Severn Road/9th Street)	Old Laurel Bowie Road	40–60	Shared-lane markings	2	2022 Bowie-Mitchellville and Vicinity MP
P-314		Major Lansdale Boulevard	Private	4	Western terminus	Northview Drive	70	Shared-use path	2	2022 Bowie-Mitchellville and Vicinity MP
P-316		Grand Way Boulevard	DPW&T	5	MD 202 (Landover Road)	Ruby Lockhart Boulevard	70	Barrier-separated bicycle facility	2	Replaces 2009 MPOT
P-317		Aerospace Road	DPW&T	4	MD 193 (Greenbelt Road)	Forbes Boulevard	70	Shared-use path	2	Replaces 2009 MPOT
P-400		Palatine Avenue	DPW&T	7	Rollins Avenue	Victorianna Drive	60	Shared-lane markings or bike-on-shoulder	2	Replaces 2010 Subregion 4 MP
P-400		Victorianna Drive	DPW&T	7	Palatine Avenue	Hanlon Street	60	Shared-lane markings or bike-on-shoulder	2	Replaces 2010 Subregion 4 MP
P-401		Walters Lane	DPW&T	6	Cul-de-sac	Hil-Mar Drive	70	Painted bicycle lanes	2	Replaces 2010 Subregion 4 MP

Notes: Former C-424.

P-402		Walker Mill Drive/Old Ritchie Road	DPW&T	6	Shady Glen Drive	Ritchie Road	60	None	2	2010 Subregion 4 MP
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Notes: Parallel to proposed Chesapeake Beach Rail Trail.

P-403		Rollins Avenue	DPW&T	7	Walker Mill Road	Denise Drive	60	Shared-lane markings	2	2010 Subregion 4 MP
P-403		Rollins Avenue	DPW&T	7	Denise Drive	Walbridge Street	60	Shared-use path	2	2010 Subregion 4 MP
P-404		Donnell Drive	DPW&T	6	Forestville Academy	MD 4 (Pennsylvania Avenue)	60	Painted bicycle lanes	2	New in Go Prince George's

MPOT ID	Route ID	Facility Name	Ownership	District	From	To	Min. ROW	Bicycle or Shared-Use Facility	Vehicle Lanes	Master/Sector Plan
P-405		County Road	DPW&T	7	Marlboro Pike	Walker Mill Road	60	Painted bicycle lanes	2	New in Go Prince George's
P-406		Pepper Mill Drive	DPW&T	7	MD 214 (Central Avenue)	Seat Pleasant Drive	60	Painted bicycle lanes	2	New in Go Prince George's
Notes: Facility is within the boundaries of the ongoing Central Avenue-Blue/Silver Line Sector Plan.										
P-407		Seat Pleasant Drive	City of Seat Pleasant	7	Addison Road	71st Avenue	60	Painted bicycle lanes	2	New in Go Prince George's
Notes: Facility is within the boundaries of the ongoing Central Avenue-Blue/Silver Line Sector Plan.										
P-407		Seat Pleasant Drive	DPW&T	7	71st Avenue	Hill Road	60	Painted bicycle lanes	2	New in Go Prince George's
Notes: Facility is within the boundaries of the ongoing Central Avenue-Blue/Silver Line Sector Plan.										
P-408		Nalley Road	DPW&T	7	Willow Hill Drive	Hill Oaks Road	60	Painted bicycle lanes	2	New in Go Prince George's
Notes: Facility is within the boundaries of the ongoing Central Avenue-Blue/Silver Line Sector Plan.										
P-409		Shadyside Avenue	DPW&T	7	MD 218 (Suitland Road)	MD 4 (Pennsylvania Avenue)	60–70	Barrier-separated bicycle facility	2	New in Go Prince George's
Notes: Add ROW with redevelopment to widen sidewalks and bike lanes and add turn lanes where needed.										
P-500		Bealle Hill Road	DPW&T	9	MD 228 (Berry Road)	MD 373 (Accokeek Road)	60	Shared-lane markings or bike-on-shoulder	2	Replaces 2013 Subregion 5 MP
P-501		Manning Road East	DPW&T	9	MD 228 (Berry Road)	MD 373 (Livingston Road)	60	Shared-lane markings or bike-on-shoulder	2	2013 Subregion 5 MP
P-504		McKendree Road	DPW&T	9	MC-502 (General Lafayette Blvd Extension)	MD 373 (Accokeek Road)	60	Shared-lane markings or bike-on-shoulder	2	2013 Subregion 5 MP
P-505		Missouri Avenue	DPW&T	9	MD 381 (Brandywine Road)	Dyson Road	60	Shared-lane markings or bike-on-shoulder	2	2013 Subregion 5 MP
P-506		Absher Lane	DPW&T	9	MD 223 (Piscataway Road)	Old Branch Avenue	60	Shared-lane markings	2	Replaces 2013 Central Branch Avenue Revitalization Corridor SP
Notes: Build to Urban Street Design Standard UR. ROW constrains are along the eastern segment (Clinton Street).										
P-510		Windbrook Drive	DPW&T	9	Floral Park Road	Blackwater Road/Thrift Road	60	Shared-lane markings or bike-on-shoulder	2	Replaces 2013 Subregion 5 MP
P-511		Thrift Road	DPW&T	9	Tippett Road	Brandywine Road	60	Shared-use path	2	2013 Subregion 5 MP
Notes: Providing access to Cosca Regional Park.										
P-512		Floral Park Road	DPW&T	9	MD 223 (Piscataway Road)	Danville Road	60–80	Painted bicycle lanes	2	Replaces 2013 Subregion 5 MP
Notes: Recommend shared-use path.										

MPOT ID	Route ID	Facility Name	Ownership	District	From	To	Min. ROW	Bicycle or Shared-Use Facility	Vehicle Lanes	Master/Sector Plan
P-512		Floral Park Road	DPW&T	9	Danville Road	South Hill Road	60–80	None	2	Replaces 2013 Subregion 5 MP
P-512		Floral Park Road	DPW&T	9	South Hill Road	Brandywine Road	60–80	Painted bicycle lanes	2	Replaces 2013 Subregion 5 MP
Notes: Recommend shared-use path.										
P-600	MD 717	Water Street	SHA	9	MD 4 (Pennsylvania Avenue/ Stephanie Roper Highway)	MD 725 (Main Street)	60–70	Shared-lane markings	2	Replaces 2013 Subregion 6 MP
Notes: Add turn lanes around MD 4 interchange. Consider realigning and including a traffic circle at the intersection of Water Street and the Show Place Arena entrance at the MD 4 eastbound ramps.										
P-600		Elm St	DPW&T	9	MD 725 (Main Street)	Governor Oden Bowie Drive	40–70	Shared-lane markings	2	Replaces 2013 Subregion 6 MP
P-600		Governor Oden Bowie Drive	DPW&T	9	Elm Street	MD 725 (Main Street)	40–70	Shared-lane markings	2	Replaces 2013 Subregion 6 MP
P-601		Rock Spring Drive	DPW&T	6	Central Park Drive	Cabin Branch	60	Shared-lane markings	2	Replaces 2009 MPOT
Notes: Formerly part of MC-635.										
P-602	MD 202	Largo Road/ Largo Marlboro Road	SHA	6	MD 725 (Main Street)	E-6	70	Shared-lane markings or bike-on-shoulder	2–4	2013 Subregion 6 MP
P-603		Wallace Lane	DPW&T	9	Duley Station Road	Midland Turn	60	Shared-lane markings or bike-on-shoulder	2	2013 Subregion 6 MP
P-604		Tam O Shanter Drive	DPW&T	9	Wallace Lane	Fairhaven Avenue	60	None	2	Amends 2013 Subregion 6 MP
P-605		Midland Turn	DPW&T	9	Fairhaven Avenue	Grandhaven Avenue	60	None	2	Amends 2013 Subregion 6 MP
P-606		Trumps Hill Road	DPW&T	9	Heathermore Boulevard	MD 382 (Croom Road)	60	Future Study	2	Amends 2013 Subregion 6 MP
P-607		Old Marlboro Pike Loop	DPW&T	9	Marlboro Pike	Old Marlboro Pike	70	Painted bicycle lanes	2	Replaces 2013 Subregion 6 MP MPOT
P-608	MD 725	Old Marlboro Pike	SHA	6 9	Brown Station Road	Trinity Lane	40–70	Painted bicycle lanes	2	Replaces 2013 Subregion 6 MP
P-608	MD 725	Main Street	SHA	6 9	Trinity Lane	MD 202 (Largo Road/Largo Marlboro Road)	40–70	Shared-lane markings	2	Replaces 2013 Subregion 6 MP
P-608	MD 725	Marlboro Pike	SHA	6 9	MD 202 (Largo Road/Largo Marlboro Road)	US 301 (Robert Crain Highway)	70	Painted bicycle lanes	2	Replaces 2013 Subregion 6 MP
P-610		Brooke Lane	DPW&T	6	Ritchie Marlboro Road	Brown Station Road	60	Painted bicycle lanes	2	Replaces 2009 MPOT
P-614		Richmanor Terrace	DPW&T	9	Welshire Drive	Marlboro Pike	60	Shared-lane markings	2	Amends 2009 MPOT

MPOT ID	Route ID	Facility Name	Ownership	District	From	To	Min. ROW	Bicycle or Shared-Use Facility	Vehicle Lanes	Master/Sector Plan
P-615		Dower House Road	DPW&T	6	MD 223 (Woodyard Road)	Bridle Ridge Road	60	Shared-lane markings	2	Replaces 2009 MPOT
P-615		Bridle Vale Road	DPW&T	6	Dower House Road	Bridle Ridge Road	60	Shared-lane markings	2	Replaces 2009 MPOT
P-615		Bridle Ridge Road	DPW&T	6	Bridle Vale Road	Riding Road	60	Shared-lane markings	2	Replaces 2009 MPOT
P-616		Woodyard Road Extension	DPW&T	6	MC-631 (Central Park Drive Extension)	Westphalia Road	77	Barrier-separated bicycle facility	2	Replaces 2009 MPOT
P-617		Polo Place Extended	DPW&T	6	P-616 (Woodyard Road Extension)	North Riding Road	70	Shared-lane markings	2	Replaces e 2009 MPOT
P-617		North Riding Road	DPW&T	6	Polo Place	Ritchie Marlboro Road	70	Shared-lane markings	2	Replaces 2009 MPOT
P-618		Marlboro Ridge Road	DPW&T	6	Bridle Ridge Road	Ritchie Marlboro Road	70	Shared-lane markings	2	Replaces 2009 MPOT
P-620		Old Crain Highway	DPW&T	9	MD 4 (Pennsylvania Avenue) westbound ramp	MD 725 (Main Street)	60	Shared-lane markings	2	New in Go Prince George's
P-621		North Keys Road	DPW&T	9	MD 381 (Brandywine Road)	Molly Berry Road	60–70	None	2	Replaces 2013 Subregion 6 MP
Notes: Formerly C-616.										
P-622		Candy Hill Road	DPW&T	9	Molly Berry Road	Nottingham Road	60–70	None	2	Replaces 2013 Subregion 6 MP
Notes: Formerly C-618.										
P-623		Molly Berry Road	DPW&T	9	Candy Hill Road	MD 382 (Croom Road)	60–70	None	2	Replaces 2013 Subregion 6 MP
Notes: Formerly C-620.										
P-700	MD 414	Old Silver Hill Road	SHA	7	MD 458 (Silver Hill Road)	Bonita Street	70	Painted bicycle lanes	2	Replaces Branch Avenue Corridor SP
Notes: Formerly C-729.										

Road Recommendations

Table 11. Industrial Road Recommendations

MPOT ID	Route ID	Facility Name	Ownership	District	From	To	Min. ROW	Bicycle or Shared-Use Facility	Vehicle Lanes	Master/Sector Plan
I-101		Ammendale Road/ Maryland Avenue East	DPW&T	1	Powder Mill Road	Old Baltimore Pike	50	None	2	2010 Subregion 1 MP
I-204	MD 459	Kenilworth Avenue	SHA	5	MD 201 (Kenilworth Avenue)	MD 459 (Tuxedo Road)	70	Shared-use path	2	Amends 2009 MPOT
I-204	MD 459	Tuxedo Road	SHA	5	MD 459 (Kenilworth Avenue)	Railroad Bridge west of 57th Avenue	70	Shared-use path	2	Replaces 2018 Greater Cheverly SP
I-206		Tanglewood Drive	DPW&T	5	Alt US 1 (Baltimore Avenue)	Buchanan Street	70	Shared-use path	2	Replaces 2009 MPOT
Notes: Facility is within the boundaries of the ongoing Port Towns Sector Plan.										
I-207		46th Avenue	DPW&T	5	Decatur Street	Lafayette Place	70	None	2	2009 MPOT
Notes: Add signage to reinforce that commercial vehicles should access US 1 Alternate (Baltimore Avenue) via Decatur Street and not use Decatur Street through Edmonston to MD 201 (Kenilworth Avenue). Facility is within the boundaries of the ongoing Port Towns Sector Plan.										
I-315		Queens Court	DPW&T	4	Prince George's Boulevard	US 301 (Robert Crain Highway)	70	Shared-use path	2	Replaces 2022 Bowie-Mitchellville and Vicinity MP
I-316		Trade Zone Avenue	DPW&T	4	Commerce Drive	US 301 (Robert Crain Highway)	80	Shared-use path	2	Replaces 2022 Bowie-Mitchellville and Vicinity MP
I-317		Commerce Drive	DPW&T	4	Prince George's Boulevard (near Queens Court)	Prince George's Boulevard	80	Shared-use path	2	Replaces 2022 Bowie-Mitchellville and Vicinity MP
I-400		Ardwick-Ardmore Road	DPW&T	5	Pennsy Drive	MD 704 (Martin Luther King Jr Highway)	70	Shared-lane markings	4	2010 Subregion 4 MP
Notes: Currently has five lanes and narrow sidewalks on both sides. Widen sidewalks and landscape area to use 70' ROW.										
I-401		Truck Way	DPW&T	6	Ritchie Road	Hampton Park Boulevard	70	Shared-use path	2	Replaces 2010 Subregion 4 MP
Notes: Facility is within the boundaries of the ongoing Central Avenue-Blue/Silver Line Sector Plan.										
I-403		Cabin Branch Drive	DPW&T	5	Sheriff Road	Columbia Park Road	70	Shared-use path	2	2010 Subregion 4 MP
Notes: Construct flyover ramp from US 50.										
I-404		Hubbard Road extension	DPW&T	5	Pennsy Drive	Dodge Park Road	70	None	2-4	Replaces 2010 Subregion 4 MP
I-404		Hubbard Road	DPW&T	5	Dodge Park Road	MD 704 (Martin Luther King Jr Highway)	70	Shared-use path	2-4	Replaces 2010 Subregion 4 MP
I-405		Veterans Parkway/ Jefferson Avenue	DPW&T	5	Pennsy Drive	Ardwick-Ardmore Road	70	None	2-4	2010 Subregion 4 MP

MPOT ID	Route ID	Facility Name	Ownership	District	From	To	Min. ROW	Bicycle or Shared-Use Facility	Vehicle Lanes	Master/Sector Plan
I-406		Sheriff Road	DPW&T	5	Marblewood Avenue	MD 704 (Martin Luther King Jr Highway)	80–100	Shared-use path	4	Replaces 2010 Subregion 4 MP
I-413		Ritchie Station Court	DPW&T	6	D'Arcy Road	Ritchie Marlboro Road	70	Painted bicycle lanes	2-4	Replaces 2010 Subregion 4 MP
Notes: Unbuilt as of November 15, 2024. Provides access to bus facility behind existing retail area. Implement with barrier-separated bike lanes or shared-use path.										
I-413		Hampton Park Boulevard	DPW&T	6	Ritchie Marlboro Road	MD 214 (Central Avenue)	70	None	4	Replaces 2010 Subregion 4 MP
Notes: North of Ashwood segment to be incorporated. Facility is within the boundaries of the ongoing Central Avenue-Blue/Silver Line Sector Plan (2025).										
I-414		Kaverton Road	DPW&T	6	Marlboro Pike	D'Arcy Road	70	Painted bicycle lanes	2-4	Replaces 2010 Subregion 4 MP
I-415		Ritchie Spur Road	DPW&T	6	Ritchie Road	Ritchie Marlboro Road	70	Painted bicycle lanes	2	Replaces 2010 Subregion 4 MP
Notes: Future study to determine appropriate bicycle facilities. Connection to Chesapeake Beach Rail Trail.										
I-416		Parston Drive	DPW&T	6	Forestville Road	Cryden Way	70	None	2-4	Replaces 2009 Marlboro Pike SP
I-416		Cryden Way	DPW&T	6	Parston Drive	Kaverton Road	70	None	2-4	Replaces 2009 Marlboro Pike SP
I-417		Marlboro Pike	DPW&T	6	Forestville Road	Kaverton Road	70	Painted bicycle lanes	2-4	Replaces 2009 Marlboro Pike SP
I-502		Bellefonte Lane	DPW&T	9	Old Alexandria Ferry Road	365 feet southwest from Sarakal Road	70	None	2	2013 Subregion 5 MP
I-502		Louie Pepper Drive	DPW&T	9	Bellefonte Lane	MD 223 (Woodyard Road)	70	None	2	2013 Subregion 5 MP
I-503		Short Cut Road Relocated	DPW&T	9	Mattawoman Drive	MD 381 (Brandywine Road)	70	None	2	2013 Subregion 5 MP
Notes: Relocated due to upgrade of US 301/MD 5. Unbuilt as of November 15, 2024.										
I-601		Foxley Road	DPW&T	9	Terminus	Dower House Road	70	None	2	2009 MPOT
I-602		Fallard Drive	DPW&T	9	Dower House Road	Terminus	70	None	2	2009 MPOT

Highway Recommendations

Table 12. Freeway Recommendations

MPOT ID	Route ID	Facility Name	Ownership	District	From	To	Min. ROW	Bicycle or Shared-Use Facility	Vehicle Lanes	Master/Sector Plan
F-1	I-95	I-95	SHA	1	I-95/495 (Capital Beltway)	MD 200 (Intercounty Connector)	300–400	None	8	2010 Subregion 1 Master Plan
F-1	I-95	I-95	SHA	1	MD 200 (Intercounty Connector)	Konterra Drive/ Van Dusen Road	300–400	None	8	2010 Subregion 1 Master Plan
F-1	I-95	I-95	SHA	1	Konterra Drive/ Van Dusen Road	Howard County line	300–400	None	8	2010 Subregion 1 Master Plan
F-2	MD 295	Baltimore-Washington Parkway	NPS	3 5	Washington, D.C. line	MD 410 (Riverdale Road)	Varies	None	6	Replaces 2009 MPOT, 2017 East Riverdale-Beacon Heights SP, 2018 Greater Cheverly SP
F-2	MD 295	Baltimore-Washington Parkway	NPS	3	MD 410 (Riverdale Road)	Briers Mill Run	Varies	None	4	Replaces 2017 East Riverdale-Beacon Heights SP
F-2	MD 295	Baltimore-Washington Parkway	NPS	1 3 4	Briers Mill Run	Anne Arundel County line	Varies	None	6	Replaces 2009 MPOT, 2010 Subregion 1 Master Plan, 2013 Greenbelt Metro Area and MD 193 Corridor SP, 2017 East Riverdale-Beacon Heights SP
F-4	US 50	John Hanson Highway	SHA	5	Washington, D.C. line	Railroad (near Tuxedo Road)	200	None	4- 6	Replaces 2018 Greater Cheverly Sector Plan
Notes: Reconstruct the interchange with MD 201, MD 459, DC 295, Eastern Avenue NE, and the Baltimore-Washington Parkway.										
F-4	US 50	John Hanson Highway	SHA	5	Railroad (near Tuxedo Road)	Columbia Park Road/Arbor Street	200	None	4	Replaces 2018 Greater Cheverly Sector Plan
F-4	US 50	John Hanson Highway	SHA	3 5	Columbia Park Road/Arbor Street	MD 410 (Veterans Parkway)	200	None	4- 6	Replaces 2018 Greater Cheverly SP, 2009 MPOT, 2014 Landover Metro Area/ MD 202 Corridor SP
Notes: Implement flyover ramp to Cabin Branch Drive.										
F-4	US 50	John Hanson Highway	SHA	3 5	MD 410 (Veterans Parkway)	I-95/495 (Capital Beltway)	200	None	6- 10	Replaces 2010 Subregion 4 MP, 2010 New Carrollton TDDP
Notes: Implement interchange at Garden City Drive.										
F-4	I-595/ US 50	John Hanson Highway	SHA	4 5 6	I-95/495 (the Capital Beltway)	US 301/MD 3 (Robert Crain Highway)	200	None	10	Replaces 2009 MPOT, 2022 Bowie-Mitchellville and Vicinity MP
F-4	I-595/US 50/US 301	John Hanson Highway	SHA	4	US 301/MD 3 (Robert Crain Highway)	Anne Arundel County line	200	None	10	2022 Bowie-Mitchellville and Vicinity MP
F-5	I-495	Capital Beltway	SHA	1 2	Montgomery County line	I-95	300	None	8- 12	2009 MPOT

MPOT ID	Route ID	Facility Name	Ownership	District	From	To	Min. ROW	Bicycle or Shared-Use Facility	Vehicle Lanes	Master/Sector Plan
F-5	I-95/I-495	Capital Beltway	SHA	1 3 4 5 6	I-95	Evarts Street	300	None	8-12	Replaces 2009 MPOT, 2009 Landover Gateway MP, 2010 Subregion 4 MP, 2010 Glenn Dale-Seabrook-Lanham MP, 2010 Central US 1 Corridor SP, 2010 Subregion 1 MP, 2013 Greenbelt Metro Area/MD 193 Corridor SP

Notes: Construct full interchange movements at the Greenbelt Metro Station.

F-5	I-95/I-495	Capital Beltway	SHA	5	Evarts Street	MD 202 (Landover Road)	300	Shared-use path	8-12	Replaces 2009 MPOT, 2009 Landover Gateway MP
F-5	I-95/I-495	Capital Beltway	SHA	5 6 7 8	MD 202 (Landover Road)	Virginia State Line	300	None	8-12	2009 MPOT, 2010 Subregion 4 MP, 2013 Central Branch Avenue Corridor Revitalization SP, 2014 Southern Green Line Station Area SP
F-6	MD 4		SHA	6 8 9	I-95/495 (Capital Beltway)	MD 223 (Woodyard Road)	300	Shared-use path		2009 MPOT

Notes: Implement the following interchanges: A-37 (Westphalia Road); Suitland Parkway; and Dower House Road.

F-6	MD 4		SHA	6 9	MD 223 (Woodyard Road)	Ritchie Marlboro Road	300	None		2009 MPOT
F-6	MD 4		SHA	9	Ritchie Marlboro Road	MD 717 (Water Street)	300	None		2013 Subregion 6 MP
F-6	MD 4	Stephanie Roper Highway	SHA	9	MD 717 (Water Street)	Anne Arundel County line	300	None		2013 Subregion 6 MP

Notes: Implement the following interchanges: E-6 (MD 202, Largo Road Extended)/F-10.

F-7		Suitland Parkway	NPS	6 7 8	Washington, D.C. line	MD 4 (Pennsylvania Avenue)	Varies	Shared-use path	4	Replaces 2009 MPOT, 2010 Subregion 4 MP, 2014 Southern Green Line Station Area SP
F-8	I-295	Anacostia Freeway	SHA	8	I-95/495 (Capital Beltway)	Washington, D.C. line	120–200	None	6	Replaces 2009 MPOT
F-9	US 301/MD 5	Robert Crain Highway	SHA	9	Charles County line	MD 5 (Branch Avenue)	300–450	Shared-use Path	8	Replaces 2013 Subregion 5 MP

Notes: This may include collector-distributor lanes between the MD 5/US 301 merge and the Mckendree Road interchange. This road would primarily serve regional through traffic between Southern Maryland, I-495, and US 50.

Implement full interchanges at the junction of MD 5/US 301 and UM-500 Calm Retreat Boulevard and Mckendree/Cedarville Road (MC-502/A-55).

F-9	MD 5	Branch Avenue	SHA	8 9	US 301 (Robert Crain Highway)	I-95/495 (Capital Beltway)	300	Shared-use Path	6	Replaces 2013 Central Branch Avenue Revitalization Corridor SP, 2013 Subregion 5 MP
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Notes: Upgrade to full controlled-access facility. Includes new interchanges at Surratts Road and MC-503/C-517.

MPOT ID	Route ID	Facility Name	Ownership	District	From	To	Min. ROW	Bicycle or Shared-Use Facility	Vehicle Lanes	Master/Sector Plan
F-10	US 301	Robert Crain Highway	SHA	9	MD 5 (Branch Avenue)	Old Crain Highway	300–450	Shared-use path	6–8	Replaces 2013 Subregion 5 MP
Notes: Includes new interchanges at: C-528/Dyson Road or Missouri Avenue; C-607/Rosaryville Road; and MD 382 (Croom Road).										
F-10	US 301	Robert Crain Highway	SHA	6 9	Old Crain Highway	Leeland Road	300–450	Shared-use path	4–8	Replaces 2013 Subregion 6 MP
Notes: Upgrade to full controlled-access facility. Includes interchanges at MD 4 and E-6/MD 202 extension. Construct a shared-use path along both sides of the upgraded facility. Where the shared-use path would be immediately adjacent to protected bicycle facilities on A-61, the bicycle facilities on the west side of F-10 can connect to and be served by the A-61 facilities.										
F-10	US 301	Robert Crain Highway	SHA	4 9	Leeland Road	Mount Oak Road	200	Shared-use path	6–8	Amends 2022 Bowie-Mitchellville and Vicinity MP
Notes: Upgrade to full controlled-access facility. Due to development on the corridor, the alignment is likely east of that identified in the 2009 MPOT between Trade Zone Avenue and Excalibur Road. Final alignment will require further study. Construct full interchanges at: Leeland Road (with access to the west only); Trade Zone Avenue/Claggett Landing Road; MD 214 (Central Avenue) (including a connection between Central Avenue and the parallel A-61 arterial); and Mitchellville Road/Queen Anne Bridge Road. Construct a shared-use path along both sides of F-10. Where the shared-use path would be immediately adjacent to protected bicycle facilities on A-61, the bicycle facilities on the west side of F-10 can connect to and be served by the A-61 facilities.										
F-10	US 301	Robert Crain Highway	SHA	4	Mount Oak Road	US 50 (John Hanson Highway)	200	Shared-use path	6–8	Amends 2022 Bowie-Mitchellville and Vicinity MP
Notes: Upgrade to full controlled-access facility. Construct complete interchange at MD 197 (Collington Road). Construct a shared-use path along both sides of F-10. Where the shared-use path would be immediately adjacent to protected bicycle facilities on A-61, the bicycle facilities on the west side of F-10 can connect to and be served by A-61.										
F-10	MD 3	Robert Crain Highway	SHA	4	US 50 (John Hanson Highway)	Belair Drive/Melford Drive	200	Shared-use path	6–8	2022 Bowie-Mitchellville and Vicinity MP
F-11	MD 210	Indian Head Highway	SHA	8 9	Pine Lane	I-95/495 (Capital Beltway)	300–450	Shared-use path	6–8	Replaces 2009 MPOT, 2013 Subregion 5 MP
Notes: Includes interchanges with Old Fort Road, Fort Washington Road, Swan Creek Road, Farmington Road, MD 373 (Livingston Road), and MD 228 (Berry Road).										
F-12	MD 200	Intercounty Connector	MdTA	1	Montgomery County line	Old Gunpowder Road	200–300	Shared-use path	6	2010 Subregion 1 MP
Notes: Establish an east-west bikeway connection as a shared-use path connecting Konterra to the Little Paint Branch Trail and Montgomery County, with possibilities for expansion along Virginia Manor Road, Konterra Drive, and the Muirkirk Bridge extension.										
F-12	MD 200	Intercounty Connector	MdTA	1	Old Gunpowder Road	MD 206 (Virginia Manor Road/Konterra Drive)	200–300	None	6	2010 Subregion 1 MP
F-12	MD 200	Intercounty Connector	MdTA	1	MD 206 (Virginia Manor Road/Konterra Drive)	US 1 (Baltimore Avenue)	200–300	Shared-use path	6	2010 Subregion 1 MP

Highway Recommendations

Table 13. Expressway Recommendations

MPOT ID	Route ID	Facility Name	Ownership	District	From	To	Min. ROW	Bicycle or Shared-Use Facility	Vehicle Lanes	Master/Sector Plan
E-1	MD 214	Central Avenue	SHA	6	I-95/495 (Capital Beltway)	MD 193 (Enterprise Road/Watkins Park Drive)	200	Shared-use path	6	2009 MPOT
E-1	MD 214	Central Avenue	SHA	4 6	MD 193 (Enterprise Road/Watkins Park Drive)	US 301 (Robert Crain Highway)	200	Shared-use path	6	2022 Bowie-Mitchellville and Vicinity MP
Notes: Further study recommended to determine which side of MD 214 the shared-use path is constructed.										
E-1	MD 214	Central Avenue	SHA	4	US 301 (Robert Crain Highway)	Queen Anne Bridge Road	80	Shared-use path	2	Amends 2022 Bowie-Mitchellville and Vicinity MP
Notes: The Bowie Mitchellville plan identifies 10-foot-wide minimum shared-use paths in both directions, but only one path is necessary.										
E-1	MD 214	Central Avenue	SHA	4	Queen Anne Bridge Road	Anne Arundel County line	80	Shared-use path	2	Amends 2022 Bowie-Mitchellville and Vicinity MP
Notes: Extend shared-use path as recommended to the east. Limited development. Acquire ROW over time to meet state standards.										
E-2	MD 201	Kenilworth Ave	SHA	3 4	Campus Drive/ Good Luck Road	Crescent Road	250	None	4	Replaces 2009 MPOT, 2013 Greenbelt Metro Area/MD 193 Corridor SP
E-3	MD 4	Pennsylvania Avenue	SHA	6 7	Washington, D.C. line	Forestville Road	200	Shared-use path	4- 6	Replaces 2010 Subregion 4 MP
E-3	MD 4	Pennsylvania Avenue	SHA	6	Forestville Road	I-95/495 (Capital Beltway)	200	Shared-use path	4	Replaces 2010 Subregion 4 MP
E-4	MD 5	Branch Avenue	SHA	7 8	MD 414 (St. Barnabas Road)	I-95/495 (Capital Beltway)	200- 300	None	4- 6	Replaces 2014 Southern Green Line SP
E-5	MD 210	Indian Head Highway	SHA	9	Charles County line	Pine Lane	250	Shared-use path	6	Replaces 2013 Subregion 5 MP
E-6	MD 202	Largo Road	SHA	9	F-10/TW-2	MD 725 (Main Street/ Marlboro Pike)	200	Shared-use path	4	Replaces 2013 Subregion 6 MP
E-6	MD 202	Largo Road	SHA	6	MD 725 (Main Street/ Marlboro Pike)	MD 193 (Watkins Park Drive)	200	Shared-use path	4	Replaces 2013 Subregion 6 MP
Notes: Upgrade current roadway to expressway standards. Includes a new alignment between Volunteer Way and Marlboro Pike. As expressway is implemented, build a shared-use path on one side of the facility.										
E-6	MD 202	Largo Road	SHA	6	MD 193 (Watkins Park Drive)	White House Road	200	Shared-use path	4	Replaces 2009 MPOT
Notes: Implement a shared-use path on one side of the roadway.										
E-6	MD 202	Largo Road	SHA	6	White House Road	Prince Place	200	Shared-use path	4	Replaces 2009 MPOT
Notes: Implement a shared-use path on one side of the roadway. Remove bike lanes approaching Prince Place when shared-use path is constructed.										

