



Chapter IV: Trails, Bikeways, and Pedestrian Mobility

Introduction

The vision for bicycle, pedestrian, and equestrian facilities is to develop a comprehensive network of paved and natural surface trails, sidewalks, neighborhood trail connections, and on-road bicycle facilities for transportation and recreation use. Trails should be in compliance with the Americans with Disabilities Act (ADA) and designed to accommodate hikers, bicyclists, equestrians, and mountain bikers. Communities and roadways should be designed to accommodate pedestrians and bicycles, as well as automobiles. Sidewalk and trail connections should be provided to schools, parks, activity centers, and other public facilities.

Bike Facility Definitions¹

1. **Bike Lanes**—On-road dedicated one-way bicycle facilities. Roads are signed and signalized for bicycle use.
2. **Buffered Bike Lanes**—On-road and off-road dedicated one-way bicycle facilities. Roads are signed and signalized for bicycle use.
3. **Bicycle Buffers**—A combination of physical space and horizontal elements, such as stone, brick, concrete, berms, fences or walls, and on-road striping, established to mitigate tension between vehicles, bicycles, and pedestrians.
4. **Sideways and Multiuse Pathways**—Off-road bidirectional multiuse facilities adjacent to major roads.

¹ Note: All facilities are evaluated according to the standards approved by the Planning Board, with final determination by the County Council. Facilities on roads owned and maintained by the Maryland State Highway Administration and the Prince George's County Department of Public Works and Transportation are subject to review by their respective agency for consistency with their agency standards.

5. **Shared Use Roads**—Roads and shared space used by bicycle and vehicles. Shared use roads can contain painted markings on travel lanes or bicyclists can utilize wide outside lanes and wide shoulders or on-road shared space that can be signed and/or signalized).
6. **Hard Surface Trails**—Recreational trails and other multiuse bidirectional trails.
7. **Natural Surface Trails**—Unpaved trails and footpaths for hiker, biker, and equestrian use.
8. **Equestrian Trails**—Trails for equestrians and hikers only (bicycles prohibited).
9. **Water Trails**—Kayak, boat, and canoe trails for water craft.
10. **Bicycle-Compatible Roads**—Roads that are designed to be compatible with bicycle and pedestrian facilities and that facilitate these modes of transportation. A “bicycle compatible” road recommendation means that the road should incorporate the appropriate or feasible bicycle facility. Appropriateness is evaluated by the Planning Board and the implementing agency for each specific project depending on community needs, environmental constraints, and right-of-way constraints, with final determination by the County Council. Due to site-specific constraints, the road agencies frequently need flexibility when determining the most effective way to accommodate bikes along a particular road.
11. **Walkable Nodes**—Areas that support a dynamic mix of uses and that serve as a destination for pedestrians, bicyclists, and drivers who want to park their cars once and walk to their destinations. Walkable nodes contain “complete streets” as defined in this plan.
12. **Bicycle (Bike) Route**—A segment of a system of bikeways designated by the jurisdiction or agency having authority with appropriate directional and informational markers and signage, with or without a specific bicycle route number.
13. **Bikeway**—A thoroughfare or trail suitable for bicycles that may either exist within the right-of-way of other modes of transportation, such as highways, or along separate and independent corridors.

Maryland State Highway Administration

The Maryland State Highway Administration (SHA) has developed a statewide network of bicycle routes using on-road and off-road facilities. The routes are contained in Maryland's bicycle map produced by SHA. SHA recognizes bicycling as a legitimate mode of transportation and recreation and addresses the needs of cyclists on all roadway improvement projects where appropriate and feasible to do so. In 2003, SHA developed a statewide network of bicycle routes, and many of these routes are in Prince George's County. The stated purpose of the effort was to provide long-distance touring cyclists direction and guidance when crossing the state. The routes were developed in cooperation with Maryland's Bicycle and Pedestrian Advisory Committee and with input from local cycling organizations and citizen members. The state's effort is being phased in until all of the routes as indicated on Maryland's bicycle map are complete. In Maryland, the bicycle is defined as a vehicle and as such is required to operate under the same rules and regulations as a motorized vehicle. Cyclists are required to obey all traffic signals and signs.

For safety, the SHA recommends:

- Riding in the same direction as motorized traffic.
- Stopping for all pedestrians.
- Yielding to equestrians.
- Sharing the road and trail.
- Being courteous.
- Wearing an approved bicycle helmet.
- Using lights at night.

All persons in Maryland under the age of 16 are required by law to wear a bicycle helmet when on public property. Some local jurisdictions carry their own restrictions for helmet use. In Prince George's County, state law prevails for bicycle helmet use.

Washington Metropolitan Area Transit Authority's "Metro Bike 'N Ride Bicycle Program"

Metro offers cyclists the Bike 'N Ride program. Metro recognizes that bicycling can be an easy and inexpensive way to get to a Metro station, a bus stop, or a park-and-ride lot. Metro is working to promote bicycling as a healthy, environmentally friendly way of getting around Prince George's County. Its efforts are an important part of the region's commitment to improving mobility and protecting the environment.

