

MEMORANDUM

TO: City Council

FROM: Alfred D. Lott, ICMA-CM, CPM
City Manager

DATE: November 12, 2020

SUBJECT: ***Status Report***

Status Report

1. Mill Branch Crossing Preliminary Plan of Subdivision (#4-19050)

The referral for the Mill Branch Crossing Preliminary Plan of Subdivision has been received. The subdivision plan proposes the creation of lots for the development of 77,635 sq. ft. of retail space, a 150-room hotel, 193 townhouse units and 347 multifamily units on 70.10 acres. The site of the proposed development is located in the northeastern quadrant of the U.S. Route 301/Mill Branch Road intersection and is zoned C-S-C (Commercial Shopping Center). City dates are as follows:

Stakeholders Meeting: Tuesday, November 17, 2020 at 7:00 p.m.

Bowie Advisory Planning Board: Tuesday, December 15, 2020 at 7:00 p.m.

Bowie City Council: Monday, January 4, 2021 at 8:00 p.m.

2. County Transportation Priority List

A copy of the Prince George's County Transportation Priority List is attached for Council's information. All of the City's priorities remain in the County letter. Please contact the Planning Department if you have any questions about this document.

3. Northview Drive New Parking Restrictions

In accordance with City Code, Section 14-8, the City Manager has approved a parking restriction zone on Northview Drive between Nottinghill Drive and 200' north of Ellen Court. This no parking restriction addresses site distance problems and traffic safety issues when vehicles are parked in this area. The new parking restriction was approved after traffic safety issues were studied by a City hired consultant from the firm Mead and Hunt. In addition to new no parking signs on Northview Drive, Public Works will also install "no parking here to corner" signs near the end of Ellen Court. While parking on this section of Ellen Court is already prohibited (parking is not allowed within 30 ft of intersection), the signage is being added due to safety concerns and frequent violations of the general rule at this location.

Public Works anticipates the new signs in place by 11/30/2020.

4. Planning Board Results - November 5, 2020

On November 5th, the Prince George's County Planning Board reviewed two projects of interest to the City:

Detailed Site Plan #DSP-07031-04, Encompass Health Inpatient Physical Rehabilitation Facility at Melford – The applicant is proposing to construct a one-story/61,809 sq. ft./60-bed physical rehabilitation facility on the site, which is located at the end of Melford Boulevard just west of Marconi Drive. Commissioner Shuanise Washington moved approval of the M-NCPPC staff recommendation of APPROVAL, with conditions. Vice-Chair Dorothy Bailey seconded, and the motion carried unanimously. City Council supported this application, and all of the City's conditions are being addressed with the final plan.

Preliminary Subdivision Plan #4-20006, Freeway Airport – The applicant is requesting 509 lots and 62 parcels for 416 townhouse units and 93 single-family detached units on 131 acres located at the southwest corner of the intersection of US 50 and Church Road in the R-A (Residential Agricultural) zone. After conducting a public hearing that lasted several hours and hearing from ten residents who spoke in opposition, the Planning Board voted to approve the staff recommendation of APPROVAL, with conditions. Commissioner Shuanise Washington made the motion, which was seconded by Vice-Chair Dorothy Baily and passed unanimously. The City did not participate in this hearing.



Angela D. Alsobrooks
County Executive

PRINCE GEORGE'S COUNTY GOVERNMENT

OFFICE OF THE COUNTY EXECUTIVE

October 28, 2020

Mr. Gregory I. Slater, Secretary
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, Maryland 21076

Dear Secretary Slater:

Prince George's County (the "County") is pleased to present the enclosed Annual Priority Projects List and Letter for the Fiscal Years 2021-2026 State Consolidated Transportation Program (CTP) for your consideration. This list expresses the County's priorities for a comprehensive multimodal transportation network that places safety as paramount, as epitomized through the Vision Zero Prince George's strategy, emphasizes Transit Oriented Development (TOD) and supports economic growth. While we acknowledge that the Coronavirus Disease 2019 (COVID-19) Pandemic will dramatically influence budgets at all levels of local and state government, the County's Priority Projects List encompasses the state highway construction, transit, project planning, safety improvement, safety/urban reconstruction and gateway projects that are most critical and essential to the County.