MPOT ID	Route ID	Facility Name	Ownership	District	From	To	Min. ROW	Bicycle or Shared-Use Facility	Vehicle Lanes	Master/Sector Plan
E-6	MD 202	Largo Road	SHA	6	Prince Place	MD 214 (Central Avenue)	200	Shared-use path	6	Replaces 2009 MPOT
Notes: Implement shared-use path and remove existing painted bike lanes.										
E-6	MD 202	Landover Road	SHA	5 5	MD 214 (Central Avenue)	I-95/495 (Capital Beltway)	210	Shared-use path	8	Replaces 2009 MPOT
Notes: Implement shared-use path and remove painted bike lanes when path is implemented. Shared-use path may require new bridge over the Capital Beltway.										
E-6	MD 202	Landover Road	SHA	5	I-95/495 (Capital Beltway)	Brightseat Road	150–200	Shared-use path	8	Replaces 2009 Landover Gateway SP
Notes: Implement shared-use path and remove painted bike lanes when path is implemented.										
E-6	MD 202	Landover Road	SHA	5	Brightseat Road	Barlowe Road	150	Shared-use path	6	Replaces 2009 Landover Gateway SP
Notes: Implement shared-use path and remove painted bike lanes when path is implemented.										
E-7	MD 228	Berry Road	SHA	9	MD 210	Charles County line	250	None	6	2013 Subregion 5 MP
Notes: Includes interchange at Manning Road East.										
E-8	MD 410	Veterans Parkway	SHA	3	Riverdale Road	US 50 (John Hanson Highway)	180–250	Shared-use path	4	Replaces 2009 MPOT, 2010 Central Annapolis Road, 2017 East Riverdale-Beacon Heights SP
Notes: Four lanes, additional turn lanes at intersections; no ROW widening; no change to road. Implement shared-use path on north/east side of expressway. Construct an ADA-compatible shared-use path connecting Ardwick-Ardmore Road west of Veterans Parkway to Veterans Parkway at Ellin Road and New Carrollton Metro. Support additional pedestrian and bicycle improvement at the Veterans parkway-Ellin Road intersection.										
E-8	MD 410	Veterans Parkway	SHA	3 5	US 50 (John Hanson Highway)	Pennsy Drive	100–150	Shared-use path	4	Replaces 2010 Subregion 4 MP
Notes: Four lanes, additional turn lanes at intersections; no ROW widening; no change to road. South of Ellin Road, shift shared-use path to south/west side of expressway. Reconfigure ramps at US 50 to slow cars and increase visibility. Signalize ramps for increased safety for pedestrians and bicycles. May need to modify bridge over US 50 to fit the shared-use path.										
E-9	MD 3	Robert Crain Highway	SHA	4	Belair Drive/Melford Drive	Anne Arundel County line	200	Shared-use path	6–8	Replaces 2022 Bowie-Mitchellville and Vicinity MP
Notes: Minimum 12-foot-wide shared-use path (both directions), landscaping buffer (both directions).										

Bikeways, Shared-Use Paths, Equestrian, and Other Natural-Surface Trails Recommendations

Table 14. Off-Road Hard-Surface Bikeway, and Shared-Use Path Recommendations

Facility Name	District	Project Limits	Status	Description/Notes
Anacostia River Trail	5	Washington, D.C. to Northeast, Northwest Branch Trails	Existing	
Annapolis Road (MD 450)	4	Pope's Creek/CSK Herbert Subdivision Corridor to Collington Branch Trail	Existing	
Avondale Park Trail	2	Prince George's Connector to Avondale Park Trail	Existing	
Back Branch Trail	6	Mellwood Park to Ritchie Marlboro Road	Existing	
Back Branch Trail	6	Presidential Parkway to Mellwood Park	Planned	Part of the connection between Upper Marlboro and Washington, D.C., via the Pennsylvania Avenue Sidepath and Chesapeake Beach Railway Trail.
Back Branch Trail	6	Back Branch Trail, Ritchie Marlboro Road to Chesapeake Beach Railway Trail	Planned	Part of the connection between Upper Marlboro and Washington, D.C., via the Pennsylvania Avenue Sidepath and Chesapeake Beach Railway Trail.
Baltimore Avenue Trail	1	North of Quimby Avenue to Ritz Way	Existing	Part of the Rhode Island Avenue Trolley Trail connection to the Intercounty Connector Trail and MD 197 Bikeway.
Bowie Heritage Trail	4	Tanglewood Park to Bowie State University	Planned	Portions of the trail are existing. Mix of on-road and off-road shared-use paths.
Central Avenue Connector Trail	5 6 7	Washington, D.C. to Medical Center Drive	Planned	Trail connecting Washington, D.C., and the Capitol Heights Metro Station to Largo.
Chesapeake Beach Railway Trail	6	Mount Calvert Road to Kings Grant Park	Planned	Southern section of the Chesapeake Beach Railway Trail.
Chesapeake Beach Railway Trail: Foxchase and King's Grant Community Park	6	Kings Grant Park to Brooke Lane	Existing	
Chesapeake Beach Railway Trail	6	Brooke Lane to near Geaton Drive	Planned	Connection of the trail between two existing segments near Westphalia.
Chesapeake Beach Railway Trail	6	Near Geaton Drive to Turkey Branch Park	Existing	
Chesapeake Beach Railway Trail	6	Turkey Branch Park to Ritchie Marlboro Road near White House Road	Planned	Connection along old rail alignment west of an existing segment of trail near I-95/I-495 (Capital Beltway).
Chesapeake Beach Railway Trail: Ritchie Marlboro Road/Walker Mill Road Sidepath	6	Ritchie Marlboro Road near White House Road to Hampton Park Boulevard	Existing	
Chesapeake Beach Railway Trail: Walker Mill Road	6	Hampton Park Boulevard to Walker Mill Regional Park	Planned	Portion of the Chesapeake Beach Railway Trail along Walker Mill Road connecting an existing shared-use path to the east and the future trail alignment through Walker Mill Regional Park.
Chesapeake Beach Railway Trail	6	Walker Mill Regional Park to Shady Glen Drive	Planned	Connection between the Central Avenue Connector Trail and points to the southeast along this future trail.
Eagle Harbor Rail Trail	9	Chalk Point Road to Pope's Creek Rail Trail	Planned	Work to secure a trail along the Eagle Harbor rail line if it becomes abandoned. Future study to determine how to best connect between end of rail line at the Chalk Creek Generating Station and the community of Eagle Harbor.
Henson Creek Connector Trail	8	Oxon Hill Road Trail to Henson Creek Trail	Planned	Partially along Pepco ROW; requires crossing of MD 210.
Henson Creek Trail	8	Oxon Hill Road to Old Temple Hills Road	Existing	

Facility Name	District	Project Limits	Status	Description/Notes
Henson Creek Trail	7 8	Oxon Hill Road to Suitland Bog Connector (Henson Creek Trail), Suitland Parkway Trail	Planned	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.
Henson Creek/MD 223 Connection	9	Tinkers Creek to Piscataway Road, Woodyard Road Sidepath	Planned	Along Pepco right-of-way between Tinkers Creek and future bicycle facilities along Piscataway Road.
Henson Creek/Tinkers Creek Connector Trail	8	Henson Creek Trail, Ferguson Ln to Tinkers Creek	Planned	Along Pepco right-of-way between Tinkers Creek and the Henson Creek Trail.
Intercounty Connector Trail	1	Baltimore Avenue to Konterra Drive	Existing	
Intercounty Connector Trail	1	Konterra Drive to Little Paint Branch Trail	Planned	Connect existing trails east and west of I-95.
Lake Artemesia Trail	3	Paint Branch Trail to Northeast Branch Trail	Existing	
Laurel Bowie Road (MD 197)	4	Annapolis Road to south of Rustic Hill Drive	Existing	Existing shared-use path on west side of road.
Laurel Bowie Road (MD 197)	1 4	South of Rustic Hill Drive to Laurel Drive	Planned	Future connection between Bowie, Laurel, and Konterra.
Laurel-Bowie Connection	1	Laurel Bowie Road to Baltimore Avenue	Planned	Largely along Pepco right-of-way; requires crossing of Baltimore-Washington Parkway and railroad tracks near Baltimore Avenue.
Little Paint Branch Trail	1	Paint Branch Trail to Sandy Spring Road	Existing	
Martin Luther King Jr Hwy (MD 704)/WB&A Extension	5 7	Washington, D.C. to Annapolis Road	Planned	Extension of the WB&A Trail as a series of bicycle facilities (mix of shared-use path and barrier-separated bicycle lanes along MD 704).
MD 193 Bikeway	1 3 4	WB&A Railroad Trail to Baltimore Avenue	Planned	Connection between College Park and the WB&A Trail serving communities along the way.
MD 210 Shared-Use Path	8 9	Berry Road to I-95/I-495 (Capital Beltway)	Planned	This is a major bikeway and pedestrian connection to be constructed within the MD 210 ROW (can be diverted to parallel, low-stress facilities if ROW is constrained) that connects communities in the southwest part of the County toward the trail and bikeway system inside the Capital Beltway. Also connects to other major planned and existing east-west trail and bikeways in the County.
MD 410 Bikeway	2	Adelphi Road to Montgomery County	Planned	Mix of barrier-separated bike lanes, neighborhood streets, and shared-use paths to connect Chillum and Riverdale Park serving many centers in this part of the County and the Hyattsville Crossing Metro Station.
MD 410 Bikeway: Toledo Road	3	44th Avenue to Adelphi Road	Existing	Part of the MD 410 bikeway connecting Chillum and Riverdale Park.
MD 410 Bikeway: Wells Parkway	3	Toledo Road to Rhode Island Avenue Trolley Trail	Planned	Part of the MD 410 bikeway connecting Chillum and Riverdale Park.
Northeast Branch Trail	5 3	Anacostia River Trail to Lake Artemesia Trail	Existing	
Northwest Branch Trail	2 5	Anacostia River Trail to Montgomery County	Existing	
Old Branch Avenue/ Brandywine Road	8 9	Eagle Harbor Rail Trail to Henson Creek Trail	Planned	New bikeway along or parallel to Old Branch Avenue and Brandywine Roads to provide a north/south bicycle connection in this portion of the County.
Oxon Hill Road Trail	8	Henson Creek Connector Trail to Woodrow Wilson Bridge Trail	Existing	
Oxon Run Trail	8	Woodrow Wilson Bridge Trail to Oxon Cove Trail	Planned	Extension of the Oxon Run Trail for a continuous trail between the Woodrow Wilson Bridge and the Naylor Road Metro Station/Suitland Parkway Trail.

Facility Name	District	Project Limits	Status	Description/Notes
Oxon Run Trail	8	Oxon Cove Trail to Mohican Drive	Existing	
Oxon Run Trail	7	Mohican Drive to Washington, D.C.	Planned	Extension of the Oxon Run Trail for a continuous trail between the Woodrow Wilson Bridge and the Naylor Road Metro Station/Suitland Parkway Trail.
Oxon Run Trail	8	Washington, D.C. to Suitland Parkway	Planned	Extension of the Oxon Run Trail for a continuous trail between the Woodrow Wilson Bridge and the Naylor Road Metro Station/Suitland Parkway Trail.
Paint Branch Parkway	3	Rhode Island Avenue Trolley Trail to Baltimore Avenue	Planned	Connection between College Park and the Rhode Island Avenue Trolley Trail.
Paint Branch Trail	1 3	Lake Artemesia Trail to Cherry Hill Road Park	Existing	
Pennsylvania Avenue Sidepath	6 7	Forestville Road to Silver Hill Road	Existing	
Pennsylvania Avenue Sidepath	7	Silver Hill Road to Washington, D.C.	Planned	Connecting existing shared-use paths in Washington, D.C., and east of Silver Hill Road.
Piscataway Road Trail	9	Livingston Road to Floral Park Road	Existing	
Piscataway Road Sidepath	9	Medinah Ridge Rd to Indian Head Highway, MD 210 Corridor Bikeway	Planned	Given the challenges of implementing the Tinkers Creek Trail, this route provides an important east/west connection in the southern portion of the County.
Piscataway Road/ Woodyard Road Sidepath	9	Floral Park Road to Brandywine Road Trail	Planned	Given the challenges of implementing the Tinkers Creek Trail, this route provides an important east/west connection in the southern portion of the County.
Pope's Creek Rail Trail	9 4 6	Charles County to Zug Road	Planned	Work to secure a trail along the Pope's Creek rail line if it becomes abandoned. Important north/south connection that parallels portions of US 301 and MD 197.
Presidential Parkway Sidepath	6	Suitland Parkway Extended to Back Branch Trail	Planned	Part of the connection between Upper Marlboro and Washington, D.C., via the Pennsylvania Avenue Sidepath and Chesapeake Beach Railway Trail.
Prince George's County Connector	2	Avondale Park Trail to Northwest Branch Trail	Planned	Connection between existing trails to connect Chillum to Washington, D.C.
Rhode Island Avenue Trolley Trail	3	Northwest Branch Trail to University Boulevard	Existing	
Rhode Island Avenue Trolley Trail	1, 3	University Boulevard to Intercounty Connector Trail	Planned	Via Quimby Avenue to Route 1 to Ritz Way to Virginia Manor.
Sligo Creek Trail	2	Northwest Branch Trail to Montgomery County	Existing	
Suitland Bog Connector (Henson Creek Trail)	7, 8	Henson Creek Trail to Town Center at Camp Springs	Planned	Connection between existing Henson Creek Trail and future Suitland Parkway Trail.
Suitland Parkway Trail	6, 7, 8	Town Center at Camp Springs to Presidential Parkway	Planned	An important connection between Washington, D.C. and Westphalia via Camp Springs and the Branch Avenue Metro Station.
Suitland Parkway Trail	7	Henson Creek Trail to Washington, D.C.	Planned	An important connection between Washington, D.C. and Westphalia via Camp Springs and the Branch Avenue Metro Station.
Town Center at Camp Springs	8	Suitland Parkway Trail (planned) to Suitland Bog Connector (Henson Creek Trail-Planned)	Existing	
WB&A Railroad Trail	4, 5	Martin Luther King Jr Highway to Anne Arundel County	Existing	
Woodrow Wilson Bridge Trail	8	Oxon Hill Road Trail to VA	Existing	
Woodrow Wilson Bridge Trail	8	National Plaza to Woodrow Wilson Bridge Trail	Existing	

Bikeways, Shared-Use Paths, Equestrian, and Other Natural-Surface Trails Recommendations

Table 15. Equestrian and Other Natural-Surface Trails Recommendations

Facility Name	District	Project Limits	Status	Description/Notes
Black Swamp Creek Hiker-Equestrian Trail	9	Baden Elementary School to the Patuxent River	Planned	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.
Charles Branch Trail	9	Dower House Road to the Patuxent River	Planned	
Hotchkins Branch Trail	9	MD 382 (Croom Road) to the Patuxent River	Planned	
Mattaponi Hiker-Equestrian Trail	9	Old Indian Head Road to Merkle Wildlife Management Area	Planned	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.
Potomac Heritage Trail Connector Trails	8 9			Work with the National Park Service to provide natural-surface trail connections between the existing trails along the south side of Piscataway Creek. A possible link along the existing Mockley Point Trail could provide a continuous trail from the National Colonial Farm to the trails to the south side of Piscataway Creek. Also, coordination with the National Park Service and the Critical Area Commission should continue to implement the planned trail connection from King Charles Terrace to Piscataway Drive, which will provide a safe connection for bicyclists and pedestrians around Piscataway Creek. No trails are planned along private roads in the Moyaone Reserve.
Rock Creek Trail	9	MD 381 (Brandywine Road) to the Patuxent River	Planned	
Tom Walls Branch Hiker-Equestrian Trail	9	MD 382 to Letcher Road	Planned	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.
Black Swamp Creek Hiker-Equestrian Trail	9	Baden Elementary School to the Patuxent River	Planned	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.
Charles Branch Trail	9	Dower House Road to the Patuxent River	Planned	

Bikeways, Shared-Use Paths, Equestrian, and Other Natural-Surface Trails Recommendations

Table 16. Locations to Evaluate for Future Pedestrian Connections Recommended in Previous Plans or Studies

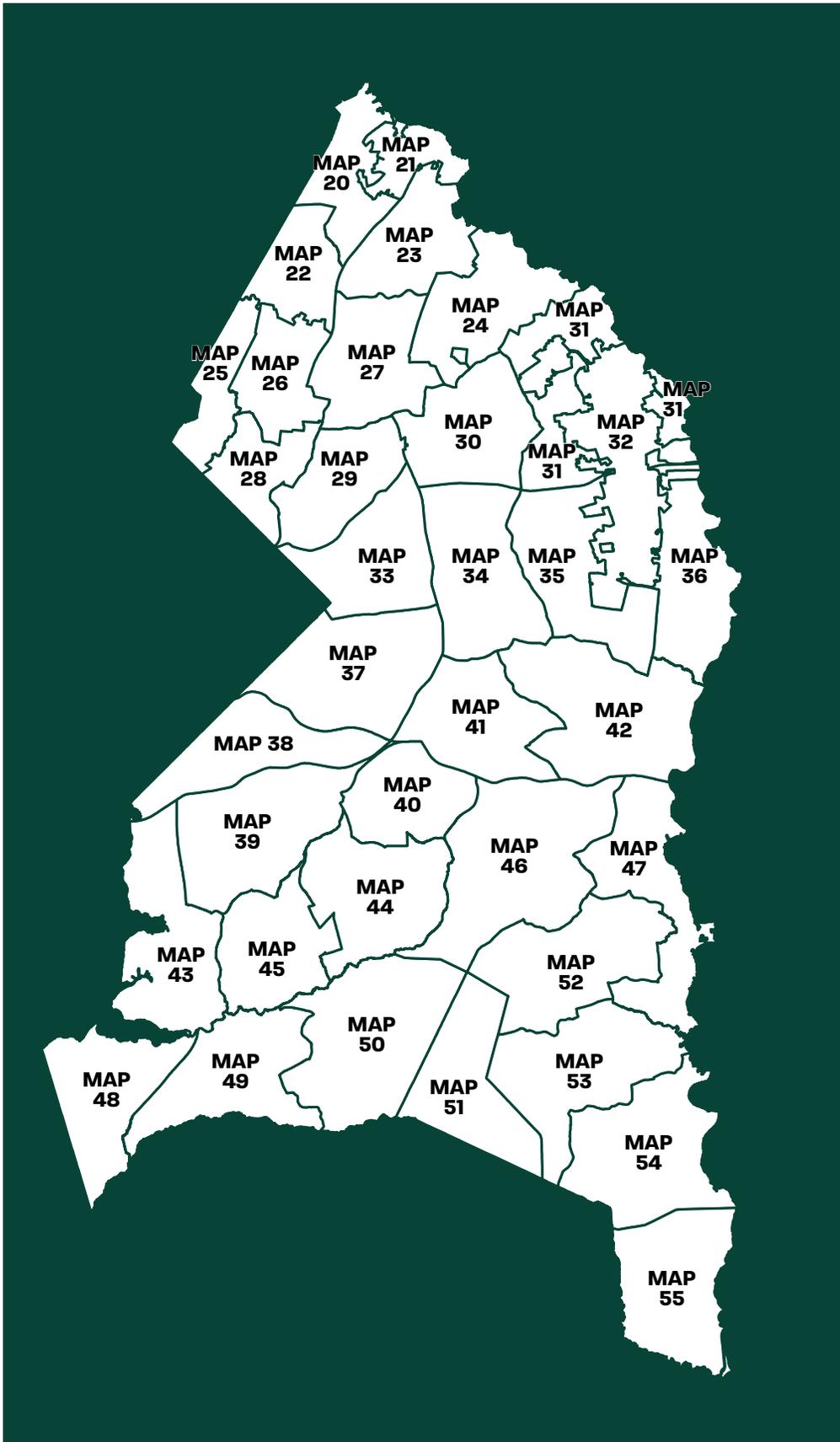
Location	Previous Plan or Study	Approved
Avonridge ¹	<i>Greater Chillum Community Study</i>	2015
Chillumgate	<i>Greater Chillum Community Study</i>	2015
Green Meadows	<i>Greater Chillum Community Study</i>	2015
Brookside Manor	<i>Greater Chillum Community Study</i>	2015
Locust Manor	<i>Greater Chillum Community Study</i>	2015
Raymond Ager	<i>Greater Chillum Community Study</i>	2015
Chillum Gardens	<i>Greater Chillum Community Study</i>	2015
Between Chillumgate and Sargent Road	<i>Greater Chillum Community Study</i>	2015
Chillum Manor	<i>Greater Chillum Community Study</i>	2015
Hampshire Knolls	<i>Greater Chillum Community Study</i>	2015
Chillum Terrace	<i>Greater Chillum Community Study</i>	2015
Ray Park Estates	<i>Greater Chillum Community Study</i>	2015
Lewisdale	<i>Greater Chillum Community Study</i>	2015
Riggs Terrace	<i>Greater Chillum Community Study</i>	2015
Riggs Manor	<i>Greater Chillum Community Study</i>	2015
Formalize trail connection between two ends of Chillum Manor Road through Parklawn Park.	<i>Greater Chillum Community Study</i>	2015
Connect Bel Air Estates to Rollingcrest-Chillum Community Center via M-NCPPC property at 6119 Rosedale Drive.	<i>Greater Chillum Community Study</i>	2015
Connections between Chillumgate and Sargent Road.	<i>Greater Chillum Community Study</i>	2015
Across Sligo Creek between Torrey Place and Roanoke Street.	<i>Greater Chillum Community Study</i>	2015
Sheridan Street	<i>Greater Chillum Community Study</i>	2015
Sidewalk along West Park Drive to separate pedestrians from Northeast Branch Trail.	<i>Greater Chillum Community Study</i>	2015
Connect Park Lawn, Carrington, and Miller Estates communities to and across Sligo Creek Park using existing access points (connect to Sligo Creek Trail).	<i>Greater Chillum Community Study</i>	2015
Connect the Takoma-Langley Transit Center and residential communities in Takoma/Langley Park, including access through commercial and office complexes.	<i>Northern Gateway SPACES PAMC Project 30% Design and Engineering Report</i>	2021
Provide connections within multifamily neighborhoods and commercial areas along MD 193 (University Boulevard) and between the two, in the vicinity of the Riggs Road Purple Line Station.	<i>Northern Gateway SPACES PAMC Project 30% Design and Engineering Report</i>	2021
Provide connections along US 1 in Subregion 1.	<i>Approved Subregion 1 Master Plan</i>	2010
Provide connections on all streets in the Eastover-Forest Heights-Glassmanor Sector Plan, including the entire Town of Forest Heights.	<i>Approved Eastover-Forest Heights-Glassmanor Sector Plan</i>	2014
Construct new sidewalks on both sides of Temple Hill Road.	<i>Suitland Metro Station and Silver Hill TNI Pedestrian Accessibility Study</i>	2020
Install pedestrian crossing signs at the crosswalks across Temple Hill Road.	<i>Suitland Metro Station and Silver Hill TNI Pedestrian Accessibility Study</i>	2020
Construct new sidewalk to connect between Eastern Lane and Romain Court.	<i>Suitland Metro Station and Silver Hill TNI Pedestrian Accessibility Study</i>	2020
Install ADA-compliant ramp in the northwest corner of the Suitland Road and Romain Court intersection.	<i>Suitland Metro Station and Silver Hill TNI Pedestrian Accessibility Study</i>	2020
Install pedestrian crossing signs at the crosswalks across Suitland Road.	<i>Suitland Metro Station and Silver Hill TNI Pedestrian Accessibility Study</i>	2020
Construct new sidewalks along Suitland Road that connect the existing sidewalks at 5897 Suitland Road and 5685 Suitland Road.	<i>Suitland Metro Station and Silver Hill TNI Pedestrian Accessibility Study</i>	2020

¹ For planning purposes, "Avonridge" includes the subdivisions of North Avondale, Avondale Terrace, Avondale Grove, and North Woodridge.

Location	Previous Plan or Study	Approved
Construct crosswalks with ADA-compliant ramps across Dianna Road and Deming Drive that connect to the existing sidewalks.	<i>Suitland Metro Station and Silver Hill TNI Pedestrian Accessibility Study</i>	2020
Install new ADA-compliant curb ramps and pedestrian warning signs at existing crosswalks (near William Beanes Elementary School and Community Center).	<i>Suitland Metro Station and Silver Hill TNI Pedestrian Accessibility Study</i>	2020
Construct new sidewalks along both sides of Rickey Avenue and apartment community driveway.	<i>Suitland Metro Station and Silver Hill TNI Pedestrian Accessibility Study</i>	2020
Install new ADA-compliant curb ramps and crosswalk at east end of Rickey Avenue across the apartment community driveway.	<i>Suitland Metro Station and Silver Hill TNI Pedestrian Accessibility Study</i>	2020
Install crosswalk across north leg of Temple Hill Road and across Rickey Avenue and install pedestrian crossing signs at the crosswalk.	<i>Suitland Metro Station and Silver Hill TNI Pedestrian Accessibility Study</i>	2020
Construct new sidewalks along Old Branch Avenue north of intersection with the Capital Beltway.	<i>Suitland Metro Station and Silver Hill TNI Pedestrian Accessibility Study</i>	2020
Install pedestrian crossing signs at the crosswalks crossing Suitland Road.	<i>Suitland Metro Station and Silver Hill TNI Pedestrian Accessibility Study</i>	2020
Install pedestrian crossing signs at the crosswalks across Old Branch Avenue north of the intersection with the Capital Beltway.	<i>Suitland Metro Station and Silver Hill TNI Pedestrian Accessibility Study</i>	2020
Construct new sidewalks along the west side of Ourisman Drive.	<i>Suitland Metro Station and Silver Hill TNI Pedestrian Accessibility Study</i>	2020
Construct new sidewalks along Navy Day Drive, Navy Day Place, and Glenn Drive to connect with existing sidewalks along Silver Hill Road.	<i>Suitland Metro Station and Silver Hill TNI Pedestrian Accessibility Study</i>	2020
Install a crosswalk across Silver Hill Road at Silver Park Drive and at Terrace Drive.	<i>Suitland Metro Station and Silver Hill TNI Pedestrian Accessibility Study</i>	2020
Install new ADA-compliant curb ramps and crosswalk at the intersection of Navy Day Place and Navy Day Drive.	<i>Suitland Metro Station and Silver Hill TNI Pedestrian Accessibility Study</i>	2020
Install a crosswalk at the intersection of Glenn Drive and Navy Day Place.	<i>Suitland Metro Station and Silver Hill TNI Pedestrian Accessibility Study</i>	2020
Construct a sidewalk on the north side of the driveway for pedestrians to safely walk to and from the North Forestville Elementary School/Community Center and the bus stops on Ritchie Road.	<i>Forestville TNI Area Pedestrian Accessibility Study</i>	2020
Install new ADA-compliant curb ramps and a new crosswalk across the North Forestville Elementary School/Community Center driveway on the east side of its intersection with Ritchie Road.	<i>Forestville TNI Area Pedestrian Accessibility Study</i>	2020
Install pedestrian crossing signs at the crosswalk across Ritchie Road at the North Forestville Elementary School/Community Center driveway.	<i>Forestville TNI Area Pedestrian Accessibility Study</i>	2020
Reconstruct existing sidewalk along north side of Marlboro Pike, east of Forestville Road.	<i>Forestville TNI Area Pedestrian Accessibility Study</i>	2020
Construct new sidewalks and ADA-compliant ramps along Lakehurst Avenue and Millvale Avenue.	<i>Forestville TNI Area Pedestrian Accessibility Study</i>	2020
Reconstruct buckled section of sidewalk between Boones Lane and Lorrying Drive.	<i>Forestville TNI Area Pedestrian Accessibility Study</i>	2020
Provide street lighting near crosswalks if an existing utility pole is present.	<i>Forestville TNI Area Pedestrian Accessibility Study</i>	2020
Reconstruct the existing sidewalk along Marlboro Pike between Lorrying Drive and Donnell Drive.	<i>Forestville TNI Area Pedestrian Accessibility Study</i>	2020
Construct new sidewalks along Ritchie Road and Vineyard Drive.	<i>Forestville TNI Area Pedestrian Accessibility Study</i>	2020
Install new sidewalk for approximately 200 feet along the south side of D'Arcy Road east of Overton Drive.	<i>Forestville TNI Area Pedestrian Accessibility Study</i>	2020
Construct new sidewalks along Ritchie Road and D'Arcy Road, which will connect to the existing sidewalks.	<i>Forestville TNI Area Pedestrian Accessibility Study</i>	2020
Remove the guardrail blocking the crosswalk northwest of the Ritchie Road/D'Arcy Road intersection.	<i>Forestville TNI Area Pedestrian Accessibility Study</i>	2020
Construct new sidewalks along Ritchie Road connecting to the bus stops, as well as Laura Lane to the north and Overton Drive to the south.	<i>Forestville TNI Area Pedestrian Accessibility Study</i>	2020
Construct new sidewalk along Ritchie Road, north of Overton Drive, to connect with the sidewalk from the Ritchie Road/Napier Drive intersection.	<i>Forestville TNI Area Pedestrian Accessibility Study</i>	2020

