

Rushern L. Baker, III
County Executive

PRINCE GEORGE'S COUNTY GOVERNMENT

OFFICE OF THE COUNTY EXECUTIVE

March 10, 2014

Mr. James T. Smith, Jr.
Secretary
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, Maryland 21076

Dear Secretary Smith:

Enclosed is Prince George's County's proposed 2014 Priority Projects List for the FY 2015-2020 State Consolidated Transportation Program (CTP), which is intended to serve as a guide in accordance with the definitions and requirements of the Transportation Article, Sections 8-610 through 8-613.1 of the Annotated Code of Maryland. The List updates the 2013 List and establishes the County's priorities with regard to State highway construction projects, transit, project planning starts, safety improvements, system preservation and gateway projects. In addition, the List advances and supports the County's priorities related to Transit Oriented Development (TOD), and pedestrian and bicycle safety. In addition, the List further integrates the priorities into regional efforts of importance to the County and the State.

Taken collectively, the Priority Projects List represents projects that will provide Prince George's County with the greatest benefits in terms of community revitalization, economic development, Metrorail access, congestion relief and safety improvements. The List also recognizes the vital projects which have been funded in full or advanced through the Transportation Infrastructure Investment Act of 2013. In particular, I would like to thank MDOT for funding three projects critical to the County for construction within the six year program, they are: MD 210 at Kerby Hill Rd./Livingston Rd.; Branch Avenue, Phase II, Metro Access; and the MD 4 at Suitland Parkway interchange. We also appreciate your advancing the funding cycles of US1, Phase I from College Ave. to MD 193; the Greenbelt interchange at I-95/495; and MD 197.

Because the Act funded several key projects from the 2013 Priority List, it enables us to advance remaining projects that still need additional funds, and allows for new priorities as articulated in the attached list. For the FY 2015-2020 CTP, Prince George's County would like to highlight the following key projects:

- **MD 210, Indian Head Highway (Palmer Road @ Livingston Road Interchange):** As our number one priority, Prince George's County requests that this project be advanced through planning and design as quickly as possible to ensure that it will be ready to go to construction at the earliest available date. Due to planned economic

14741 Governor Oden Bowie Drive, Upper Marlboro, Maryland 20772
(301) 952-4131
www.princegeorgescountymd.gov

development within the MD 210 Corridor that will benefit the State, Region and County, and as a significant commuting corridor for Southern Maryland into and through the County for job access, addressing the required improvements in an expeditious fashion is imperative. The Palmer Road Interchange Project is the second of seven interchange improvements needed in the MD 210 Corridor.

- **I-95/Greenbelt Metro Access:** Prince George's County's number 2 project, completing conversion of a partial interchange into a full interchange to provide direct ramp access among the site, the Capital Beltway (I-95/I-495) and the Greenbelt Metrorail Station, is critical to positively attract high-profile Government Service agencies and other tenants to this location, all of which would serve as an ideal catalyst for TOD growth. State support is crucial to advance this Project in the CTP.
- **US 1, Baltimore Avenue (College Avenue to I-95):** It is critical to expedite and provide construction funding for the first phase of the County's number 3 project from College Avenue to University Boulevard to provide much needed streetscaping, and multi-modal road and sidewalk improvements for this highly congested section of US 1 in College Park. Creating a better environment for the multitude of users in this diverse community is a must. Prince George's County requests that the project be advanced through design as quickly as possible to ensure that it will be ready to go to construction at the earliest available date.
- **Branch Avenue :** The fourth priority for the County is the Branch Avenue Project. Providing improved traffic flow and new interchanges in the Branch Avenue corridor, in coordination with necessary fixed guideway transit is critical to relieving traffic congestion on MD 5. We strongly urge the State to finalize the remaining planning and design elements to effectively move the Project forward into construction.
- **Purple Line:** Prince George's County's number one transit priority will connect the "spokes" of the Metrorail system to provide continuity and availability for all users, and is vital to State, Regional and County economic development. It is a much needed transit alternative, bringing balance to the Region by taking thousands of cars off the road, and adding approximately 60,000 riders daily to the transit system. Further, the Purple Line from Bethesda to New Carrollton, will serve as the first leg to provide a circumferential rail line connecting to Virginia via National Harbor and across the Woodrow Wilson Bridge.
- **WMATA Funding:** Robust funding for the WMATA system is absolutely necessary to assure needed capacity and effective transit services throughout Prince George's County. Both the Metrorail and a soundly funded Metrobus network are essential to the County for addressing mobility needs and providing sustainable alternatives to single occupancy vehicles. Further, funding is needed for additional Priority Corridor Network (PCN) routes in Prince George's County, for Transit Oriented Development around the 15 Stations in the County, and enhanced transit connectivity between activity centers.
- **The Bus:** As Prince George's County operates a transit system separate from WMATA, additional funding is needed to help provide expanded service to meet existing needs and accommodate future growth.
- **Prince George's County Transitway:** Advancing study of a fixed guideway network with emphasis on priority corridors will be vital to economic development and enhanced mobility within the County and the region. Priority corridors provide

