

November 10, 2022

MEMORANDUM



TO: Honorable Mr. James F. Ports, Jr. Secretary, Maryland Department of Transportation

CC: The Honorable Calvin S. Hawkins, II, Chair, Prince George's County Council
The Honorable Sydney Harrison, Vice-Chair, Prince George's County Council
Council Members of Prince George's County
Robert J. Williams, Jr. Council Administrator
William M. Hunt, Deputy Council Administrator
Colette R. Gresham, Associate Council Administrator
Tara H. Jackson, Chief Administrative Officer, Office of the County Executive
Floyd E. Holt, Deputy Chief Administrative Officer, Office of the County Executive
Michael D. Johnson, Acting Director, Department of Public Works & Transportation
Oluseyi A. Olugbenle, Deputy Director, Department of Public Works and Transportation
Peter A. Shapiro, Chair, Prince George's County Planning Board, M-NCPPC
Andree Green Checkley, Prince George's County Planning Department, M-NCPPC
Bill Tyler, Director, Department of Parks and Recreation, M-NCPPC
Tim Smith, Administrator, Maryland Department of Transportation, SHA
Holly Arnold, Acting Administrator, Maryland Transit Administration
Heather Murphy, Director of Planning and Capital Programming, MDOT
Victor Weissberg, Major Projects Manager, Department of Public Works & Transportation

FROM: Donna J. Brown, Clerk of the Council on behalf of
The Honorable Calvin S. Hawkins, II, Council Chair

RE: Transmittal of County Council Correspondence/(FY) 2023-2028 State
Consolidated Transportation Program (CTP)

Enclosed for your information is a copy of the following letter as approved by the County Council of Prince George's County, Maryland.

Joint signature letter to Mr. James F. Ports, Jr., Secretary, Maryland Department of Transportation regarding 2022 Projects List for the Fiscal Years (FY) 2023-2028 State Consolidated Transportation Program (CTP).

If you have any questions, please contact my office at 301-952-3600 or ClerkoftheCouncil@co.pg.md.us.

Attachments



PRINCE GEORGE'S COUNTY COUNCIL

"Building the People's Movement"

Calvin S. Hawkins, II
Chair
At-Large Council Member

October 25, 2022

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

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**SECRETARY'S OFFICE
DEPT. OF TRANSPORTATION**

Dear Secretary Ports:

On behalf of the Executive Branch and County Council of Prince George's County (the "County"), please find the attached priority list, this combined expression of the County's most pressing priorities are for your consideration in finalizing the Fiscal Years (FY) 2023-2028 Consolidated Transportation Program (CTP) for the State of Maryland. With the enactment of the Bipartisan Infrastructure Law (BIL) and the federal government's new comprehensive National Roadway Safety Strategy, there is much needed relief in the form of more robust funding for traditional formula and discretionary programs, as well as several new discretionary programs. In particular, the County has an interest in the Safe Streets and Roads for All, Areas of Persistent Poverty, and the Bridge Investment Program to mention just a few of the important programs that serve as vital new opportunities. In addition, the County views programs designed to promote electric vehicles and the transition of transit fleet to zero emission vehicles (ZEV) as extremely critical in addressing climate change. The County is enthusiastic about the expanded opportunities as a result of this landmark reauthorization.

Prince George's County continues to advance priorities for a comprehensive multimodal transportation network that will strengthen the County, the Capital region and the state. The County emphasizes projects that further safe system transportation approaches like Vision Zero Prince George's, Zero Emission Fleet Transition, Transit Oriented Development (TOD), and strategies designed to spur economic growth while promoting sustainability, safety, and equity. In addition to forward thinking aspirational programs, dedicated funding is critical to preserving and maintaining County infrastructure and state of good repair needs of our aging roadways, bridges, sidewalks, facilities, and stormwater structures.

The County appreciates important recent improvements at the state-level including programed funding for the planning, design and construction of the Medical Center Drive Interchange, additional construction funding for the Blue Line Corridor Improvements, and our collaborative efforts for accommodating a new FBI in Greenbelt or Landover, as well as the burgeoning joint development projects in New Carrollton. Meanwhile, the recently approved Metropolitan Washington Council of Governments (MWCOG) Transportation Planning Board (TPB) visualize 2045 shows that by 2045, for those traveling by car, Prince George's County is disproportionately negatively impacted in projected commute time (see attachment). As a result, while recent progress is very much appreciated, dramatic steps must now be taken with regard to the County's priority projects.

The widening gap within the Washington Region between East and West has become even more pronounced. As noted, by the year 2045, recent analysis provided by the TPB shows increased congestion of vehicular traffic in Prince George's County, which is far greater than any other jurisdiction in the Region. This not only negatively affects Prince George's County, but directly impacts the long-term economic well-being of the State. While there is not a singular solution, working with Regional and interjurisdictional partners, emphasizing investment in addressing the jobs and housing imbalance is critical. A concerted and meaningful focus on Transit Oriented Development around the 15 Metro Stations in Prince George's County is integral to address equity, congestion and sustainability in the Washington Region. While this issue is larger than just transportation, it is a key component. The County looks forward to continued partnership and the State's leadership in addressing this vital matter and to prompt action.