Location	Previous Plan or Study	Approved
Reconstruct the portion of the sidewalk on the southwest corner of the intersection, which is currently at grade with the pavement, along with a 6-inch curb and gutter to improve drainage and prevent water from accumulating.	<i>Forestville TNI Area Pedestrian Accessibility Study</i>	2020
Restripe all crosswalks across all legs of the intersection of Forestville Road and Marlboro Pike.	<i>Forestville TNI Area Pedestrian Accessibility Study</i>	2020
Install new crosswalks across the side streets along Marlboro Pike including Lakehurst Avenue, Kirtland Avenue, and Boones Lane.	<i>Forestville TNI Area Pedestrian Accessibility Study</i>	2020
Install new crosswalks across Marlboro Pike at Lakehurst Avenue.	<i>Forestville TNI Area Pedestrian Accessibility Study</i>	2020
Construct new ADA-compliant ramps on the existing sidewalks along Marlboro Pike at Donnell Drive and Lakehurst Avenue.	<i>Forestville TNI Area Pedestrian Accessibility Study</i>	2020
Restripe the crosswalks across Marlboro Pike and Donnell Drive at the intersection of Marlboro Pike and Donnell Drive.	<i>Forestville TNI Area Pedestrian Accessibility Study</i>	2020
Install new crosswalks across Loring Drive on the west side of Boones Lane.	<i>Forestville TNI Area Pedestrian Accessibility Study</i>	2020
Install a new crosswalk, pedestrian refuge, and a new sidewalk at the edge of the daycare parking facility at 2709 Ritchie Road.	<i>Forestville TNI Area Pedestrian Accessibility Study</i>	2020
Construct new ADA-compliant ramps and a new crosswalk across Jordan Park Boulevard at Ritchie Road.	<i>Forestville TNI Area Pedestrian Accessibility Study</i>	2020
Install a new crosswalk across Overton Drive at D'Arcy Road.	<i>Forestville TNI Area Pedestrian Accessibility Study</i>	2020
Install new ADA-compliant ramps to connect the crosswalk at the existing sidewalks along Overton Drive at D'Arcy Road.	<i>Forestville TNI Area Pedestrian Accessibility Study</i>	2020
Install a new stop bar behind the new crosswalk across Overton Drive at D'Arcy Road.	<i>Forestville TNI Area Pedestrian Accessibility Study</i>	2020
Install new crosswalks across Roslyn Avenue and D'Arcy Road at their intersections with Ritchie Road.	<i>Forestville TNI Area Pedestrian Accessibility Study</i>	2020
Install new ADA-compliant ramps across Ritchie Road at the intersections of Roslyn Avenue and D'Arcy Road.	<i>Forestville TNI Area Pedestrian Accessibility Study</i>	2020
Install new ADA-compliant ramps and a new crosswalk across Ritchie Road at Napier Drive.	<i>Forestville TNI Area Pedestrian Accessibility Study</i>	2020
Construct a new ADA-compliant ramp along northbound Ritchie Road just north of Napier Drive.	<i>Forestville TNI Area Pedestrian Accessibility Study</i>	2020
Install pedestrian crossing signs at the crosswalk across Ritchie Road at Napier Drive.	<i>Forestville TNI Area Pedestrian Accessibility Study</i>	2020
Review street lighting at the intersection of Ritchie Road and Napier Drive and provide extra street lighting near crosswalks if an existing utility pole is present.	<i>Forestville TNI Area Pedestrian Accessibility Study</i>	2020
Construct new ADA-compliant ramps and new crosswalks across Ritchie Road and Overton Drive at the intersection of Ritchie Road and Overton Drive.	<i>Forestville TNI Area Pedestrian Accessibility Study</i>	2020
Install extra street lighting near crosswalks if an existing utility pole is present at the intersection of Ritchie Road and Overton Drive.	<i>Forestville TNI Area Pedestrian Accessibility Study</i>	2020
Construct new ADA-compliant ramps at the intersection of Asheville Road and Bonny Drive.	<i>Forestville TNI Area Pedestrian Accessibility Study</i>	2020
Construct new ADA-compliant ramps and restripe faded crosswalks across all legs of the intersections and within the channelized right-turn lanes.	<i>Forestville TNI Area Pedestrian Accessibility Study</i>	2020
Provide safe bicycle and pedestrian accommodation to the Lewisdale community along MD 410 (East West Highway) west of Toledo Terrace, including improved accommodation on the bridge over the Northwest Branch of the Anacostia River and connections to the Heurich Park and Northwest Branch Trails from both sides of MD 410 (East West Highway).	<i>Approved Prince George's Plaza Transit District Development Plan</i>	2016
Implement exclusively nonmotorized connections between existing disconnected streets including Dean Drive and Calverton Drive and Highview Terrace and Gumwood Drive.	<i>Approved Prince George's Plaza Transit District Development Plan</i>	2016

Functional Classification



Tile Map Index

Map 20. Northwestern Area . . . page 207

Map 21. Laurel Area page 208

Map 22. Fairland-Beltsville
& Vicinity page 209

Map 23. South
Laurel-Montpelier page 210

Map 24. Agricultural Research
Center page 211

Map 25. Langley Park
& Vicinity page 212

Map 26. College Park-Berwyn
Heights & Vicinity page 213

Map 27. Greenbelt & Vicinity page 214

Map 28. Hyattsville-Riverdale-
Mt. Rainier-Brentwood page 215

Map 29. Bladensburg-New
Carrollton & Vicinity page 216

Map 30. Glenn Dale-Seabrook-
Lanham & Vicinity page 217

Map 31. Bowie & Vicinity page 218

Map 32. City of Bowie page 219

Map 33. Landover & Vicinity page 220

Map 34. Largo-Lottsford page 221

Map 35. Mitchellville
& Vicinity page 222

Map 36. Collington & Vicinity page 223

Map 37. Suitland-District
Heights, Capitol Heights
& Vicinity page 224

Map 38. The Heights page 225

Map 39. Henson Creek page 226

Map 40. Melwood page 227

Map 41. Westphalia
& Vicinity page 228

Map 42. Upper Marlboro
& Vicinity page 229

Map 43. South Potomac
Sector page 230

Map 44. Clinton & Vicinity page 231

Map 45. Tippet & Vicinity page 232

Map 46. Rosaryville page 233

Map 47. Mount Calvert-
Nottingham page 234

Map 48. Accokeek page 235

Map 49. Piscataway
& Vicinity page 236

Map 50. Brandywine
& Vicinity page 237

Map 51. Cedarville
& Vicinity page 238

Map 52. Croom-Naylor page 239

Map 53. Baden Area page 240

Map 54. Westwood Area page 241

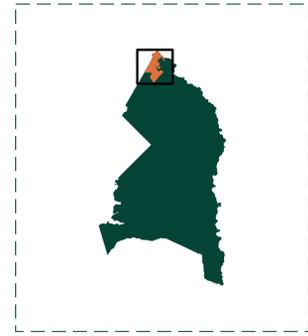
Map 55. Aquasco page 242

Functional Classification Northwestern Area

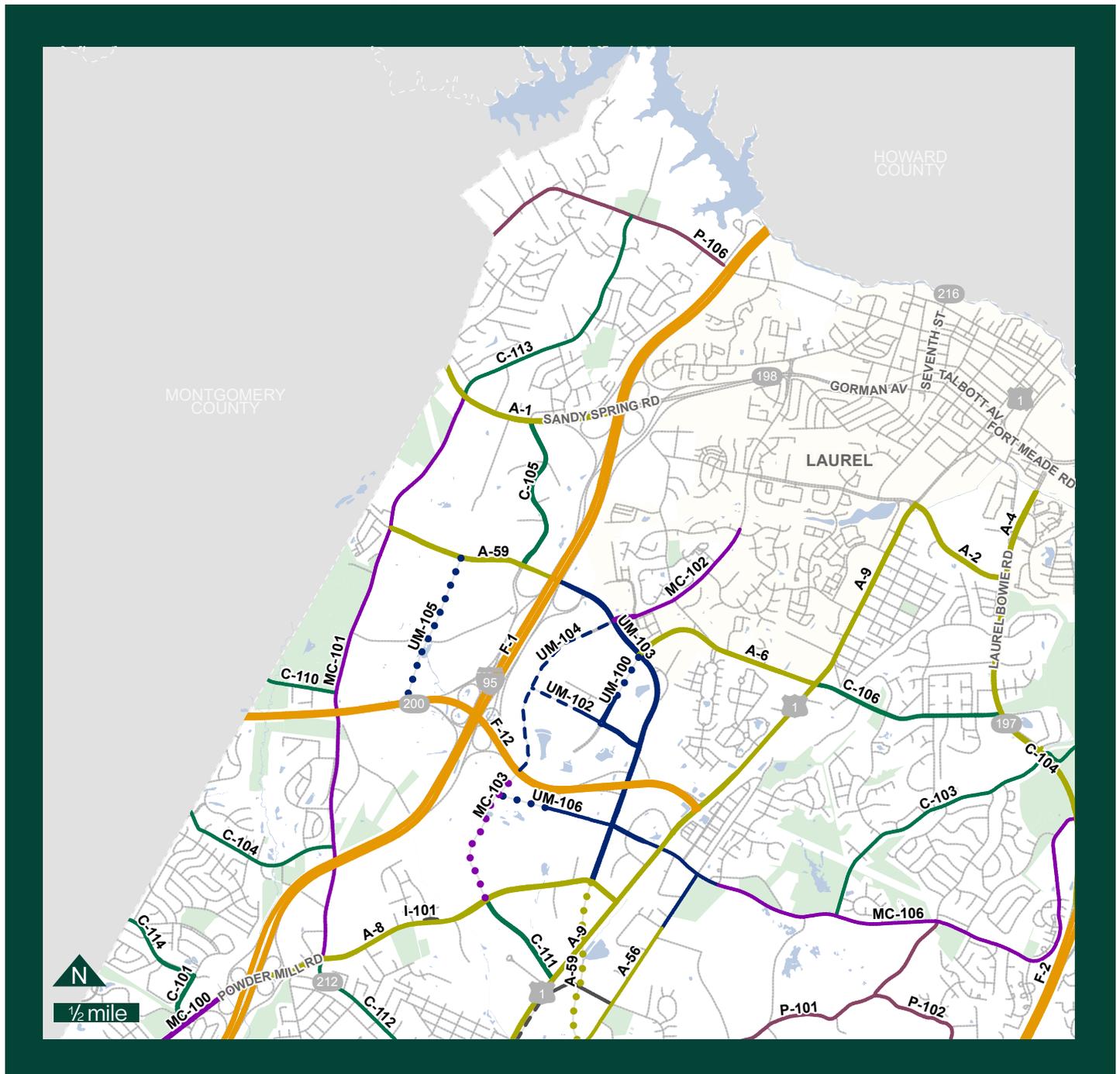
Legend

- | | |
|---|--|
|  Freeway |  Neighborhood Connector |
|  Expressway |  Neighborhood Residential |
|  Arterial |  Shared Street |
|  Major Collector |  Urban Industrial |
|  Collector |  Industrial |
|  Primary |  Other Roads |
|  Residential |  Existing |
|  Urban Center |  Planned |
|  Mixed-Use Boulevard |  Planned (alignment to be determined) |

Locator Map



Sources:
Prince George's County GIS Open Data Portal, 2022;
Maryland's GIS Data Catalog, 2022



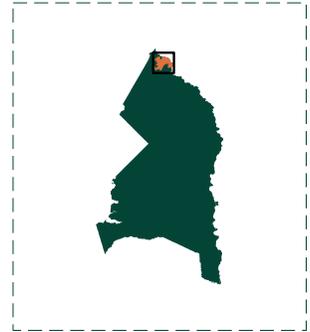
Functional Classification Laurel Area

Sources:
Prince George's County GIS Open Data Portal, 2022;
Maryland's GIS Data Catalog, 2022

Legend

- | | |
|---|--|
|  Freeway |  Neighborhood Connector |
|  Expressway |  Neighborhood Residential |
|  Arterial |  Shared Street |
|  Major Collector |  Urban Industrial |
|  Collector |  Industrial |
|  Primary |  Other Roads |
|  Residential |  Existing |
|  Urban Center |  Planned |
|  Mixed-Use Boulevard |  Planned (alignment to be determined) |

Locator Map



Map 22. Functional Classification, Fairland-Beltsville & Vicinity

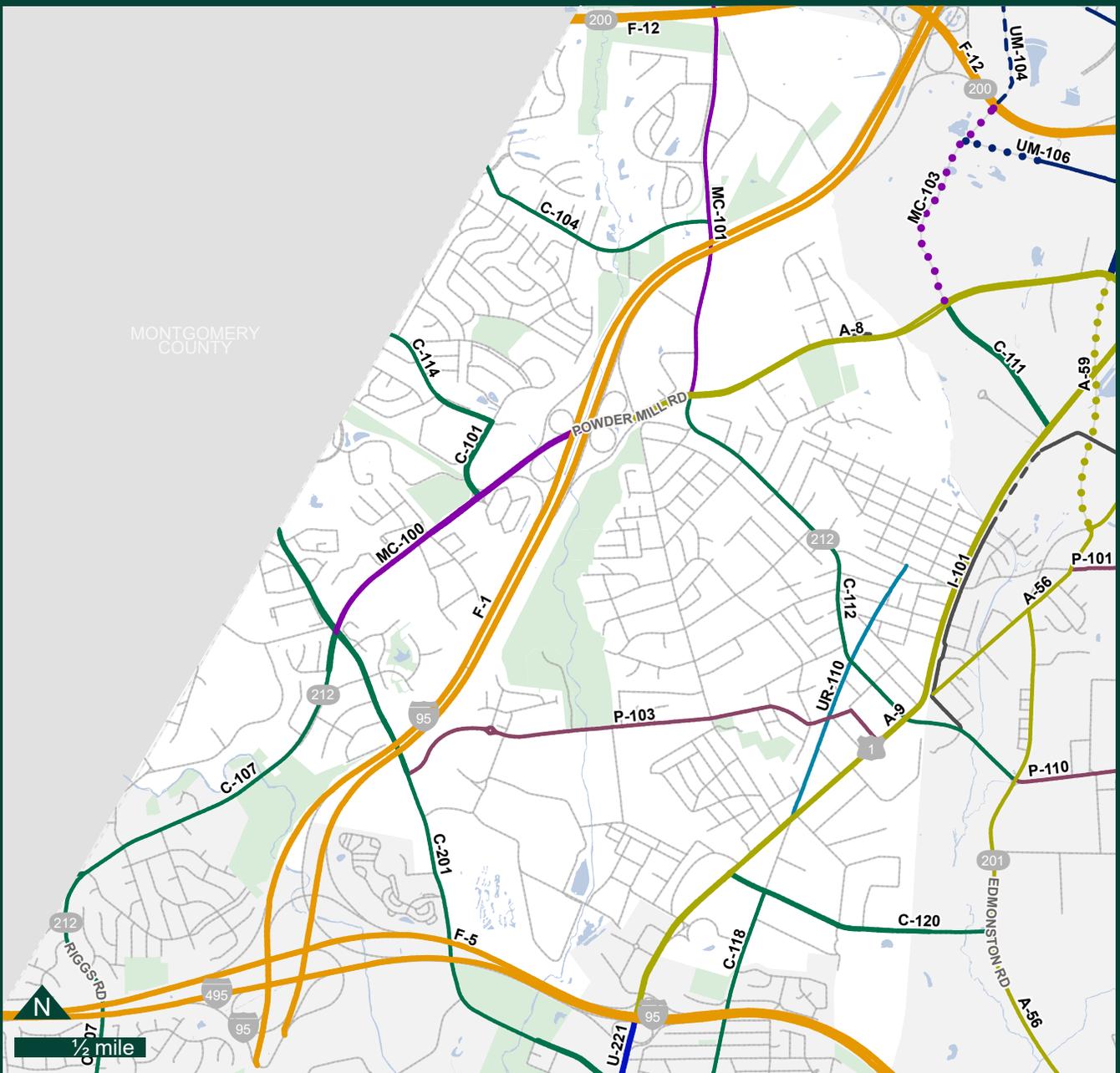
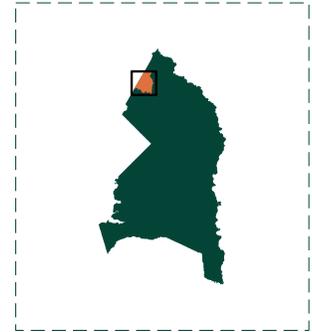
Functional Classification Fairland-Beltsville & Vicinity

Sources:
Prince George's County GIS Open Data Portal, 2022;
Maryland's GIS Data Catalog, 2022

Legend

- | | |
|---|--|
|  Freeway |  Neighborhood Connector |
|  Expressway |  Neighborhood Residential |
|  Arterial |  Shared Street |
|  Major Collector |  Urban Industrial |
|  Collector |  Industrial |
|  Primary |  Other Roads |
|  Residential |  Existing |
|  Urban Center |  Planned |
|  Mixed-Use Boulevard |  Planned (alignment to be determined) |

Locator Map



Functional Classification

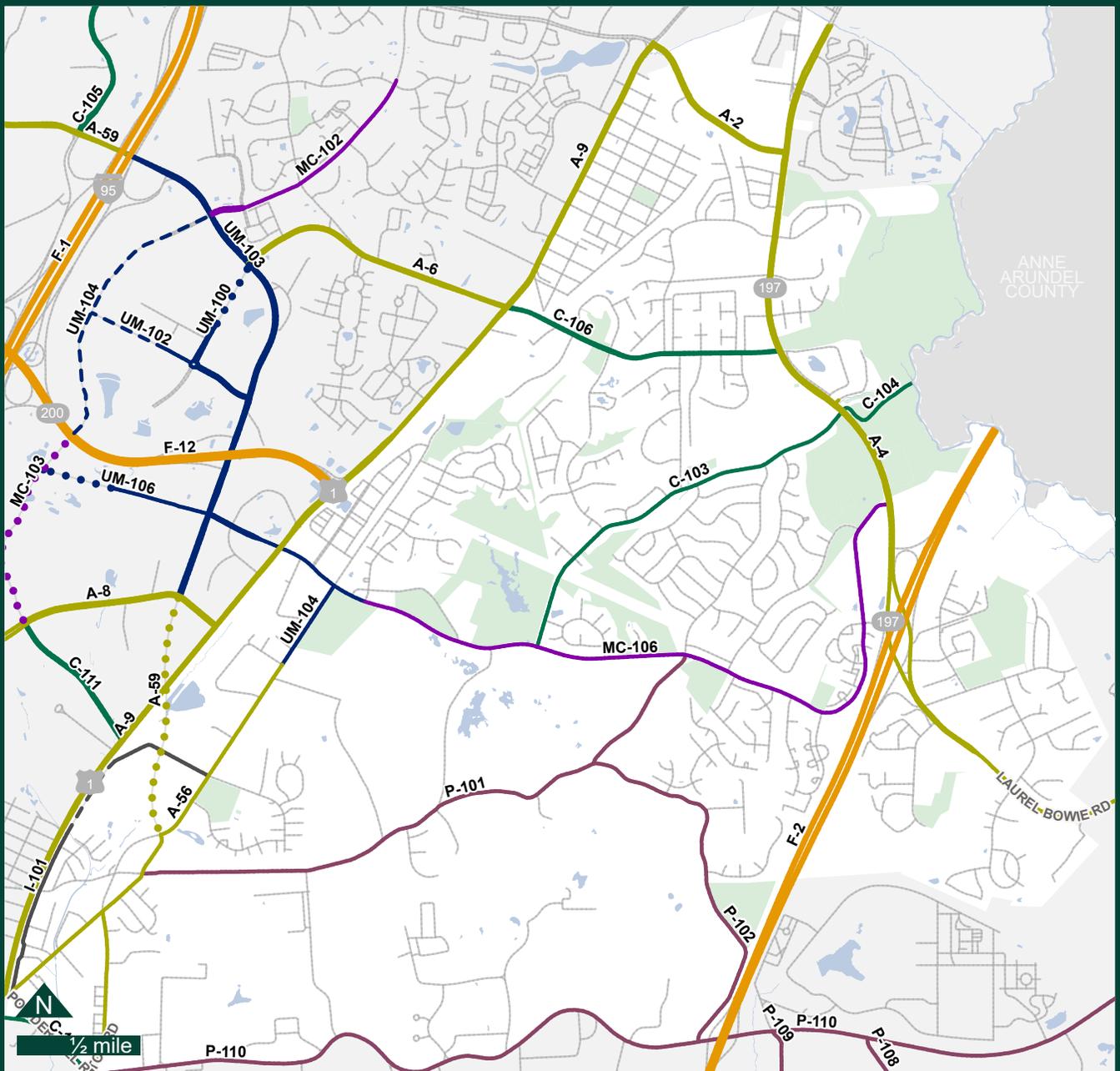
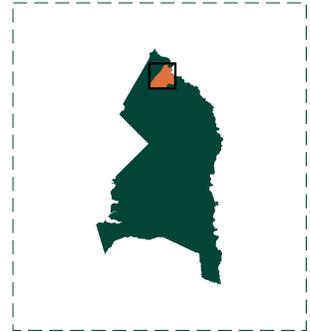
South Laurel-Montpelier

Sources:
 Prince George's County GIS Open Data Portal, 2022;
 Maryland's GIS Data Catalog, 2022

Legend

- | | |
|---|--|
|  Freeway |  Neighborhood Connector |
|  Expressway |  Neighborhood Residential |
|  Arterial |  Shared Street |
|  Major Collector |  Urban Industrial |
|  Collector |  Industrial |
|  Primary |  Other Roads |
|  Residential |  Existing |
|  Urban Center |  Planned |
|  Mixed-Use Boulevard |  Planned (alignment to be determined) |

Locator Map



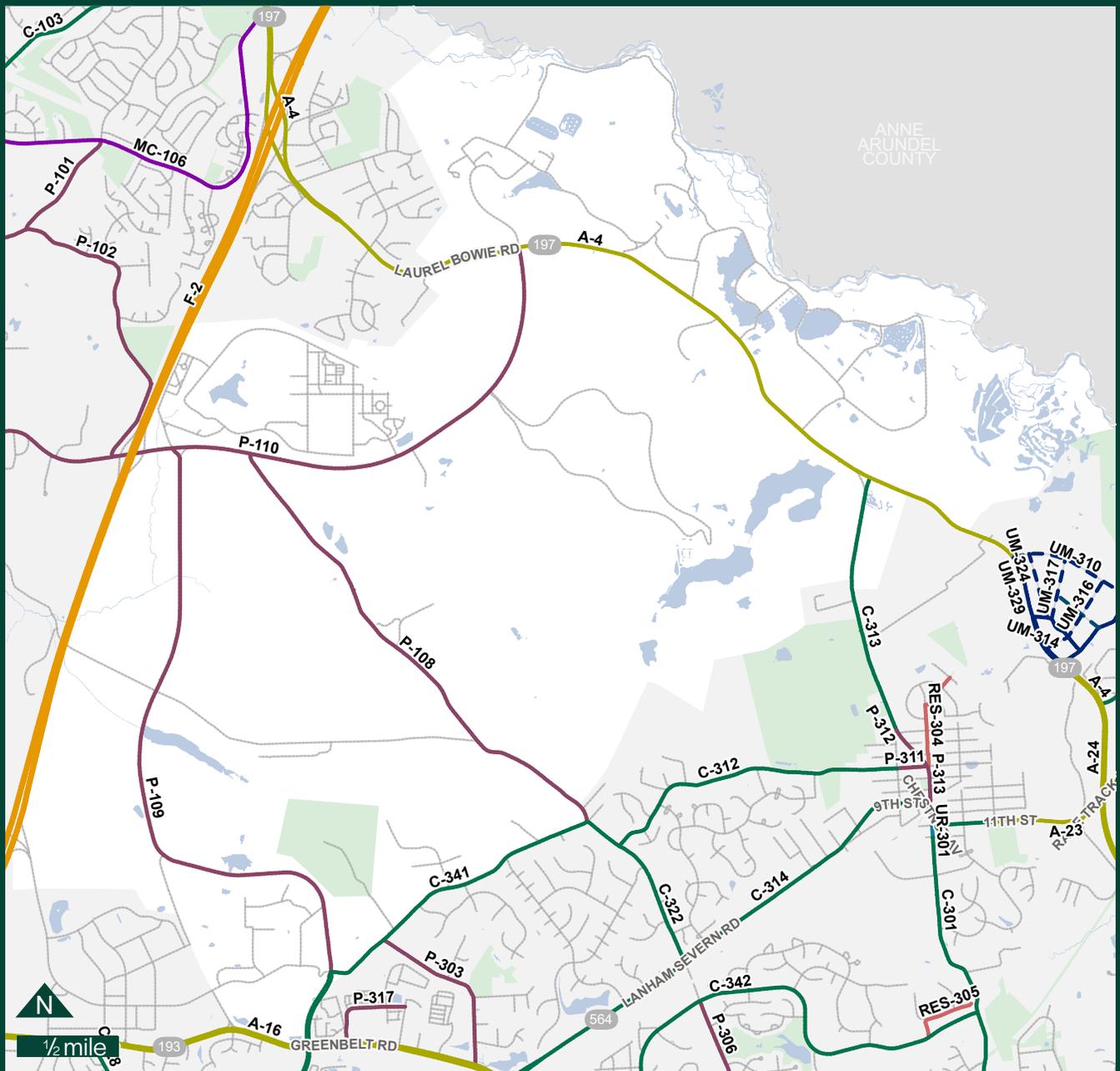
Functional Classification Agricultural Research Center

Sources:
Prince George's County GIS Open Data Portal, 2022;
Maryland's GIS Data Catalog, 2022

Legend

- | | |
|---|--|
|  Freeway |  Neighborhood Connector |
|  Expressway |  Neighborhood Residential |
|  Arterial |  Shared Street |
|  Major Collector |  Urban Industrial |
|  Collector |  Industrial |
|  Primary |  Other Roads |
|  Residential |  Existing |
|  Urban Center |  Planned |
|  Mixed-Use Boulevard |  Planned (alignment to be determined) |

Locator Map



Functional Classification

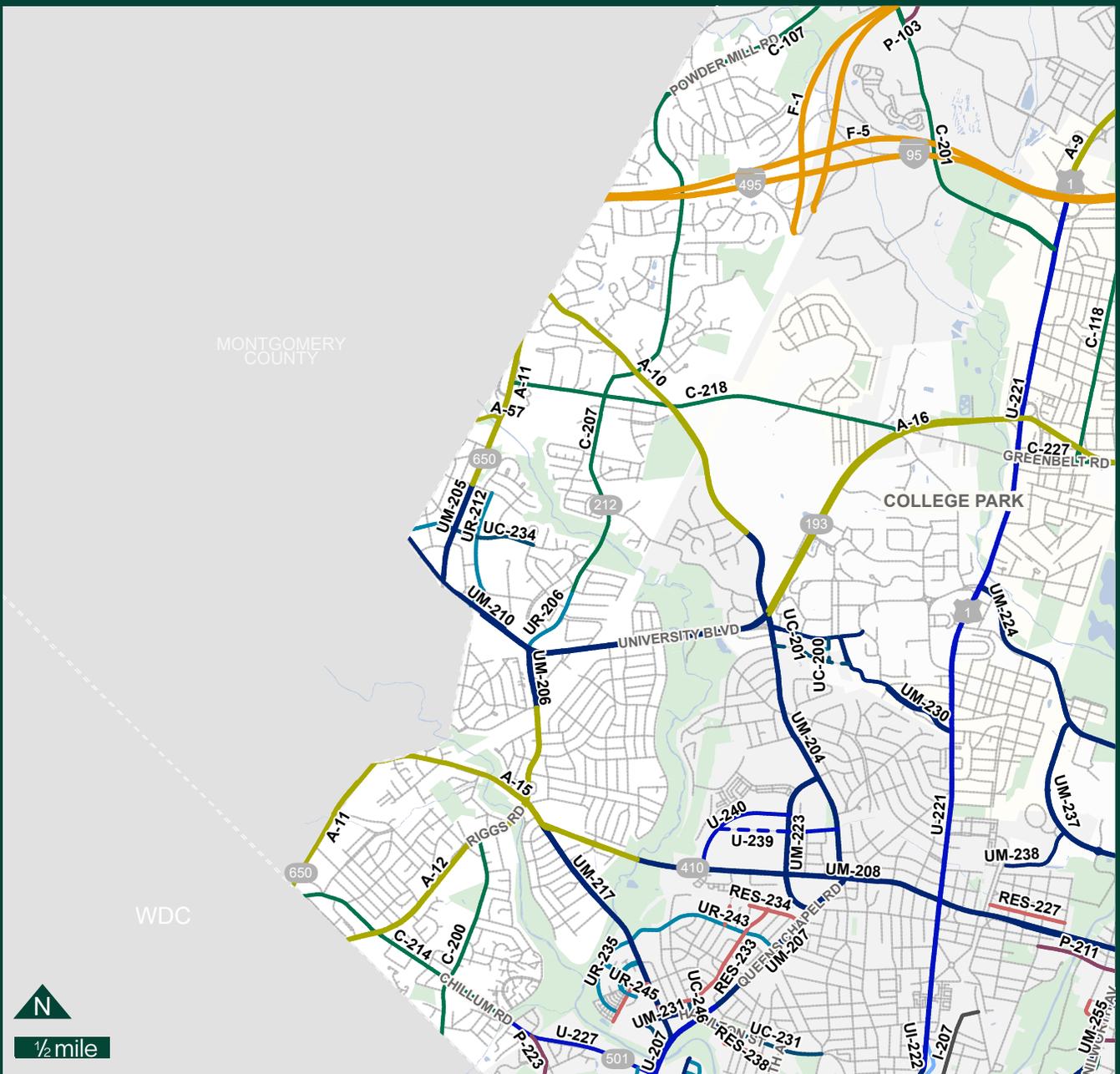
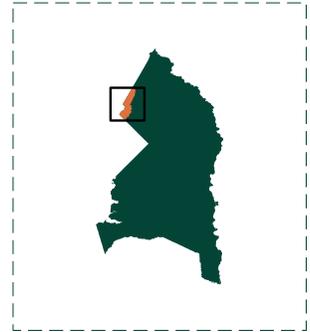
Langley Park & Vicinity