We are deeply concerned with the current status of the **Purple Line** project and the break down in the relationship with the Public Private Partnership (P3) Concessionaire. With the Court decision now rendered, the County wants to underscore that the Purple Line must be completed in an expeditious and seamless manner, with minimal disruption to the communities along the alignment. The County requests a revised timeline and explanation of the path forward for completion to best understand the impact of delays, the elements that are being prioritized during a transitional period, how safety is being preserved and advanced throughout the project process, and the communications strategy for working with communities along the alignment.

As the **I-95 / I-495 Managed Lanes Study** moves through the National Environmental Protection Act (NEPA) process, the County still has apprehensions regarding the interchange connectivity at MD 202 and MD 214, as provided in the Draft Environmental Statement (DEIS). Moreover, the County is concerned about the process of receiving public input for such a large document, initially ~18,000 pages, which is now even longer with the addition of two addendums. As a project of this scale calls for a transparent and accommodating process for receiving public input, expecting a local resident to read almost 20,000 pages during a pandemic within a constrained amount of time is not at the standard that we have come to expect from the State.

In addition, the County reiterates the need for a holistic approach to the project that reduces congestion, incorporates transit and supports balanced sustainable development. We want to collaborate regionally to address the improvements to the American Legion Bridge and the Woodrow Wilson Bridge, bringing Maryland and Virginia together on both sides of the

Potomac River. It is critical that the project is context sensitive and strengthens connections to established and planned major economic drivers throughout the I-495 Corridor.

As the **Baltimore-Washington Superconducting Magnetic Levitation system (SCMAGLEV)** has been restored to an active status, the County continues to have several major reservations. The project solely passes along or through the County without direct benefit to the County or our residents. The new drafts indicate that two out of three proposed maintenance facilities are in Prince George's County and other elements of the project also negatively impact communities in the County. Additional issues raised by the community relate to potential adverse effects due to construction, takings, and the burden of the train and its infrastructure. We look forward the anticipated release of the DEIS by the end of 2020 and remain hopeful that these issues will be satisfactorily addressed. Overall, the County continues to hold the view that resources invested for this project would be more beneficial if allocated to the priority projects.

The **MD4 at Suitland Parkway** project has been marked by delays, scale backs, and construction issues. The state should immediately address them by fast tracking the project through construction under a new contractor and restoring it closer to its original design with the flyover. Given the delays and inconvenience that the community faces, it deserves the best possible project once constructed.

The 2020 Priorities Projects list directs 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 our partnership supports critical elements of maintenance, including care of medians and trash removal. Several key projects from previous lists are advancing so this list highlights projects that are needed in the FY 2021-2026 CTP:

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. Thus, it is imperative that we redouble our efforts to address traffic safety more aggressively and strategically. The County applauds the State as a partner in implementing Vision Zero since working closely together is essential to achieve our shared goals. Projects to address safety, specifically those designed to reduce pedestrian-related collisions in Prince George's County, are critical and can be found in several categories of the list including System Preservation and Project Planning. As the data shows, a preponderance of these crashes is at night and along high-speed arterial roadways, many of them State maintained. As part of the State's emphasis on context-driven design, the State must accelerate efforts to implement safety features on these roadways including installing continuous street lighting, crosswalks, sidewalks, and other measures.

TRANSIT/WMATA/MULTI-MODAL

- **Washington Metropolitan Area Transit Authority (WMATA) Funding:** Due to the pandemic, indispensable transit systems have been hard hit. To address both the re-engaging period, as well as, the post-COVID 19 environment, sustained funding for the WMATA system is essential. Both the Metrorail and Metrobus network are critical for mobility needs. Close coordination and an even greater emphasis on Transit Oriented Development through the Joint Development Process are mutually beneficial to both WMATA and the County.
- **TheBus:** As Prince George's County operates a transit system separate from WMATA and as we deal with COVID-19, funding is needed to provide services to meet existing needs and accommodate future growth.
- **Transit Oriented Development:** Prince George's County strongly supports infrastructure investment to support vital economic development in transit-oriented communities. Prince George's County thanks MDOT for its help in advancing the TOD designation for the Bowie State MARC Station area and expresses the need to continue to designate additional TOD's in the County based on our priority list.
- **MD 5, Branch Avenue/Southern Maryland Rapid Transit:** The Branch Avenue Project, which will provide improved traffic flow and new interchanges in the Branch Avenue corridor, and the Southern Maryland Rapid Transit (SMRT) proposed fixed guideway project along the MD5/US-301 corridor extending from the Branch Avenue Metrorail Station in Prince George's County to Charles County both need to continue to move forward. We also appreciate MDOT's role in developing a Better Utilizing Investments to Leverage Development (BUILD) application to help jump start the SMRT project. We urge the State to finalize the remaining project planning and design elements for both projects and move them into construction.