The County also appreciates the efforts of the State to get the **Purple Line** project back on track, but it is imperative to also do so as expeditiously as possible, to lessen community impact, while stressing pedestrian safety and the aesthetics of the alignment. To that concern, as the Purple Line is a light rail facility designed to enhance access for people walking, biking and using transit taking into account that many of the segments in Prince George's County are among those with the highest pedestrian and bicycle fatality and crash rates in the State. Therefore, it is imperative to recognize the increase in crashes involving pedestrians and cyclists and encourage continued partnership and additional investment to enhance safety improvements and countermeasures on local and state roadways in the County. Specifically, we urge integration of critical elements recommended by M-NCPPC (MD 193 SPACES report) and the County, including sidewalk and bicycle facilities where they currently do not exist in that segment and other portions of the alignment (i.e., along MD 410 Veterans Parkway). In addition, it is critical to not delay these vital safety improvements until completion of the project, urgent attention is needed now, so any improvements in this regard that can be made sooner rather than later, should be. The County looks forward to working with the State and the Concessionaire on the path forward for expeditious completion of the project, advancing safety both during construction and operations once in revenue service.

The County requests that the State directs its resources toward projects that enhance community revitalization, promote economic development, increase transit access, reduce congestion, and improve roadway safety for all users. As we do these things, it is also important that critical elements of maintenance, including care of medians and trash removal are carried out effectively.

The projects expressed are some of the key priorities for the County and cover a range of transportation issues and areas in the draft FY 2023-2028 CTP which include, the following:

VEHICLE AND PEDESTRIAN SAFETY

- **Vision Zero Prince George's Multimodal Enhancements on State-Maintained Roadways:** Both Prince George's County and the State of Maryland are Vision Zero jurisdictions. During the COVID-19 pandemic, we have been confronted even more clearly by the limitations and opportunities provided by our built environment. Unfortunately, there is an overall trend showing an increase in fatalities and serious injuries, particularly involving pedestrians, in the State and Region. We are grappling with the risks to vulnerable road users and how we can effectively respond.

The County and the State collaborate in implementing Vision Zero. However, much more is needed as the data shows a preponderance of these crashes are at night and along State maintained high-speed arterial roadways. In working with SHA, District 3, to advance the Multiagency Vision Zero Working Group, we focus on improving specific high pedestrian crash corridors as part context-driven design. We are concerned that MD 193 has been omitted from SHA's list of identified priority corridors. We are adding a new section to the County List, the County's High Injury Network (HIN). The [Prince George's County High Injury Network \(HIN\)](#), encompass one-mile segments of roads with the greatest severity of bike and pedestrian crashes. Each of the HIN corridors are located within Equity Emphasis Areas (Metropolitan Washington Council of Governments) with most crashes occurring in urban areas reflecting higher concentrations of low-income and minority populations.

TRANSIT/WMATA/MULTI-MODAL

- **Medical Center Drive Interchange/Blue Line Corridor Initiative Improvements:**
The Blue Line Corridor and Medical Center Drive are integral to the new University of Maryland Regional Medical Center, the gateway to the new downtown Largo, and the Blue Line Corridor. The County appreciates the appropriation of State funding towards improvements to local infrastructure, now that the Medical Center Drive Interchange is the CTP, we look forward to expeditiously advancing the planning and design of this critical project and the other elements in Largo and Blue Line Corridor that will best enable unlocking the full potential of this corridor. As a part of these improvements, it is vital to ensure a smooth and efficient system for delivery of the Central Avenue (MD 214) Complete Streets or other critical projects in this corridor.
- **New Carrollton:** With continued investment in this vital TOD, which will soon serve as the beginning of the Purple Line, it is essential to maximize the full potential of this regional infrastructure nexus. With the incoming light rail, existing MARC and Amtrak Stations, and the Joint Development project involving WMATA and the State, additional funding is needed to enhance much needed connectivity, environmental treatments, and streetscaping.
- **Downtown Largo Lottsford and McCormick/ Blue Line Corridor Improvements:**
To continue catalyzing development in the Blue Line Corridor, and specifically in Downtown Largo, the County and WMATA have anticipated development of several parcels that sit between the Metro and the government civic center. To facilitate development of the parcels, infrastructure improvements - including relocation of WMATA stormwater and track access facilities, as well as construction of two new public streets to create better multimodal connections through the properties to existing streets - need to be built.
- **Federal Bureau of Investigations (FBI) Headquarters: I-95/Greenbelt Metro Access; Landover Improvements:** The County appreciates the highly coordinated and cooperative effort with the Governor's Office, MDOT and SHA in aggressively advancing these two sites as being optimally positioned for selection by the General Services Administration (GSA) as the preferred site for a new FBI Headquarters. Funding to complete design of the Greenbelt interchange and in working together with Federal and development team partners in readying

both the Greenbelt and Landover sites. Re-locating the principal facility for the FBI in Prince George's County is an essential part of the larger need to add much needed employment opportunities near where so many of the employees reside. We look forward to our continued efforts to ensure that both the Greenbelt and Landover locations are appropriately funded with the supporting infrastructure necessary for a successful bid and most importantly, a facility that will best serve the needs and interests of both the State and County.