Sources:
 Prince George's County GIS Open Data Portal, 2022;
 Maryland's GIS Data Catalog, 2022

Legend

- | | |
|---------------------|--------------------------------------|
| Freeway | Neighborhood Connector |
| Expressway | Neighborhood Residential |
| Arterial | Shared Street |
| Major Collector | Urban Industrial |
| Collector | Industrial |
| Primary | Other Roads |
| Residential | Existing |
| Urban Center | Planned |
| Mixed-Use Boulevard | Planned (alignment to be determined) |

Locator Map



Functional Classification

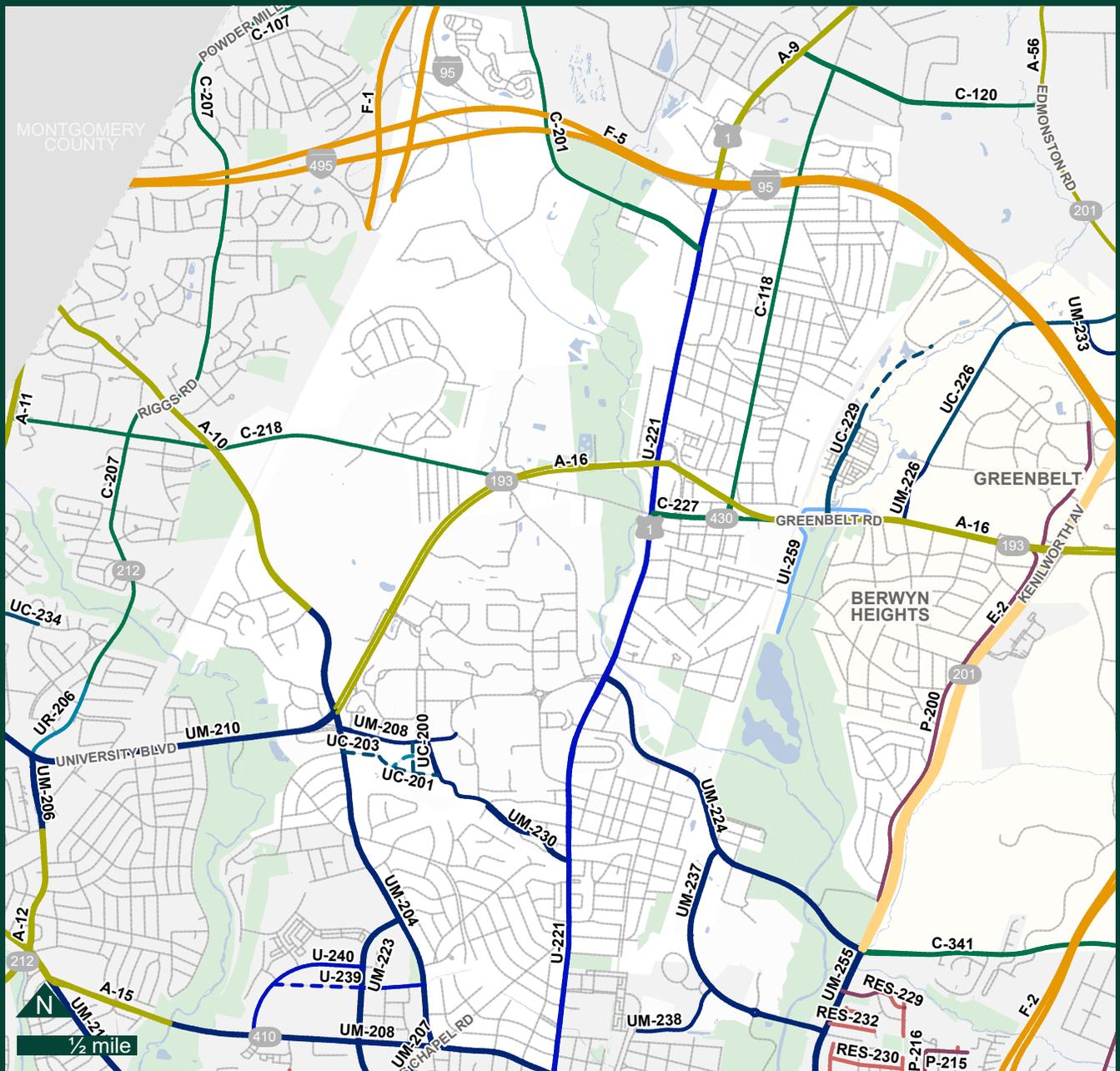
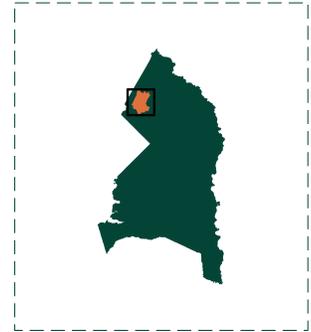
College Park-Berwyn Heights & Vicinity

Sources:
 Prince George's County GIS Open Data Portal, 2022;
 Maryland's GIS Data Catalog, 2022

Legend

- | | |
|---|--|
|  Freeway |  Neighborhood Connector |
|  Expressway |  Neighborhood Residential |
|  Arterial |  Shared Street |
|  Major Collector |  Urban Industrial |
|  Collector |  Industrial |
|  Primary |  Other Roads |
|  Residential |  Existing |
|  Urban Center |  Planned |
|  Mixed-Use Boulevard |  Planned (alignment to be determined) |

Locator Map



Functional Classification

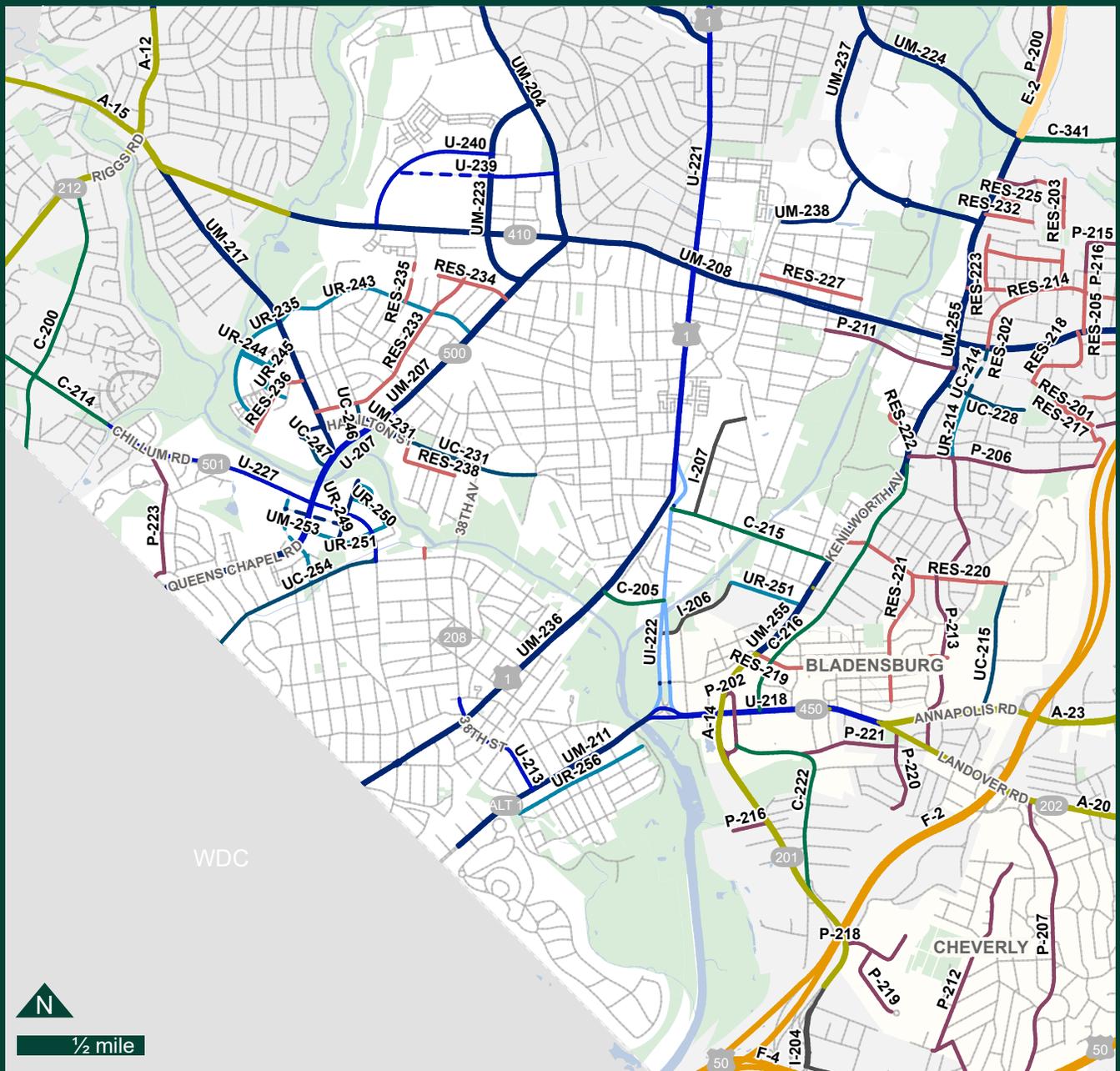
Hyattsville-Riverdale-Mt. Rainier-Brentwood

Sources:
 Prince George's County GIS Open Data Portal, 2022;
 Maryland's GIS Data Catalog, 2022

Legend

- | | |
|---|--|
|  Freeway |  Neighborhood Connector |
|  Expressway |  Neighborhood Residential |
|  Arterial |  Shared Street |
|  Major Collector |  Urban Industrial |
|  Collector |  Industrial |
|  Primary |  Other Roads |
|  Residential |  Existing |
|  Urban Center |  Planned |
|  Mixed-Use Boulevard |  Planned (alignment to be determined) |

Locator Map



Functional Classification

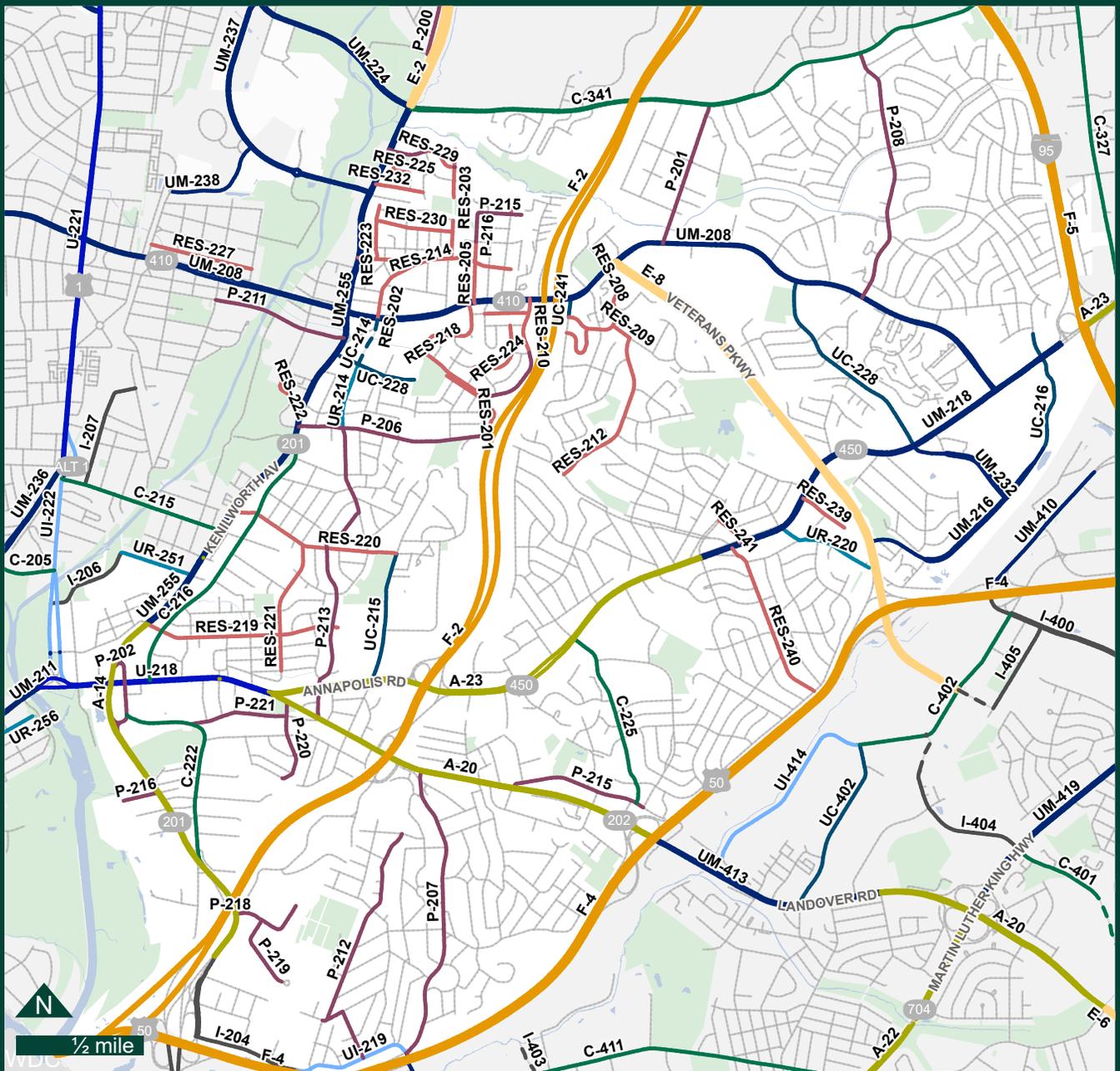
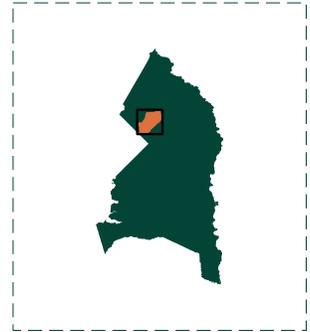
Bladensburg-New Carrollton & Vicinity

Sources:
 Prince George's County GIS Open Data Portal, 2022;
 Maryland's GIS Data Catalog, 2022

Legend

- | | | | |
|--|---------------------|--|--------------------------------------|
| | Freeway | | Neighborhood Connector |
| | Expressway | | Neighborhood Residential |
| | Arterial | | Shared Street |
| | Major Collector | | Urban Industrial |
| | Collector | | Industrial |
| | Primary | | Other Roads |
| | Residential | | Existing |
| | Urban Center | | Planned |
| | Mixed-Use Boulevard | | Planned (alignment to be determined) |

Locator Map



Functional Classification City of Bowie

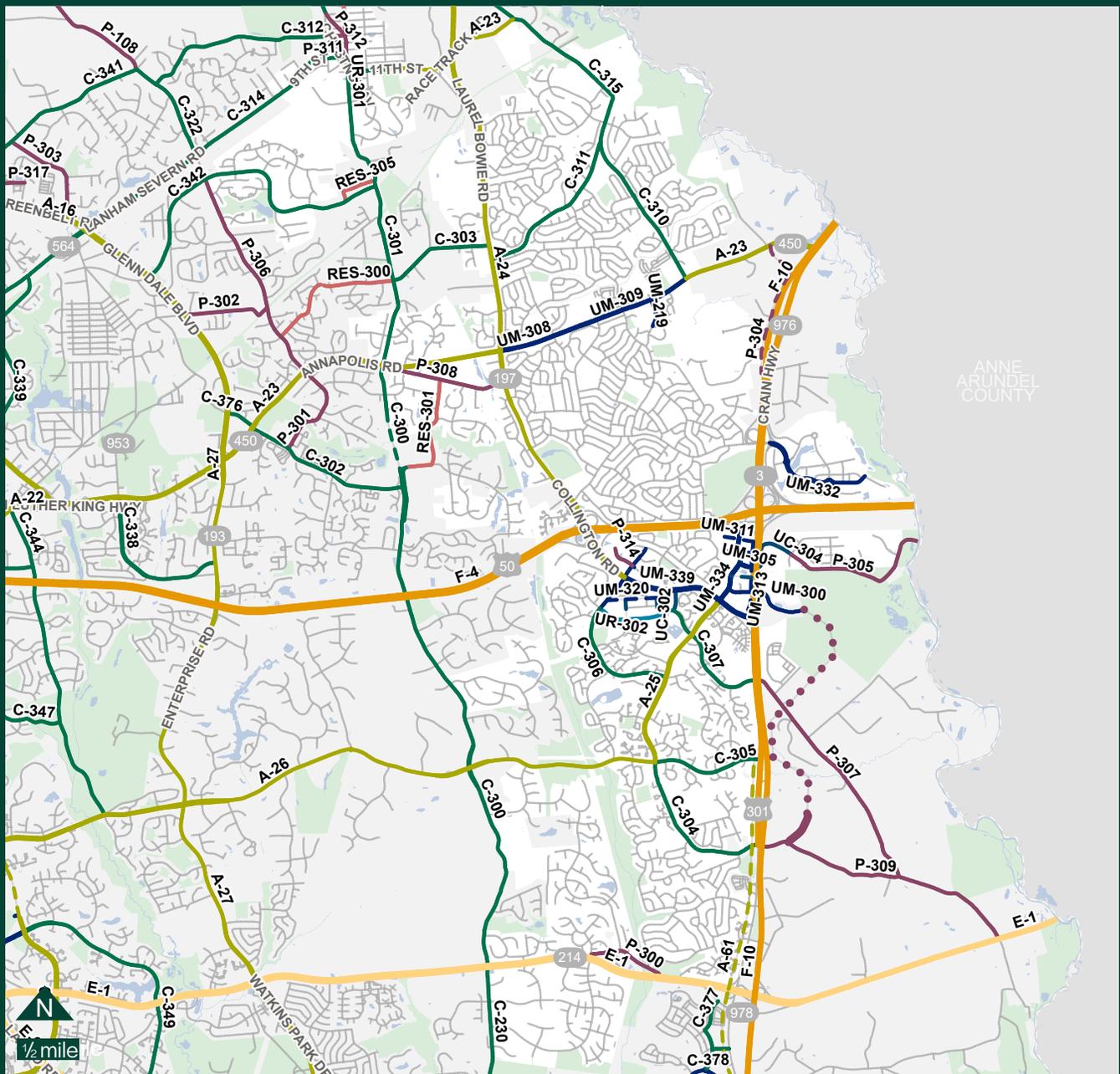
Legend

- | | | | |
|--|---------------------|--|--------------------------------------|
| | Freeway | | Neighborhood Connector |
| | Expressway | | Neighborhood Residential |
| | Arterial | | Shared Street |
| | Major Collector | | Urban Industrial |
| | Collector | | Industrial |
| | Primary | | Other Roads |
| | Residential | | Existing |
| | Urban Center | | Planned |
| | Mixed-Use Boulevard | | Planned (alignment to be determined) |

Locator Map



Sources:
Prince George's County GIS Open Data Portal, 2022;
Maryland's GIS Data Catalog, 2022



ANNE ARUNDEL COUNTY

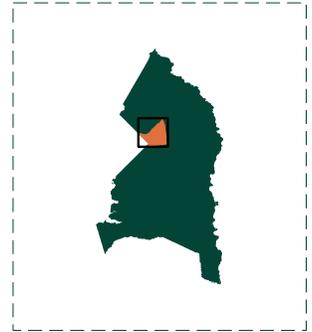


Functional Classification Landover & Vicinity

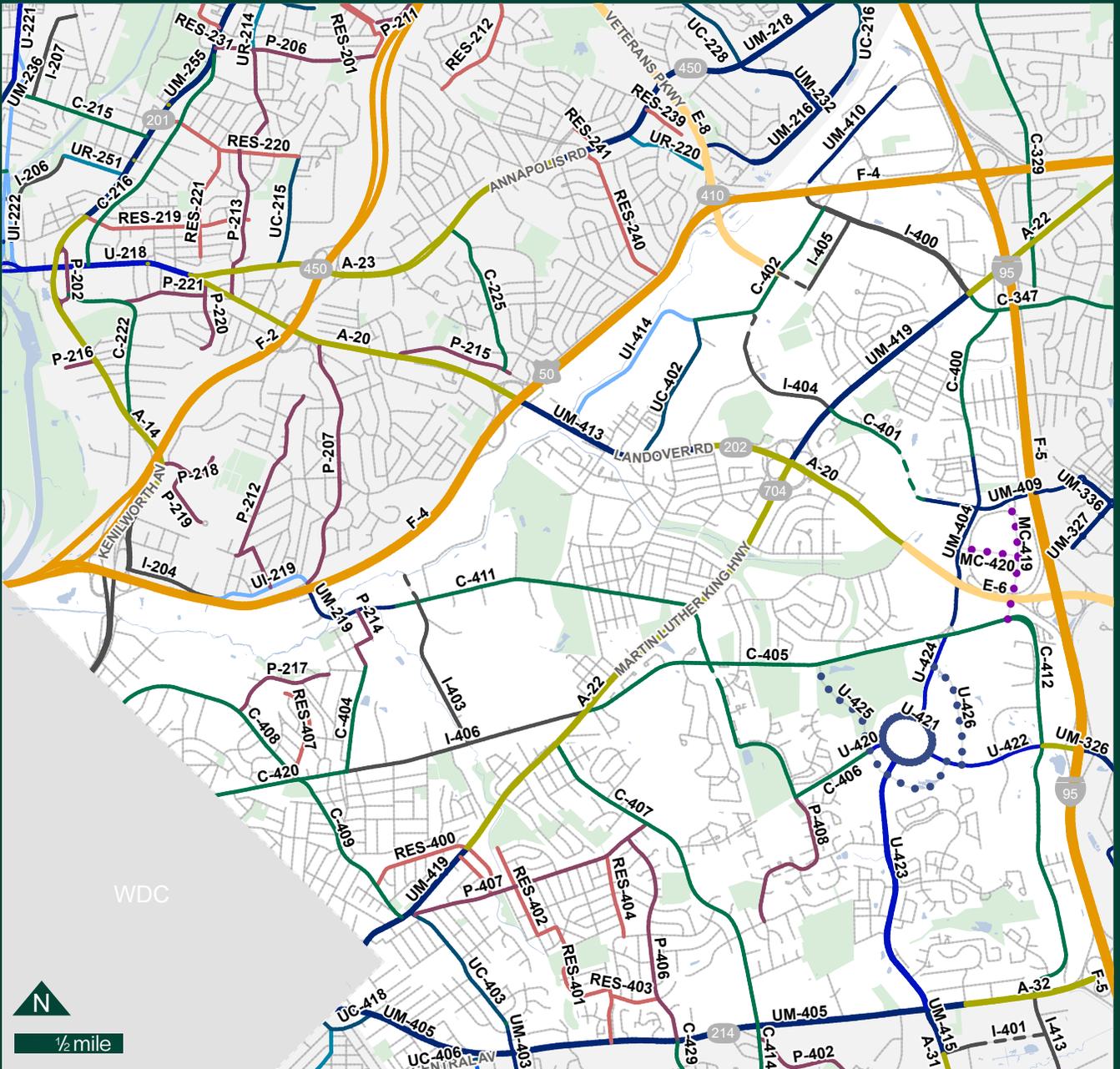
Legend

- | | |
|---|--|
|  Freeway |  Neighborhood Connector |
|  Expressway |  Neighborhood Residential |
|  Arterial |  Shared Street |
|  Major Collector |  Urban Industrial |
|  Collector |  Industrial |
|  Primary |  Other Roads |
|  Residential |  Existing |
|  Urban Center |  Planned |
|  Mixed-Use Boulevard |  Planned (alignment to be determined) |

Locator Map



Sources:
Prince George's County GIS Open Data Portal, 2022;
Maryland's GIS Data Catalog, 2022



Functional Classification

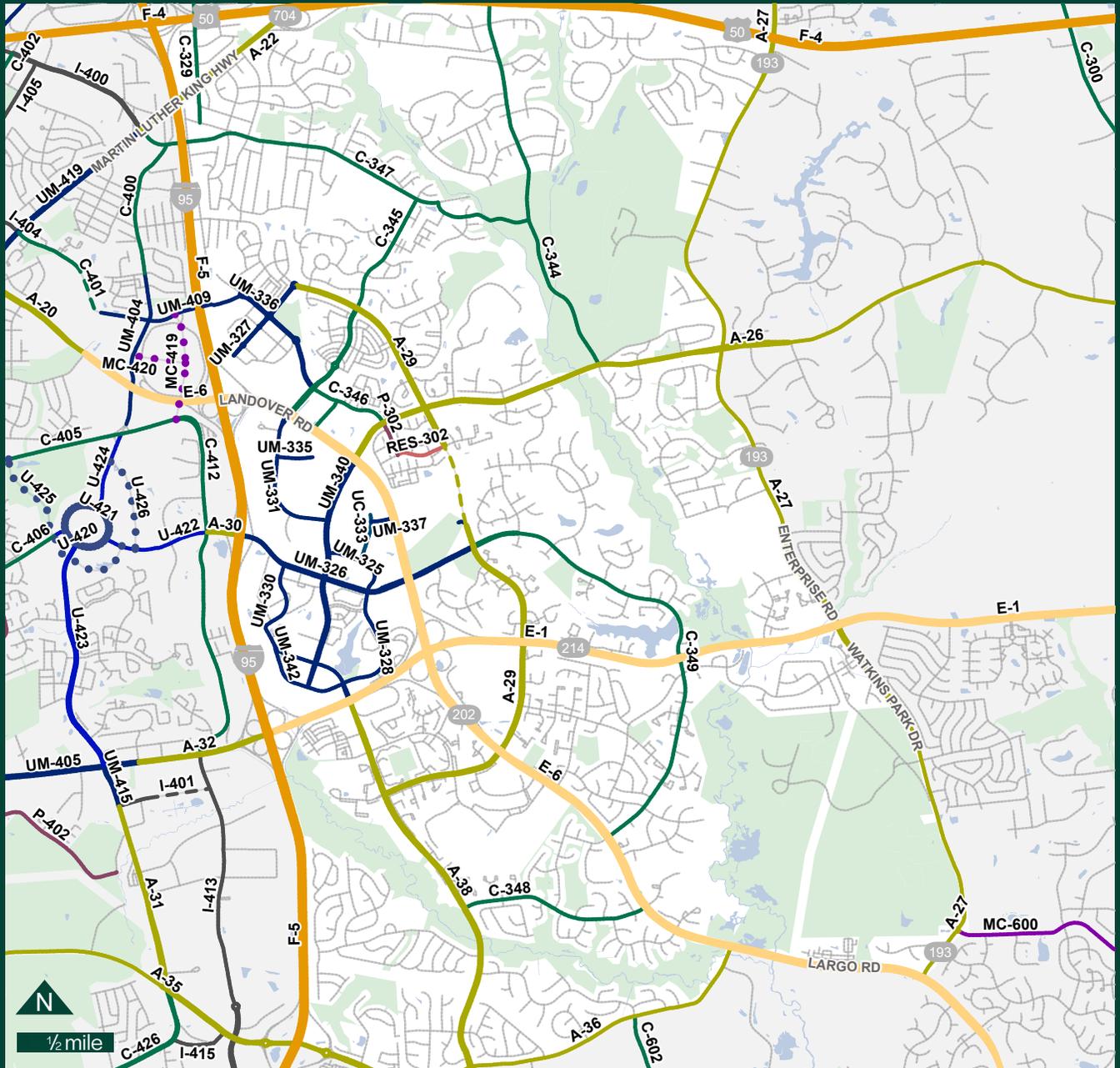
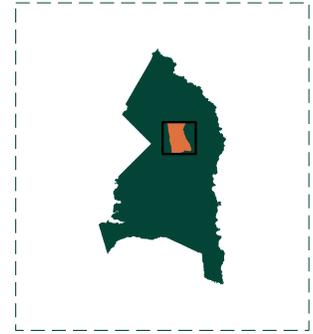
Largo-Lottsford

Sources:
 Prince George's County GIS Open Data Portal, 2022;
 Maryland's GIS Data Catalog, 2022

Legend

- | | | | |
|--|---------------------|--|--------------------------------------|
| | Freeway | | Neighborhood Connector |
| | Expressway | | Neighborhood Residential |
| | Arterial | | Shared Street |
| | Major Collector | | Urban Industrial |
| | Collector | | Industrial |
| | Primary | | Other Roads |
| | Residential | | Existing |
| | Urban Center | | Planned |
| | Mixed-Use Boulevard | | Planned (alignment to be determined) |