STATE ROADS & HIGHWAYS

- **Arena Drive Interchange:** This interchange is front door to the new University of Maryland Regional Medical Center and the gateway to the new downtown Largo. The infrastructure must be improved and expanded to provide multi-modal mobility and access to the regional medical center. While, it is appreciated that access at both MD 202 and MD 214 were added to the I-495/I-270 Managed Lanes DEIS, as proposed they are inadequate to fully address the transportation needs. Full interchanges are needed as part of that project.
- **MD 210, Indian Head Highway (Palmer Road at Livingston Road West Interchange):** Advancing the current work at Kerby Hill Road as expeditiously as possible and continuing further South along the MD 210 corridor is of paramount importance to Prince George's County. Moving forward with subsequent interchanges are a must to improve safety on this dangerous roadway.

- **US 1, Baltimore Avenue (MD 193 to I-95/495):** Now that the State is advancing into construction and has reduced the time frame for the first phase, it is critical to move the subsequent phases forward. The streetscaping and safety measures including sidewalk improvements will greatly enhance the corridor.
- **MD 4 Corridor Interchanges (Westphalia Road, Dower House Road, and MD 223 Woodyard Road).** In addition to construction of the complete MD 4 at Suitland Parkway project, design for the remaining interchanges along Pennsylvania Avenue must be advanced. This will address mission-related needs at Joint Base Andrews and enhance development projects in the area.
- **I-95 / Greenbelt Metro Access:** This intersection project remains an economic engine for the region. Safe and efficient access to the Metrorail station from I-95 will stimulate economic development in the area and assure that this site is able to fulfill its potential as a major TOD location.
- **MD 197, Collington Road (US 50 to MD 450):** Widening MD 197 from US 50 to MD 450 is important for relieving congestion, improving safety, and supporting economic development in the Bowie area.

Continuing to work closely with the Maryland Department of Transportation and its business units in implementing a comprehensive multimodal transportation program is important to advance our shared goal of effectively serving our citizens. Together, the priority projects reflected on priority list will strengthen Prince George's County, the region and the State of Maryland. We thank you for your partnership and look forward to seeing them move forward.

Sincerely,



Angela D. Alsobrooks
County Executive



Todd M. Turner
County Council Chair

Enclosure

cc: The Honorable Joanne C. Benson, Chair, Prince George's County Senate Delegation
The Honorable Erek Barron, Chair, Prince George's County House Delegation
The Honorable Calvin S. Hawkins, II, Vice-Chair, Prince George's County Council
The Honorable Mel Franklin, Member, Prince George's County Council
The Honorable Thomas E. Dernoga, Member, Prince George's County Council
The Honorable Deni L. Taveras, Member, Prince George's County Council
The Honorable Dannielle M. Glaros, Member, Prince George's County Council
The Honorable Jolene Ivey, Member, Prince George's County Council
The Honorable Derrick Leon Davis, Member, Prince George's County Council

The Honorable Rodney C. Streeter, Member, Prince George's County Council
The Honorable Monique Anderson-Walker, Member, Prince George's County Council
The Honorable Sydney J. Harrison, Member, Prince George's County Council
Major F. Riddick, Jr., Chief Administrative Officer, Office of the County Executive
Floyd E. Holt, Deputy Chief Administrative Officer, Office of the County Executive
Terry L. Bellamy, Director, Department of Public Works and Transportation
Martin L. Harris, Deputy Director, Department of Public Works and Transportation
Gwendolyn T. Clerkley, Deputy Director, Department of Public Works and
Transportation
Elizabeth Hewlett, 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
Kevin Quinn, Administrator, Maryland Transit Administration

CRITERIA FOR PRIORITY STATE PROJECTS WITHIN PRINCE GEORGE'S COUNTY

The Maryland State Consolidated 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 coordination with the staff of the Maryland-National Capital Park and Planning Commission (M-NCPPC). The CTP is based on the collective input received by the relevant 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 State 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.