- **Washington Metropolitan Area Transit Authority (WMATA) Funding:** Transit systems have been particularly hard hit during the pandemic. To address the recovery and the post-COVID 19 environment, sustained funding for the WMATA system is essential. While WMATA has been beset with numerous issues, a new era of leadership serves as an important opportunity to ensure that both the Metrorail and Metrobus systems receive the support that they need for success. An increased focus on Transit Oriented Development through the Joint Development Process and overall coordination are essential to the health and vibrancy of both WMATA and the County.
- **TheBus:** Prince George's County operates "The Bus" a transit system independent of WMATA and the system faces similar difficulties during the pandemic. More robust funding is needed for the Locally Operated Transit Systems (LOTS) programmed for Prince George's County. The County effort to rehabilitate the existing facility, initiating the process for a new LEED certified facility, and making the successful transition to Zero Emission Buses and related infrastructure are central to the County's vision for a more comprehensive, climate friendly and efficient delivery of transit services. Enhanced funding is critical to meet not only existing needs, but to enable future growth while addressing new efficiencies, technologies and climate change.
- **Southern Maryland Rapid Transit:** The Southern Maryland Rapid Transit (SMRT), proposed fixed guideway project along the MD5/US-301 corridor from Prince George's County to Charles County, needs to be advanced. As the Maryland General Assembly has approved a funding mechanism that matches State funding with Federal Funds, and the first \$10 million has been secured, the County looks forward to working together with Charles County and the State to utilize this funding for the first phase of the SMRT NEPA process. Through the 2021 General Assembly Session language, there is a clear path forward. Securing the remaining funding needed to complete the remaining project planning and design elements for the projects so they can move into construction is critical for this vital and burgeoning corridor.
- **Bus Rapid Transit (BRT):** Prince George's County is finalizing a Feasibility Study, under the auspices of a State Innovation Transportation Innovation Grant (STIG), that demonstrated five routes for advancement as BRT. Continual funding will allow Prince George's County to advance the projects from study corridors to functioning BRT. Moving into the next phase of planning is critical to meet the needs of County residents, but also effectively connect to neighboring jurisdictions in Virginia and Montgomery County, which are aggressively pursuing their own initiatives.
- **Transit Oriented Development:** Placing an emphasis on bringing jobs closer to housing is central to a long-term development and sustainability strategy for the

County, the State and the Region. Prince George's County appreciates MDOT advancing previously requested TOD designations. However, five additional TOD's need to be added in the short-term to the State Designated TOD list. Realigning the State list to be consistent with County plans as well as aggressively advancing projects at all TOD's including Greenbelt, New Carrollton, Branch Avenue and the Largo/Blue Line Corridor is critical to sustainable economic development for the County, the State and the Region.

- **Virginia Department of Transportation (VDOT) I--495 Southside Express Lanes Study (I-495 SEL Study):** As Prince George's County is very supportive of greater connectivity within the Region. The County is concerned with the current VDOT SEL Study, as it does not appear to provide for continuity of service on the Maryland side of this study. As this project ends just west of the MD 210 interchange, and the MDOT Managed Lanes Study (currently on hold) ends just east of MD 5, there is a significant gap between the two studies. Prince George's County requests assurance that any subsequent projects supported by the County that may involve this gap is sufficiently covered by planning documents to ensure optimal expedition of said project and not be delayed due to a lack of documentation and to be made aware of which documents offer that assurance. In addition, the Woodrow Wilson Bridge (WWB) Project Record of Decision (ROD) stated that the "HOV lanes and a shoulder are of a sufficient width and structural strength to allow for their future MDOT's support in advocating for the incorporation of transit alternatives into the final VDOT I-495 SEL Study. The case for including efficient, reliable transit as part of the current Study is amplified by the point that the Woodrow Wilson Bridge was constructed to structurally support rail transit. In addition, WMATA has recently concluded a long-range plan for their system which involves an option that involves a new WMATA Blue Line using the WWB. As the Maryland jurisdiction most directly impacted by this project, the County seeks MDOT's support of the incorporation of transit and advocacy of the interests of Maryland and Prince George's County residents.

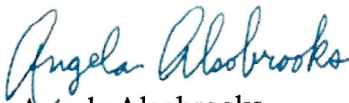
STATE ROADS & HIGHWAYS


- **MD 210 (Palmer Road at Livingston Road West Interchange):** With the long-awaited completion of the Kerby Hill Road interchange, the County looks forward to expeditious advance of the subsequent interchanges as crucial to improve safety on this dangerous roadway. The County appreciates the coordinated effort in advancing a shared use bicycle-pedestrian corridor as well as planning of the next interchange.
- **MD4 at Suitland Parkway:** During the CTP Tour in 2020, the County expressed extreme displeasure regarding the delays, scale backs, and construction issues that have befallen this project. The County is pleased that the state has reinitiated the project and restored the flyover to the design as originally planned. However, given delays and inconvenience the community faces, it is imperative that SHA quickly complete this project.

- **US 1, Baltimore Avenue (MD 193 to I-95/495):** The County appreciates the State advancing Phase I of this vital project through the current construction process. The County is now looking to the State to quickly fund and advance the subsequent phases.
- **MD 197, Collington Road (US 50 to MD 450):** The County appreciates the renewed study of the widening MD 197 from US 50 to MD450 and a context sensitive design that provides both greater capacity and features designed to manage speed and enhance safety. The County appreciates the inclusion of funding for this project in the Draft CTP to advance planning and design and looks forward to subsequently programming this project for construction.
- **MD 223 Piscataway Road/Woodyard Road (MD 4 to Steed Road):** The County wants to call attention to the need for widening of MD 223. Specifically, much needed improvements at the intersection with Brandywine Road/Old Branch Avenue. Action is needed to advance this long-standing project to widen this intersection (the "BK Miller Intersection"), per the County Master Plan of Transportation and Maryland State Highway Administration (SHA) plans to widen Brandywine Road from 2 lanes to 4 lanes, as stipulated in County Master Plans.

