

Adelphi Road-UMGC-UMD Purple Line
Station Area Sector Plan

Online Interactive Community Input Map Summary

JANUARY 2022

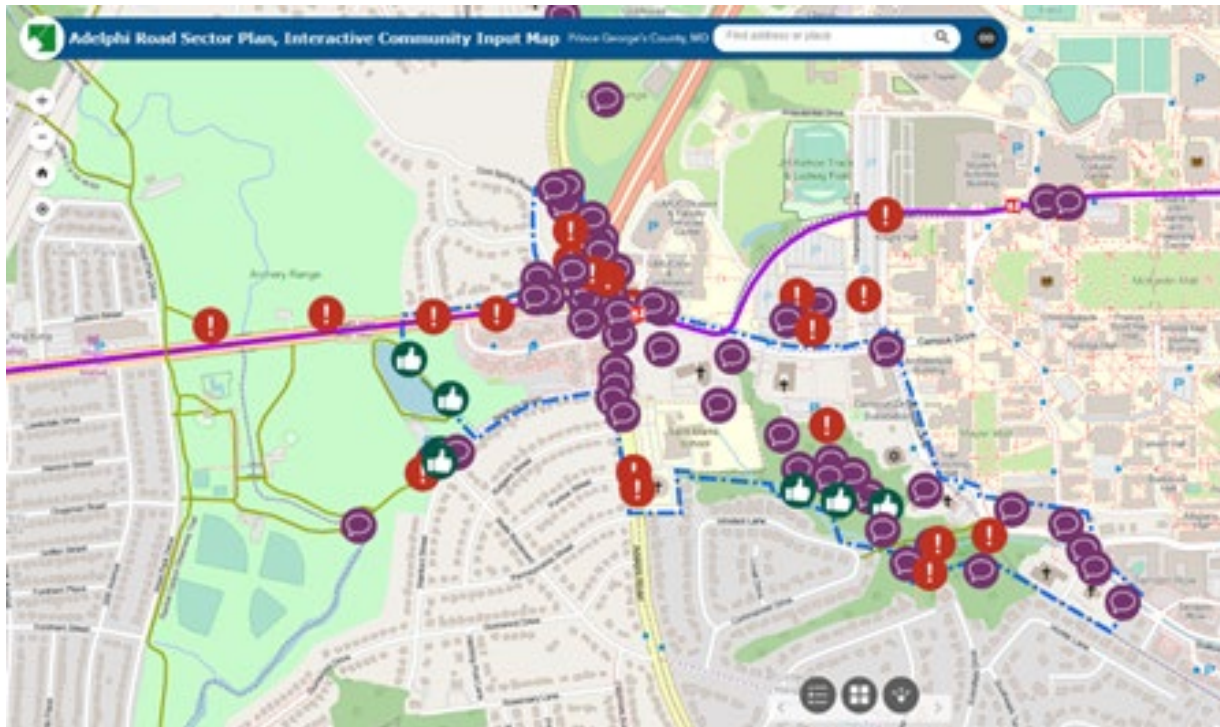
 THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
Prince George's County Planning Department

Introduction

The Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan team solicited location-specific feedback from the public using an Interactive Community Input Map on ESRI's ArcGIS Online (AGOL) platform. This map allowed participants to add pins with comments at locations within and adjacent to the sector plan area. Figure 1 shows the App Interface and Figure 2 shows the three options participants could respond to with comments.




The app, shown in Figure 1, was shared with the public during the Project Public Kickoff Virtual Meeting on December 9, 2020, and remained open for comments until January 8, 2021. The project team received 79 location-specific comments from the public, summarized in this section.

Figure 1. The Online Interactive Community Input Map (OCIM) interface



SOURCE: M-NCPPC; ESRI

Figure 2. The three options participants could respond to on the OICIM with comments

Questions to Answer	How to Respond?	
What do you like most about this area?		I Like This
What could be improved?		This Needs Work
What types of amenities you would like to see in this area in the next two decades?		Ideas and Suggestions

Methodology

The project team extracted the comments and summarized them quantitatively and qualitatively to identify issues and community needs for the sector plan area. The comments were classified under major themes of Plan 2035 Elements:

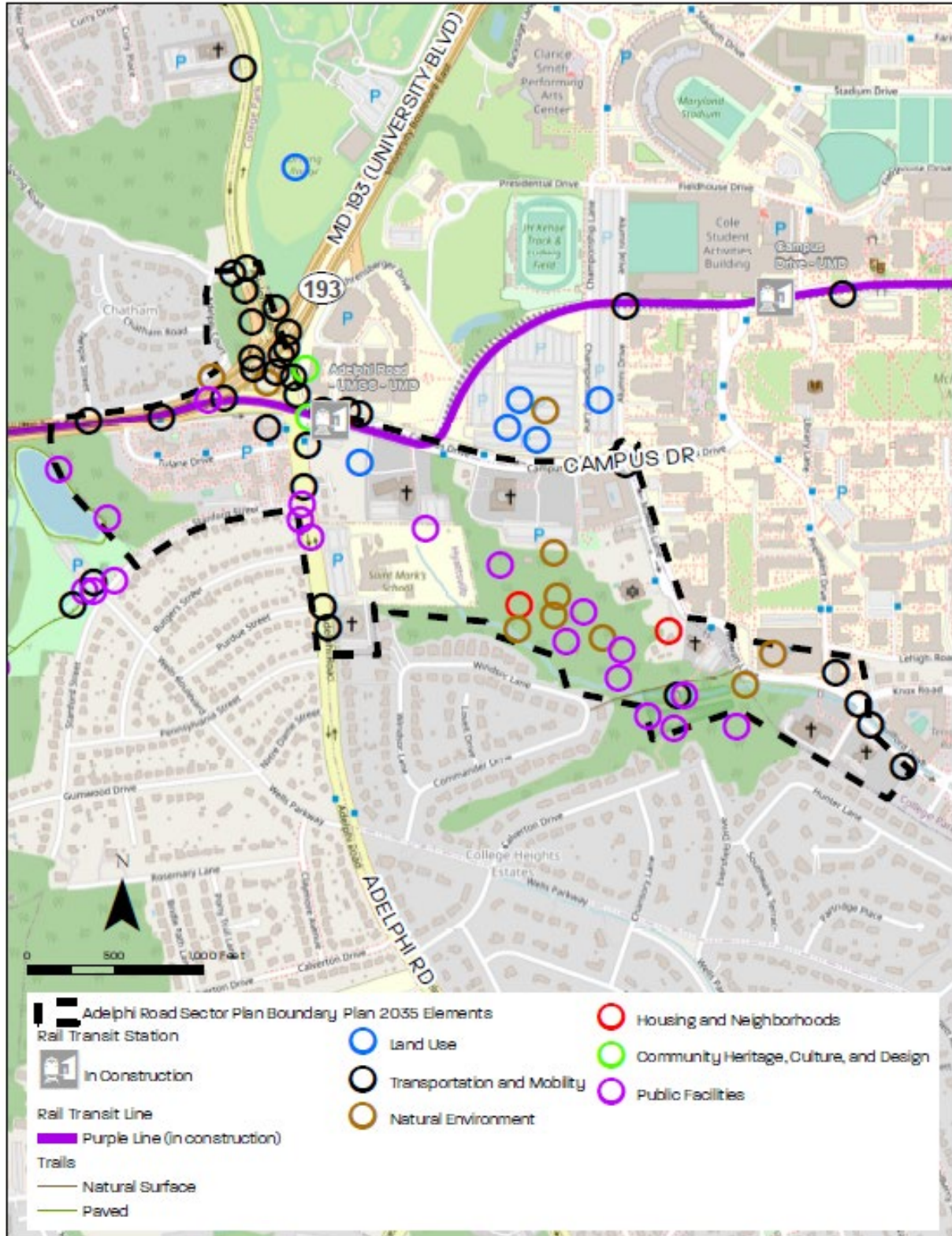


and sub-classified by specific issues. These themes were used to create the data visualization on the maps. Table 1 in the Appendix shows the comments and classification.