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 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.

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
2021 PRIORITY PROJECTS LIST
MARYLAND DEPARTMENT OF TRANSPORTATION PROJECTS**

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

A. Transit Expansion and Funding:

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| 1. Purple Line
(Phase I: New Carrollton to College Park
Phase II: College Park to Bethesda) | <i>Ensure timely and expeditious completion of construction of this vital project which is critical for access, mobility, regional connectivity and economic development.</i> |
| 2. "TheBus" | <i>Modernize, Maintain and Expand Community-Based Bus Services to address unmet or underserved transit demands (i.e., enhanced service for National Harbor / South County.) Enable fulfillment of the County's Transit Vision Plan and re-organization of services to provide more effective and efficient service.</i> |
| 3. WMATA Funding | <i>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 and improved connectivity between activity centers.</i> |
| 4. Southern Maryland Transit | <i>Expand fixed guideway 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. The</i> |

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| | | Project needs to be continued and through the planning and design process |
| 5. | Fixed Guideway Transit | <i>Connect transit 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.</i> |
| 6. | Transitway Priority Corridors | <i>Study expanded fixed guideway / bus rapid transit services along identified corridors to address economic development in areas including Largo, Branch Avenue, National Harbor, Prince George's Plaza and other vital activity centers in the County.</i> |
| | For Purple Line Extension (in phases):
- New Carrollton to Largo
- Largo to Branch Avenue
- Branch Avenue to National Harbor | <i>Initiate formal study process of potential alignments for developing a regional circumferential line. Enhances long-term, regional, sustainable economic development.</i> |
| 7. | MARC Cornerstone Plan (Growth and Investment Plan) | <i>Expand and enhance service along the MARC Camden and Penn Lines and continued through service at Union Station connecting to Virginia Rail Express (VRE).</i> |

Transit Oriented Development:

Support State funding for Transit Oriented Development (TOD) in Prince George's County as it is vital for economic development and smart growth. All the TOD Centers on this list are important for the economic health and vitality of the State and the County. The first six listed also need to be added to the State's Designated TOD list, as the others have been.

1. Largo Metrorail Station
2. Suitland Metro Station
3. Prince George's Plaza Metro Station
4. College Park / Discovery District Metro / Northern Gateway Purple Line Stations
5. Bowie MARC Station
6. West Hyattsville
7. New Carrollton Transit Station
8. Greenbelt Metro Station
9. Branch Avenue Metrorail Station
10. Southern Avenue Metro Station
11. Laurel MARC
12. 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 start and see actual construction take 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:

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| 1. I-95 / I-495 at Arena Drive
Widening / Interchange
Improvements / Reconstruction | <i>Provide funding to: (1) Improve interchange capacity; (2) reduce congestion; (3) enhance safety for vehicles, bicycles and pedestrians; and (4) promote economic development serving as the gateway for Downtown Prince George's.</i> |
| 2. MD 210 - Indian Head Highway
Interchange and Intersection
Improvements | <i>Complete Phase I Kirby Hill Road Interchange and advance redesign and construction of remaining</i> |

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| | (Could be redesigned and constructed in one phase)
Phase II – Palmer Road / Livingston Road
Phase III – Oxon Hill Road / Old Fort Road | <i>intersections</i> to relieve existing and projected congestion, as well as support economic development. Other alternatives to relieve congestion and improve safety for all modes and provide accommodations for bicyclists and pedestrians. |
| 3. | US 1 - Baltimore Avenue
(College Avenue to I-95/I-495)

Roadway Reconstruction
(To be completed in phases)