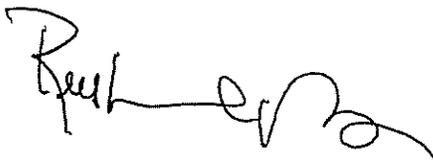
enhanced linkages that connect to developing systems in neighboring jurisdictions, and between activity centers within Prince George's County.

- **Southern Maryland Transit:** Advancing the study of fixed guideway transit, and coordinating closely with the State Highway Administration on the MD 5 highway and interchange project will provide better regional connectivity and help relieve congestion in this very congested corridor.
- **Pedestrian Safety Enhancements on State-maintained Roadways:** Although built into sections of the List like System Preservation, Prince George's County believes it is imperative that the State further efforts to implement safety features included on and along State-maintained roadways inclusive of, but not limited to the installation of continuous street lighting, crosswalks, sidewalks, etc., on State-maintained roadways within the County to address and decrease the high number of fatalities and pedestrian accidents occurring on State-maintained roadways, and more specifically, on State-maintained roadways included in the County's Transforming Neighborhoods Initiative. Areas included within the Initiative include Langley Park, East Riverdale/Bladensburg, Kentland/Palmer Park, Coral Hills/Suitland; Hillcrest Heights/Marlow Heights and Glassmanor/Oxon Hill.

Prince George's County truly appreciates the cooperative relationship we have with you and your staff on so many transportation related issues of importance to the County, State and Region. We were proud to stand with you in addressing perhaps the most serious overall challenge, securing the necessary revenue to advance our transportation network and enhance the quality of life for our citizens. Passage of the Transportation Infrastructure Investment Act of 2013 gives us a platform from which we can move forward together.

The priorities that we express are a reflection of the needs of Prince George's County, a county uniquely positioned as one of the most rapidly growing economic development areas of the region. As such, meeting our infrastructure needs are of vital importance not only to County, but the State and the entire region. We look forward to working with you to advance them.

Sincerely,



Rushern L. Baker, III
County Executive



Mel Franklin
Chairman, County Council

Enclosure

cc: The Honorable Douglas J. J. Peters, Chair, Prince George's County Senate Delegation
The Honorable Jolene Ivey, Chair, Prince George's County House Delegation
The Honorable Tawanna Gaines, Chair, Transportation and Environment Subcommittee
Maryland House Appropriations Committee
The Honorable Carolyn J.B. Howard, Chair, Transportation Subcommittee

Maryland House Ways and Means Committee

The Honorable Will Campos, Vice Chairman, Prince George's County Council

The Honorable Mary Lehman, Member, Prince George's County Council

The Honorable Eric Olson, Member, Prince George's County Council

The Honorable Ingrid M. Turner, Member, Prince George's County Council

The Honorable Andrea Harrison, Member, Prince George's County Council

The Honorable Derrick Leon Davis, Member, Prince George's County Council

The Honorable Karen R. Toles, Member, Prince George's County Council

The Honorable Obie Patterson, Member, Prince George's County Council

Bradford L. Seamon, Chief Administrative Officer, Office of the County Executive

Aubrey D. Thagard, Acting Deputy Chief Administrative Officer, Office of the County Executive

Darrell B. Mobley, Director, Prince George's Department of Public Works and Transportation

Elizabeth Hewlett, Chair, Prince George's County Planning Board, M-NCPPC

Fern V. Piret, Director, Department of Planning, M-NCPPC

Ronnie Gathers, Director, Department of Parks and Recreation, M-NCPPC

Melinda Peters, Administrator, Maryland State Highway Administration

Robert L. Smith, Administrator, Maryland Transit Administration

**Criteria for
Priority State Projects within
Prince George's County**

The State Consolidated Transportation Program (CTP) Priority Projects List is developed by staff of the Department of Public Works and Transportation in coordination with the staff of the Maryland-National Capital Park and Planning Commission (M-NCPPC). After which, the CTP List is forwarded to the County Executive and Council for review, approval and transmittal to the Maryland State Department of Transportation through a joint signature letter.