The comments related to the plan area were further summarized by location. To understand the issues in adjacent neighborhoods, comments from outside the plan area¹ were retained and separately summarized. The summary of location-specific comments can be found in Table 2 in the Appendix.

¹ Because this is a very small sector plan, some comments were related to areas beyond the project boundaries. Decisions during the planning of the sector plan area can affect areas beyond the sector plan boundary. It is important to understand the issues in the adjacent neighborhoods; however, this sector plan can only make actionable recommendations within the boundaries of the plan.

Map 1. All comments received on OICIM by Plan 2035 element



SOURCE: OICIM; M-NCPPC; ESRI

Summary of Responses

Participants were highly concerned about transportation and mobility problems related to vehicular traffic, pedestrian and bicycle access, and safety. They also called for more facilities to improve pedestrian and bicyclist connections within the plan area and regionally. The greatest natural environment concern was stormwater runoff and flooding. No participants identified any problem related to economic prosperity, crime, or associated safety issues in the sector plan area.

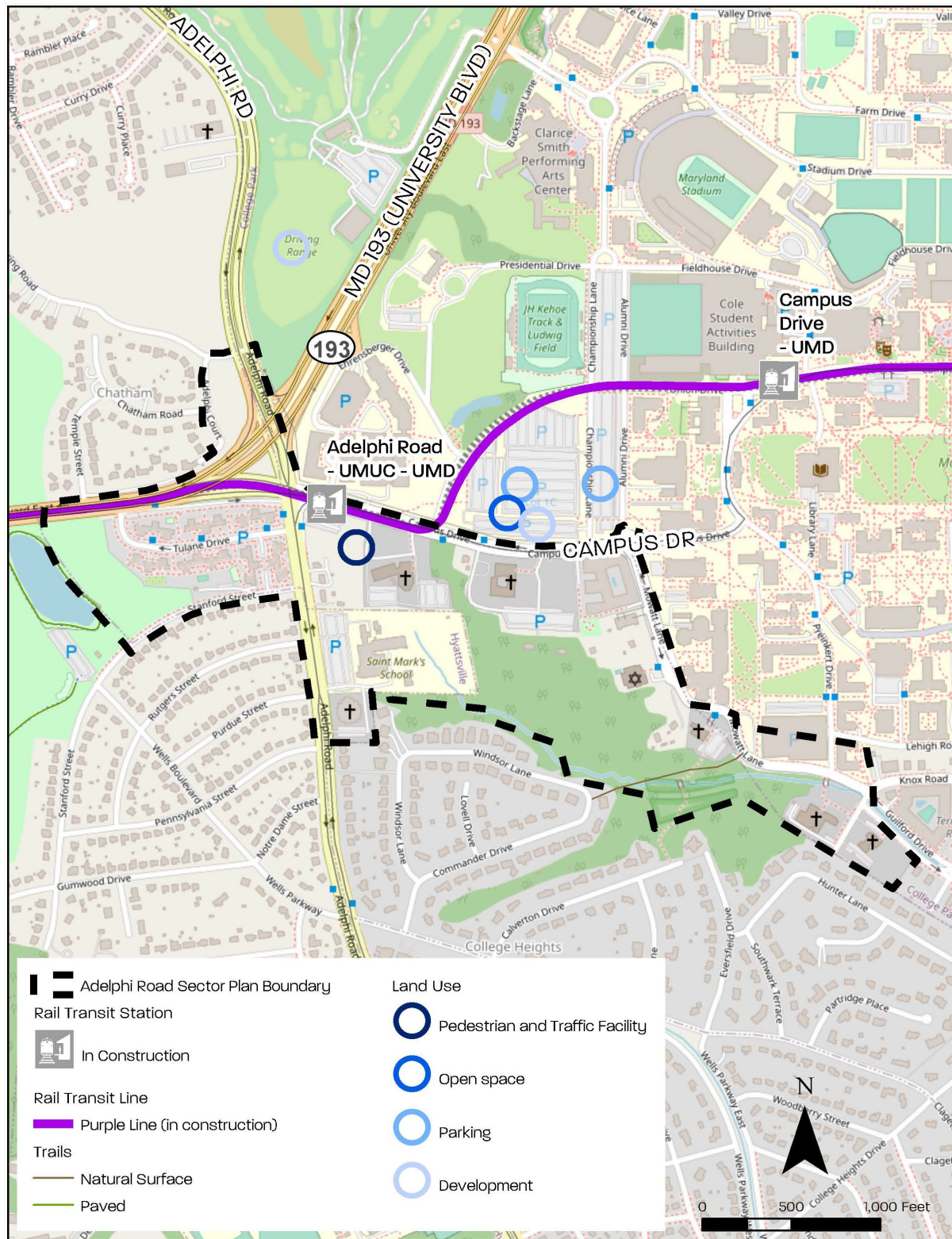
INSIDE THE PLAN AREA

- **Adelphi Road, Campus Drive, and MD 193 (University Boulevard) Intersection** – The majority of comments were focused on this major intersection. Major issues included lack of pedestrian and bicycle access, safety and facilities, traffic, vehicular safety, and transportation facilities. Additional concerns were related to noise, lack of connections, sense of place, and urban landscape.
- **Adelphi Road** – The major concerns were lack of pedestrian and bicycle access and safety, including additional pedestrian and bicycle facilities (sidewalks, bicycle lanes, and crossings) that are efficient and visible. The locations with the most comments were the intersections with Stanford Street and Cool Spring Road.
- **MD 193 (University Boulevard)** – Suggestions regarding this major transportation corridor, which also serves buses and the future Purple Line light rail alignment, included adding sidewalks, bicycle lanes, and bus stop shelters.
- **University of Maryland property at 7500 Mowatt Lane** – The greatest concerns were the lack of connections and the need for pedestrian and bicycle access, safety, and facilities between Windsor Lane and Mowatt Lane. People asked for more and better trails that connect this area to the surrounding communities. Other concerns included lack of stormwater management, need for preservation of trees, lack of signage, and development.
- **Campus Drive, Mowatt Lane, and Guilford Drive** – Major issues included vehicular access, safety, and transportation facilities. Participants also highlighted stormwater runoff and flooding issues for Mowatt Lane, and the lack of covered bus stops with benches along Campus Drive.