Locator Map



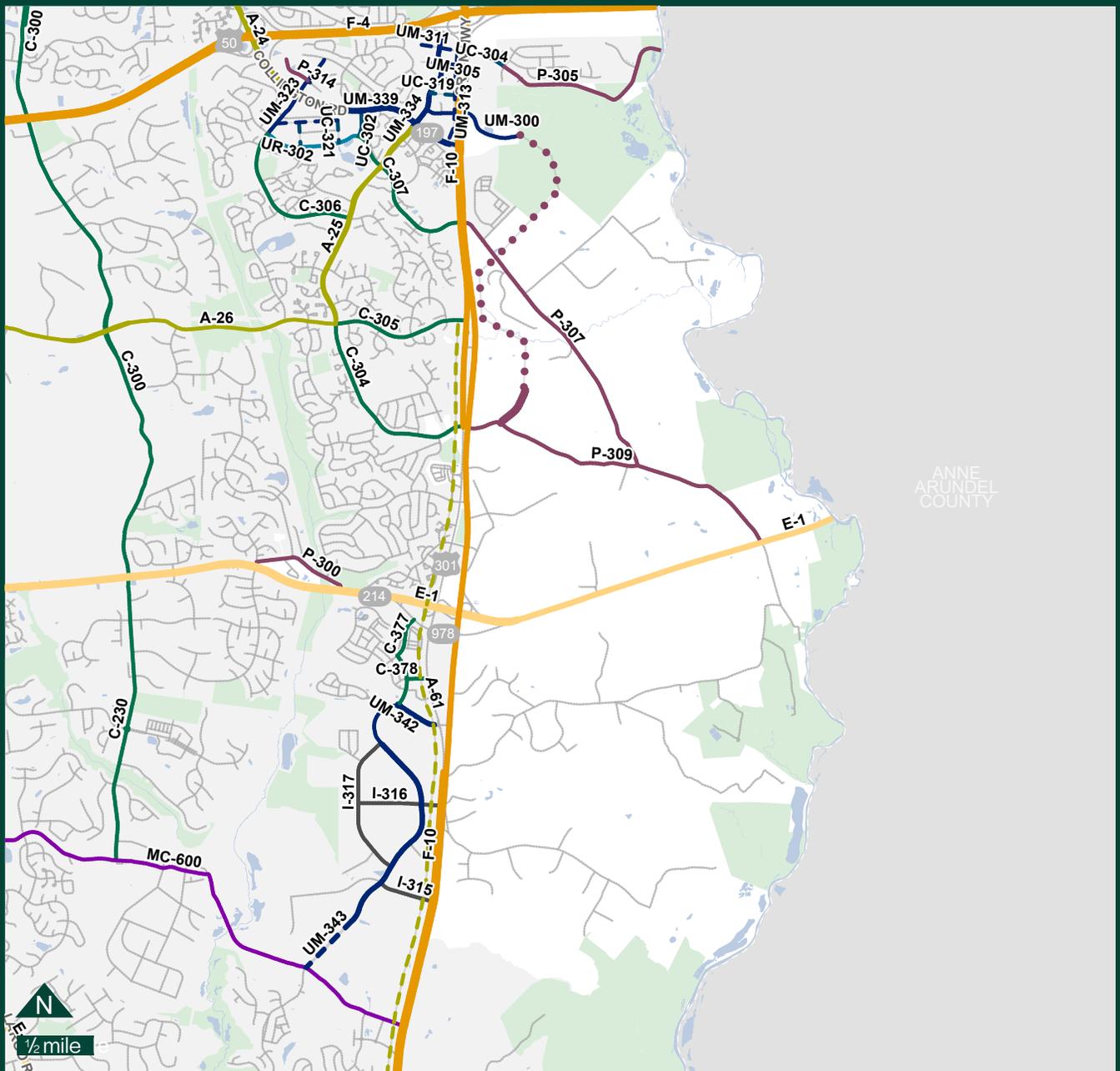
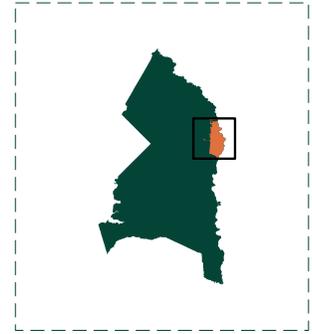
Functional Classification Collington & Vicinity

Sources:
Prince George's County GIS Open Data Portal, 2022;
Maryland's GIS Data Catalog, 2022

Legend

- | | | | |
|--|---------------------|--|--------------------------------------|
| | Freeway | | Neighborhood Connector |
| | Expressway | | Neighborhood Residential |
| | Arterial | | Shared Street |
| | Major Collector | | Urban Industrial |
| | Collector | | Industrial |
| | Primary | | Other Roads |
| | Residential | | Existing |
| | Urban Center | | Planned |
| | Mixed-Use Boulevard | | Planned (alignment to be determined) |

Locator Map



Functional Classification

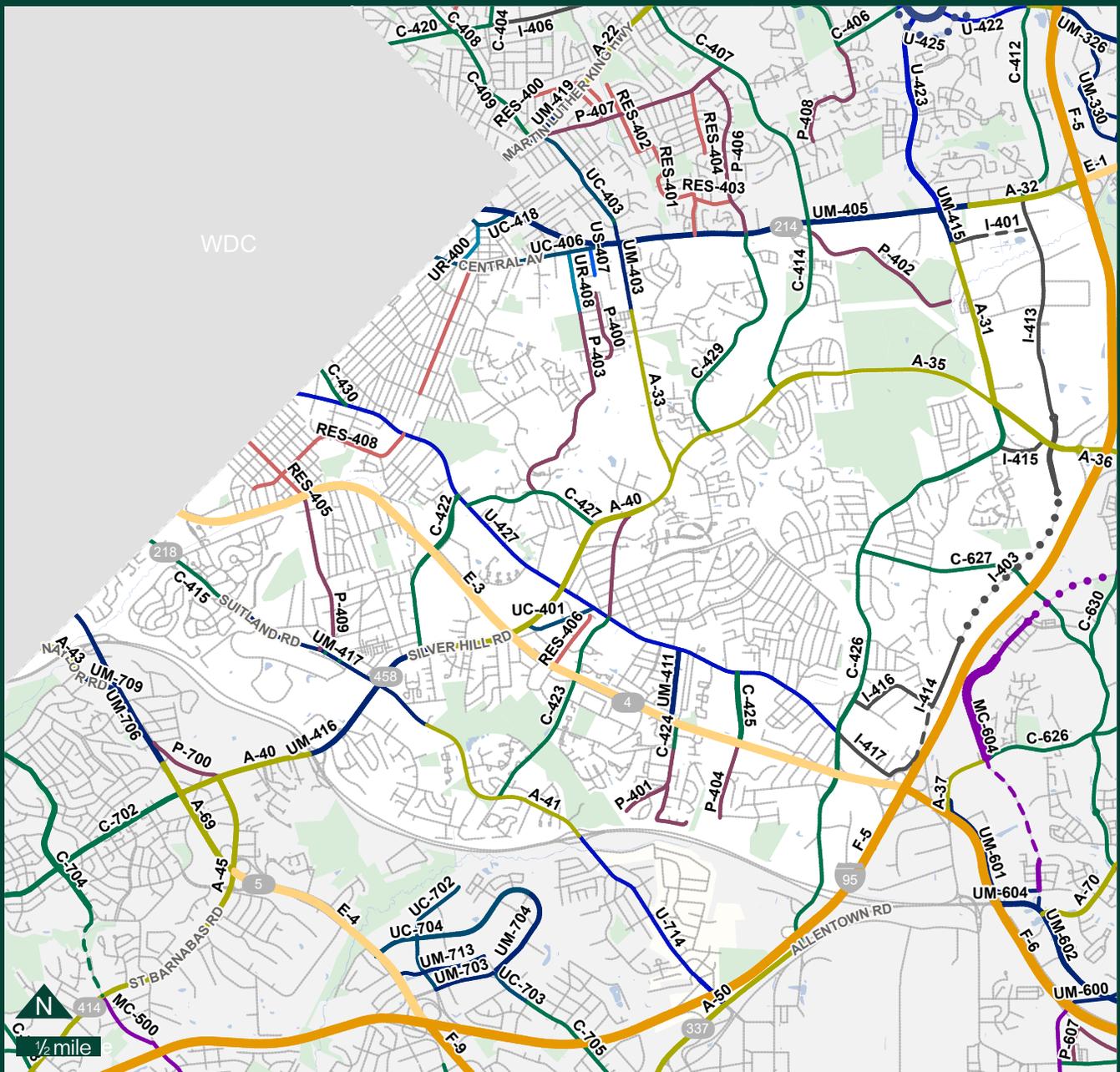
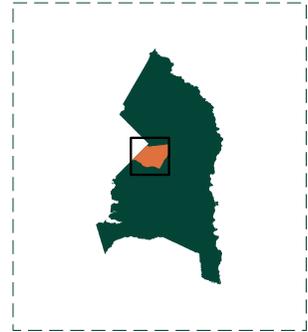
Suitland-District Heights, Capitol Heights & Vicinity

Sources:
 Prince George's County GIS Open Data Portal, 2022;
 Maryland's GIS Data Catalog, 2022

Legend

- | | | | |
|--|---------------------|--|--------------------------------------|
| | Freeway | | Neighborhood Connector |
| | Expressway | | Neighborhood Residential |
| | Arterial | | Shared Street |
| | Major Collector | | Urban Industrial |
| | Collector | | Industrial |
| | Primary | | Other Roads |
| | Residential | | Existing |
| | Urban Center | | Planned |
| | Mixed-Use Boulevard | | Planned (alignment to be determined) |

Locator Map



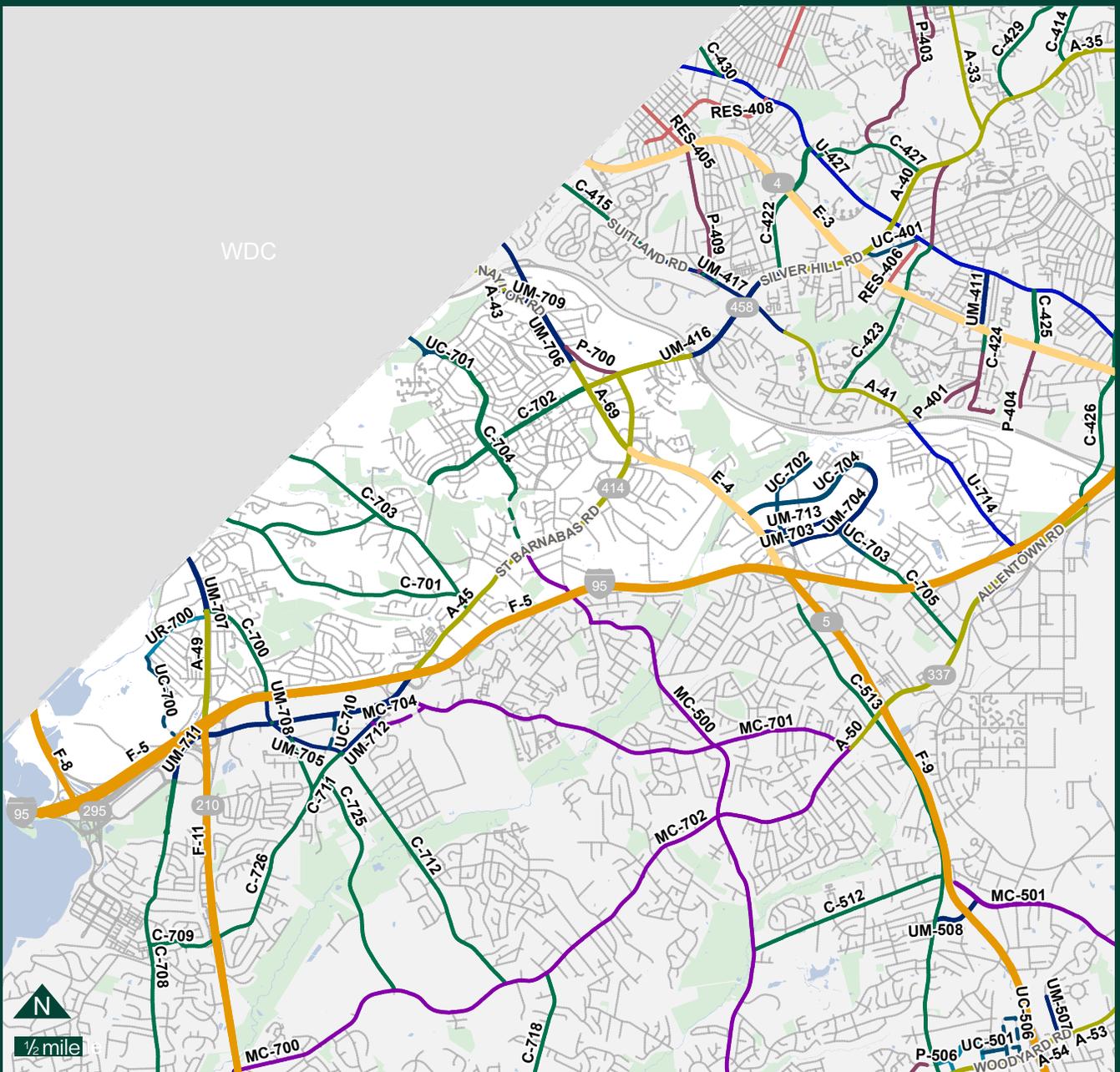
Functional Classification The Heights

Sources:
Prince George's County GIS Open Data Portal, 2022;
Maryland's GIS Data Catalog, 2022

Legend

- | | |
|---|--|
|  Freeway |  Neighborhood Connector |
|  Expressway |  Neighborhood Residential |
|  Arterial |  Shared Street |
|  Major Collector |  Urban Industrial |
|  Collector |  Industrial |
|  Primary |  Other Roads |
|  Residential |  Existing |
|  Urban Center |  Planned |
|  Mixed-Use Boulevard |  Planned (alignment to be determined) |

Locator Map



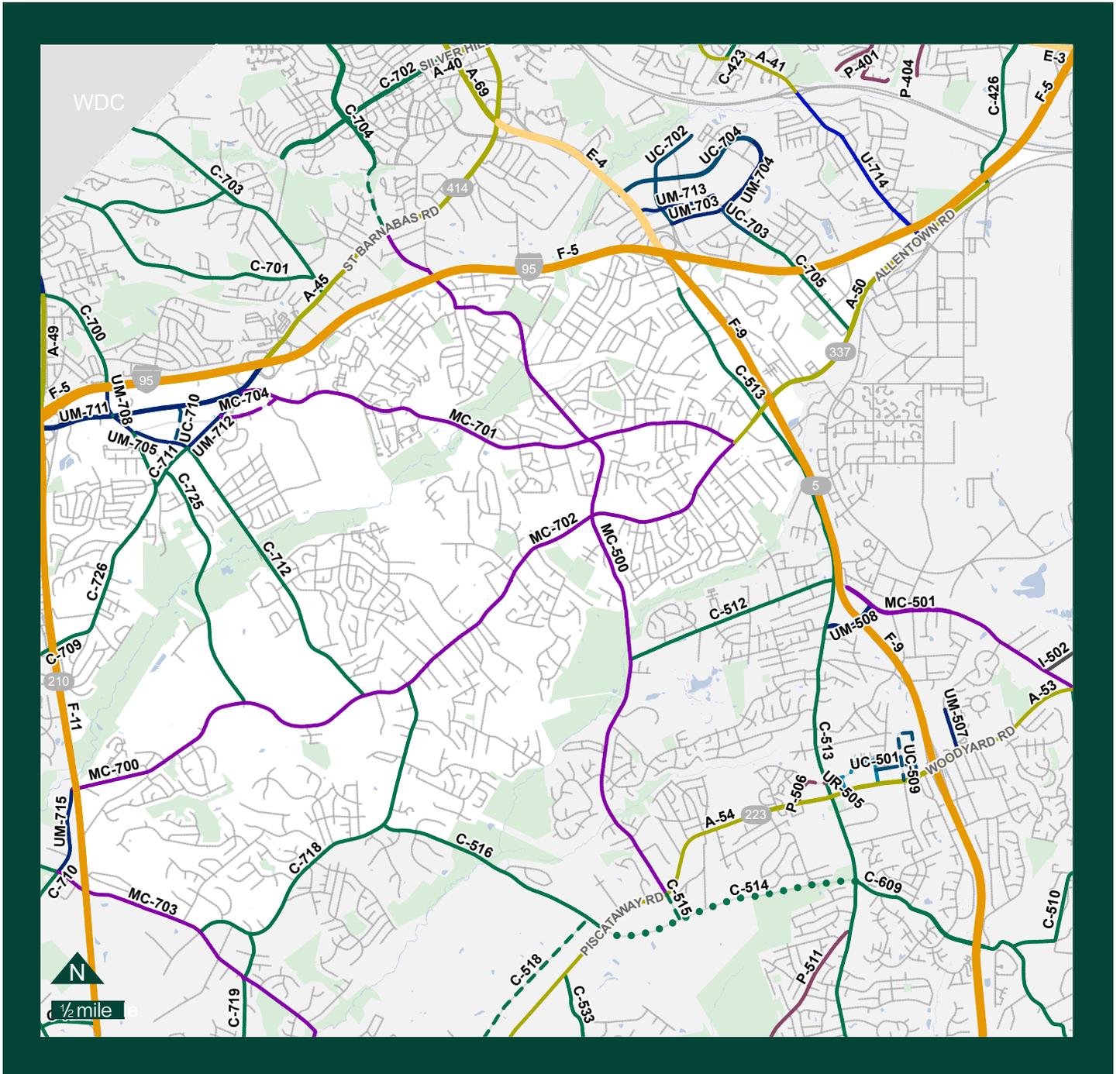
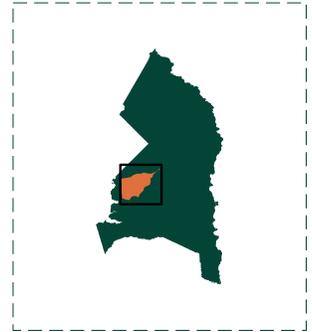
Functional Classification Henson Creek

Sources:
Prince George's County GIS Open Data Portal, 2022;
Maryland's GIS Data Catalog, 2022

Legend

- | | |
|---|--|
|  Freeway |  Neighborhood Connector |
|  Expressway |  Neighborhood Residential |
|  Arterial |  Shared Street |
|  Major Collector |  Urban Industrial |
|  Collector |  Industrial |
|  Primary |  Other Roads |
|  Residential |  Existing |
|  Urban Center |  Planned |
|  Mixed-Use Boulevard |  Planned (alignment to be determined) |

Locator Map



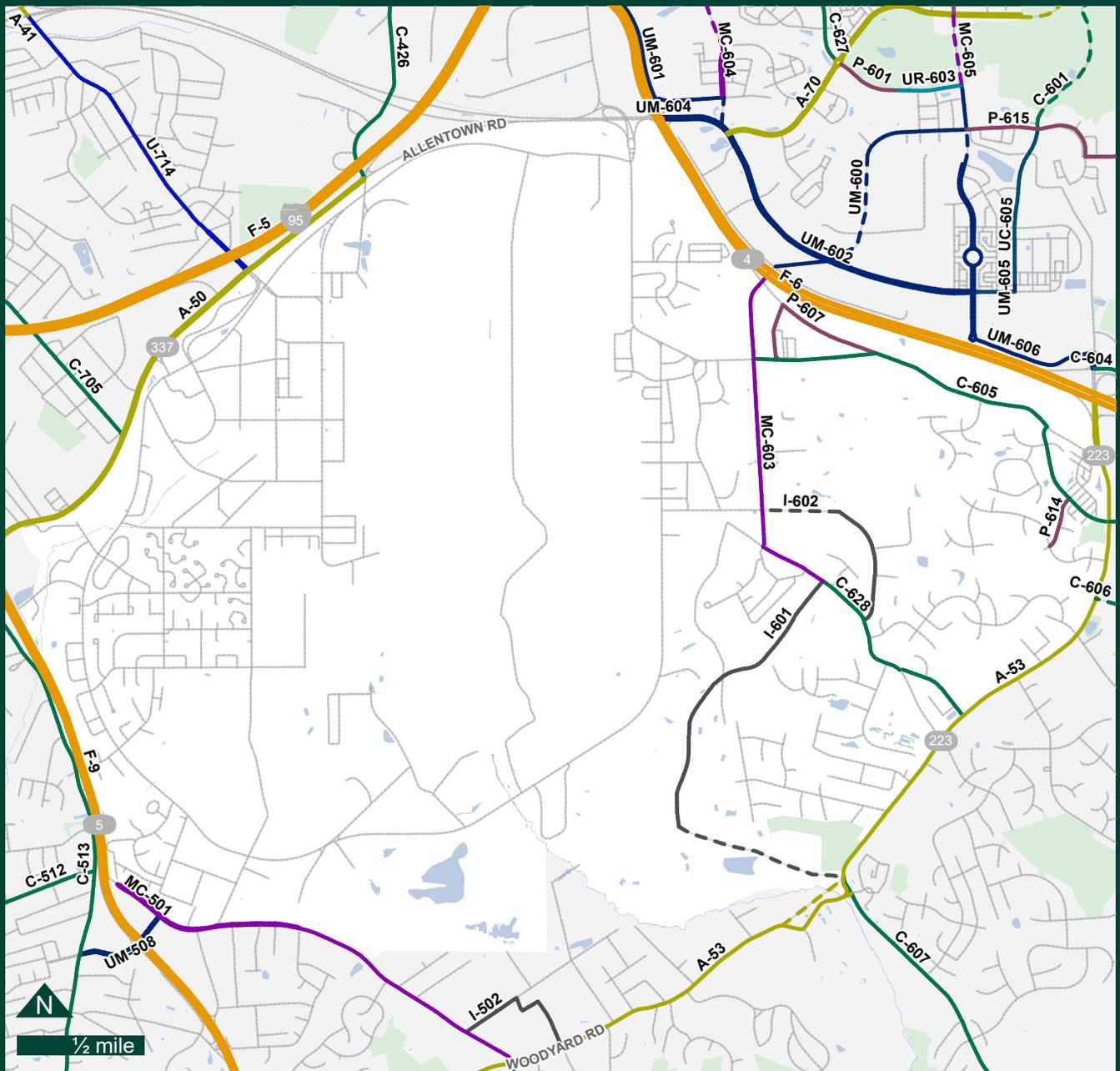
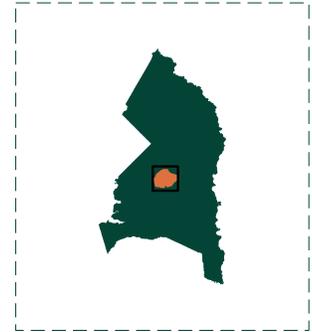
Functional Classification Melwood

Sources:
Prince George's County GIS Open Data Portal, 2022;
Maryland's GIS Data Catalog, 2022

Legend

- | | |
|---|--|
|  Freeway |  Neighborhood Connector |
|  Expressway |  Neighborhood Residential |
|  Arterial |  Shared Street |
|  Major Collector |  Urban Industrial |
|  Collector |  Industrial |
|  Primary |  Other Roads |
|  Residential |  Existing |
|  Urban Center |  Planned |
|  Mixed-Use Boulevard |  Planned (alignment to be determined) |

Locator Map



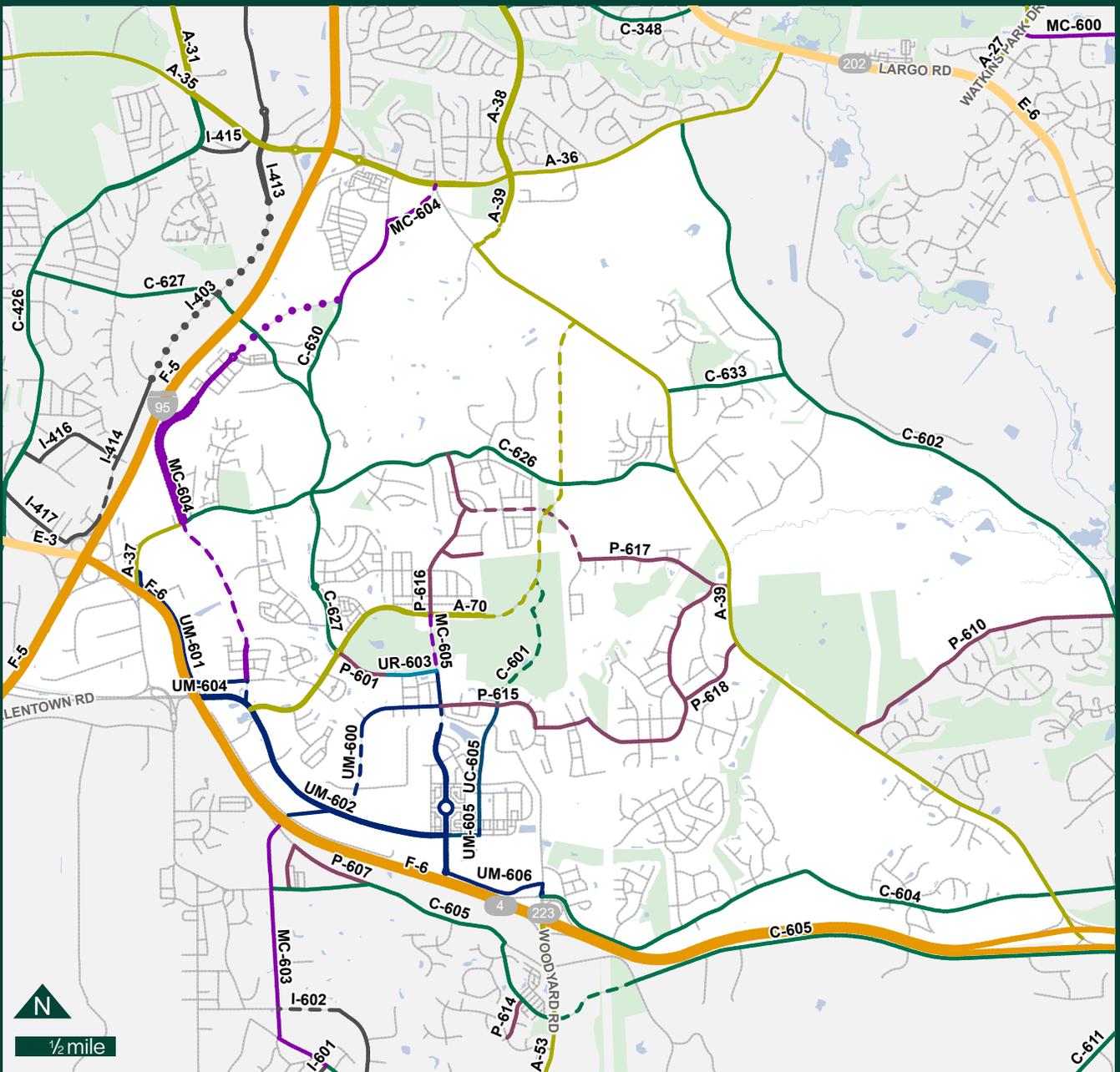
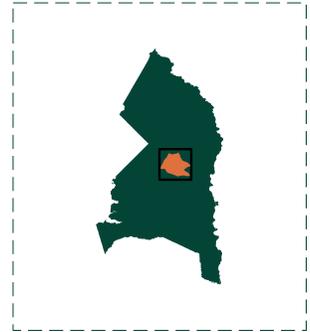
Functional Classification Westphalia & Vicinity

Sources:
Prince George's County GIS Open Data Portal, 2022;
Maryland's GIS Data Catalog, 2022

Legend

- | | |
|---|--|
|  Freeway |  Neighborhood Connector |
|  Expressway |  Neighborhood Residential |
|  Arterial |  Shared Street |
|  Major Collector |  Urban Industrial |
|  Collector |  Industrial |
|  Primary |  Other Roads |
|  Residential |  Existing |
|  Urban Center |  Planned |
|  Mixed-Use Boulevard |  Planned (alignment to be determined) |

Locator Map



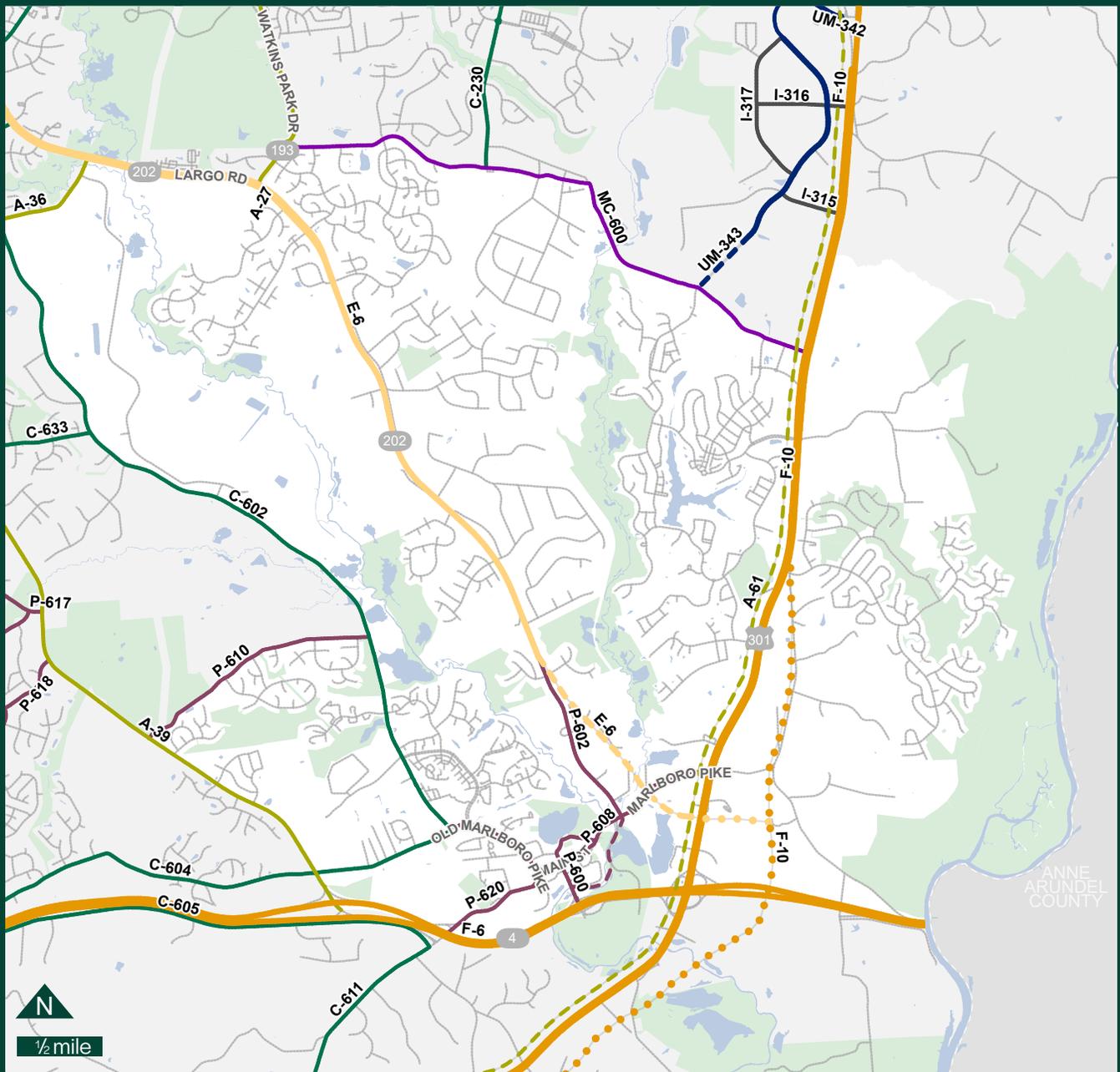
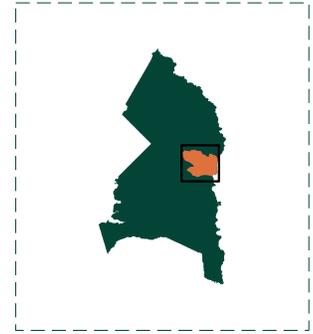
Functional Classification Upper Marlboro & Vicinity