The passage of the BIL presents new and exciting opportunities for the County and the State. We look forward to further collaborating with the Maryland Department of Transportation to support a comprehensive multimodal transportation program. Expedient advance of the noted priority projects will strengthen Prince George's County, the region, and the State of Maryland. We thank you for your partnership.

Sincerely,


Angela Alsobrooks
County Executive


Calvin S. Hawkins, II
County Council Chair

Enclosure

cc:

The Honorable Calvin S. Hawkins, II, Chair, Prince George's County Council
The Honorable Sydney Harrison, Vice-Chair, Prince George's County Council
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Administration

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Transportation

Victor Weissberg, Major Projects Manager, Department of Public Works and Transportation

Attachments

**PRINCE GEORGE'S COUNTY
2022 PRIORITY PROJECTS LIST
MARYLAND DEPARTMENT OF TRANSPORTATION PROJECTS**

**CRITERIA FOR PRIORITY STATE PROJECTS WITHIN
PRINCE GEORGE'S COUNTY**

The Maryland State Coordinated Transportation Program (CTP) Priority Projects List (the "List") is developed by staff of the Prince George's County Department of Public Works and Transportation (DPW&T) in consultation with the staff of the Maryland-National Capital Park and Planning Commission (M-NCPPC). The List is based on the collective input received by our partner agencies and internal analysis. The CTP List is forwarded to the Prince George's County Executive and Prince George's County Council for review, approval, and transmittal to the Maryland Department of Transportation (MDOT) through a joint signature letter.

Criteria used to prioritize the CTP 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.

Revitalization – Each project is reviewed to determine the project's contribution to the Prince George's County's (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 Plan for implementation of transit services with emphasis on intra-community transit 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.

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.

STATE TRANSIT PROGRAMS AND PROJECTS IN PRINCE GEORGE'S COUNTY

A. Transit Expansion and Funding:

1. Purple Line

Ensure timely and expeditious completion of construction of this vital project which is critical for New Carrollton to Bethesda access, mobility, regional connectivity and economic development.

2. TheBus

Modernize, Maintain and Expand Community-Based Bus Services to address unmet or underserved transit demands (i.e., enhanced service for National Harbor / South County, Areas of Persistent Poverty, Equity Empasis Areas and Historically Disadvantaged Communities). Enable development and implementation of an innovation driven Vision Plan, conversion to zero emission buses (ZEB) and associated infrastructure, planning for a new facility and re-organization of services to provide a more effective and efficient system.

WMATA Funding

Maintain and enhance system improvements to deliver effective transit throughout the County with emphasis on maintaining MetroBus and MetroRail service in the County, including, high-capacity transit routes, enhanced investment in TOD / Joint Partnerships, improved connectivity between activity centers. As the feasibility of the WMATA Bus Network Redesign progresses, the County looks forward to partnering with WMATA to improve bus transit connectivity and securing additional state and federal investments to implement a strong, lasting system that safely, efficiently and equitably serves Prince Georgians.

3. Southern Maryland Transit

Expand fixed guideway transit services. Branch Avenue Metrorail Station south along the MD 5 / US 301 Corridor to Charles County to relieve congestion in Prince George's County utilizing programmed funding and the authorized mechanism. The Project needs to be entered into the first phase of NEPA and advanced through the planning and design process. State mandates need to be implemented.

4. Bus Rapid Transit (Previously number 6)

Advance further Study expanded fixed guideway / bus rapid

transit services using as the recent STIG Grant Study that identified five corridors for further study / Purple Line Extended / Transit Beltway as the basis. BRT routes studied in the DEIS for the paused section of the I-495 / I-270 Managed Lanes project must proceed. Important for equity, mobility and sustainability as is vital for connecting communities.

5. **Fixed Guideway Transit** (Previously number 5)
Connect transit from the Yellow Line in Virginia to the southern portion of the Green Line of Metrorail (Branch Avenue and / or Suitland) via the Woodrow Wilson Bridge (WWB) and National Harbor to provide transit connection between Maryland and Virginia. High capacity transit should be a part of the VDOT / DRPT I-95 / I-495 Southside study currently underway.
6. **MARC**
Expand and enhance service along (Cornerstone / Growth & Investment Plan) the MARC Camden and Penn Lines and continued through service at Union Station connecting to Virginia Rail Express (VRE). Restore funding for the MARC Cornerstone / Growth and Investment Plan, as well as accelerated improvements for the Penn and Camden Lines (including major initiatives at New Carrollton and station / platform work at Laurel).

B. Transit Oriented Development:

State funding is needed for Transit Oriented Development (TOD) in Prince George's County as it is vital for economic development and smart growth. All of the TOD Centers on this list are important for the economic health and vitality of the State and the County and require significant support.