OUTSIDE THE PLAN AREA

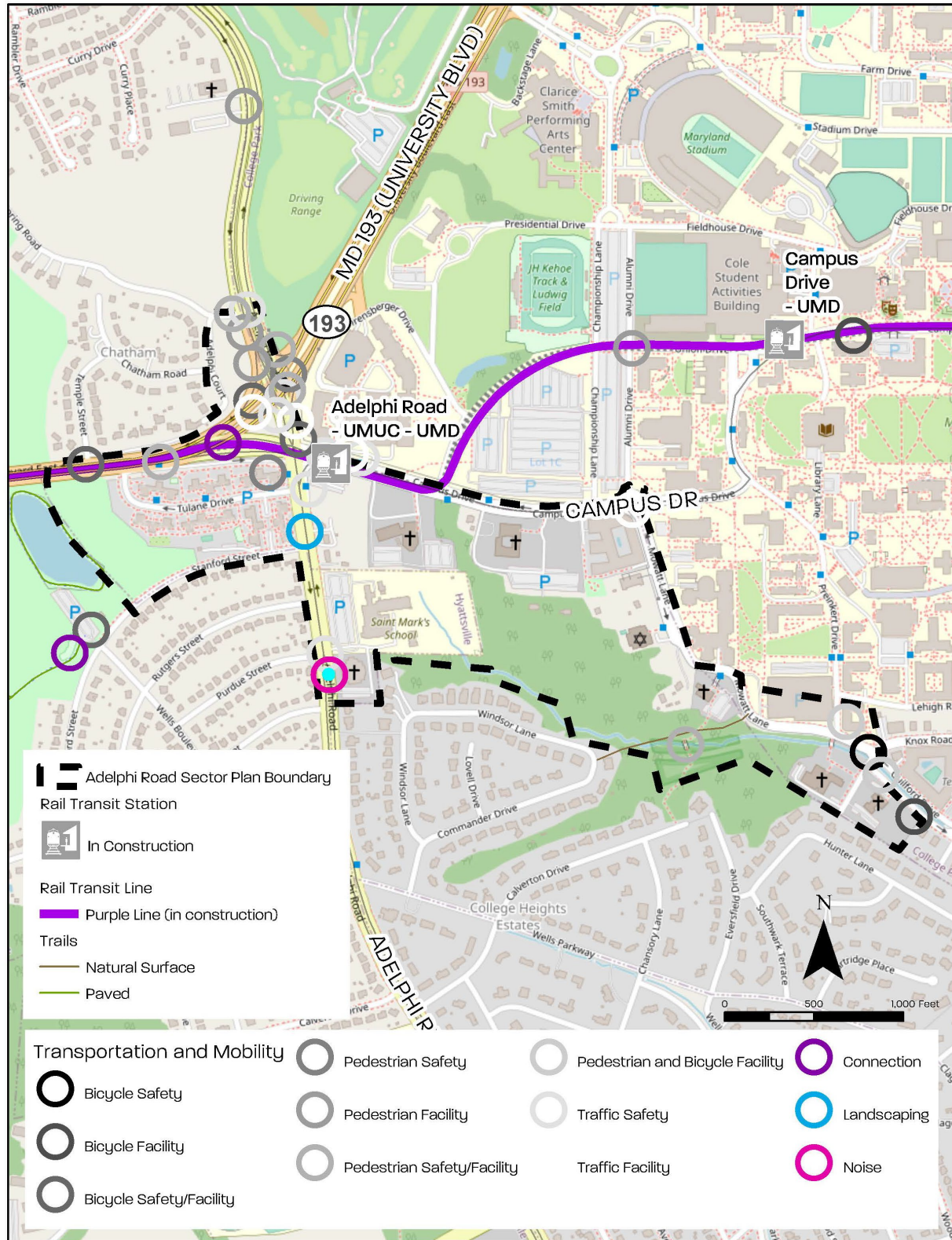
The major issues identified by participants for the areas adjacent to the sector plan boundary were lack of sidewalks and connectivity; lack of access, safety, and facilities for pedestrians and cyclists; and the development of large lots on the university campus. Specific needs included sidewalks on Adelphi Road and MD 193 (University Boulevard); connect Northwest Branch Stream Valley Park with the adjacent neighborhoods; safe and accessible pedestrian and bicycle facilities at Campus Drive and Union Drive; and the need for University of Maryland to rethink the use in several of its properties adjacent to Adelphi Road and the station such as the golf driving range between MD 193 (University boulevard) and Adelphi Road and the parking lots between Presidential Lane and Alumni Drive.