Sources:
Prince George's County GIS Open Data Portal, 2022;
Maryland's GIS Data Catalog, 2022

Legend

- | | | | |
|--|---------------------|--|--------------------------------------|
| | Freeway | | Neighborhood Connector |
| | Expressway | | Neighborhood Residential |
| | Arterial | | Shared Street |
| | Major Collector | | Urban Industrial |
| | Collector | | Industrial |
| | Primary | | Other Roads |
| | Residential | | Existing |
| | Urban Center | | Planned |
| | Mixed-Use Boulevard | | Planned (alignment to be determined) |

Locator Map



Functional Classification

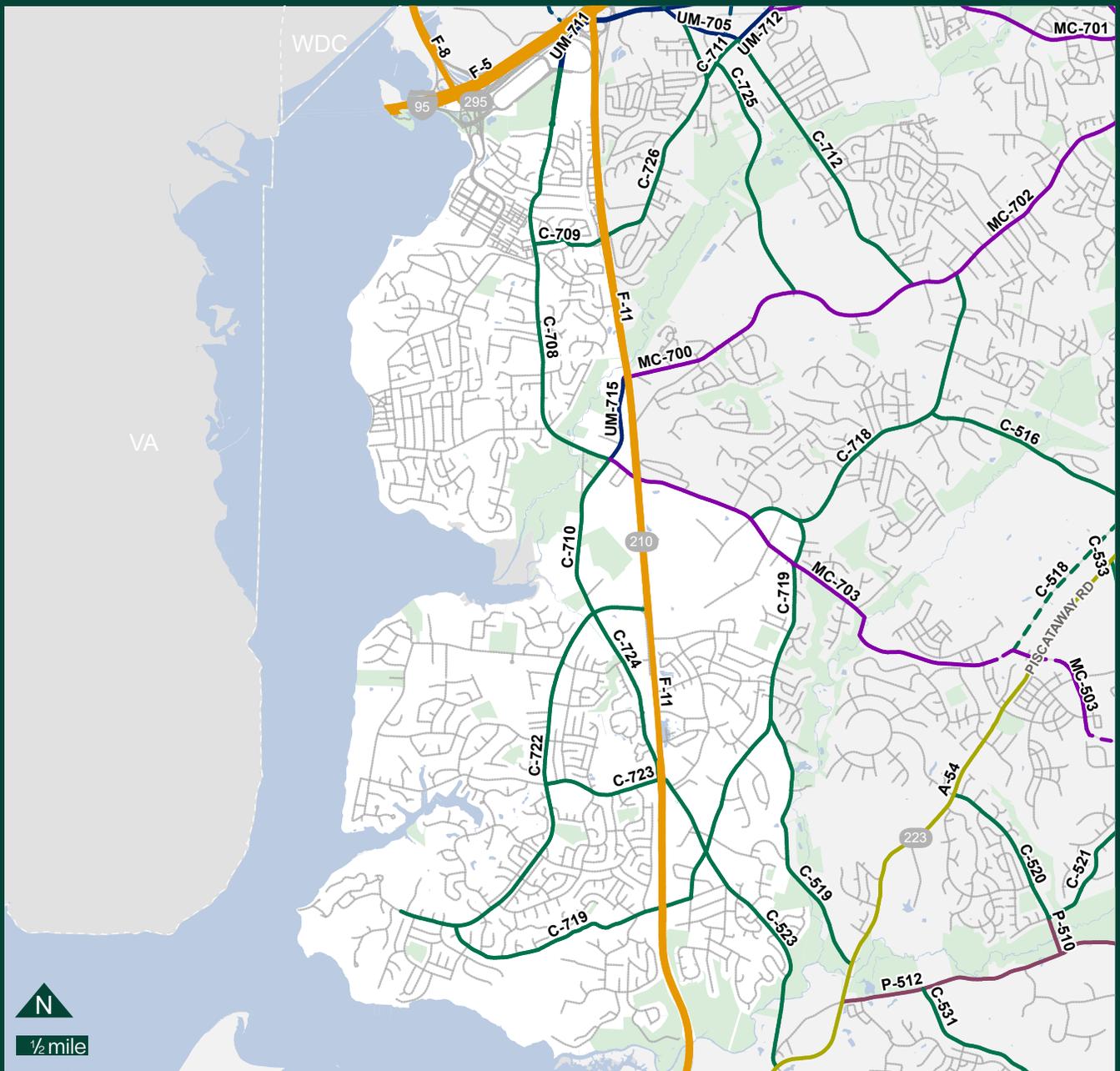
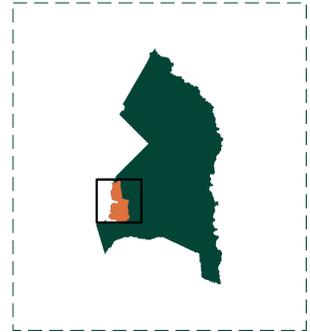
South Potomac Sector

Sources:
 Prince George's County GIS Open Data Portal, 2022;
 Maryland's GIS Data Catalog, 2022

Legend

- | | |
|---|--|
|  Freeway |  Neighborhood Connector |
|  Expressway |  Neighborhood Residential |
|  Arterial |  Shared Street |
|  Major Collector |  Urban Industrial |
|  Collector |  Industrial |
|  Primary |  Other Roads |
|  Residential |  Existing |
|  Urban Center |  Planned |
|  Mixed-Use Boulevard |  Planned (alignment to be determined) |

Locator Map



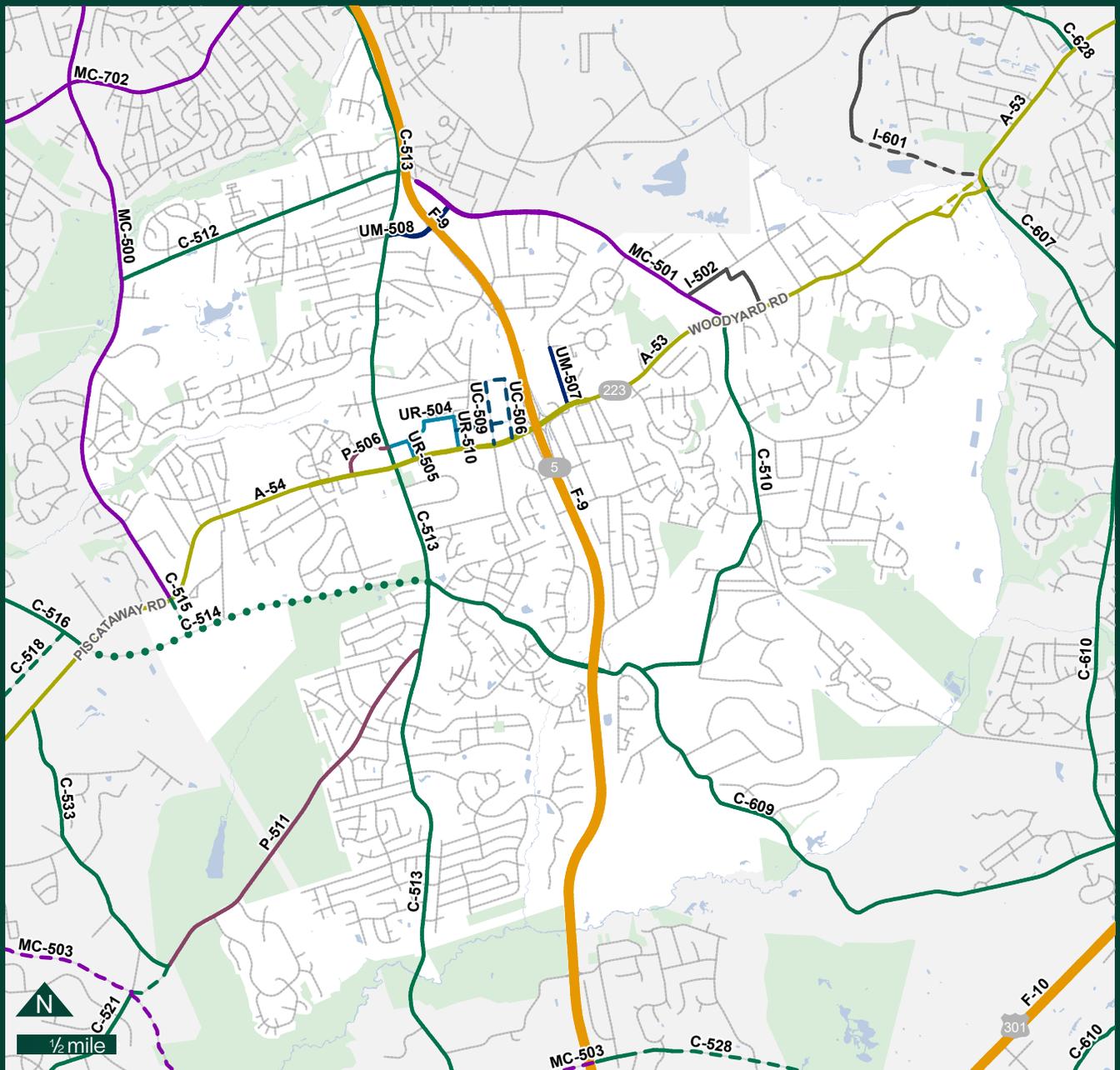
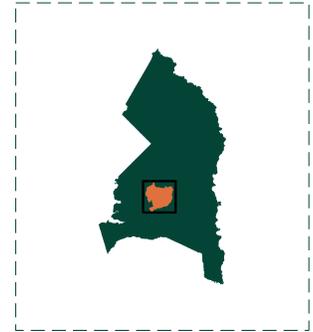
Functional Classification Clinton & Vicinity

Sources:
Prince George's County GIS Open Data Portal, 2022;
Maryland's GIS Data Catalog, 2022

Legend

- | | | | |
|--|---------------------|--|--------------------------------------|
| | Freeway | | Neighborhood Connector |
| | Expressway | | Neighborhood Residential |
| | Arterial | | Shared Street |
| | Major Collector | | Urban Industrial |
| | Collector | | Industrial |
| | Primary | | Other Roads |
| | Residential | | Existing |
| | Urban Center | | Planned |
| | Mixed-Use Boulevard | | Planned (alignment to be determined) |

Locator Map



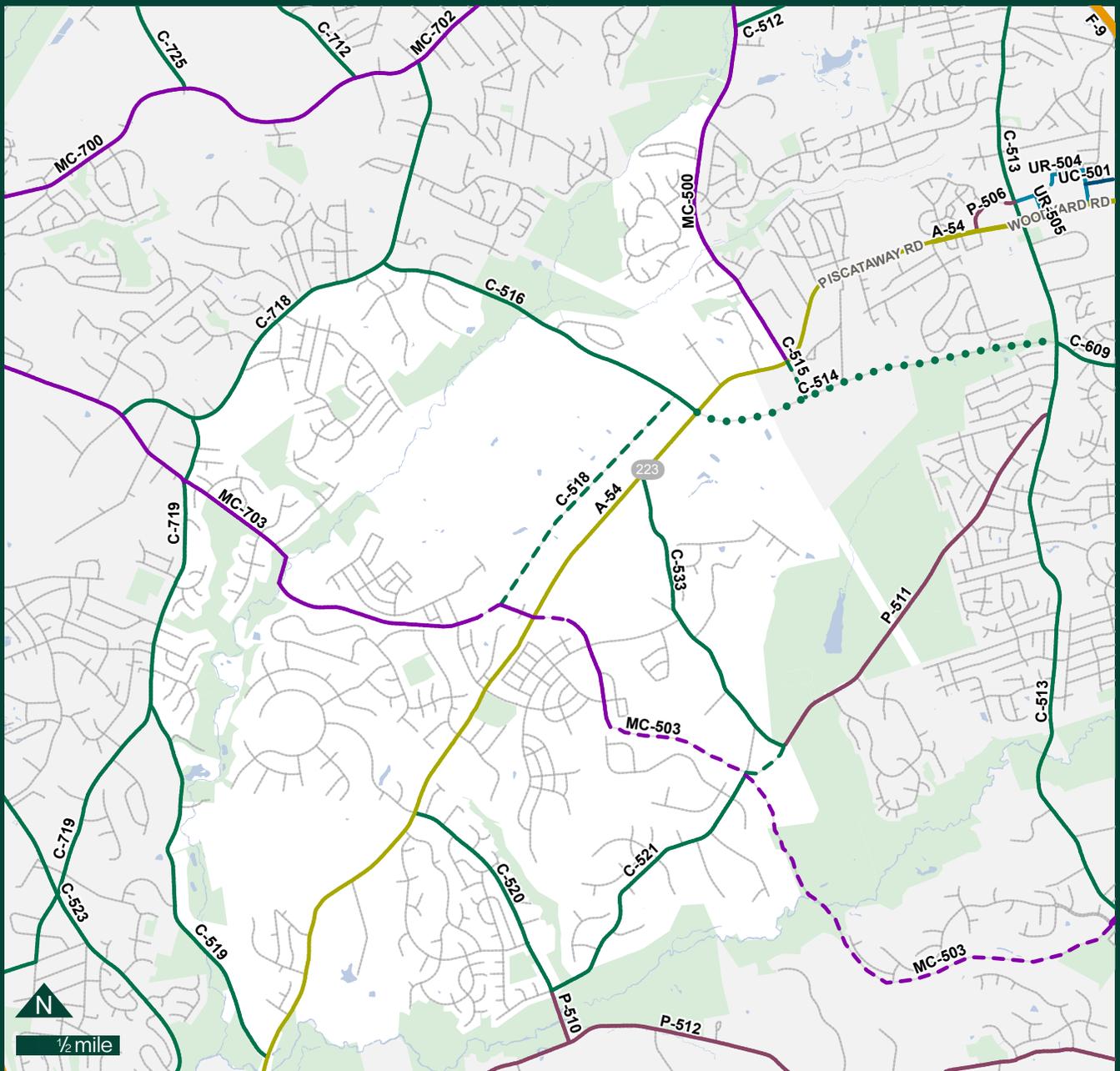
Functional Classification Tippett & Vicinity

Sources:
Prince George's County GIS Open Data Portal, 2022;
Maryland's GIS Data Catalog, 2022

Legend

- | | |
|---|--|
|  Freeway |  Neighborhood Connector |
|  Expressway |  Neighborhood Residential |
|  Arterial |  Shared Street |
|  Major Collector |  Urban Industrial |
|  Collector |  Industrial |
|  Primary |  Other Roads |
|  Residential |  Existing |
|  Urban Center |  Planned |
|  Mixed-Use Boulevard |  Planned (alignment to be determined) |

Locator Map



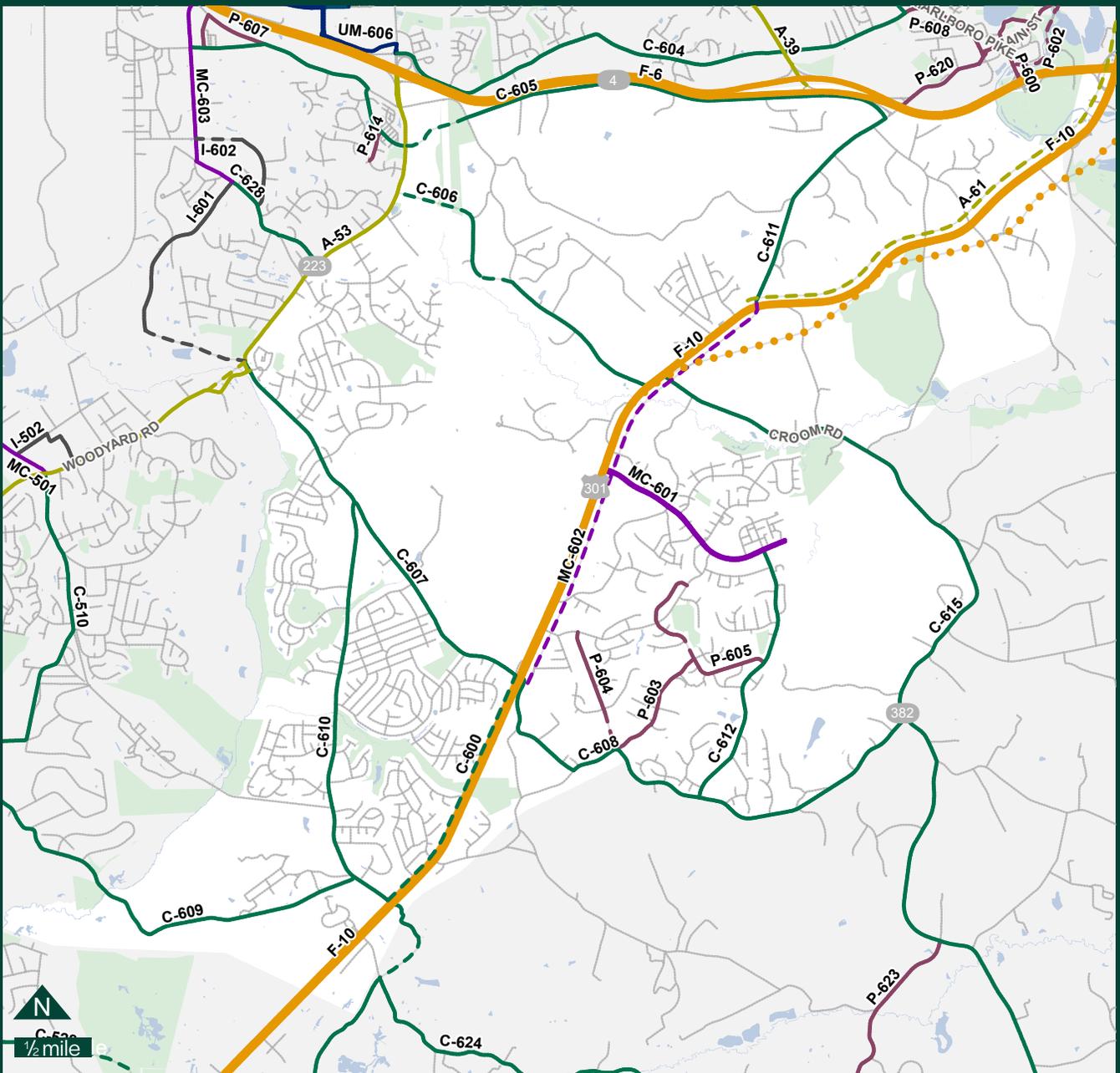
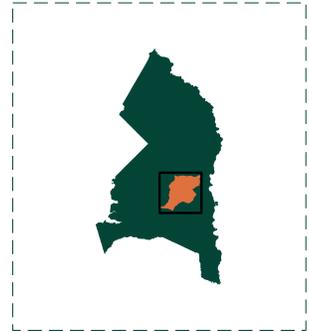
Functional Classification Rosaryville

Sources:
Prince George's County GIS Open Data Portal, 2022;
Maryland's GIS Data Catalog, 2022

Legend

- | | |
|---|--|
|  Freeway |  Neighborhood Connector |
|  Expressway |  Neighborhood Residential |
|  Arterial |  Shared Street |
|  Major Collector |  Urban Industrial |
|  Collector |  Industrial |
|  Primary |  Other Roads |
|  Residential |  Existing |
|  Urban Center |  Planned |
|  Mixed-Use Boulevard |  Planned (alignment to be determined) |

Locator Map



Functional Classification

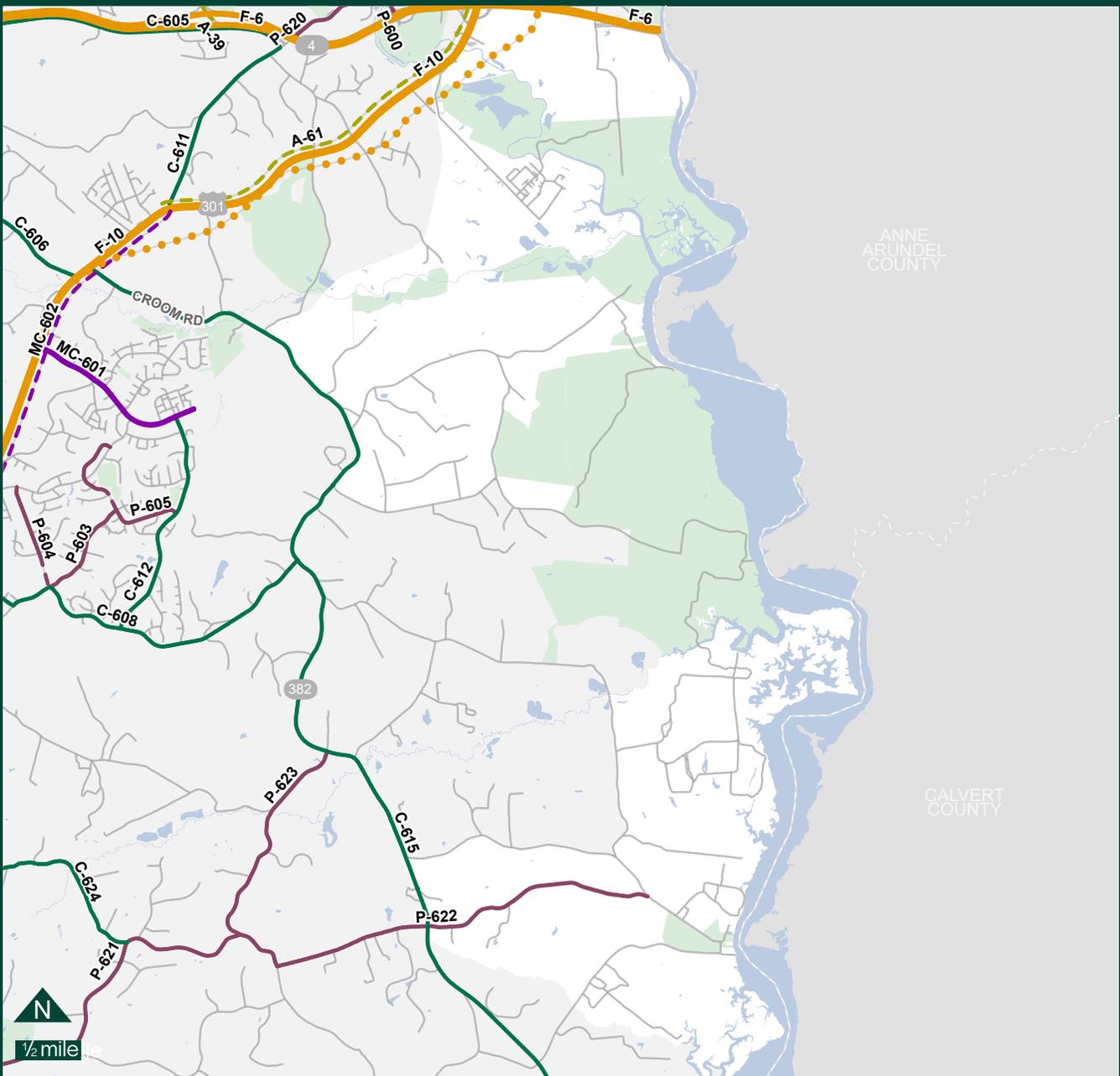
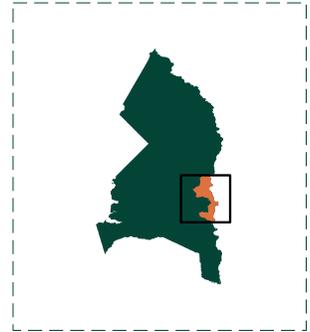
Mount Calvert-Nottingham

Sources:
 Prince George's County GIS Open Data Portal, 2022;
 Maryland's GIS Data Catalog, 2022

Legend

- | | |
|---|--|
|  Freeway |  Neighborhood Connector |
|  Expressway |  Neighborhood Residential |
|  Arterial |  Shared Street |
|  Major Collector |  Urban Industrial |
|  Collector |  Industrial |
|  Primary |  Other Roads |
|  Residential |  Existing |
|  Urban Center |  Planned |
|  Mixed-Use Boulevard |  Planned (alignment to be determined) |

Locator Map



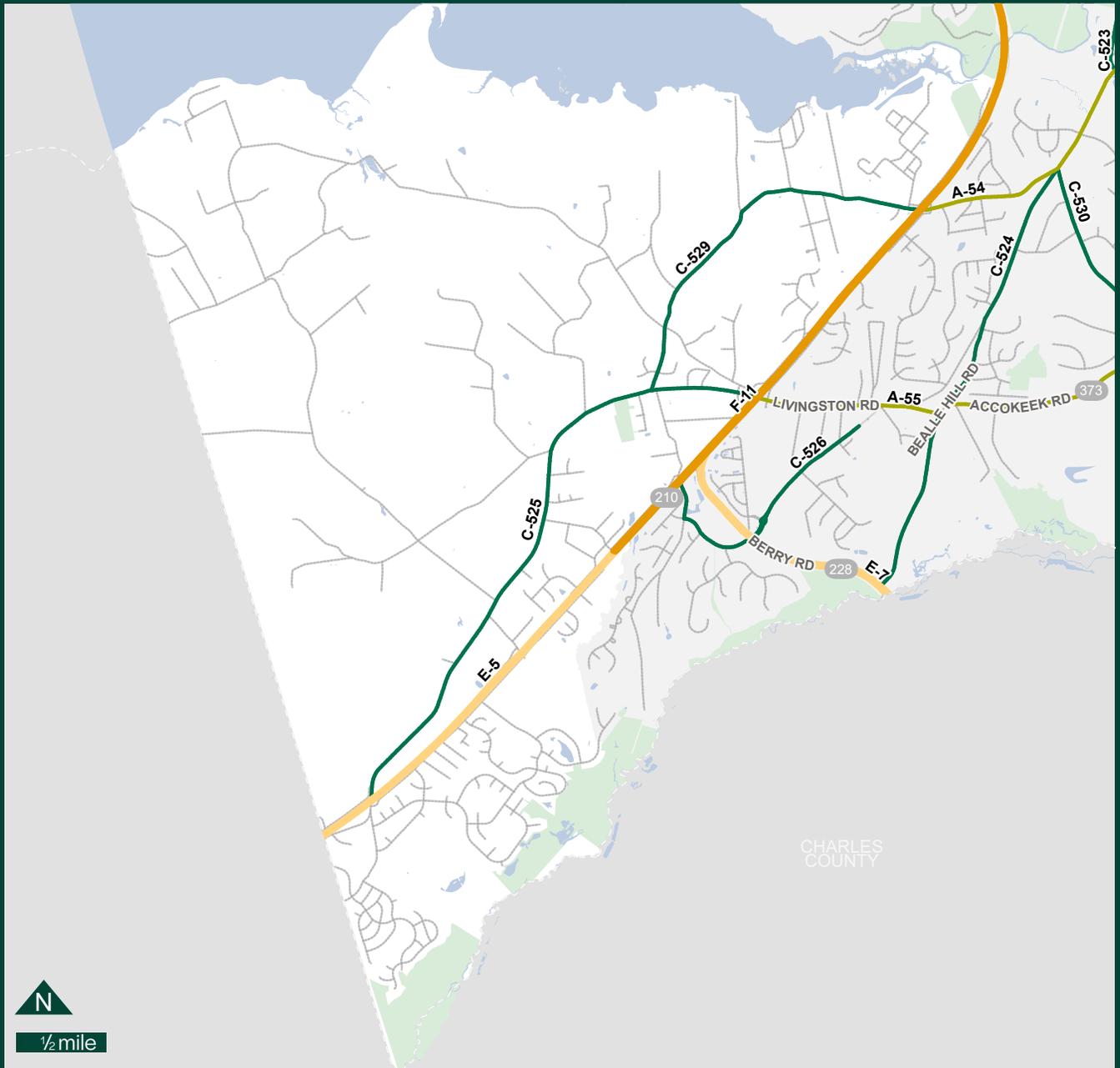
Functional Classification Accokeek

Sources:
Prince George's County GIS Open Data Portal, 2022;
Maryland's GIS Data Catalog, 2022

Legend

- | | |
|---|--|
|  Freeway |  Neighborhood Connector |
|  Expressway |  Neighborhood Residential |
|  Arterial |  Shared Street |
|  Major Collector |  Urban Industrial |
|  Collector |  Industrial |
|  Primary |  Other Roads |
|  Residential |  Existing |
|  Urban Center |  Planned |
|  Mixed-Use Boulevard |  Planned (alignment to be determined) |