Phase II – MD 193 to Hollywood Road

Phase III – Hollywood Road to I-95/I-495 | <i>Complete construction on Phase I and fund completion of planning and advance design of Phase II / III into construction</i> to improve safety; provide streetscaping for community revitalization; improve transit access; bicycle and pedestrian safety and accommodation and upgrade the Cherry Hill Road intersection. |
| 4. | MD 5 / US 301 to Charles County Line Interchanges and Widening <ul style="list-style-type: none"> • Surratts Road • Burch Hill Road (A-65) | <i>Provide funding to advance planning, design and construction</i> of this major multi-modal corridor project to relieve congestion; TB to Charles County Line; improve safety for all modes; provide accommodations for bicyclists and pedestrians and economic development. |
| 5. | I-95 / Greenbelt Metro Access | <i>Restore State / federal construction funding</i> for safe and efficient access from I-95 / I-495 to the Greenbelt Metrorail Station and support mixed-use development around the Station. |
| 6. | MD 197 - Collington Road
(US 50 to MD 450) | <i>Restore funding and advance planning, design and construction;</i> improve safety; support roadway widening and economic development and provide safe bicyclist and |

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| 7. MD 717 / Water Street Bridge and Roadway Reconstruction | pedestrian crossing treatments. |
| 8. MD 450 - Annapolis Road (Stonybrook Drive to MD 3) | <i>Advance design completion and fund construction; improve safety in the Upper Marlboro area by raising MD 717 out of the floodplain.</i> |
| 9. US 301 - MD 197 Interchange (To be constructed in phases) | <i>Advance design completion and fund construction; relieve congestion improve safety and support roadway widening and economic development.</i> |
| | <i>Advance design & construction; improve safety; relieve congestion in this rapidly developing commercial area and improve bicycle and pedestrian facilities.</i> |

B. Project Planning Priorities:

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| 1. I-95 / I-495 at Arena Drive Widening / Interchange Improvements / Reconstruction | <i>Immediately move into the program and funding for planning, design, and construction; improve interchange construction; improve interchange capacity; reduce congestion; provide enhanced safety for vehicles, pedestrians and bicycles; promote economic development serving as a gateway for the County and provide optimal accommodation for multimodal transportation.</i> |
| 2. MD 193 - University Blvd. (To be completed in phases)
Phase I: US 1 to Hanover Pkwy
Phase II: County Line to Adelphi Road | <i>Move all phases into planning; improve pedestrian, bicycle and vehicular safety; intersection improvements; provide continuous street lighting and landscaping and community enhancement, critical as part of the Purple Line.</i> |

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| <p>3. MD 410 - East-West Highway / Riverdale Road / Veterans Pkwy (To proceed in phases)
 Phase I: MD 212 to US 1 (Road Diet)
 Phase II: MD 212 to MD 650</p> | <p><i>Complete planning of all phases: improve safety, provide streetscaping, for community and economic development; provide continuous overhead lighting and sidepaths 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</p> <ul style="list-style-type: none"> • Westphalia Road Interchange • Dower House Road Relocation /Interchange, And short-term improvements. | <p><i>Provide funding to advance planning and construction; relieve congestion, improve safety and provide access to employment centers in the MD 4 corridor and for Joint Base Andrews.</i></p> |
| <p>5. MD 458 Silver Hill Road</p> <ul style="list-style-type: none"> • MD 5 to Suitland Road • Suitland Road to MD 4 MD 4 to Walker Mill Road | <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. 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> |
| <p>7. US 50 – John Hanson Highway (MD 704 to MD 197) New Interchange</p> | <p><i>Initiate project planning; relieve congestion and improve safety on MD 197 and MD 450.</i></p> |

C. Gateway Beautification Projects:

Funding is needed for enhancements / clean-up of smaller scope projects to improve aesthetics, 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, Indian Head Highway

D. Safety and Urban Reconstruction Priorities:

Funding is needed for projects that improve pedestrian, bicycle and vehicular safety, provide street lighting and streetscaping to support 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 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)
 - Bladensburg - Green/Complete Street Project (Peace Cross to MD 202)

E. 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 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
 - 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
 - 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 lane and sidewalk safety improvements; facility and access improvements along MD 414 from MGM / National Avenue to Bald Eagle Road, including improvements for under/over passes and connecting Oxon Hill Cove Park
- 5. MD 223 (multi-use sidepath – 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
- 6. MD 450 (road diet, restriping for designated bike lanes – just west of 410 to the Baltimore-Washington Parkway)
- 7. Bowie Heritage Trail

F. Park Trails Priorities:

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

1. WB&A Trail Connections (Anne Arundel County to the Anacostia River Trail)
 - Phase I – bike / 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.