Five critical TOD's are not a part of the State's Designated List, The County requests that the following be expeditiously added and emphasized for funding:

- Downtown Largo Metrorail Station/Blue Line Corridor Improvements
- Suitland Metro Station
- Prince George's Plaza Metro Station/Hyattsville Crossing
- College Park / Discovery District Metro / Northern Gateway Purple Line Stations
- West Hyattsville

In addition, it is essential that the following State Designated TOD's receive funding and emphasis:

- New Carrollton Transit Station
- Greenbelt Metro Station
- Branch Avenue Metrorail Station
- Bowie MARC Station
- Southern Avenue Metro Station
- Laurel MARC
- Naylor Road Metro

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 ensure actual construction takes place. The recommended projects have been prioritized from a strategic planning effort to provide: (1) the greatest benefit to areas inside or adjacent to the Beltway; (2) priority safety improvements; and (3) economic development growth within the County. Historically, projects currently funded for construction in the 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:

1. I-95 / I-495 at Medical Center Drive Widening / Interchange and Blue Line Corridor Improvements	<p><i>Provide funding to:</i></p> <ul style="list-style-type: none"> (1) Improve interchange capacity; (2) Reduce congestion; (3) Improve safety for vehicles, bicycles, and pedestrians; and (4) Promote economic development serving as a gateway for Downtown Prince George's County. <p>Advance improvements for all Blue Line Corridor Stations to support the County platform for economic development including an iconic bike-ped facility connecting the west side of I-495 to the Largo Metro / Medical Center Campus as part of the Central Avenue Connector Trail.</p>
2. MD 210 – Piscataway Highway/Indian Head Highway Interchange and Intersection	<p><i>Finalize Kirby Hill Road Interchange and advance redesign and construction of remaining intersections to relieve existing and projected</i></p>

<p>Improvements (Next interchange could be redesigned and constructed in accommodations.)</p> <p>Phase II: Palmer Road / Livingston Road Phase III: Oxon Hill Road / Old Fort Road</p>	<p>congestion, as well as support economic development. Other alternatives to relieve congestion and improve safety for all modes including bike-ped.</p>
<p>3. US 1 – Baltimore Avenue Roadway Reconstruction</p> <p>Phase I: College Avenue to I-95/I-495 Phase II: MD 193 to Hollywood Rd. Phase III: Hollywood Road to I-95/I-495</p>	<p><i>Complete construction on Phase I and fund completion of planning and advance design of Phase II / III into construction to improve safety, provide streetscaping for community revitalization, improve transit access, bicycle and pedestrian safety and upgrade the Cherry Hill Road intersection.</i></p>
<p>4. I-95 / Greenbelt Metro Access</p>	<p><i>Provide necessary State / other construction funding for completion of the full interchange from I-95 / I-495 to the Station and support mixed use development around the Station. Improvements and funding are critical for the potential GSA / FBI Headquarters.</i></p>
<p>5. MD 5 / US 301 to Charles County Lane Interchanges and Widening Surratt's Road Burch Hill Road (A-65)</p>	<p><i>Provide funding to advance planning, design and construction of this major multi-modal corridor project to relieve congestion to Charles County line, improve safety for all modes provide accommodation for bicyclists and pedestrians and enhance economic development.</i></p>
<p>6. MD 197 – Collington Road (US 50 to MD 450)</p>	<p><i>Provide funding and advance planning, design and construction. Improve safety, support roadway widening and economic development and provide safe bicyclist and pedestrian crossing treatments.</i></p>
<p>7. MD 717 / Water Street Bridge and Roadway Reconstruction</p>	<p><i>Advance design completion and fund construction. Improve safety in the Upper Marlboro area by raising MD 717 out of the floodplain.</i></p>
<p>8. MD 202 – Landover Road at Brightseat Road</p>	<p><i>Advance planning, design and construction</i> Critical improvement for development of the former Landover Mall site.</p>

9. MD 450 – Annapolis Road (Stonybrook Drive to MD 3)	<i>Advance design completion and fund construction.</i> Improve safety, support streetscaping, relieve congestion and enhance economic development.
10. MD 223 – Woodyard Rd./ Piscataway Rd. (MD 4 to Steed Rd.) Roadway Widening Bike/Ped Side Path	<i>Advance planning, design and construction.</i> Improve safety; relieve congestion; economic development; improve bicycle and pedestrian facilities.
11. US 301 – MD 197 Interchange (To be constructed in phases)	<i>Advance design & construction.</i> Improve safety relieve congestion in this rapidly developing commercial area and improve bicycle and pedestrian facilities.

B. Project Planning Priorities:

1. I-95 / I-495 at Medical Center Drive Widening / Interchange Improvements Reconstruction / Blue Line Corridor Improvements	<p><i>Immediately move into the program and funding for planning, design, and construction.</i> Improve interchange construction and capacity, reduce congestion and provide enhanced safety for vehicles, pedestrians, and bicycles, promote economic development serving as a flagship for the County and provide optimal accommodation for multimodal transportation.</p> <p>Advance design of the Central Avenue Connector Trail in an iconic structure and improvements for all Blue Line Corridor Stations to support the County's platform for economic development.</p>
2. MD 193 – University Boulevard Phase I: US 1 to Hanover Parkway Phase II: County Line to Adelphi Road	<p><i>Move all phases into planning.</i> Improve pedestrian, bicycle and vehicular safety, intersection improvements, provide continuous LED street lighting and landscaping and community enhancement – critical as part of the Purple Line. Advance M-NCPPC Study (SPACES) identifying MD 193 Corridor Improvements. Short term improvements are critical to address existing safety crisis.</p>