Map 2. Comments on OICIM concerning Land Use



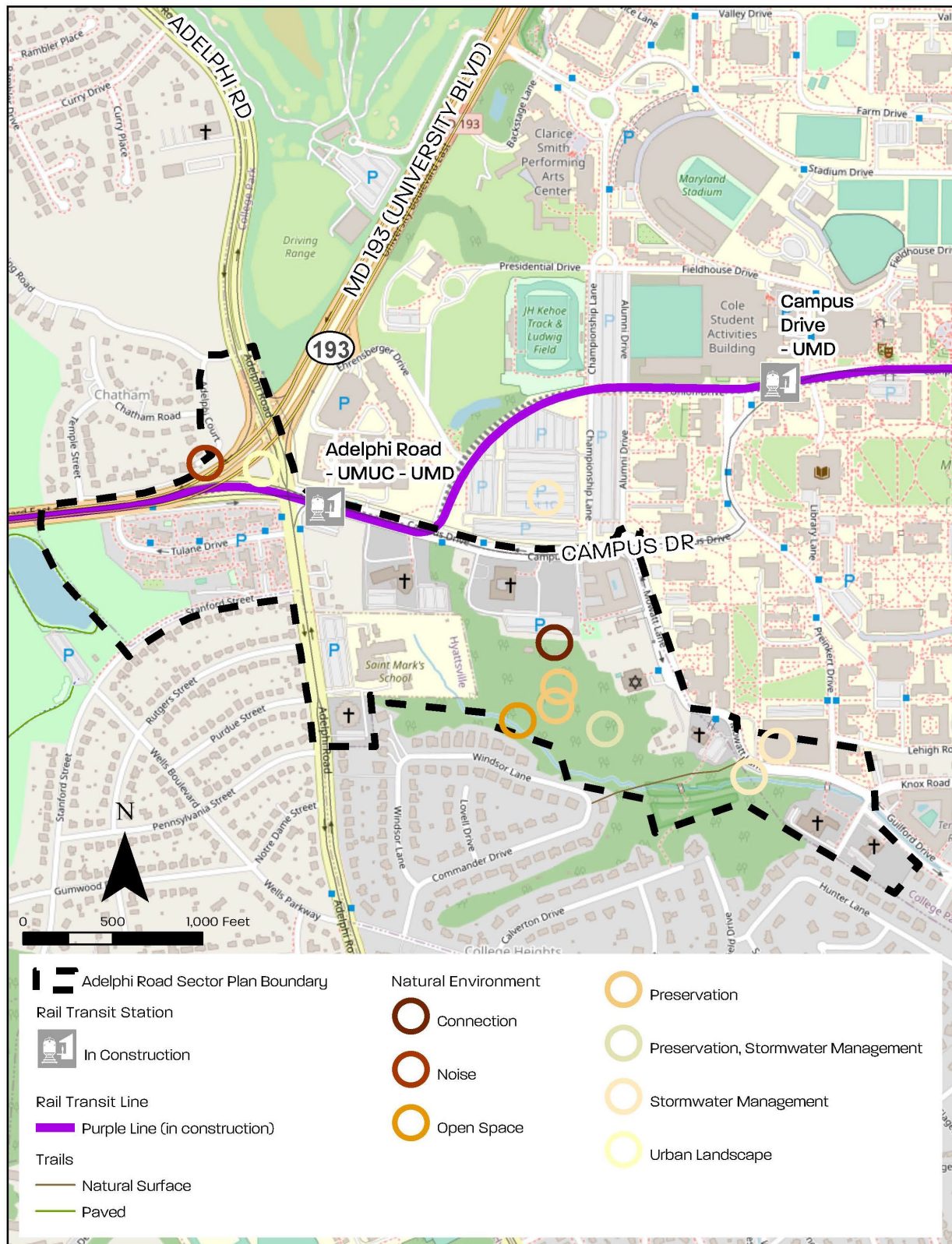
Source: OICIM; M-NCPPC; ESRI

Map 3. Comments on OICIM concerning Transportation and Mobility



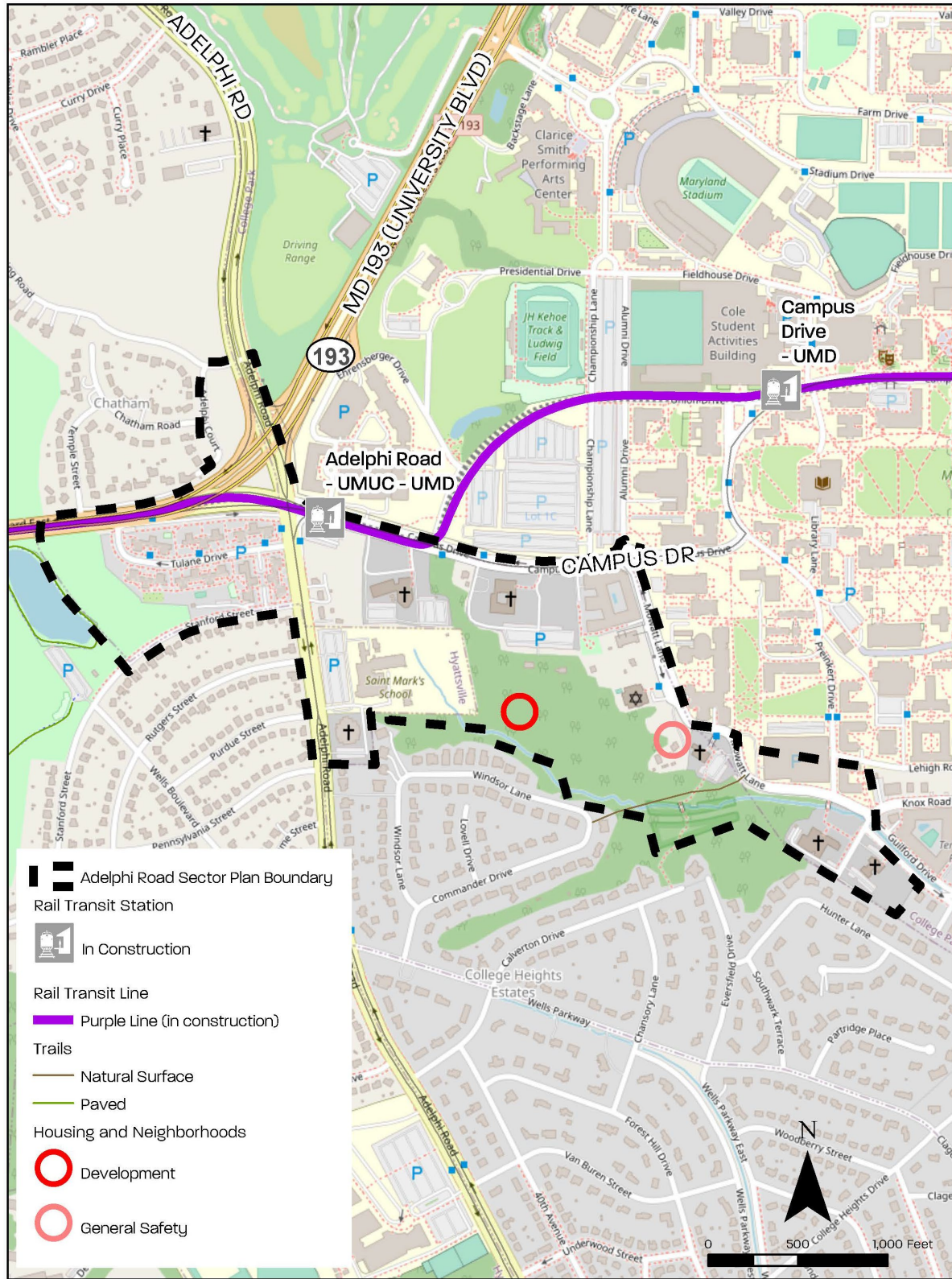
Source: OICIM; M-NCPPC; ESRI

Map 4. Comments on OICIM concerning Natural Environment



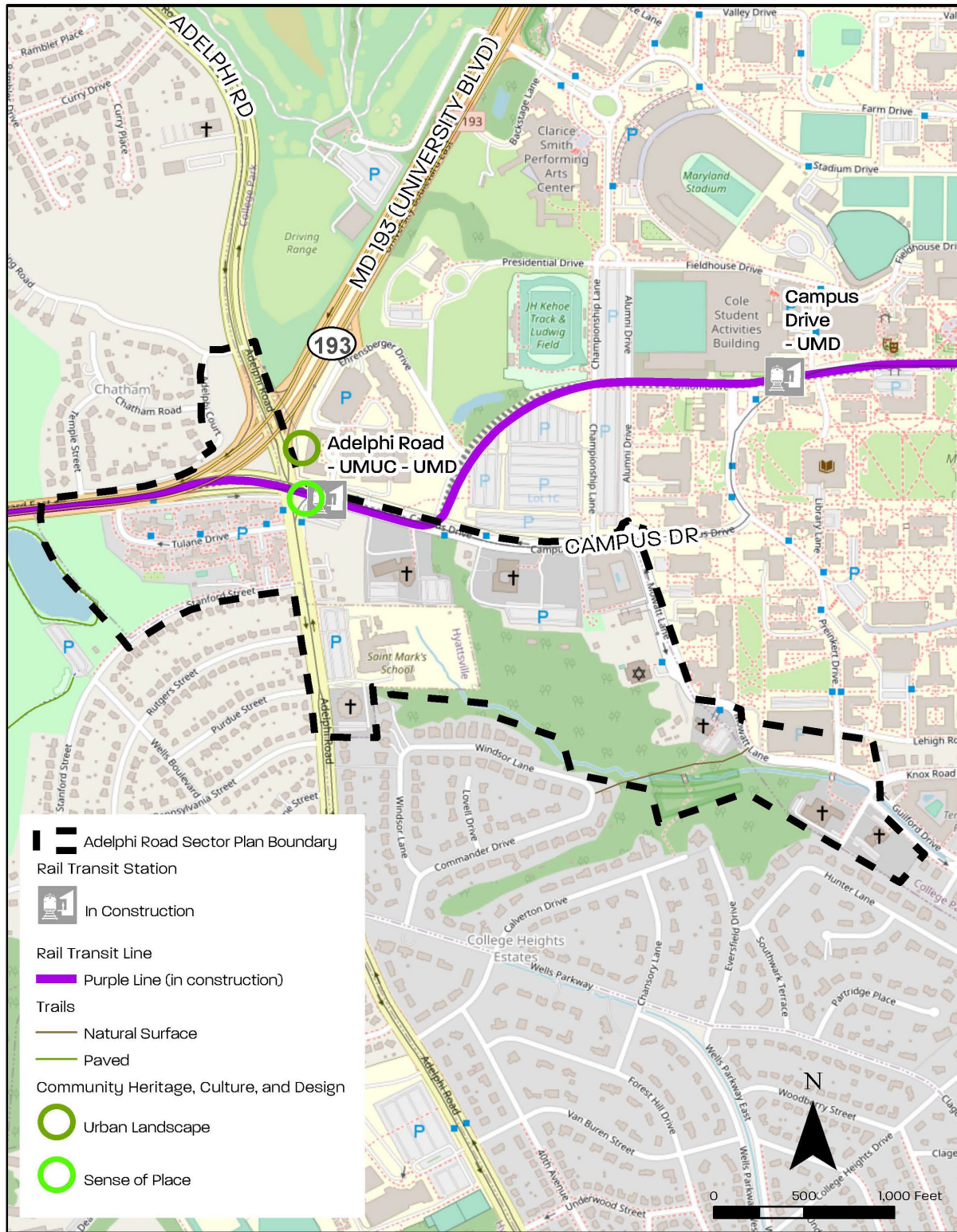
Source: OICIM; M-NCPPC; ESRI

Map 5. Comments on OICIM concerning Housing and Neighborhoods



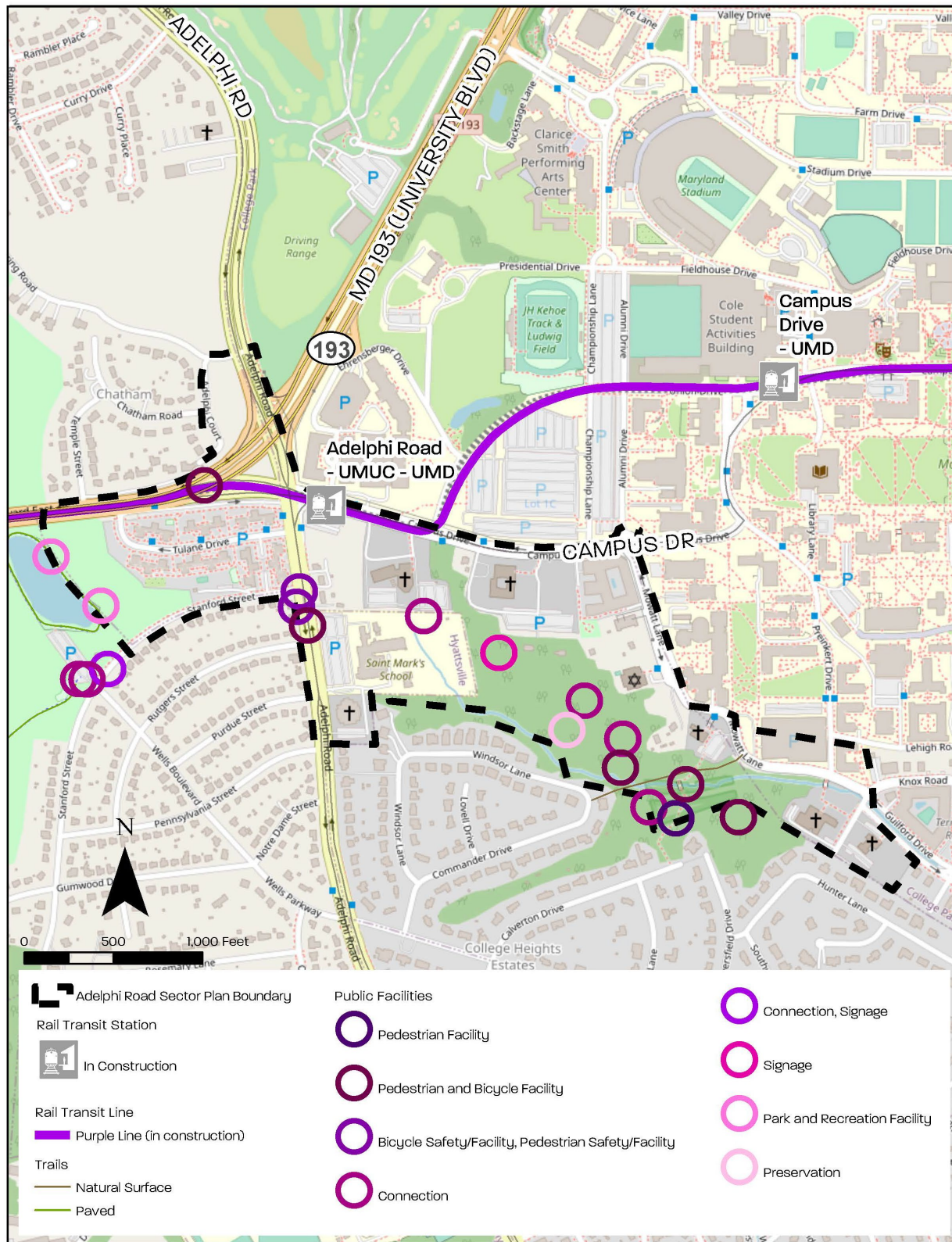
Source: OICIM; M-NCPPC; ESRI

Map 6. Comments on OICIM concerning Community Heritage, Culture, and Design



Source: OICIM; M-NCPPC; ESRI

Map 7. Comments on OICIM concerning Public Facilities
































Source: OICIM; M-NCPPC; ESRI



Appendix



















Table 1. Comments and Classifications for Analyzing Responses on the OICIM

















Note: Some comments touched on various topics and were split into different rows. These comments are shaded grey.



Type	Comment	Asset	Issue	Need	Plan 2035 Elements	Type of Issue
	Love the pond and trail <i>(University Hills Duck Pond Park. A community space with a pond and a playground.)</i>	•				Park and Recreation Facility
	Significant Impervious Surfaces and Runoff. Considerations of this impervious area impacts the sector area should be considered.		•			Stormwater Management
	Publicly-owned, Green Infrastructure Network Designated Area. Strong considerations for tree canopy conservation is needed.			•		Preservation
	Publicly-owned, Green Infrastructure Network Designated Area. Strong considerations for limited impervious surfaces is needed.			•		Stormwater Management
	Don't cut down this forest!	•				Preservation
	Known watershed vulnerabilities downstream. Consider increasing stormwater runoff retention requirement, reducing impervious surface % allowances, and increasing tree canopy preservation requirements above any applicable, minimal PGC/State standards.			•		Stormwater Management
	E-W protected bikeway. Limited E-W biking lanes in the area.			•		Bicycle Safety