Criteria used to prioritize the List are as follows:

Safety Improvements - Each project is evaluated to determine the safety enhancements to be achieved for all users in response to data and determined needs.

Capacity Improvements - Each project is evaluated to determine the capacity improvements to be provided for the transportation facility users in response to the needs.

Revitalization - Each project is reviewed to determine the project's contribution to the County's revitalization initiatives and improvements to each community's well-being and environmental sustainability through the implementation of current, sound and sensitive practices.

Economic Development - Each project is evaluated to determine the project's contribution to the County's economic development policies and goals.

Mass Transit - Each project is evaluated to determine the project's contribution to the County's Master plans for implementation of transit services with emphasis on intra-community transit needs.

Project Schedule - Each project schedule is evaluated to assure the progression of projects from the planning stage into the construction phase for each subsequent year. The availability of projects for the construction phase assures that county projects are available to compete for construction funding each year.

Other Funding Sources - Each project is evaluated to determine the availability of "other" funding sources to supplement State and federal funding provided in the CTP.

PRINCE GEORGE'S COUNTY
2014 PRIORITY PROJECTS LIST
MARYLAND DEPARTMENT OF TRANSPORTATION PROJECTS

I. STATE TRANSIT PROGRAMS AND PROJECTS IN PRINCE GEORGE'S COUNTY

A. Transit Expansion and Funding

1. Purple Line
(New Carrollton to Bethesda,
Construction to begin in New
Carrollton) Expand capacity with a
light rail line inside the
Beltway from New Carrollton
to Bethesda and provide
needed East-West transit
connections from New
Carrollton to Riverdale
Park, College Park,
University of Maryland,
Langley Park and Montgomery
County.
2. WMATA Funding Maintain needed capacity
and effective transit
services throughout the
County with emphasis on
more robust funding for
MetroBus, additional PCN
routes, enhanced investment
in TOD, and improved
connectivity between
activity centers.
3. *TheBus* Expand community-based bus
services to address unmet
or underserved transit
demands (i.e. enhanced
service for National
Harbor/South County).
4. Prince George's County Transitway
(Priority Corridors from
COG TLC Study) Expansion of study of fixed
guideway transit services
along identified corridors
 - Bladensburg-Takoma/Langley
 - National Harbor to DC Streetcar
 - Purple Line Extension
(New Carrollton to Virginia
via National Harbor)
 - Greenbelt to Konterra
5. Southern Maryland Transit Expansion of fixed guideway

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| | transit services from Branch Avenue Metrorail Station south along the MD 5/US 301 Corridor to Charles County to relieve congestion in Prince George's County. |
| 6. Yellow Metrorail Line connecting to Southern Green Line | Expand rail from the Yellow Line in Virginia to the Southern Green Line of Metrorail (Branch Avenue or Suitland) via the Woodrow Wilson Bridge (WWB) and National Harbor to provide transit connection between Maryland and Virginia; help address region divided; relieve congestion; promote economic development. |
| 7. Full WMATA Metrorail Service On Yellow Line to Greenbelt | Extend current Metrorail service on the Yellow Line to full service for Fort Totten to Greenbelt segment; help address region divided; relieve congestion; promote economic development; help address region divided. |
| 8. Purple Line Extension to Virginia via Largo, Branch Avenue and National Harbor
(In phases) | Expansion of an Purple Line to continue from New Carrollton to Largo and Branch Avenue Metrorail stations, National Harbor, and connecting to Yellow Line in Virginia to support and promote economic development; help address the region divided and relieve congestion; project is in Transitway Study. |
| 9. MD 210/I-295 Corridor Transit | Develop a fixed guideway transit service from the District along the MD 210/I-295 Corridor from National Harbor connecting to transit in the District. Project is to relieve congestion and enhance |

economic development in Prince George's County. Could include connecting to various points in the District or Southern Avenue Metrorail Station from National Harbor; included in Transitway Study.

10. MARC Growth and Investment Plan

Expand and enhance the MARC Camden and Penn lines (i.e., MARC Growth and Investment Plan).

Transit Oriented Development

1. New Carrollton Transit Station

Support State funding for Transit Oriented Development (TOD) in Prince George's County as it is vital for economic development and smart growth.

2. Branch Avenue Metrorail Station

Support State funding for TOD in Prince George's County as it is vital for economic development and smart growth.

3. Greenbelt Metro Station

Support State funding for TOD in Prince George's County as it is vital for economic development and smart growth.