Many Metro stations have facilities for bicycle storage. This facilitates riding a bicycle to a station, storing it there, and continuing the trip on Metrorail or Metrobus. The storage facilities include bicycle parking racks for free and lockers for rent and are available on a first-come, first-serve basis. Two types of racks can be found at Metrorail stations, Inverted U racks and Rally III racks. More information is available from Metro at the following address:

Washington Metropolitan Area Transit Authority
Bike 'N Ride Program Office of Marketing, 6th Floor
600 5th Street, NW, Washington, DC 20001
202-962-1116

Goals:

Provide a continuous network of sidewalks, bikeways, and trails that provides opportunities for residents to make some trips by walking or bicycling, particularly to mass transit, schools, employment centers, and other activity centers.

Develop a comprehensive and accessible trail network designed to meet the recreational needs of all trail groups, including equestrians, mountain bikers, pedestrians, and bicyclists.

Policy 1:

Incorporate appropriate pedestrian-oriented and TOD features, to the extent practical and feasible, in all new development within designated centers and corridors.

Policy 2:

Provide adequate pedestrian and bicycle linkages to schools, parks, recreation areas, commercial areas, and employment centers.

Policy 3:

Develop bicycle-friendly roadways in conformance with the latest standards and guidelines, including the 1999 AASHTO *Guide for the Development of Bicycle Facilities*.

Policy 4:

Identify sidewalk retrofit opportunities for small area plans within the Developed and Developing Tiers in order to provide safe routes to school, pedestrian access to mass transit, and more walkable communities.

Policy 5:

Plan new development to help achieve the goals of this master plan.

STRATEGIES:

1. Revise the subdivision regulations to incorporate appropriate setbacks for master plan trails on public or private land.

Policy 6:

Ensure funding to achieve the goals of this master plan and the state's priority list.

Policy 7:

Increase trail funding by one percent of the total county transportation budget (excluding developer funding). Give priority to trails that function as transportation facilities or as links to other transportation facilities.

Policy 8:

Design and construct master plan park trails to accommodate all user groups (pedestrians, bicyclists, equestrians, mountain bikers, and disabled users), to the extent feasible and practical.

Policy 9:

Provide trail connections within and between communities as development occurs, to the extent feasible and practical.

Policy 10:

Promote the use of walking and bicycling for some transportation trips.

STRATEGIES:

1. Increase the awareness of existing trails through signage at cross streets and trail heads.
2. Develop trail user maps for major trails and trail networks within Prince George's County.
3. Incorporate wayfinding and directional signage along major trails. Signage should be provided for specific destinations, the names of cross streets, and services.

Policy 11:

Develop theme-based marketing of major hiker/biker/equestrian trails and bicycle commuting routes.

STRATEGIES:

1. Incorporate themes into new trail corridor maps and brochures, signs, trail access locations, and other media as a means of advertising and marketing the major trail corridors.
2. Apply for federal funding to prepare a marketing and promotion plan.
3. Determine desired level of tourist and commuter activities.
4. Develop campaigns to create two promotional/identification logos—one for bikeway commuters and one for recreational trails.
5. Develop tours of the full range of county historical, cultural, and natural resources and other significant features along and near major commuting and recreational streets, roads, and highways throughout Prince George's County through cooperative efforts with local, municipal, private, and federal historical and other agencies.
6. Market to existing local, national, and international tour operators.

7. Translate existing and proposed English-language media into other languages, including Spanish, French, German, and Japanese.
8. Issue press releases for free media coverage and advertise in specialty magazines.

Policy 12:

Develop a safe school routes strategy as an integral part of a comprehensive Prince George's County complete streets policy.

STRATEGIES:

1. Coordinate the county complete streets policy with school route analysis and planning by the Prince George's County Planning Department, the Prince George's County Board of Education, and the Prince George's County Department of Public Works and Transportation.

Complete Streets

The idea of complete streets involves adequately accommodating all modes of transportation along roadways. It places a priority on ensuring that all users are safely, comfortably, and adequately accommodated along area roads. This concept is evolving through congressional legislation that is gaining support and Maryland legislation that is in the process of being drafted for public review. The principles of complete streets should be incorporated into land use planning and urban design and also utilized during the review of development applications, road frontage improvements, and for more comprehensive multimodal capital improvements for roadways or intersections. It is crucial that all modes of transportation are incorporated into all phases of planning, design, and implementation.

The needs of pedestrians and bicyclists should be considered throughout the entire planning process, and not only at the final phases of design or implementation after many of the major decisions have been made. Many jurisdictions across the region are deciding what constitutes a "complete" street and how to best ensure that complete street principles are incorporated into the design of new developments and roadway improvements.