	Connect NW Branch Trail to downtown CP, Trolley Trail and NE Branch Trail. Through this area, Guilford Dr, Calvert Rd, under Metro station.			•		Connection
	Add sidewalks to this side of the road			•		Pedestrian Facility
	Improve visibility for drivers			•		Traffic Safety



















Type	Comment	Asset	Issue	Need	Plan 2035 Elements	Type of Issue
	This intersection is overcrowded and dangerous. Add stop to slow traffic approaching light; excess speeds are common and dangerous; reduce height of plants in median.			•		Traffic Safety
	Water runoff is a major issue on this road.		•			Stormwater Management
	Control/prevent parking problems that will come from nearby metro stop.		•			Parking
	This road needs at least one sidewalk to safely accommodate increased (and existing) pedestrian traffic.			•		Pedestrian Safety/Facility
	Bicycle traffic in this merge is not safe.			•		Bicycle Safety/Facility
	Develop options to improve bicycle and pedestrian safety at this turn/merge lane.			•		Pedestrian Safety/Facility
	I agree with the commenter; develop bike lanes from this trail that connect with lanes into campus; get bike traffic off of University.			•		Bicycle Safety/Facility
	The light timing on this intersection is out of sync and is causing blocked intersections every day now. This urgently needs fixing. Also, people just to through and U turn to turn Left on to University because of the 7 minute cycle time.		•			Traffic Safety
	When school is in session this intersection becomes a major delay factor for commuters, and a safety hazard. Develop options to improve efficiency and safety for drivers on the road during school/church hours.		•			Traffic Safety
	This intersection is not friendly for people in wheelchairs and scooters, and they do use this sidewalk. Ensure room for "game day" size crowds who cross the intersections.		•			Pedestrian Safety
	There is an axle breaking pothole here right now that needs to be repaired please! It is a leftover from your summer construction; gotta get this fixed.			•		Traffic Safety