4. Largo Metrorail Station

Support State funding for TOD in Prince George's County as it is vital for economic development and smart growth.

5. Prince George's Plaza Metro Station

Support State funding for TOD in Prince George's County as it is vital for economic development and smart growth.

6. Suitland Metro Station

Support State funding for TOD in Prince George's County as it is vital for economic development and smart growth.

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| 7. Bowie MARC Station | Support State funding for TOD in Prince George's County as it is vital for economic development and smart growth. |
| 8. College Park Metro Station/
M Square Purple Line Sta. | Support State funding for TOD in Prince George's County as it is vital for economic development and smart growth. |
| 9. Naylor Road Metro Station | Support State TOD funding at this site to build upon recent investment. Support for State funding for TOD in Prince George's County as it is vital for economic development and smart growth. |
| 10. Southern Avenue Metro Station | Support State funding for TOD in Prince George's County as it is vital for economic development and smart growth. |

II. State Highway Administration (SHA) Priority Projects

The SHA Priority Projects List is intended to provide guidance to SHA on the order in which Prince George's County's elected officials desire project planning to start and see actual construction take place. The recommended projects have been prioritized from a strategic planning effort to provide: the greatest benefit to areas inside or adjacent to the Beltway; much needed safety improvements; and economic development growth within the County. Historically, projects currently funded for construction in the Consolidated Transportation Program (CTP) are expected to proceed to construction based on the published funding schedule, which ordinarily would be excluded from this priority list.

A. Construction Priorities (based on scenario 1)

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| 1. MD 210, Indian Head Highway Interchange and Intersection Improvements
(To be constructed in phases)
Phase II - Palmer Road/
Livingston Road
Phase III - Oxon Hill Rd./
Old Fort Rd. | Improve seven failing intersections to relieve existing and projected congestion, as well as support economic development. |
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| 2. | I-95/Greenbelt Metro Access | Provide safe and efficient access from I-95/I-495 to the Greenbelt Metrorail Station and support mixed-use economic development around the Station. |
| 3. | US 1, Baltimore Avenue
(College Avenue to I-95)
Roadway Reconstruction
(To be completed in phases)
Phase I- College Avenue to MD 193
Phase II - MD 193 to Hollywood Rd.
Phase III - Hollywood Rd. to I-95/I-495 | Improve safety; provide streetscaping for community revitalization; improve Metrorail stations access; and upgrade Cherry Hill road intersection. |
| 4. | MD 450, Annapolis Road
(Stonybrook Drive to MD 3)
Roadway Widening | Relieve congestion; improve safety; and support economic development. |
| 5. | MD 5, Branch Avenue
Interchanges and Widening <ul style="list-style-type: none"> • Surratts Road • Burch Hill Road (A-65) • Brandywine Road | Relieve congestion; improve safety; and support economic development. |
| 6. | MD 197, Collington Road
(US 50 to MD 450)
Roadway Widening | Relieve congestion; improve safety; and support economic development. |
| 7. | MD 223, Woodyard Road
(Steed Road to MD 4)
Roadway Widening | Relieve congestion; improve safety; and provide capacity for economic development; intersection improvements. |
| 8. | US 301/MD 197 Interchange
(To be constructed in phases) | Improve safety and relieve congestion in this rapidly developing commercial area. |
| 9. | MD 201, Kenilworth Avenue
Extended (I-95/495 to US 1) | Relieve congestion; improve safety; and provide access for economic development and the Greenbelt Metrorail Station from US 1 Corridor. |

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| <p>10. MD 193
(To be constructed in phases)
Phase I- Mont Co. Line to Adelphi Road</p> | <p>Improve safety for all users, pedestrian, bicycle and vehicular; provide overhead streetlighting, and relieve congestion. Will need to coordinate with the Purple Line and Transit Center.</p> |
| <p>11. MD 212, Powder Mill Road
(Pleasant Acres Drive to I-95)
Roadway and Intersection Reconstruction</p> | <p>Improve safety and support economic development.</p> |
| <p>12. US 301/MD 5 (TB-Charles Co. Line)</p> | <p>Upgrade existing corridor to relieve congestion and provide an alternative to by-pass/tollway.</p> |
| <p>13. MD 717, Water Street
Geometric Roadway Reconstruction
Upgrades</p> | <p>Improve safety in Upper Marlboro area by raising MD 717 out of floodplain.</p> |
| <p>B. Project Planning Start Priorities</p> | |
| <p>1. US 50/MD 201