Locator Map



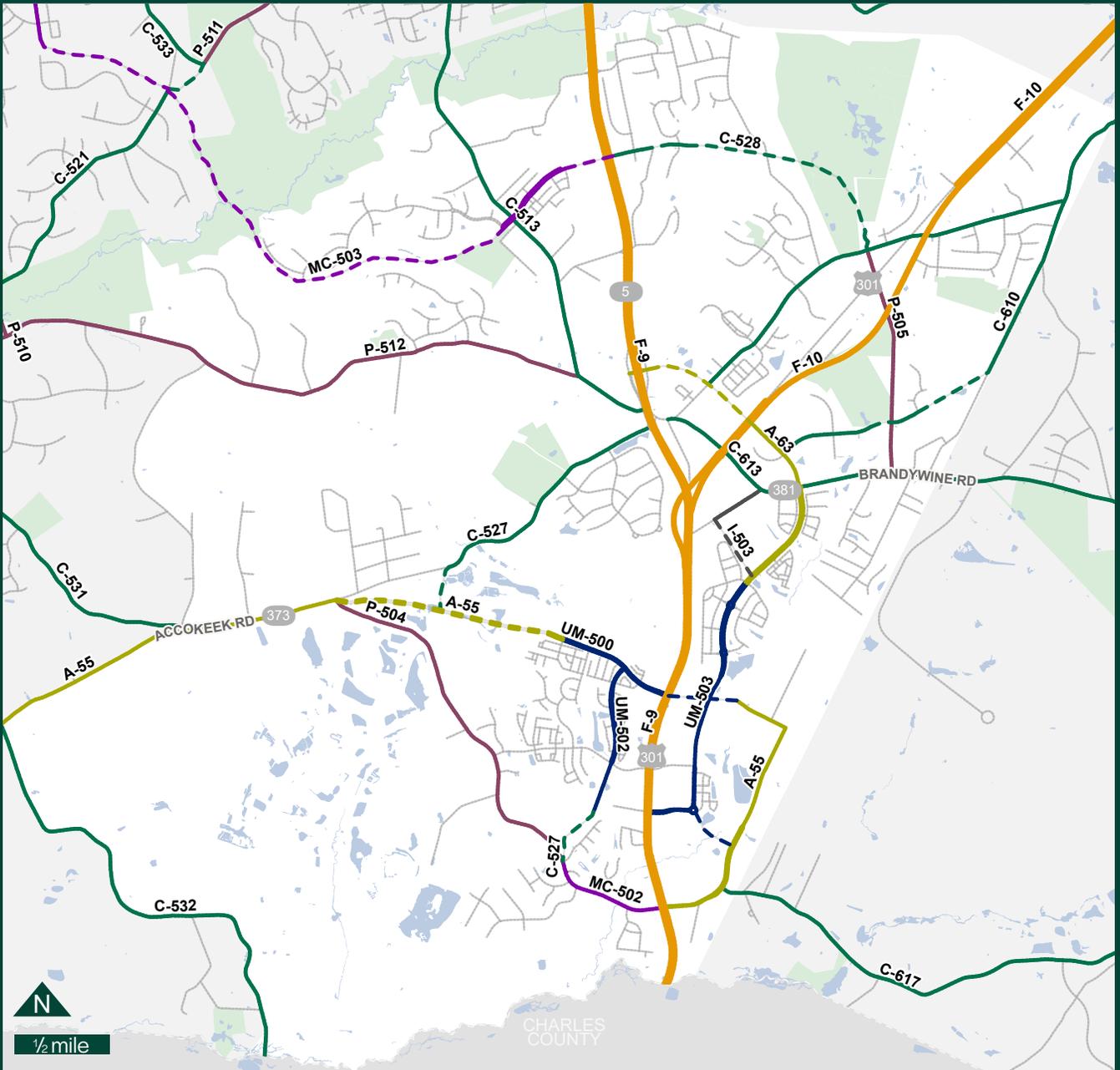
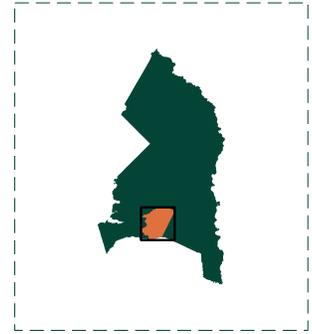
Functional Classification Brandywine & Vicinity

Sources:
Prince George's County GIS Open Data Portal, 2022;
Maryland's GIS Data Catalog, 2022

Legend

- | | |
|---|--|
|  Freeway |  Neighborhood Connector |
|  Expressway |  Neighborhood Residential |
|  Arterial |  Shared Street |
|  Major Collector |  Urban Industrial |
|  Collector |  Industrial |
|  Primary |  Other Roads |
|  Residential |  Existing |
|  Urban Center |  Planned |
|  Mixed-Use Boulevard |  Planned (alignment to be determined) |

Locator Map



Functional Classification Cedarville & Vicinity

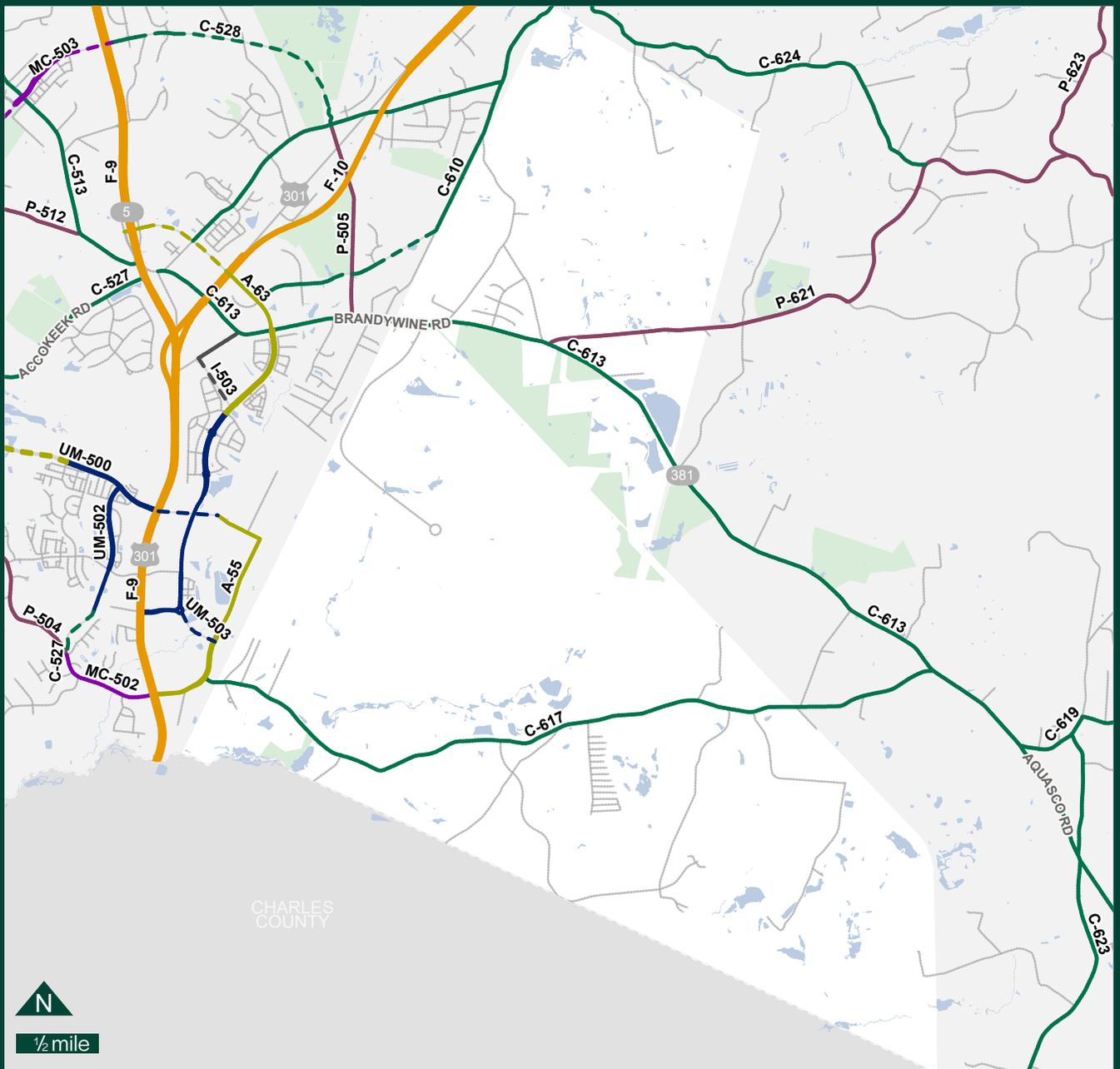
Legend

- | | |
|---|--|
|  Freeway |  Neighborhood Connector |
|  Expressway |  Neighborhood Residential |
|  Arterial |  Shared Street |
|  Major Collector |  Urban Industrial |
|  Collector |  Industrial |
|  Primary |  Other Roads |
|  Residential |  Existing |
|  Urban Center |  Planned |
|  Mixed-Use Boulevard |  Planned (alignment to be determined) |

Locator Map



Sources:
Prince George's County GIS Open Data Portal, 2022;
Maryland's GIS Data Catalog, 2022



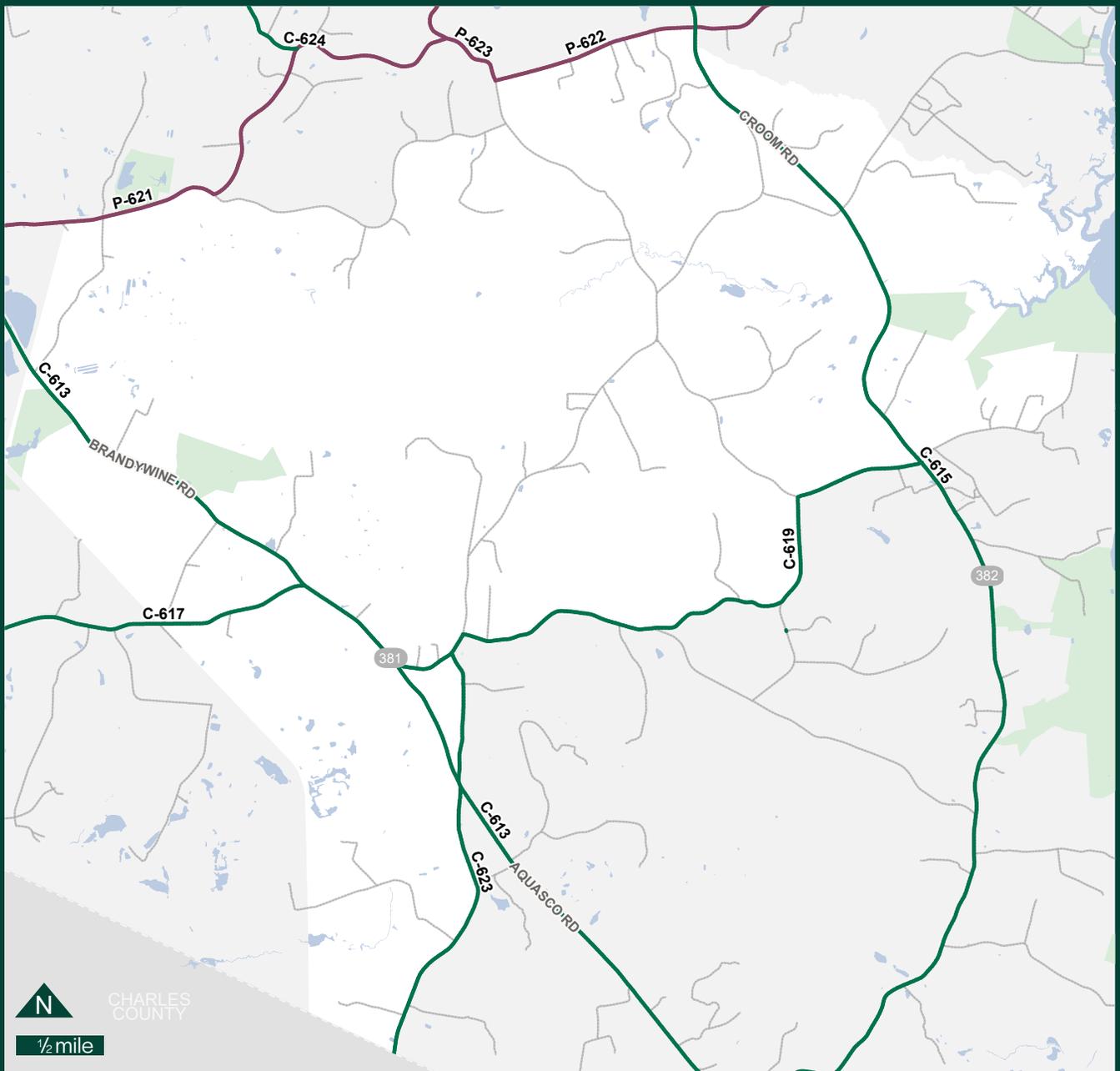
Functional Classification Baden Area

Sources:
Prince George's County GIS Open Data Portal, 2022;
Maryland's GIS Data Catalog, 2022

Legend

- | | |
|---|--|
|  Freeway |  Neighborhood Connector |
|  Expressway |  Neighborhood Residential |
|  Arterial |  Shared Street |
|  Major Collector |  Urban Industrial |
|  Collector |  Industrial |
|  Primary |  Other Roads |
|  Residential |  Existing |
|  Urban Center |  Planned |
|  Mixed-Use Boulevard |  Planned (alignment to be determined) |

Locator Map



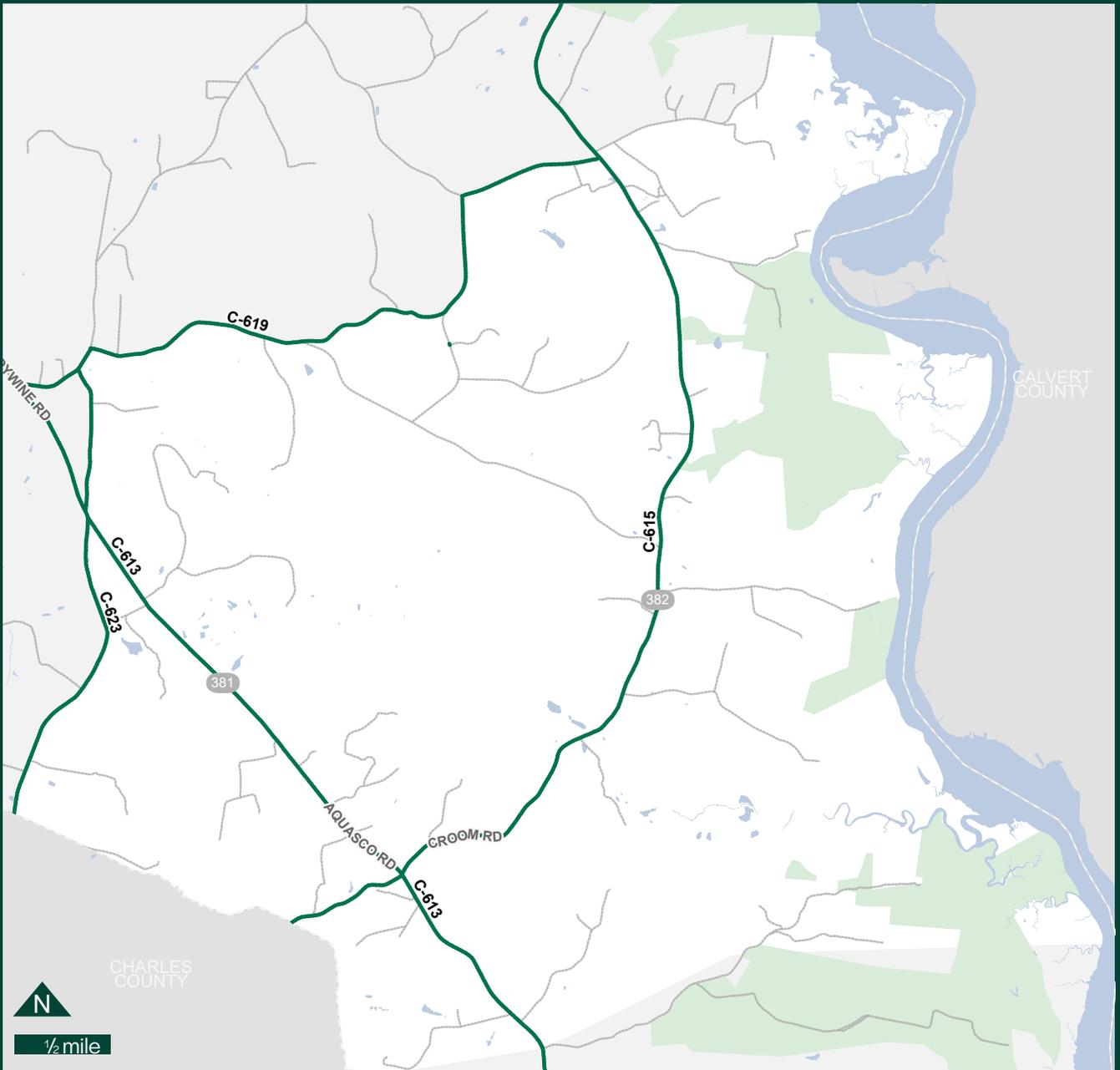
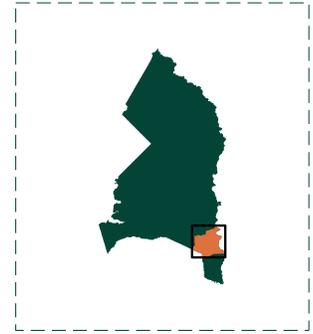
Functional Classification Westwood Area

Sources:
Prince George's County GIS Open Data Portal, 2022;
Maryland's GIS Data Catalog, 2022

Legend

- | | |
|---|--|
|  Freeway |  Neighborhood Connector |
|  Expressway |  Neighborhood Residential |
|  Arterial |  Shared Street |
|  Major Collector |  Urban Industrial |
|  Collector |  Industrial |
|  Primary |  Other Roads |
|  Residential |  Existing |
|  Urban Center |  Planned |
|  Mixed-Use Boulevard |  Planned (alignment to be determined) |

Locator Map



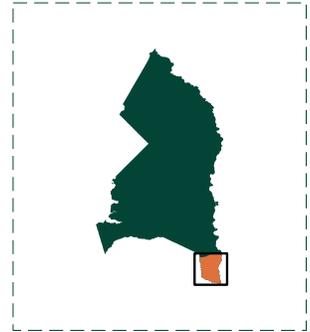
Functional Classification Aquasco

Sources:
Prince George's County GIS Open Data Portal, 2022;
Maryland's GIS Data Catalog, 2022

Legend

- | | |
|---|--|
|  Freeway |  Neighborhood Connector |
|  Expressway |  Neighborhood Residential |
|  Arterial |  Shared Street |
|  Major Collector |  Urban Industrial |
|  Collector |  Industrial |
|  Primary |  Other Roads |
|  Residential |  Existing |
|  Urban Center |  Planned |
|  Mixed-Use Boulevard |  Planned (alignment to be determined) |

Locator Map



Primary Trails

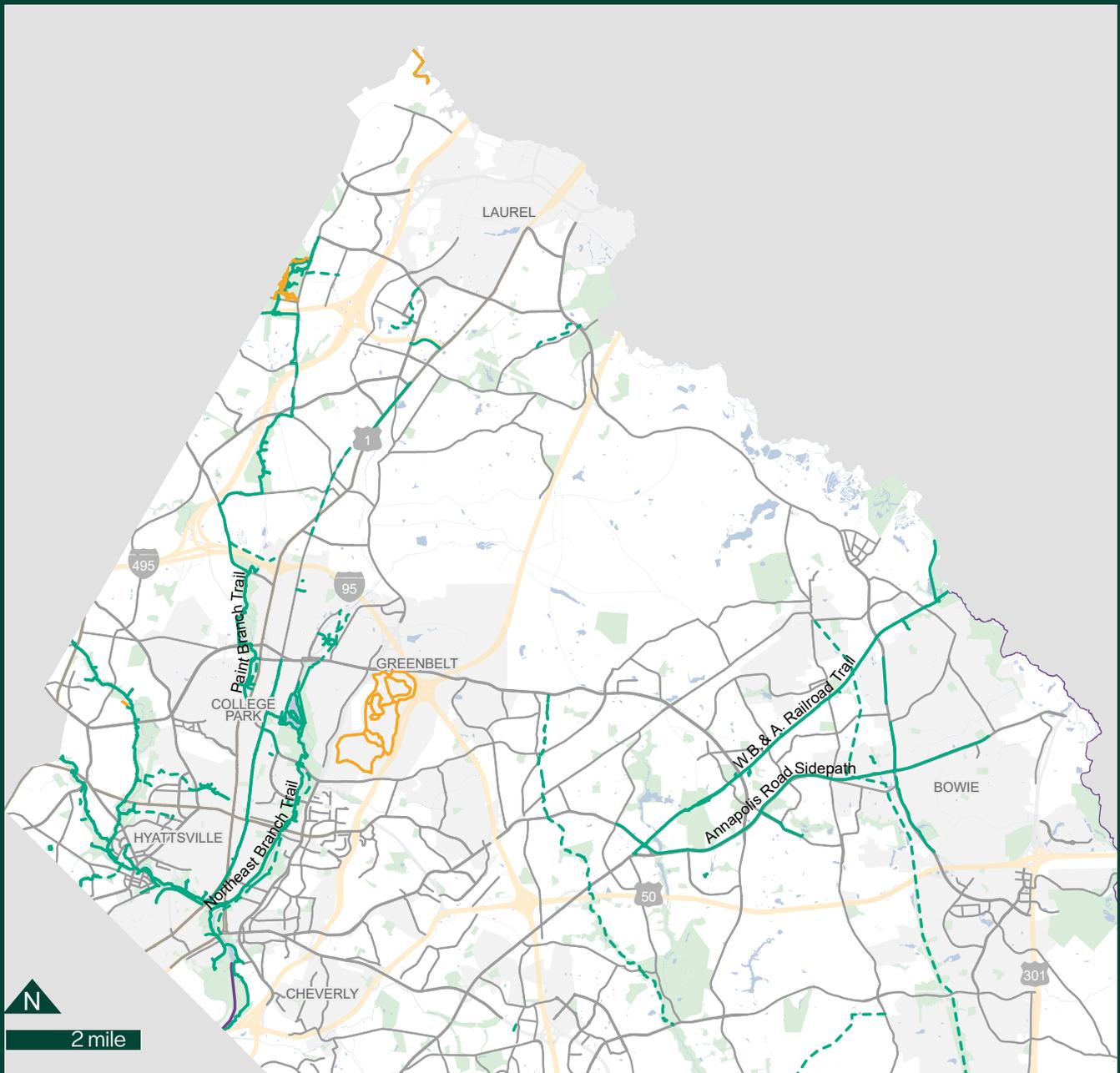
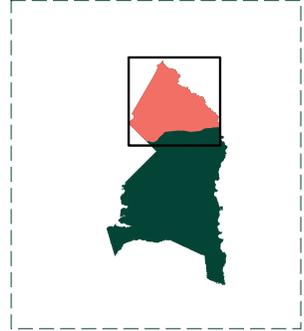
North Area

Sources:
Prince George's County GIS Open Data Portal, 2022;
Maryland's GIS Data Catalog, 2022

Legend

- Existing Hard Surface Trail
- Existing Natural Surface Trail
- Existing Water Trail
- Planned Hard Surface Trail
- Planned Natural Surface Trail
- Planned Water Trail
- Roadways with existing/planned bicycle facilities

Locator Map



Primary Trails

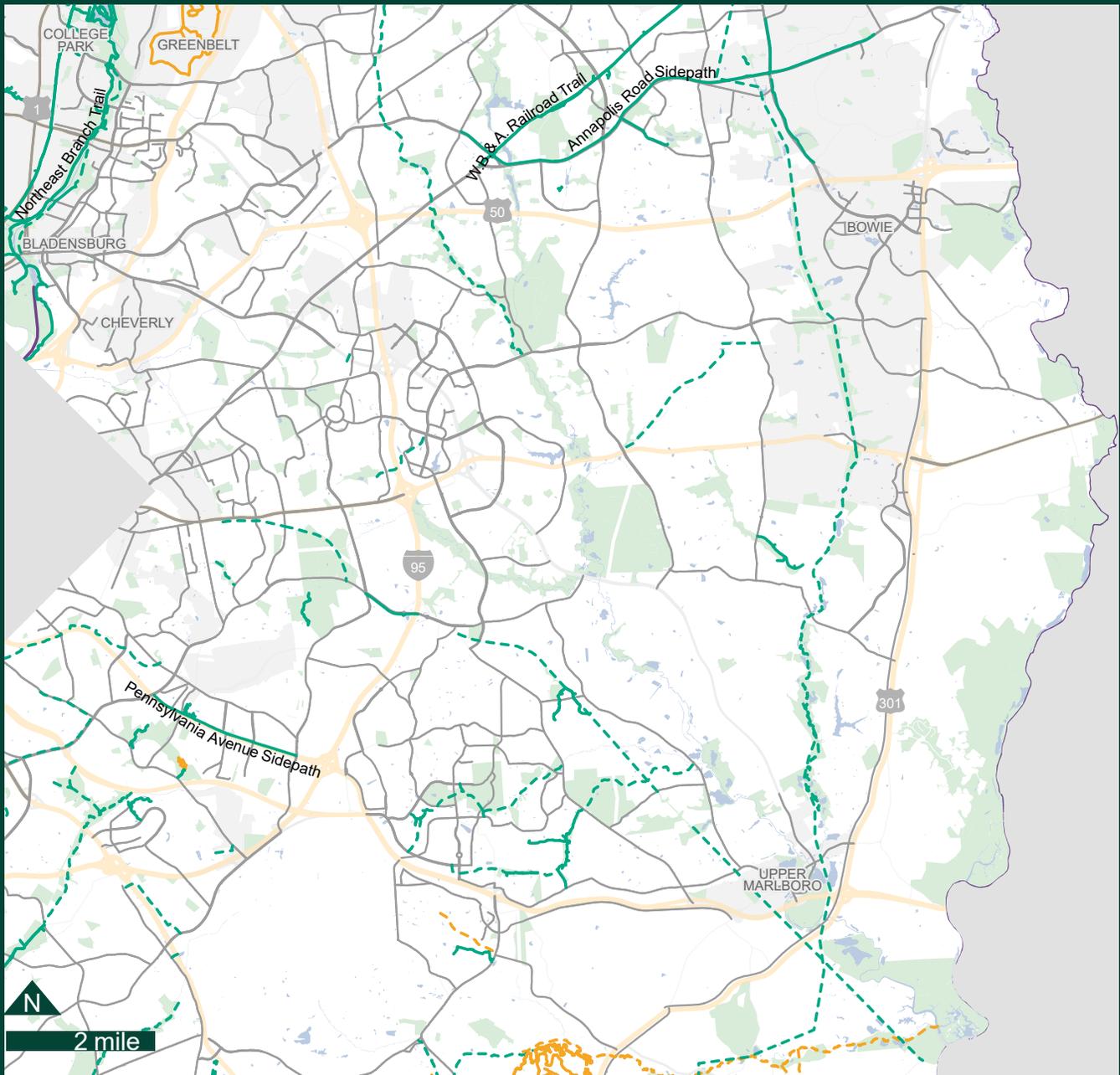
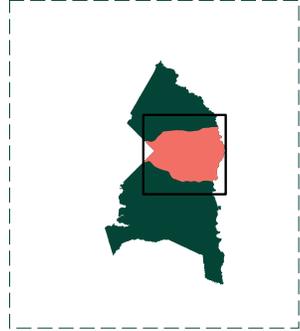
Central Area

Sources:
Prince George's County GIS Open Data Portal, 2022;
Maryland's GIS Data Catalog, 2022

Legend

- Existing Hard Surface Trail
- Existing Natural Surface Trail
- Existing Water Trail
- Planned Hard Surface Trail
- Planned Natural Surface Trail
- Planned Water Trail
- Roadways with existing/planned bicycle facilities

Locator Map



Primary Trails

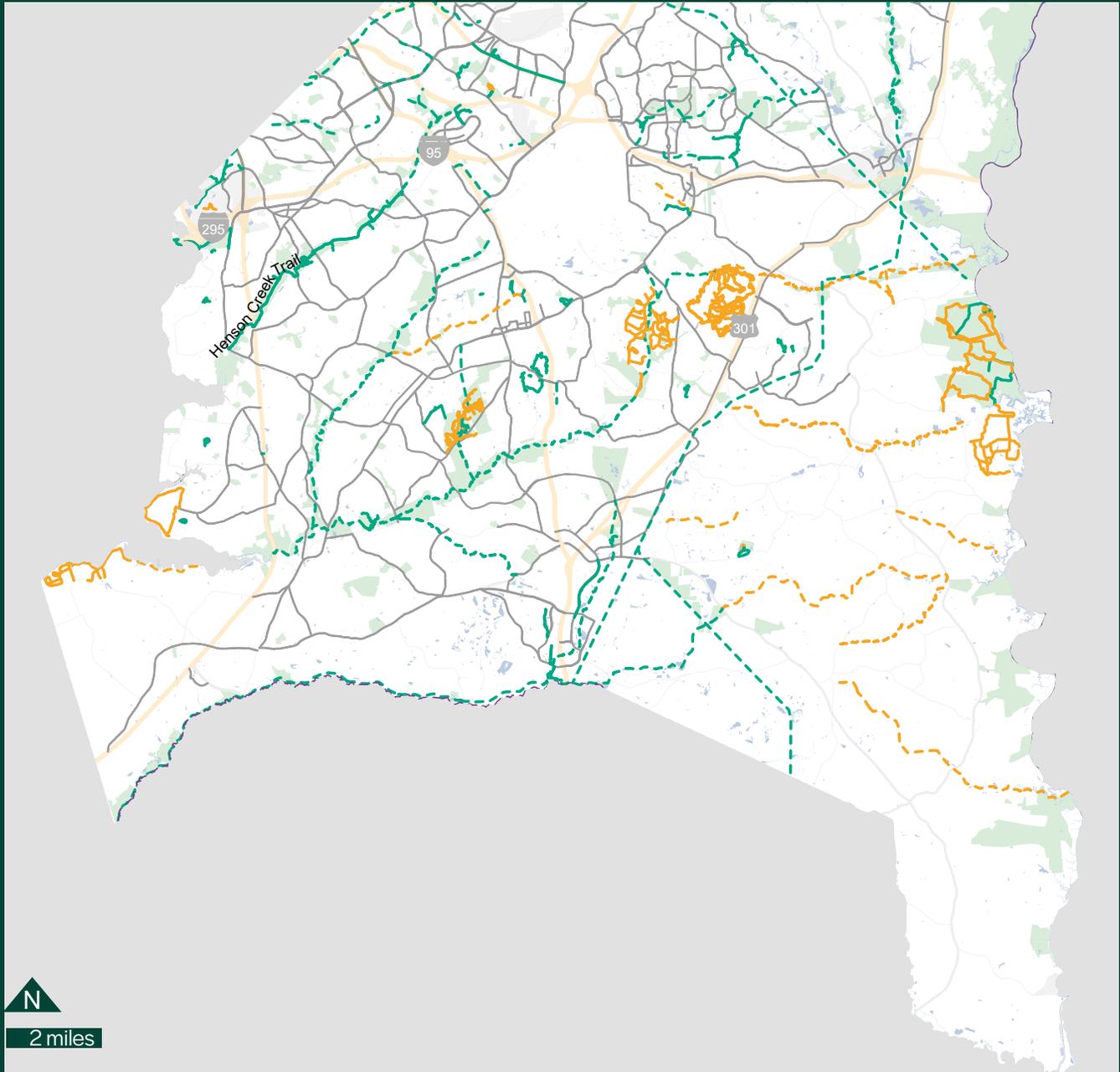
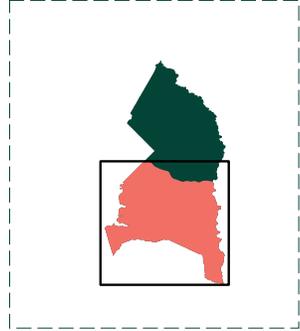
South Area

Sources:
Prince George's County GIS Open Data Portal, 2022;
Maryland's GIS Data Catalog, 2022

Legend

- Existing Hard Surface Trail
- Existing Natural Surface Trail
- Existing Water Trail
- Planned Hard Surface Trail
- Planned Natural Surface Trail
- Planned Water Trail
- Roadways with existing/planned bicycle facilities

Locator Map







Section IV

Monitoring & Evaluation

This portion of Go Prince George’s is a guide to assist transportation partners, municipalities, and other stakeholders with the implementation of this plan. It ensures that interagency coordination will be at the forefront of effectively and efficiently using resources among partners. In addition, the goal is to leverage resources in a fiscally responsible way to fund, prioritize, and implement a safe and broadly accessible multimodal transportation network in Prince George’s County. Further exploration of topical areas with pending studies or aspirational recommendations for consideration may be necessary as part of the monitoring and evaluation of this plan.