	Comment	Asset	Issue	Need		Type of Issue
	Covered bus stops with benches, please. Enough of asking people to stand on a patch of mud in the torrential rain for the bus.			•		Bus Stop Safety/Facility
	How about a pull out lane for the buses, ubers and taxis somewhere on this road?			•		Traffic Facility
	This is a hazardous corner for cyclists; recommend building a bike path off of this intersection to get students a safe east/west corridor; pay special attention to cyclists and pedestrians navigating this intersection.			•		Bicycle Safety/Facility
	Will this area need noise abatement?		•			Noise
	Improve arborcare along this section -- it is the worst looking aspect of the UMD.		•			Landscaping
	Improve aesthetic appeal of these medians.			•		Landscaping
	What's with this old abandoned house here?		•			General Safety
	When turning right, it is difficult to see pedestrians coming from the right; knock back slope to improve visibility; make pedestrian crossing more apparent and safer.			•		Pedestrian Safety/Facility
	Pathway is a valuable commuting route, but in poor repair. Bridge destroyed in 2020.			•		Pedestrian Safety/Facility
	Please show Purple Line station locations.		•			N/A
	Hide the ugly facade of the Marriot Inn.		•			Urban Landscape
	This land shown as green, and including to the east the site of the current Hillel center is slated for development with 300+ apartments.		•			Development















Type	Comment	Asset	Issue	Need	Plan 2035 Elements	Type of Issue
	Uber/Lyft cars and some delivery vehicles sit in the roundabout in front of the Domain. There is not a lot of space for that here, they should be using the garage or be accommodated in another place. Should be NO STANDING and enforced here. Lots of car and pedestrians have to go through that space.			•		Traffic Facility
	Run an off-road bike path along the south side of Guilford Dr., then through the Sector Plan area/woods over to NW Branch Trail. Going east, run it through the Bozzuto site and down Calvert Road (which has existing bike lanes) all the way to the NE Branch trail.			•		Bicycle Facility
	Use this existing trail to connect from NE Branch Trail to go under Metro, up Calvert Rd. through Bozzuto site, along south side of Guilford Dr., through sector plan site, and connect to NW Branch Trail.			•		Connection
	Crosswalk needs some improving with better roadway markings.			•		Pedestrian Safety/Facility
	This island could be something kinda cool. Its a decent size. Think about it!		•			Urban Landscape
	I know its quite a distance to the nearest store but it would be nice if this area could be better tied to, linked to the shops on University BLVD heading towards Langley Park. Make people WANT to walk to the stores from here. Right now its something of a no-man zone.			•		Connection
	This needs to be a clear gateway into the beautiful campus and hotel. Its like the hotel and campus have their backs to this entrance. Do your magic, planners and architects!			•		Sense of Place
	Better trail access is needed through Guilford Woods that connects UMD to College Heights Estates.			•		Connection
	Have SHA build/maintain a Route193 Protected Bike Lane.			•		Bicycle Safety/Facility

	Comment	Asset	Issue	Need		Type of Issue
	NW Branch trail bike traffic headed for station at Adelphia & University is going to filter out onto either of the big roads and instead could be directed through/along parking lots more directly to station.			•		Connection
	Why is this UMD/State Owned land not included in the sector plan? Across the street, UMD/State owned land is included (7500 Mowatt parcel). This should be reviewed for consistency. Suggestion to add these acres of parking lots to the sector plan.			•		Parking
	There is no sidewalk on the west side of Adelphi Rd between Metzert Rd & University Blvd. Having a sidewalk on both sides of Adelphi Rd would make walking to the new Metro stop much safer, since only the west side is residential.			•		Pedestrian Facility
	There are significant stormwater runoff and flooding problems in downstream neighborhoods. Mitigation must happen upstream, i.e., in this sector plan area.			•		Stormwater Management
	This trail is badly eroded, especially on the hill.		•			Pedestrian Facility
	Some sort of safe crossing for cyclists needed here. It's the most direct route from the NW Branch trail to the station.			•		Bicycle Safety/Facility
	Some sort of safe crossing for pedestrians needed here. It's the most direct route from the NW Branch trail to the station.			•		Pedestrian Safety/Facility
	Better crossing needed for the NW Branch trail connection - a wider bridge and a wider trail leading up to Stanford St.			•		Pedestrian Facility

	Comment	Asset	Issue	Need		Type of Issue
	This area is a complete eyesore and a horrible intersection for pedestrians. This corner is adjacent to UMD and should be a beautiful, welcoming area for visitors to the university traveling from 193/Adelphi. More trees, something that let's people know they are about to enter a great university and some architectural nod/connection to the campus - bricks, columns, etc.		•			Pedestrian Safety
	No extra roads coming off of Adelphi. It's too busy & loud for homeowners on Adelphi. Anymore added traffic would be a further nuisance and interfere with our quality of life.			•		Noise
	Make a more distinct turn lane, ppl are often confused.			•		Traffic Facility
	Also timing of lights here is always off.			•		Traffic Safety
	We need a better connection from the trail to the metro.			•		Connection
	We also need better signage informing how to get walkers/bikers from the trail to the metro.			•		Signage
	I agree that we need a better crossing for bicyclists here.			•		Bicycle Safety/Facility
	I agree that we need a better crossing for pedestrians here.			•		Pedestrian Safety/Facility
	This area needs sidewalks!			•		Pedestrian Facility
	Add a bike / scooter lane on this road.			•		Bicycle Facility
	Please add a bike lane that travels here!			•		Bicycle Facility
	This whole area needs a protected bike lane access.			•		Bicycle Facility

	Comment	Asset	Issue	Need		Type of Issue
	There is no sidewalk here.			•		Pedestrian Facility
	This intersection is a crap shoot. How can traffic be calmed here?			•		Traffic Safety
	It's be great to have a few cut through paths to get to Adephi Road or the College.			•		Connection
	Also needs a shelter and bench.			•		Bus Stop Safety/Facility
	Bus stop here doesn't have sidewalk.			•		Pedestrian Safety/Facility
	Needs sidewalk.			•		Pedestrian Facility
	Please a set of traffic-separated multi-use paths for biking and walking with trees for shade and benches for resting places on each side of the roadway, fully connected along the corridor to destinations. This will provide legitimate multimodal options.			•		Pedestrian and Bicycle Facility
	Add traffic separated, wide, and shaded multi-use paths on both sides of the road with connected low stress biking and walking connections from Adelphi Road to nearby destinations and trails.			•		Pedestrian and Bicycle Facility
	I like the idea to connect the NW Branch Trail to the light rail and other destinations nearby with traffic-separated bike lanes and/or multi-use paths.			•		Connection