<p>3. MD 410 - East-West Highway / Riverdale Road / Veterans Parkway Phase I: MD 212 to US 1 Phase II: MD 212 to MD 650</p>	<p><i>Complete planning of all phases. Improve safety (road diet), provide streetscaping for community and economic development, provide continuous overhead lighting and side paths on both sides of MD 410, provide safe bicycle and pedestrian crossings, including a signal and safety upgrade for two Sligo Creek Trail crossings with overhead lighting.</i></p>
<p>4. MD 4 Corridor, Pennsylvania Ave Widening and Interchange Improvements Suitland Parkway Interchange Dower House Road Interchange relocation & short term improvements. Westphalia Road Interchange</p>	<p><i>Provide funding to advance planning. Widening and Interchange and construction, relieve congestion, improve safety and enhanced access to employment centers in the MD 4 corridor and for Joint Base Andrews. Expedited construction of the MD 4 at Suitland Parkway Interchange with flyover ramp.</i></p>
<p>5. MD 458 – Silver Hill Road MD 5 to Suitland Road Suitland Road to MD 4 MD 4 to Walker Mill Road</p>	<p><i>Advance into project planning. Improve safety for all users and provide streetscaping, revitalization and continuous overhead lighting for community intersection improvements.</i></p>
<p>6. US 50 – John Hanson Highway (MD 704 to MD 197) New Interchange on MD 197 and MD 450</p>	<p><i>Initiate project planning. Relieve congestion and improve safety.</i></p>
<p>7. MD 212 – Powder Mill Road (Pleasant Acres Drive to I-95) Roadway and Intersection Reconstruction</p>	<p><i>Advance into planning. Improve safety and support for economic development.</i></p>

C. **Gateway Beautification Projects:**

Funding is needed for enhancements / clean-up of smaller scope projects to improve aesthetics, LED street lighting, Stormwater Management (SWM), sidewalk, beautification, streetscaping and bicycle facilities to enhance public, motorized and non-motorized transportation safety at the entrances of the County from the Nation's Capital.

1. MD 218, Suitland Road

2. MD 4, Pennsylvania Avenue
3. US 50 / MD 201, John Hanson Highway / Kenilworth Avenue
4. MD 214, East Capitol Street
5. MD 210, Piscataway Highway/Indian Head Highway

D. Urban Reconstruction Priorities:

Funding is needed for projects that improve pedestrian, bicycle, and vehicular safety and provide streetlighting and streetscaping to support the Vision Zero strategy and community enhancement.

1. MD 704, Martin Luther King Highway (Hill Road to MD 450)
2. Alt. US 1 MD @ MD 450 Annapolis Road (Specific to The Peace Cross)
3. MD 218 Suitland Road (DC Line to MD 458)
4. MD 4, Pennsylvania Avenue (DC Line to Silver Hill Road)
5. MD 450, Annapolis Road
 - Finns Lane / Harkins Road to MD 564, (Lanham-Severn Road) and extending the limits from MD 410 (Veterans Parkway) to MD 564 (Lanham-Severn Road) Bladensburg
 - Green / Complete Street Project (The Peace Cross to MD 202)

E. Vision Zero High Injury Network

Critical to Vision Zero is the emphasis on a data driven approach. In an effort to prioritize countermeasures, the County developed the High Injury Network (HIN) in partnership with the SHA's Office of Traffic & Safety Office (OOTs). The HIN represents one-mile roadway segments with the highest number of serious and fatal pedestrian and bicycle crashes. The County, as part of Vision Zero strongly encourages the State to focus on the HIN as developed through state data for addressing safety in Prince George's County.

F. Bicycle and Pedestrian Corridor Priorities:

Retrofitting of existing State roadways to enhance and enable safe bicycle and pedestrian mobility in alignment with a Vision Zero objective.

1. MD 704 (multi-use side path and buffered bike lanes - MD 450 to Hill Road)
2. MD 193 (sidewalks, designated bike lanes and safety improvements from the Montgomery County Line to MD 564, to be done in phases)
 - Phase I: Montgomery County Line to Adelphi Road (incl. SPACES program)
 - Phase II: US 1 to Hanover Parkway
 - Phase III: Hanover Parkway to MD 564
3. US 1 (DC line to Howard County Line to be done in phases)
 - Phase I: Guilford Drive to I-95 / I-495 (College Ave. to MD 193, currently under construction)
 - Phase 2: Guilford Drive to DC Line (includes the Trolley Trail)
 - Phase 3: Contee Road to Howard County Line
 - Phase 4: I-95 / I-495 to Odell Road
4. Oxon Hill Road / MD 414 / National Harbor – Bike lanes and sidewalk safety improvements; facility and access improvements along MD 414 from MGM / National Avenue to Bald Eagle Road, including improvements for over / under passes and connecting Oxon Hill Cove Park
5. MD 450 (road diet, restriping for designated bike lanes – west of 410 to the Baltimore-Washington Parkway)
6. Bowie Heritage Trail
7. MD 223 (multi-use side path MD 4 to Livingston Road, in phases)
 - Phase I: Steed Road to MD 5
 - Phase II: MD 5 to MD 4
 - Phase III: Livingston Road to Steed Road