(MD 410 to South Dakota Avenue)
Interchange and Corridor Improvements</p> | <p>Gateway beautification, relieve flooding, congestion, and improve safety on these key inter-state links.</p> |
| <p>2. MD 458 Silver Hill Road</p> <ul style="list-style-type: none"> • MD 5 to Suitland Rd. • Suitland Rd. to MD 4 • MD 4 to Walker Mill Rd. | <p>Improve safety and provide streetscaping; continuous overhead lighting for community revitalization; and intersection improvements</p> |
| <p>3. MD 410, East-West Highway/
Riverdale Road
(To proceed in phases)
Phase I - Veterans Pkwy. to MD 201
Phase II - MD 201 to MD 650</p> | <p>Improve safety, relieve congestion, provide continuous overhead lighting.</p> |
| <p>4. MD 212, Powder Mill Road
(Pleasant Acres Drive to I-95)
Roadway and Intersection Reconstruction</p> | <p>Improve safety and support economic development.</p> |
| <p>5. MD 4 Corridor, Pennsylvania Avenue
Widening and Interchange Improvements
- Westphalia Road Interchange</p> | <p>Relieve congestion; improve safety; and provide access to employment centers in MD 4 Corridor</p> |

- Dower House Road Relocation /Interchange and short term improvements
 - MD 223 Interchange
6. MD 202 Landover Road (MD 704 to Kilmer Dr.) Improve pedestrian and overall safety; provide streetscaping and continuous overhead lighting.
7. Ritchie Marlboro Road @ I-95/495 Relieve congestion; address capacity issues; and support economic development.
8. MD 193 (To proceed in phases) Phase I - US 1 to Hanover Pkwy. Improve pedestrian and vehicular safety and relieve congestion.
9. US 50, John Hanson Highway (MD 704 to MD 197) New Interchange Relieve congestion and improve safety on MD 197 and MD 450.
10. US 1, Rhode Island Avenue/ Baltimore Avenue (N. Brentwood to College Avenue) Improve safety and provide streetscaping and continuous overhead lighting for community revitalization.
11. MD 197, Laurel Bowie Road (Old Laurel Bowie Road to The Baltimore/Washington Pkwy) Relieve congestion and improve safety.

C. Gateway Beautification Projects

Comments

1. MD 218, Suitland Road (DC Line area) Improve aesthetics, street lighting, SWM, sidewalk, Beautification, streetscaping and bicycle facilities to enhance public, motorized and non-motorized transportation safety.
2. MD 214, East Capitol Street (DC Line area) SWM improvements, streetscaping, beautification Improve aesthetics, street lighting, SWM, sidewalk and bicycle facilities to enhance public, motorized and non-motorized transportation safety.
3. MD 210, Indian Head Highway Improve aesthetics, street

- (DC Line area)
Beautification, streetscaping,
SWM improvements
4. MD 4 (DC line area)
Beautification, streetscaping,
SWM improvements
5. MD 332, Old Central Ave.
(D.C. Line area)
Beautification, streetscaping,
SWM improvements
6. Alt US 1, Bladensburg Road
(DC Line area)
Beautification, streetscaping,
SWM improvements
7. MD 212, Riggs Road
(DC Line area)
Beautification, streetscaping,
SWM improvements
8. MD 650, New Hampshire Avenue
(DC Line to Ray Road/Poplar Ave)
Beautification, streetscaping,
SWM improvements
9. MD 500, Queens Chapel Road
(DC Line area)
Beautification, streetscaping,
SWM improvements
10. US 1, Rhode Island Avenue
(DC Line area)
Beautification, streetscaping,
SWM improvements and bicycle
facilities
- lighting, SWM, sidewalk,
and bicycle facilities to
enhance public, motorized
and non-motorized
transportation safety.
- Improve aesthetics, street
lighting, SWM, sidewalk and
bicycle facilities to
enhance public, motorized
and non-motorized
transportation safety.
- Improve aesthetics, street
lighting, SWM, sidewalk,
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- Improve aesthetics, street
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and bicycle facilities to
enhance public, motorized
and non-motorized
transportation safety.