	Comment	Asset	Issue	Need		Type of Issue
	We are so fortunate to have this oasis of green space here in the sea of deforestation that is evident on the map. It is absolutely essential to preserve this forest. I have heard that the University would like to sell off this land to a private developer for townhomes, which would be extra profitable once the Purple Line is built. There are lots of places to build townhomes close to transit but these woods are irreplaceable. In light of the County's public commitments to sustainability, smart development, and forest conservation, allowing the deforestation of this site would be inexcusable.	•				Preservation
	This entire corridor has excellent potential to be redeveloped as pedestrian-friendly transit-oriented development. Officials, planners, property owners, and the university should collaborate on a coordinated redevelopment vision. Perhaps some of the churches in this corridor light wish to build affordable housing for students, university workers, and other area workers. That could strengthen the church's relationship with the community.		•			Pedestrian and Traffic Facility
	The auto-dominated character of this high-capacity intersection is utterly inappropriate for a walkable transit-station district. The long-term vision should consider making a MD 193 underpass. That would allow the creation of a more walkable environment, similar to the underpasses on Massachusetts Ave. and Connecticut Ave. in DC.			•		Traffic Facility
	This driving range will become prime land because of its proximity to the new station. The University should consider relocating the range and building housing for students and university workers.		•			Development
	The trail and woods between UP and UMD is a great boon to natural beauty of the area, however the trail is in disrepair and sorely needs improvement.			•		Pedestrian and Bicycle Facility

	Comment	Asset	Issue	Need		Type of Issue
	Concur with the comment to add this surface parking lot - which is an eyesore - to the sector plan. Should consider how better to use this space given that less parking should be required in the immediate area as commuters will be able to use the purple.		•			Open space
	The forest and trails should absolutely be preserved, with improvements. However greater and clearer connectivity to the surrounding communities (e.g. at the trailheads) would be beneficial.			•		Connection
	There is not a clear path walkway/bikeway between the Purple line stop and downtown college park. I'd suggest exploring some sort of promenade or otherwise dramatically widening the sidewalks/paths to create a thoroughfare/ e-w main path. (for example by removing parking along Mowatt/Knox, or making some of those streets one-way to increase the space given to pedestrians rather than vehicles.			•		Pedestrian and Bicycle Facility
	It's wonderful to have this greenspace here! This should be preserved - there is so little forest left here - this is a precious place. It provides great opportunities for learning about our natural ecosystems.			•		Preservation
	The path through the woods is a beautiful way for pedestrians to go between UMD and the neighborhood. Keep it the trail, and keep it green!			•		Connection
	A hiker biker trail through the woods here, and east along Guilford Road and west to the NW Branch trail, would be awesome! It would get a lot of use, and would help connect our trail systems.			•		Pedestrian and Bicycle Facility
	These woods and stream would be a great place to do some environmental education - for local school groups, UMD, neighborhood residents. A small loop trail and educational signs about the wildlife, plant species, and ecosystem services (like shade, stormwater management, etc) would be great here.			•		Signage















Type	Comment	Asset	Issue	Need	Plan 2035 Elements	Type of Issue
	My kids and I love coming to this creek. It's so great having it in our backyard.	•				Open Space
	It would be great to have a pedestrian trail that connects to the Duck Pond. The Adelphi/CampusDr. intersection is very unfriendly to pedestrians and bikers. A trail between the Duck pond and the woods behind the churches would be great.			•		Connection
	This big surface parking lot is from another era. It should be redeveloped.		•			Development
	Also, stormwater from this lot needs to be better managed.			•		Stormwater Management
	This road is one of the only meandering, tree-lined streets in the area. It's great but could be even better! It's the perfect place for a pedestrian/bike trail in the area. Consider putting all the traffic on one side of the stream, and making the other side car-free. It would be an awesome feature for this area - would get a lot of use, would be great for car-free travel, and would be come a draw for the area.			•		Pedestrian and Bicycle Facility
	Add more trails in these woods so they can be used more.			•		Pedestrian and Bicycle Facility
	Waaaaaaay too much parking lot. Especially if purple line is coming.		•			Parking
	Love this place! <i>(University Hills Duck Pond Park. A community space with a pond and a playground.)</i>	•				Park and Recreation Facility

Table 2. Summary of Comments by Location

Type of Issue	Location-Specific Comment
Inside the Plan Area	
Adelphi Road	
Pedestrian and/or Bicycle Access/Safety/Facility	<ul style="list-style-type: none"> • Add sidewalks in the west side of the Adelphi Road between Cool Spring Road and MD 193 (University Boulevard) intersection. • Add pedestrian and bicycle lanes of both side of Adelphi Road with connections to existing trails. • Improve bicycle and pedestrian crossing at Adelphi Road and Stanford Street intersection. • Add at least one sidewalk on Cool Spring Road near Adelphi Road intersection.
Landscaping	<ul style="list-style-type: none"> • Establish a maintenance program on the medians of Adelphi Road between Tulane Drive and Stanford street.
Bus Stop Access/Safety/Facility	<ul style="list-style-type: none"> • Add covered bus stops with benches at Adelphi Road and Campus Drive Bus Stop.
Stormwater Management	<ul style="list-style-type: none"> • Managed water runoff at Cool Spring Road near Adelphi Road intersection.
Parking	<ul style="list-style-type: none"> • Address the parking problems that the metro stop will produce at Cool Spring Road near Adelphi Road intersection.
Noise	<ul style="list-style-type: none"> • Reduce traffic passing through residential areas on Adelphi Road.
Traffic Access/Safety/Facility	<ul style="list-style-type: none"> • Improve the driver's efficiency and safety during school/church hours at the Adelphi Road and Purdue Street intersection near Saint Mark's School and Saint Mark's Church. • Add a stop sign and reduce height of plants in median at Adelphi Road and Cool Spring Road intersection. • Improve visibility for drivers in Adelphi Road between Cool Spring Road and MD 193 (University Boulevard) intersection.
MD 193 (University Boulevard)	
Pedestrian and/or Bicycle Access/Safety/Facility	<ul style="list-style-type: none"> • Add sidewalks in MD 193 (University Boulevard) at Graduate Hills bus stop. • Built and maintain a protected bike lane in MD 193 (University Boulevard) between West Park Drive and Adelphi Road.
Bus Stop Access/Safety/Facility	<ul style="list-style-type: none"> • Add covered bus stops with benches at MD 193 (University Boulevard) at Graduate Hills bus stop.
Adelphi Road, Campus Drive, and MD 193 (University Boulevard) Intersection	