G. Park Trails Priorities:

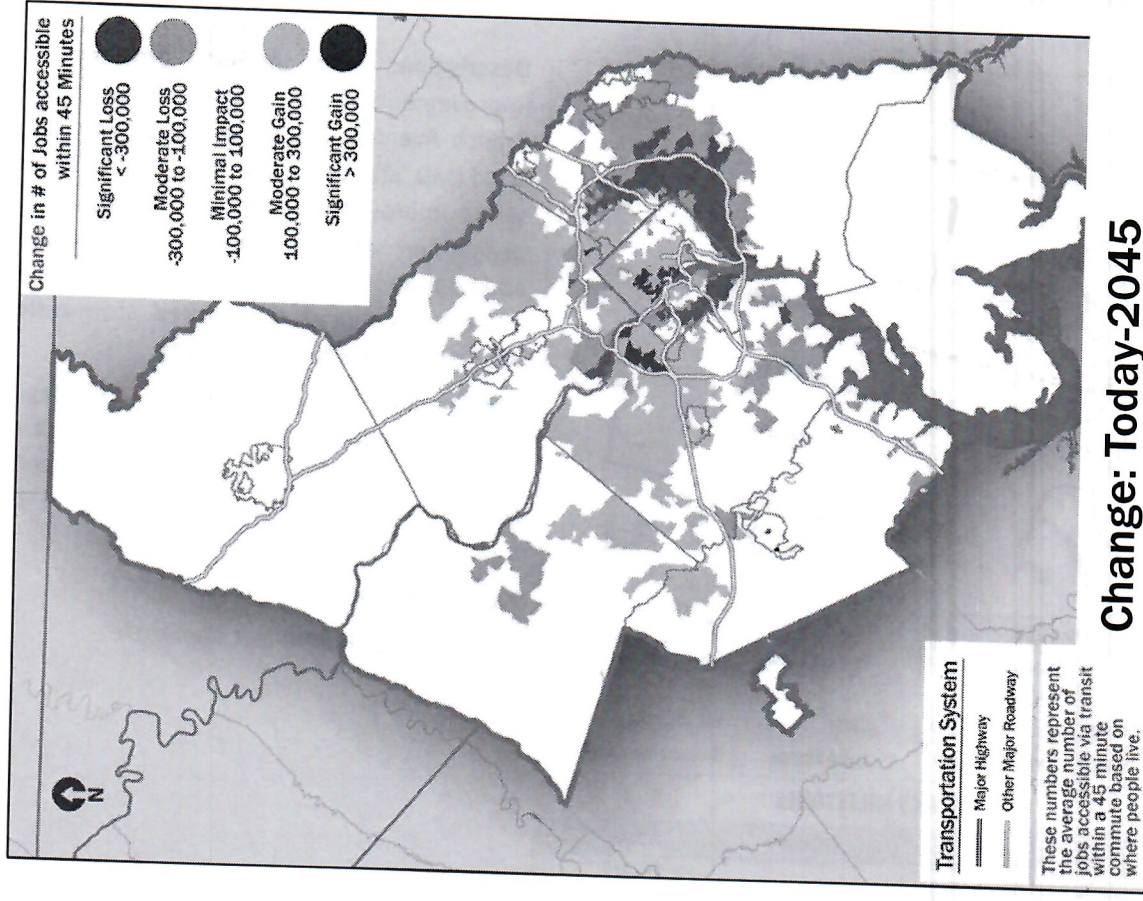
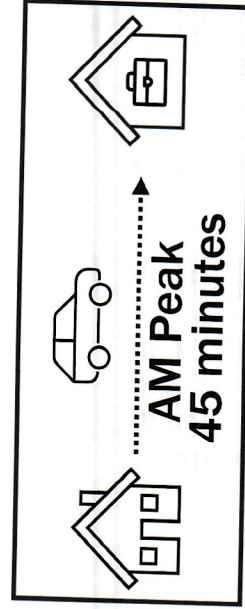
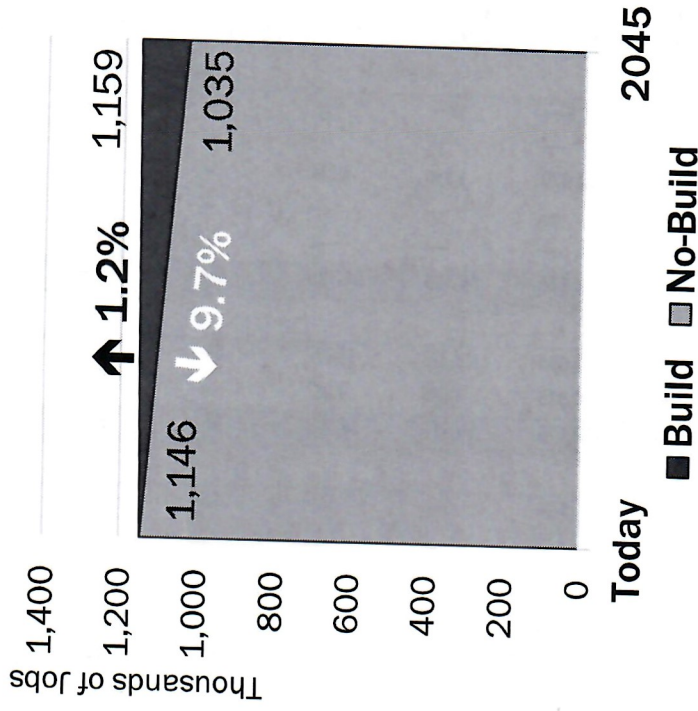
Dedicate funding for completion of and connection to trails to enhance the County and State railway network.

1. WB&A Trail Connections (Anne Arundel County to the

Anacostia River)

- Phase I: Bicycle / pedestrian bridge over Patuxent River connecting Prince George's and Anne Arundel Counties
 - Phase II: Cheverly to Bladensburg Waterfront Park (Euclid Street Park to Lloyd Street)
2. Central Avenue Connector Trail (Marvin Gaye Trail / Capitol Heights Metro to Largo Metro)
 3. Rhode Island Avenue Trolley Trail Extension
 - Phase I: Armentrout to Farragut Street
 - Phase II: DC Line to Armentrout Drive
 4. Suitland Parkway Trail (DC Line to Westphalia Central Park)
 5. Little Paint Branch Trail Extension
 - Phase I: Along Old Gunpowder Road (Denim Road to 900 feet north of Denim Road and facility gaps north of Konterra Drive)
 - Phase II: Multi-Use Facility across I-495 / I-95 (Cherry Hill Road)
 6. Piscataway Creek Trail (MD 223 to the Potomac River)
 7. Oxon Run Trail (Southern Avenue to Naylor Road)
 8. Henson Creek Trail Extension (Temple Hill Road to Suitland Parkway) including cross-Beltway access.