One aspect of transportation and mobility that requires additional prioritization, including the development of new monitoring and evaluation tools, is the safety of transportation network

users. Enhancing safety analysis is essential for the County to meet the Vision Zero targets and help implementing agencies better identify, target, and address areas of particular concern or impact. Multi-transportation agency coordination is necessary to ensure equitable and affordable transportation options are provided to transit users.

Tracking Progress by Performance Measures

Go Prince George’s carries forward six performance measures from *Plan Prince George’s 2035 Approved General Plan* (Plan 2035) and establishes 24 new performance measures toward implementation of the plan’s goals. See Table 17: Plan 2035 Transportation and Mobility Monitoring Table and Table 18: Go Prince George’s Indicators of Success.

Table 17. Plan 2035 Transportation and Mobility Monitoring Table

Indicator	Description	Target
Bicycle and Pedestrian Facilities Constructed	The number of bicycle and pedestrian facilities constructed in the County. ¹	34
Commuting Patterns	“[T]he inflow and outflow of jobs into or out of an area. If more people come into an area for a job than leave the area for a job, the net job flow is positive. If more people leave the area for a job than come into the area for a job, the net job flow is negative. The goal of the commuting pattern indicator is to have the net job flow become more positive, which shows more people coming into the County for jobs than leaving it.” ²	-100,147
County Greenhouse Gas Emissions	“The County greenhouse gas emissions indicator utilizes annual highway vehicle emissions for greenhouse gases measured as million metric tons of carbon dioxide (MMT CO2e) per year.” ³	4.43
Housing and Transportation Affordability	“Annual housing costs plus transportation costs divided by income.” ⁴	39%
Mode Split: Walk, Bike, Transit, and Auto Trips	“Mode split refers to the percentage of travelers that use different types of transportation to work. The goal of the indicator is to see the percentage of auto trips decrease. This indicator was measured based upon those that do not take a car or truck to work. Categories available for this indicator include: take car or truck to work, take public transportation to work, other means of transportation to work, and work at home.” ⁵	21%
Vehicle Miles Traveled (Per Capita)	“The vehicle miles traveled measures the annual vehicle miles of travel in millions by all functional classification systems in the County. The functional classification of roadways defines the type of road in the transportation network, ranging from high volume freeways for long-distance travel and freight to low-volume residential streets for short trips around town.” ⁶	10,052

¹ *Plan 2035 Five-Year Update* (2019), 21. This indicator measures an increase in the number of bicycle and pedestrian facilities constructed. There was no baseline recorded, so any increase in facilities meets the target.

² *Plan 2035 Five-Year Update* (2019), 25.

³ *Plan 2035 Five-Year Update* (2019), 27.

⁴ *Plan 2035 Five-Year Update* (2019), 43.

⁵ *Plan 2035 Five-Year Update* (2019), 47, recommends the County use an additional metric for modal shift, by looking at the percentage of commuter trips made by automobile. Commuter journeys have the biggest impact on congestion and roadway capacity. Looking at the modal split in commuting will allow an assessment of the viability of the alternatives, and provide insight into how to increase use of the alternatives.

⁶ *Plan 2035 Five-Year Update* (2019), 58.

Additional Monitoring Indicators For Go Prince George's

In addition to Plan 2035's Transportation and Mobility Indicators of Success, Go Prince George's establishes new indicators in Table 18: Go Prince George's Indicators of Success to further support the priorities and themes provided in Section II of the plan to meet the horizon planning year of 2050.

Table 18. Go Prince George's Indicators of Success

Indicator	Description	Data Source	Target (by 2050)	Interval (Years)
Vision Zero Strategies in reducing fatalities	The number of pedestrians, bicyclists, micromobility users, drivers, or other travelers killed annually by other cyclists, micromobility users, drivers, or other collision impacts.	Police Crash Data Pedestrian and Bicyclist Crash Analysis Tool (PBCAT)	0	1
Sidewalk Miles Constructed or Reconstructed	The number of miles of new sidewalks added, or existing sidewalks retrofitted to meet current requirements, within Prince George's County.	GIS	Increase ¹	5
School Route Analyses Conducted	The number of regular, ongoing rounds of school route analyses conducted to determine student travel patterns, and target spot improvements to locations where large amounts of students face safety challenges.	PGCPS	50/year ²	1
Arterial Corridor Bicycle Accommodations	Construct the bicycle accommodations recommended in this functional master plan for arterial corridors by 2030.	GIS	Increase	5
Bikeway (Trails and Paths) Miles Constructed	The number of miles of new bikeways constructed in the County.	GIS	Increase ³	5
Bike Lane Miles Constructed	The number of miles of bike lanes constructed in the County.	GIS	Increase ⁴	5
Separated Bike Facilities	Percent of on-street bicycle facilities physically separated from vehicles by barriers or parked vehicles.	GIS	75%	5
Natural-Surface Trail Miles Constructed	The number of miles of natural-surface trails constructed in the County.	GIS	Increase	5
Transit Mode Share	The percentage of trips to and from work taken on public transportation.	CoStar U.S. Census Bureau	20%	5
Transit Accessibility in the Established Communities	Providing new transit stations and maintaining or expanding bus and rail operations and park-and-ride facilities, such that all residents of the Established Communities reside within six miles of a fixed-guideway transit station or park-and-ride facility by 2050.	Transit Operators GIS	100% of Established Communities Residents	5

¹ 6,424 sidewalk miles existed in April 2020

² 201 schools exist in Prince George's County in November 2024 (Facts and Figures, accessed November 14, 2024). Analysis conducted on 50 schools each year allows Prince George's County Public Schools to review each school every four years.

³ 160 miles existed in April 2020.

⁴ 42 miles existed in April 2020.

Indicator	Description	Data Source	Target (by 2050)	Interval (Years)
Micromobility Options	Provide an array of micromobility options to increase accessibility.	Micromobility Companies Planning Department	Increase	5
Progress on Urban Street Implementation	Monitor implementation of the Urban Street Design Standards, reporting annually on linear feet implemented, obstacles/barriers to implementation, and recommended improvements/enhancements.	DPW&T	Ongoing Repeating	1
Construct Urban Streets	Percentage of new urban streets constructed pursuant to the County's Adopted Urban Streets Design Standards or the municipal/state functional equivalent, in the locations recommended by Go Prince George's.	DPW&T	100% of Streets in Designated Centers (within 10 years of approval of Go Prince George's) 75% of Other Recommended Streets	1
Miles of Streets Reconstructed or Built to Urban Street Standards (Total)	Miles of existing streets reconstructed, or new streets built, where recommended by Go Prince George's, to the County's Urban Street Design Standards, or the municipal/state functional equivalent.	DPW&T	146	5
Miles of Existing Streets Reconstructed or Built to Urban Street Standards (Annual)	Miles of existing streets reconstructed, or new streets built, per year, where recommended by Go Prince George's, to the County's Urban Street Design Standards or the municipal/state functional equivalent.	DPW&T	5.85/year for 25 years	1
Existing Streets Reconstructed in Designated Downtowns	Percent of existing streets in Downtowns reconstructed, where recommended by Go Prince George's, to the County's Urban Street Design Standards or the municipal/state functional equivalent.	DPW&T	100% by 2035	1
Carbon Emissions	Reduce the County's carbon emissions to mitigate climate change.	Climate Action Plan Implementation Group Department of Environment	Reduce to 50% of the 2005 totals (by 2030)	5
Sidewalks Provided in and near Healthy Food Access Areas	Percent of streets within one-half mile of all Healthy Food Access Areas with a sidewalk on at least one side of the street.	CoStar GIS	100%	5

The Planning Department's Master Plan Evaluation Program evaluates the long-range plans for Prince George's County on a regular basis to ensure that adopted plans are up-to-date, implementable, and consistent with the current General Plan.

The following list of action items are to be considered as aspirational to support additional evaluation of the plan for effectiveness and to support future work program efforts, as funding/resources become available.

Pedestrian, Path, and Bicycle Facilities

- Collaborate with multiple agencies in maintaining, sweeping, cleaning, and clearing snow from channelized cycle tracks and bikeways.
- Partner with community organizations, nonprofits, institutions, rider groups, and bicycle advocacy groups to host low-cost or free bicycle events, bike rides, bikeshare opportunities, and events.
- Evaluate the potential for pedestrian scrambles or other all-way vehicular stops at high-pedestrian-use intersections, where feasible.
- Develop conceptual plans and seek additional funding to address bicycle safety in the rural portions of the Star-Spangled Banner National Historic Trail (MD 382 [Croom Road] concept provides a model for on-road facilities, and North Point State Park Greenway Trail in Baltimore County provides a model for separated multi-use pathways).
- Develop conceptual plans and seek additional funding to enhance MD 4 (Pennsylvania Avenue) and Eastern Avenue NE (using the Bladensburg Green Streets Initiative as a model).
- Evaluate designs in the context of the Broad Creek Historic District Design Guidelines, the County's current scenic and historic road design guidelines, as it pertains to providing bicycle accommodations along Rural Scenic and Historic Roads.
- Work with the National Park Service, Department of Public Works and Transportation, State Highway Administration, and the community to provide signage for the designated Potomac Heritage National Scenic Trail on-road bicycle route as part of the national trail system.
- Analyze pedestrian (and bicycle) crashes using information from police crash reports via the

Pedestrian and Bicyclist Crash Analysis Tool (PBCAT) to identify road users' behaviors most likely to lead to pedestrian and bicyclist traffic injuries and fatalities and develop strategies to modify those identified behaviors.

- Continue to support the recommendations of the 2009 *Approved Countywide Master Plan of Transportation* to create an interjurisdictional corridor congestion management working group to include, at a minimum, Prince George's, Anne Arundel, Montgomery, Howard, and Charles Counties, and the Washington, D.C., Maryland, and Virginia Departments of Transportation, to identify priority congestion management corridors crossing these jurisdictions and recommending strategies for addressing the problems associated with cross-jurisdictional congestion. This working group may be convened and staffed by the Metropolitan Washington Council of Governments.
- As sidewalks, bicycle, and/or shared-use facilities are constructed, and where they already exist, install pedestrian- and bicycle-scale wayfinding signage showing major destinations and services along or accessed via intersecting sidewalks, bicycle, and/or shared-use facilities, per the 2021 *Wayfinding Process Manual*, 6.
- Regularly conduct safety and security analyses on off-road, shared-use paths and natural-surface trails. Work with the community to identify safety concerns, maintain and relocate trees and vegetation where necessary, and partner with public safety officials through community service opportunities.¹
- Conduct safety audits of the Anacostia Tributaries Trail System, WB&A Trail, and Henson Creek Trail and develop remediation plans. Coordinate shared-use path development and management issues related to national and regional thematic trails that pass through Prince George's County—including the American Discovery Trail, Potomac Heritage National Scenic Trail, East Coast Greenway, and Star-Spangled Banner National Historic Trails.
- Promote Prince George's County Department of Parks and Recreation's shared-use paths and trails on various platforms to ensure visibility and public accessibility of information.
- Develop a shared-use path, bikeway, and trail lighting policy to enable Prince George's County Department of Parks and Recreation (DPR) to consider requests for park trail lighting

¹ Expands on a recommendation of the 2015 *Greater Chillum Community Study*, 101–102, and applies it countywide.



BY RYAN CRAUN/M-NOPPO

Streetscapes should include bus shelters as well as other furnishings, such as trash receptacles, signage, and trees.

from municipalities, developers, and civic organizations. The policy will enable DPR to determine if proposed shared-use path, bikeway, and trail segments would benefit from lighting. The standards should be developed so that they can be used by DPR, developers, and others to conduct lighting studies and design/engineer shared-use path, bikeway, and trail lighting systems for installation in areas where it has been determined that lighting is appropriate.

- Support local streetscape plans and strategies to incorporate street furnishings and elements, such as receptacles, bus shelters, wayfinding signage, and trees, as appropriate. Partner with Business Improvement Districts and Community Development Corporations on sidewalk maintenance agreements.
- Expand the capacity of Prince George’s County and its partners to implement the recommendations of Go Prince George’s. Identify, fund, and retain the necessary staff resources at key County and regional agencies to increase the construction of facilities and provision of services identified in Go Prince George’s and track the implementation process.
- Consider future pricing strategies that redistribute traffic volumes to non-peak hours,

manage through trips, free up capacity for goods movement, and provide income streams for transit and other congestion-reducing enhancements to the transportation system.²

- To meet the goals of Vision Zero, conduct formal speed studies to determine areas where prevailing speeds are inappropriate for existing conditions. Based on study findings, the County should continue to use and pursue Maryland Department of Transportation Motor Vehicle Administration Highway Safety Office grants for targeted pedestrian enforcement. Coordinate with the Maryland Department of Transportation State Highway Administration to leverage existing traffic signal warrant studies as part of Purple Line planning to determine the installation of new vehicular or pedestrian signals to improve safety through traffic signal optimization.
- Regularly conduct pedestrian safety and accessibility studies of all sidewalks and pedestrian crossings in areas with high levels of pedestrian traffic and/or identified through the County’s High Injury Network or Vision Zero Action Plan, or the State’s Pedestrian Safety Action Plan.³

² Streets, Roads, and Highways Policy 4, Strategy 6, from the 2009 MPOT, 47.

³ References and expands upon a recommendation of the 2021 *Takoma/Langley Crossroads Planning and Implementation Study*, 51, and applies it countywide. This study recommends such an analysis in the vicinity of the Takoma-Langley Transit Center and the Riggs Road Purple Line Station.

Complete Streets

- Regularly evaluate transportation design standards and regulations to determine whether the standards and/or regulations contribute to unsafe conditions for any user of the facility subject to the standard (whether the user is intended, occasional, or accidental).
- Collaborate with various County departments, implementing agencies, law enforcement, public health agencies, and academic institutions to establish a database and a methodology for the systemic safety evaluation following best practices established by the U.S. Department of Transportation and other similar agencies.
- Collaborate with state agencies to implement facility improvements at County MARC Stations, including improvement of station platforms, ensuring safe access between both sides of stations, expansion of bus service to stations, and expansion of station amenities.
- Collaborate with the Maryland Department of Transportation State Highway Administration, peer agencies, and stakeholders throughout Maryland to ensure a revised, suitable, and consistent approach to context designation is incorporated into the next iteration of Context Driven solutions, based on planning data and analysis.
- Study new micromobility facility types and programs, and if appropriate, consider applying them in the County.
- Consider techniques, such as color, style, and iconography, to enhance roadway signage consistent with the Manual of Uniform Traffic Control Devices.
- Establish wayfinding programming to indicate Historic Routes, National Historic Trails, and Recreational and Cultural Interest Areas with signs within the County.

Wayfinding/Placemaking

- Utilize the uniform wayfinding signage manual for Prince George's County. Implement the manual's design standards for pedestrian and bicycle wayfinding signage to be used throughout the County.
- Utilize the wayfinding sign design manual for the County's Bikeway System, including street and community identification signs for trail system map kiosks.

- Consider techniques, such as color, style, and iconography, to enhance roadway signage consistent with the Manual of Uniform Traffic Control Devices.
- Construct wayfinding signs and other media directing riders to the County Bikeways Network. Install uniform wayfinding throughout the County Bikeways Network that reinforces a single system, regardless of shared-use path ownership.

Scenic Highways

- Work with DPW&T to update the *Specifications and Standards for Roadways and Bridges*, Section IV, Appendix F, Guidelines for the Design of Scenic and Historic Roadways.

Transit

- Capitalize on Prince George's County's access to Montgomery County's Flash Network to connect the Metro Red Line with Chillum and Langley Park. Work with the Montgomery County Department of Transportation, Maryland Department of Transportation State Highway Administration, and the City of Takoma Park to evaluate the potential of a Flash station at or near the intersection of MD 410 (East West Highway) and MD 650 (New Hampshire Avenue).
- Collaborate with DPW&T under the 2024 *Microtransit Suitability Analysis* to identify suitable areas in the County for microtransit services. The study includes updated methodology which looks at suitability through three lenses: demographics, productivity, and trip demand.
- Promote multi-transportation agency coordination to ensure equitable and affordable transportation options are provided to transit users.

Plan 2035 and Zoning Updates

- Amend Plan 2035 to ensure the County's land use and transportation policies and nomenclatures are aligned, as recommended by the Master Plan Evaluation Program process.
- Update the Zoning Ordinance to ensure that applicable sidewalks and shared-use paths are well lit. Implement pedestrian-level lighting provided by standalone 12- to 16-foot-high poles with post-mounted luminaires to increase the safety and comfort for pedestrians. Additional easements may be required for the installation

of consistent pedestrian lighting throughout the project limits where right-of-way constraints exist.⁴

- Amend the County Code to define and require the installation of pedestrian-scale lighting on all sidewalks and shared-use paths.
- Update street cross sections to reflect modified functional classifications and support multi-modal facilities in suburban and rural areas.
- Evaluate and analyze development review process to further support public-private partnerships for street improvement processes as part of the Adequate Public Facilities Ordinance.
- Analyze sidewalks in compliance with codes and standards on existing County, state, municipal, and federal streets and roads and update the Capital Improvement Plan at DPR and other partner agencies, where appropriate.⁵
- Consider Crime Prevention Through Environmental Design (CPTED) principles when designing transportation facilities, especially transit stops or stations, parking facilities, sidewalks, shared-use paths, and trails, to ensure that the design of such facilities does not create unsafe environments or conditions.⁶
- Coordinate with the Prince George's County Police Department, municipal police departments, and DPIE to ensure CPTED principles are effectively incorporated in new infrastructure and development and provide guidance and education to residents and businesses.⁷
- Communicate and coordinate County Bikeway Network components with neighboring jurisdictions in the region and Maryland.
- Evaluate areas identified in previous plans or studies for recommended pedestrian connections to determine feasible locations and design of sidewalks. Prior planning efforts recommended constructing sidewalks in these communities but did not identify specific street segments or blocks. Specific locations would be identified through further study. These recommendations amend the applicable area master plans, sector

plans, and transit district development plans in these areas.

- Manage curb space throughout the County to best advance the vision, land use, economic prosperity, and design goals of Plan 2035. Create a countywide curb space inventory and update it annually to reflect changes in curb space regulation and new development activity.
- Create a dedicated curb space management plan that evaluates the County's curb space inventory and future needs and identifies additional goals, policies, and strategies to manage curb space in the County's diverse neighborhoods and land use contexts.
- Proactively identify curbside loading zones for businesses that lack sufficient off-street or alley loading facilities. There should be clear delineation on a block between curb space dedicated to freight/goods loading and unloading and other uses, so that delivery vehicles are not blocking parking spaces or space dedicated to other curbside uses.
- Evaluate the County Code for opportunities to clarify, modernize, and simplify regulations for the private use of curbside space for food trucks, seating for eating/drinking establishments, and other commercial uses. Evaluate the appropriate location criteria for installing on-street and on-sidewalk parking corrals for bicycles, scooters, and other micromobility devices to reduce sidewalk clutter and improve ease of use.
- Continue to implement the County's Neighborhood Traffic Management Program (NTMP), promoting and maintaining the safety and livability of the County's residential neighborhoods.⁸ The NTMP provides a process for identifying, evaluating, and addressing undesirable traffic conditions related to speed and excessive volumes. Residents, elected officials, or neighborhood associations may request a traffic study for a particular area under this program. Study outcomes may include recommendations for traffic-calming devices.
- Support placemaking and art in public right-of-way, including expanding Planning Assistance to Municipalities and Communities

⁴ References recommendations from the 2021 *Northern Gateway SPACes Study for MD 193: 30% Design and Engineering Report*, 31, and The Village of Brandywine Sidewalk and Streetscape Improvements Study: 30% Design and Engineering Report, 36, and applies them countywide.

⁵ References and expands progressive transportation policies, Policies 1, 2, and 3 of the 2009 MPOT, 9–10, and policies and strategies from the 2010 *Approved Subregion 4 Master Plan* and the 2022 *Approved Bowie-Mitchellville and Vicinity Master Plan* to apply countywide.

⁶ For more information on CPTED, see Local Initiatives Support Corporation, *Crime Prevention Through Environmental Design (CPTED)* and the 2008 *Approved Public Safety Facilities Master Plan*, 35–36.

⁷ Expands on recommendations in the 2016 *Approved Prince George's Plaza Transit District Development Plan*, 191, and the 2008 *Approved Public Safety Facilities Master Plan*, 36.

⁸ As recommended by the 2010 *Approved Glenn Dale Seabrook Lanham & Vicinity Approved Sector Plan*, 166-167, and expanded countywide.



PHOTO BY RYAN CRAUN/M-NOPPC
EV infrastructure includes charging stations, such as this one at a grocery store in Accokeek.

where feasible, and focus public resources and capacity to design, construct, regulate, and maintain urban streets, urban public open spaces, and the public realm.

- Create pedestrian and/or shared-use paths crossing over or under the Baltimore-Washington and Suitland Parkways, both standalone facilities and those running on or adjacent to roadways passing under or over the parkways.
- Enhance infrastructure to support construction, operation, security, and resilience of the Federal Bureau of Investigation headquarters in Greenbelt, including the Greenbelt Metro Station, Greenbelt MARC Station, the internal roadway network, and access to I-95/495 (Capital Beltway).
- Identify all streets, roads, highways, and transportation infrastructure that support emergency management, disaster response, and disaster recovery operations. Prioritize them for improvements and maintenance and aggressively seek federal funding dedicated to these purposes for these facilities, highlighting their importance.
- Implement Plan 2035's land use recommendations, creating and/or facilitating shorter vehicle trips and more non-vehicle trips through denser, mixed-use development and robust multimodal infrastructure.

Sustainability

- Review and amend the County Code, Road Code, and/or Standards to ensure that new roadway lighting meets the guidelines for minimization of light spillover and sky glow, provides lighting in the appropriate spectrums, and relies wherever possible on low-energy light sources such as LED or solar-powered streetlights.⁹
- Partner with local energy providers to develop alternative fueling stations for compressed natural gas, liquefied petroleum gas, biofuels, and electric vehicles.¹⁰
- Participate in regional efforts to support the deployment of electric vehicles (EVs) and EV charging infrastructure.¹¹
- Identify opportunities to implement electric and non-carbon-fueled vehicles across all modes.¹²

⁹ Carries forward Strategy GI 11.3 of the 2017 *Approved Resource Conservation Plan: A Countywide Functional Master Plan*, 58.

¹⁰ Carries forward Strategy GI 14.5 of the 2017 *Approved Resource Conservation Plan: A Countywide Functional Master Plan*, 59, and expands upon Strategy TM 7.1 of Plan 2035.

¹¹ Carries forward Strategy GI 14.4 of the 2017 *Approved Resource Conservation Plan: A Countywide Functional Master Plan*, 58, and expands upon Strategy TM 7.1 of Plan 2035.

¹² Carries forward and expands upon Strategy TM 7.1 of Plan 2035.



PHOTO BY RYAN CRAUN/M-NOPPC

Medians should have a nose that sticks out past the crosswalk to protect pedestrians from turning vehicles.

- Provide options for the design of pervious surfaces such as the use of permeable pavement for areas of occasional vehicle access.¹³
- Identify strategies to reduce impervious surfaces by amending the County Code and/or standards and coordinating with County agencies. Include in this discussion the reduction of parking requirements, use of shared-drive aisles and driveways, and the sizes of roadways.¹⁴
- Co-locate utilities in urban settings to reduce or minimize the impact on the green infrastructure network. Consider establishing a framework to hold regular/annual meetings with utility providers to coordinate planning investment and development needs.
- Develop a working group of industry experts

and partner with professional organizations that specialize in roadway designs and green infrastructure.

- Coordinate with the Washington Area Bicycle Association, WMATA, MTA, and the University of Maryland to provide and promote secure bicycling amenities such as bicycle racks and lockers at transit stations.

Development Review Process

- Streamline the permitting process for shared-use path and trail construction.¹⁵
- Update the Transportation Review Guidelines to apply the latest Institute of Transportation Engineers Manual Guidelines.
- Evaluate the potential of dedicating rights-of-way

¹³ Carries forward Strategy GI 2.2(b)(4) of the 2017 *Approved Resource Conservation Plan: A Countywide Functional Master Plan*, 50.

¹⁴ Carries forward Strategy GI 5.10 of the 2017 *Approved Resource Conservation Plan: A Countywide Functional Master Plan*, 54.

¹⁵ Carries forward from the 2018 DPR *Strategic Trails Plan*, 139.

to facilities on new alignments through Road and Sidewalks Code agreements as an alternative to reservation, in accordance with proportionality.

- Evaluate opportunities to require sidewalk dedication, easements, reservation, or other requirements to enter into acquisition negotiations for development applications other than subdivisions, such as building and/or grading permits, where subdivision is not required.
- Use the reservation process in the Subdivision Regulations for facilities on new alignments such as freeways, expressways, other controlled-access roadways, and fixed-guideway transit routes, stations, parking facilities, and maintenance facilities.
- Coordinate with developers, applicants, and property owners to identify corridor preservation strategies that can be implemented concurrently with proposed or ongoing development.
- Implement a corridor preservation process that will protect needed future rights-of-way from encroachment by development and/or minimize future impacts on development from construction, operation, and maintenance of transportation facilities.¹⁶
- Consider updating the County Code and/or the County's adopted Specifications and Standards for Roadway and Bridge Design to require the use of Leading Pedestrian Intervals countywide.
- Amend the Subdivision Regulations and update the Transportation Review Guidelines to reflect revised Transportation Service Areas.
- Revise the County Code to facilitate the implementation of Plan 2035, Go Prince George's, and the County's approved area master plans, sector plans, and transit district development plans.
- Amend the County Zoning Ordinance to require construction, to the maximum extent allowable, of the sidewalk, public realm, stormwater management, bicycle facility, transit facility, parking, and vehicle cartway recommendations of Go Prince George's, as amended by future area master plans and sector plans, as a condition of approval for detailed site plans, special exceptions, and building permits.
- Review and consider amendments to the County's Subdivision Regulations governing the adequacy of transportation, pedestrian, and bikeway facilities.

Public-Private Partnerships

- Support and promote workforce development programs and initiatives. Facilitate a partnership between Prince George's County Public Schools, Employ Prince George's, Prince George's Community College, M-NCPPC Department of Parks and Recreation, and WMATA to create a dedicated training and mentorship program to develop the next generation of WMATA's workforce.
- Identify entities responsible for wayfinding media in all communities and provide dedicated funding to support wayfinding installation and maintenance. Install and maintain consistent, readable, well-maintained, and accurate media, especially wayfinding signage, to facilitate easy navigation throughout the County.
- Engage stakeholders, especially in Equity Emphasis Areas, to support mobility and transportation equity initiatives and programming.
- Encourage the creation of Business Improvement Districts, with the use of the Business Improvement District Toolkit, and similar entities responsible for maintenance of the public realm and private streets.
- Work with developers to encourage rideshare, bikeshare, and carpool programs and to allocate funds to subsidize non-single-occupant vehicle transportation for tenants.
- Partner with micromobility providers to ensure access to micromobility options in underserved areas of the County.
- Evaluate park-and-ride lots and consider exploring and expanding to other areas to support more multimodal transportation options and partnerships with transportation network companies.
- Continue to coordinate with schools, colleges, and universities to support connections to transportation hubs, especially in growth activity areas.
- Support creation of innovation corridors and main streets, where feasible and context sensitive.
- Continue to support efforts to explore innovative ways to support the improvements of eligible facilities. Identify non-traditional and innovative funding streams for critical transportation systems and projects, particularly transit and non-motorized facilities and systems.¹⁷

¹⁶ Updates Strategic Transportation Policy and Master Plan Implementation Policy 4 from the 2009 MPOT.

¹⁷ Expands on Policy TM 6 of Plan 2035 and Strategic Transportation Policy and Master Plan Implementation Policy 2 of the 2009 MPOT, 68.



SECTION 1
CONTEXT

SECTION 2
POLICIES

SECTION 3
ACTION PLAN

SECTION 4
EVALUATION

SECTION 5
APPENDICES



Section V

Appendices

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PHOTO BY RYAN CRAUN/M-NCPPC

Capital Bikeshare bikes can be found at the Largo Town Center Metro Station.

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