Type of Issue	Location-Specific Comment
Pedestrian and/or Bicycle Access/Safety/Facility	<ul style="list-style-type: none"> • Improve visibility when turning right from MD 193 (University Boulevard) (west) to Adelphi Road (north). • Add sidewalks at the exit of Adelphi Road (south) to MD 193 (University Boulevard) (west). • Improve roadway markings on crosswalk at Adelphi Road, Campus drive, and MD 193 (University Boulevard) intersection near The Marriot Inn. • Add a traffic-separated pedestrian and walking path on each side of MD 193 (University Boulevard) (east) and Adelphi Road intersection. • Improve pedestrian and bicycle safety at Adelphi Road, Campus Drive, and MD 193 (University Boulevard) intersection. • Improve pedestrian safety at MD 193 (University Boulevard) (west) and Adelphi Road intersection. • Improve bicycle safety at Adelphi Road, Campus Drive, and MD 193 (University Boulevard) intersection.
Noise	<ul style="list-style-type: none"> • Study the feasibility of building a noise abatement wall between MD 193 (University Boulevard) and the residential development behind it.
Traffic Access/Safety/Facility	<ul style="list-style-type: none"> • Improve the synchronization of traffic lights at the Adelphi Road, Campus drive, and MD 193 (University Boulevard) intersection. • Improve the walkability at the Adelphi Road, Campus drive, and MD 193 (University Boulevard) intersection considering an underpass at MD 193. • Design a traffic calming plan for the Adelphi Road, Campus drive, and MD 193 (University Boulevard) intersection considering an underpass at MD 193. • Improve the right-turn lane in Adelphi Road (north) to MD 193 (University Boulevard) (north).
Sense of Place	<ul style="list-style-type: none"> • Create a new gateway to the UMGC/UMD Campus and hotel at Adelphi Road and Campus Drive intersection.
Connection	<ul style="list-style-type: none"> • Create pedestrian improvements to connect the Adelphi Road, Campus Drive, and MD 193 (University Boulevard) intersection area to the stores on MD 193 (University Boulevard) heading towards Langley Park.
Urban Landscape	<ul style="list-style-type: none"> • Hide the façade of the Marriot Inn at the Adelphi Road, Campus drive, and MD 193 (University Boulevard) intersection. • Create a landscaping improvement plan for the island at the Adelphi Road, Campus drive, and MD 193 (University Boulevard) intersection.
Green Area between Windsor Lane and Mowatt Lane	
Pedestrian and/or Bicycle Access/Safety/Facility	<ul style="list-style-type: none"> • Improve Pathway (between Calverton Drive and College Park LDS Institute of Religion's parking lot and reconstruct the bridge. • Add more trails in the green area between Windsor Lane and Mowatt Lane. • Add trails and maintain and improve existing ones. • Improve trail that connects Calverton Drive and College Park LDS Institute of Religion parking lot. • Add a trail through the green area between Windsor Lane and Mowatt Lane and east along Guilford Road and West NW Branch Trail.
Stormwater Management	<ul style="list-style-type: none"> • Mitigate stormwater runoff and flooding at the green area between the green area between Windsor Lane and Mowatt Lane.

Type of Issue	Location-Specific Comment
Connection	<ul style="list-style-type: none"> Connect the Duck Pond and the green area between the green area between Windsor Lane and Mowat Lane through a pedestrian trail. Create a greater and clearer connectivity between the green area between Windsor Lane and Mowat Lane and the surrounding communities. Create more trails that connects the green area between the green area between Windsor Lane and Mowat Lane and the Adelphi Road or UMGC/UMD. Keep the trails at the green area between the green area between Windsor Lane and Mowat Lane. Improve the trails trough the green area between the green area between Windsor Lane and Mowat Lane and connects UMD to College Heights Estates
Open Space	<ul style="list-style-type: none"> Love the creek and green area behind our home at Winsor Lane.
Preservation	<ul style="list-style-type: none"> Preserve the green area between the green area between Windsor Lane and Mowat Lane.
Development	<ul style="list-style-type: none"> The green area between Windsor Lane and Mowat Lane and the site of the Hillel Center for Jewish Life is slated for the development of more than 300 apartments.
Signage	<ul style="list-style-type: none"> Design a small loop trail and educational signs about the wildlife, plants species, and ecosystem services in this green area between the green area between Windsor Lane and Mowat Lane.
Campus Drive	
Pedestrian and/or Bicycle Access/Safety/Facility	<ul style="list-style-type: none"> Convert Campus Drive between Adelphi Road and Mowatt Lane in a pedestrian-friendly transit-oriented development.
Bus Stop Access/Safety/Facility	<ul style="list-style-type: none"> Add a covered bus stop with benches at UMGC-College Park Marriot.
Traffic Access/Safety/Facility	<ul style="list-style-type: none"> Enable waiting areas for vehicles that pick up and drop off passengers at the roundabout in front of Domain College Park. Create a bus lane between Presidential Drive and Adelphi Road.
Mowatt Lane	
Pedestrian and/or Bicycle Access/Safety/Facility	<ul style="list-style-type: none"> Add a protected bike lane in Mowatt Lane (Mowatt Lane and Knox Road intersection). Add a clear walkway/bikeway between the Purple Line Station and Old Town College Park through Mowatt Lane and Knox Road.
Stormwater Management	<ul style="list-style-type: none"> Stormwater runoff and flooding problems in the sector near Mowatt Lane parking garage between Preinkert Drive and Mayer Mall.
General Access/safety/Facility	<ul style="list-style-type: none"> Old and abandoned house at Mowatt Lane between the Hillel Center for Jewish Life and the College Park LDS Institute of Religion.
Guilford Drive	
Pedestrian and/or Bicycle Access/Safety/Facility	<ul style="list-style-type: none"> Create a connection between the Northeast and Northwest Branch Trail. Add a pedestrian/bicycle trail in Guilford Drive between US-1 and Knox Road and put all the traffic on one side and make the other side car-free.
Outside the Plan Area	
Adelphi Road	
Pedestrian and/or Bicycle Access/Safety/Facility	<ul style="list-style-type: none"> Add sidewalks in Adelphi Road between Metzert Road and MD 193 (University Boulevard).

MD 193 (University Boulevard)	
Pedestrian and/or Bicycle Access/Safety/Facility	<ul style="list-style-type: none"> Add sidewalks in MD 193 (University Boulevard) between West Park Drive and Temple Street (Northwest Branch Stream Valley Park area).
52nd Avenue (Final)	
Pedestrian and/or Bicycle Access/Safety/Facility	<ul style="list-style-type: none"> Create a connection between the Northeast and Northwest Branch Trail using the existing Old Alexandria Ferry Road trail.
Northwest Branch Stream Valley Park	
Pedestrian and/or Bicycle Access/Safety/Facility	<ul style="list-style-type: none"> Create a better crossing between the NW Branch Trail and Stanford Street. Develop secure bike lanes that connects the NW Branch Trail with the university campus, discouraging the use of bicycles on MD 193 (University Boulevard).
Connection	<ul style="list-style-type: none"> Connect the bike traffic between the NW Branch Trail and the Adelphi Road Station using the existing parking lots in the area. Connect the NW Branch Trail to Downtown College Park, Trolley Trail, and NE Branch Trail. Connect the NW Branch Trail and the Adelphi Road Station using traffic-separated bike lanes or multi-use paths.
Signage	<ul style="list-style-type: none"> Improve the ped/bike signage between the NW Branch Train and the Adelphi Road Station.
Campus Drive	
Pedestrian and/or Bicycle Access/Safety/Facility	<ul style="list-style-type: none"> Add a protected bike lane in Campus Drive between Metro Green Line and Rhode Island Avenue Trolley Trail. Add a bike lane in Campus Drive and Rossborough Lane intersection near Leonardtown Community. Add a bike/scooter lane in Campus Drive between Regents Drive and North Library Lane.
Union Drive	
Pedestrian and/or Bicycle Access/Safety/Facility	<ul style="list-style-type: none"> Provide sidewalks at Union Drive and Alumni Drive intersection.
UMGC/UMD Golf Course	
Development	<ul style="list-style-type: none"> Consider building housing for university students and workers and relocating the driving range on Adelphi Road and MD 193 (University Boulevard) intersection.
UMGC/UMD Parking Lot	
Stormwater Management	<ul style="list-style-type: none"> Reduce UMGC/UMD parking lot spaces between Campus Drive, Championship Lane, and Alumni Drive. Include the UMGC/UMD parking lot spaces between Campus Drive, Championship Lane, and Alumni Drive as part of the Sector Plan Area Study.
Parking	<ul style="list-style-type: none"> Reduce UMGC/UMD parking lot spaces between Campus Drive, Championship Lane, and Alumni Drive. Include the UMGC/UMD parking lot spaces between Campus Drive, Championship Lane, and Alumni Drive as part of the Sector Plan Area Study.
Development	<ul style="list-style-type: none"> Develop the UMGC/UMD parking lot spaces between Campus Drive, Championship Lane, and Alumni Drive.