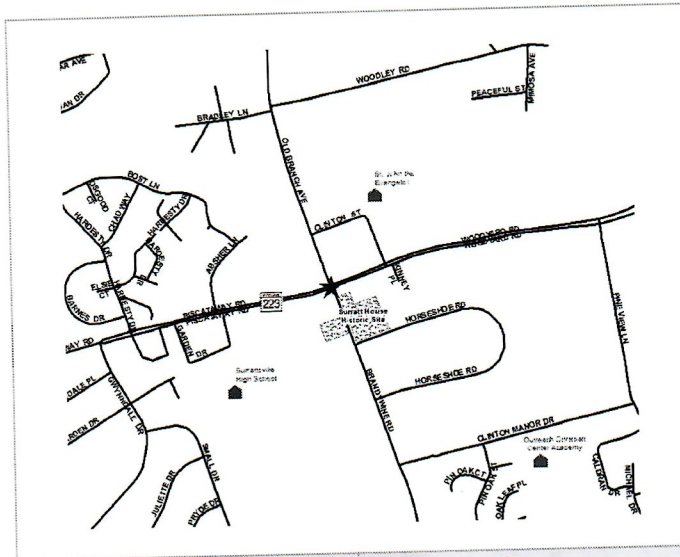
Change in Access to Jobs, Auto



visualize
2045

PUBLIC WORKS AND TRANSPORTATION

Brandywine Road & MD 223 Intersection 4.66.0052



Description: This project provides for intersection improvements at the intersection of Brandywine Road, Old Branch Avenue, Piscataway Road (MD 223) and Woodyard Road (MD 223) to include, but not limited to, geometric and safety improvements including traffic signal modifications, pedestrian safety improvements, lane widening and/or additions and realignment of the existing roadways. Drainage improvements and the related stormwater management improvements will be necessary.

Justification: The improvements are needed to address traffic congestion and enhance safety at this major high volume intersection that has not been improved to accommodate the economic growth in the surrounding areas.

Highlights: 'Other' funding is PAYGO.

Enabling Legislation: Not Applicable

Location		Status	
Address	Brandywine Rd & MD 223, Clinton	Project Status	Design Not Begun
Council District	Nine	Class	Rehabilitation
Planning Area	Clinton & Vicinity	Land Status	No Land Involved

PROJECT MILESTONES

	Estimate	Actual
1 st Year in Capital Program		FY 2018
1 st Year in Capital Budget		FY 2018
Completed Design		FY 2018
Began Construction		FY 2020
Project Completion	FY 2022	

CUMULATIVE APPROPRIATION (000'S)

Life to Date	FY 2020 Estimate	FY 2021	Total
\$0	\$1,164	\$6,336	\$7,500

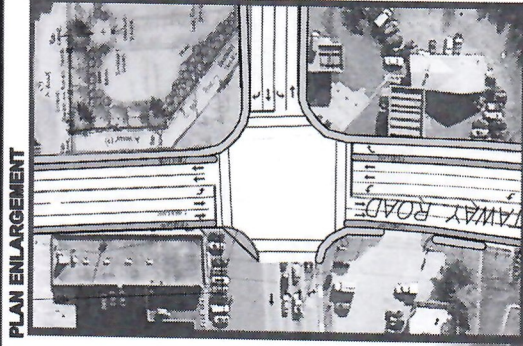
Project Summary

Category/Description	Total Project Cost	Life to Date Actual	FY 2020 Estimate	Total 6 Years	Budget Year FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Beyond 6 Years
EXPENDITURE											
PLANS	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—
LAND	—	—	—	—	—	—	—	—	—	—	—
CONSTR	13,834	—	1,164	12,670	6,336	6,334	—	—	—	—	—
EQUIP	—	—	—	—	—	—	—	—	—	—	—
OTHER	—	—	—	—	—	—	—	—	—	—	—
TOTAL	\$13,834	\$—	\$1,164	\$12,670	\$6,336	\$6,334	\$—	\$—	\$—	\$—	\$—
FUNDING											
DEV	\$7,266	\$—	\$611	\$6,655	\$3,328	\$3,327	\$—	\$—	\$—	\$—	\$—
OTHER	6,568	—	553	6,015	3,008	3,007	—	—	—	—	—
TOTAL	\$13,834	\$—	\$1,164	\$12,670	\$6,336	\$6,334	\$—	\$—	\$—	\$—	\$—
OPERATING IMPACT											
PERSONNEL				\$—	\$—	\$—	\$—	\$—	\$—	\$—	
OPERATING				—	—	—	—	—	—	—	
DEBT				—	—	—	—	—	—	—	
OTHER				—	—	—	—	—	—	—	
TOTAL				\$—	\$—	\$—	\$—	\$—	\$—	\$—	

CLINTON DEVELOPMENT AND ROAD IMPROVEMENTS



1"=50'



PLAN ENLARGEMENT