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| 11. | I-295 (DC line area)
Beautification, streetscaping,
SWM improvements | Improve aesthetics, street
lighting, SWM, sidewalk and
bicycle facilities to
enhance public, multi-modal
transportation safety. |
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| D. System Preservation Construction
Priorities | | |
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| 1. | MD 500, Queens Chapel Road
(DC line to MD 208) | Improve pedestrian and
vehicular safety, provide
street lighting, community
enhancement |
| 2. | MD 704, Martin Luther King Hwy
(Hill Road to MD 450) | Improve pedestrian and
vehicular safety,
intersection improvements,
provide street lighting |
| 3. | MD 458, Silver Hill Road
(MD 4 to MD 5) | Improve pedestrian and
vehicular safety,
intersection improvements,
provide street lighting,
community enhancement |
| 4. | MD 4, Pennsylvania Avenue <ul style="list-style-type: none"> • DC Line to Forestville Road • Westphalia Rd. (interim) • Dower House Rd. (interim) | Improve pedestrian and
vehicular safety,
intersection improvements,
provide street lighting,
community enhancement;
interim improvements;
intersection improvements |
| 5. | US 1 Alternate, Bladensburg Road
(38 th Avenue to Anacostia River) | Improve pedestrian and
vehicular safety, provide
street lighting |
| 6. | MD 450 Annapolis Road
(Peace Cross to MD 202) | Improve pedestrian and
vehicular safety, provide,
green street, community
enhancement |
| 7. | MD 201 Kenilworth Ave.
(Edmonston Road to MD 410) | Improve pedestrian and
Vehicular safety,
intersection improvements,
provide continuous
streetlighting |
| 8. | MD 197, Laurel Bowie Road
(MD 450 to Rustic Hill Drive) | Improve pedestrian and
vehicular safety |
| 9. | MD 210, Indian Head Highway
(District Line to Livingston Road) | Improve pedestrian and
vehicle safety (underway) |

- between DC Line to I-495)
10. MD 214, Central Avenue
(Baltic St. to Gentry La.) Improve corridor and intersection safety and capacity for all users
 11. MD 459, Tuxedo Road
(MD 201 to US 50) Improve pedestrian and vehicular safety
 12. US 1 at Knox Road Improve intersection safety for pedestrians and all users
 13. MD 564, Lanham-Severn Road
(I-95/495 to 96th Avenue) Improve pedestrian and vehicular safety
 14. MD 223, Woodyard Road
(MD 5 to Pine View Lane) Improve capacity and vehicular and pedestrian safety
 15. US 1, Baltimore Avenue
(Prince George's Ave. to ICC) Improve intersection and corridor safety and relieve congestion
 16. MD 373, Accokeek Road
(Gardner Road to MD 210) Improve vehicular safety by adding shoulders
 17. MD 201, Edmonston Road
(Cherrywood Lane to Sunnyside Avenue) Improve vehicular safety and relieve congestion

F. Trail/Bikeway Priorities

On/Along Road Trails:

1. Potomac Heritage Trail On-road Bicycle Route (signage and pavement markings)
2. MD 704 (multi-use sidepath and designated bike lanes)
(MD 450 to Hill Road)
3. MD 193 (sidewalks, designated bike lanes, and safety improvements)
(Montgomery County Line to MD 564)
4. MD 414 (Oxon Hill Road) sidewalks, bike lanes and safety improvements
(MD 210 to St. Barnabas/Brinkley Road)
5. US 1 in College Park
(Sunnyside Avenue to Albion Road)
6. Suitland Parkway Trail
(District Line to Branch Avenue Metrorail Station)
7. MD 223 (multi-use sidepath)
(MD 4 to Livingston Road)
8. MD 450 (road diet, restriping for designated bike lanes)
(just west of MD 410 to the Baltimore-Washington Parkway)

9. Bowie Heritage Trail
10. MD 4 (multi-use sidepath, sidewalk, and safety improvements
(Forestville Road to District Line)
11. MD 210 (multi-use sidepath)
(MD 414 to Henson Creek)

Park Trails:

1. WB&A Trail connections (Anne Arundel County to the Anacostia River Trail)
2. Piscataway Creek Trail (MD 223 to the Potomac River)
3. Rhode Island Avenue Trolley Trail
(Armentrout Drive to Farragut Street)
4. Little Paint Branch Trail Extension
Phase I - Along Old Gunpowder Road
(Denim Rd. to 900 ft. N. of Denim Road)
Phase II - multi-use facility across I-495/I-95
(Cherry Hill Rd.)
5. Oxon Run Trail (Southern Avenue to Naylor Road)
6. Henson Creek Trail Extension
(Temple Hill Road to Suitland Parkway, including cross Beltway access)
7. Folly Branch Trail
(MD 450 to Enterprise Golf Course)
8. Prince George's Connector Trail
(Chillum Road to Russell Avenue)
9. Chesapeake Rail Trail (Seat Pleasant)