New developments should include roadway improvements that accommodate all users. In Prince George's County, this is important in both the Developed and Developing Tiers where walkable communities and pedestrian safety are commonly cited as a community need and desire. It is most crucial near mass transit, within designated centers, and along designated corridors, where bicycling and walking can most effectively be utilized as modes for some transportation trips and to reduce automobile trips.

Jurisdictions in the metropolitan region are attempting to identify steps to codify and implement the complete streets policies and principles. To be effective, complete street principles have to be incorporated into new road construction, frontage improvements, and road improvement projects. However, a critical need in the Developed Tier is to determine ways to retrofit existing facilities for pedestrians and bicyclists along existing roads through already developed neighborhoods. Neighborhoods in the Developed Tier frequently need pedestrian facilities to provide multimodal access to Metro, safe routes to schools, and more walkable and livable communities. Right-of-way constraints and existing development, however, can be a barrier to providing the needed retrofit improvements for bicyclists and pedestrians.

Through the National Capital Region Transportation Planning Board's Transportation and Land-Use Connections (TLC) Program, consultant assistance was obtained to develop a pedestrian plan for the Prince George's Plaza Transit District. The area currently has an extensive stream valley trail network, enhanced streetscapes along several roads, and a pedestrian bridge over MD 410. However, the sidewalk network remains fragmented and there are many pedestrian facility and safety needs that have to be addressed. Many of the needed improvements are along existing roadways because much of the area has existing development with an established road network.

Originally developed as part of a pedestrian plan for a specific transit district, the following complete street principles can be utilized around other transit stations and in other designated centers and corridors within Prince George's County.

Ten Complete Street Principles

1. **Encourage medians as pedestrian refuge islands.** Frequently, the single-most important improvement that can be made to increase pedestrian safety is a pedestrian refuge. Particularly along multilane roads, it is often not possible for pedestrians to cross all lanes of traffic at once. A median or pedestrian refuge provides pedestrians a safe and attractive place to stand while waiting to cross the remaining lanes of traffic.
2. **Design turning radii to slow turning vehicles.** Another rather common hazard for pedestrians in urban and suburban environments is relatively fast moving right-turning traffic. Most difficult for pedestrians are merge lanes or “free” right turns, where the motorist does not have to stop. Also problematic are right turns or intersections with wide turning radii that allow motorists to make the turning movement at a high rate of speed. Designing the turning radii to slow turning vehicles can be a very effective means of reducing speed and improving pedestrian safety.
3. **Find wasted space and better utilize it.** In some cases, space can be found within rights-of-way that is not necessary for through traffic or specific turning movements. This can be seen in many intersections with wide turning radii, but may also be present along roads with center turn lanes where no ingress/ egress points exist. This “extra” space within the right-of-way can often be utilized to improve the pedestrian environment through the provision of sidewalk connections, pedestrian refuges, or traffic calming. Similarly, wide outside curb lanes can be striped for designated bike lanes.
4. **Time traffic signals to function for all modes.** Traffic signals should allow pedestrians adequate time for comfortably crossing all lanes of traffic.
5. **Reduce crossing distances.** Another factor in pedestrian safety is the total distance a pedestrian must cross. Wide roads with multiple turning lanes require the pedestrian to cross a much longer distance with significantly more “exposure” time to oncoming traffic. Crossing distances can be minimized with medians, pedestrian refuges, reduced turning radii, curb extensions, and other measures. These features should be utilized where feasible to minimize the pedestrian’s exposure to traffic.
6. **Increase crossing opportunities.** Another sign of a poor pedestrian environment is large block sizes. Large blocks provide few opportunities for pedestrians to safely cross busy roadways. Although pedestrians may prefer to cross at signalized intersections, the total space between intersections and controlled crossings may discourage pedestrians from utilizing these locations. Rather, pedestrians may be indirectly encouraged to make mid-block crossings due to large block sizes and distances between signalized intersections. Smaller block sizes provide additional opportunities for pedestrians to cross roadways at controlled intersections and within a designated crosswalk with appropriate lighting, pavement markings, and signage.
7. **Encourage pedestrian-scaled land use and urban design.** Similarly, pedestrian-scaled development and amenities can be used to enhance the pedestrian environment. In many ways this is related to the block sizes noted above, but also involves a mixture of land uses; the provision of attractive streetscapes, building frontages, and pedestrian amenities such as benches, trash receptacles, and lighting; safe crosswalks; and comprehensive pedestrian facilities and connections.
8. **Acknowledge that pedestrians will take the most direct route.** Similar to motorists, pedestrians will use the most direct, efficient connection or route possible. It is important that connections are made to accommodate pedestrians heading to a variety of destinations. Direct routes should be provided. Long, circuitous pedestrian routes should be avoided. Due to the increased time and effort required to walk the extra distance, pedestrians will frequently attempt the shortest connection or road crossing available, regardless of whether it has safety provisions. Every effort should be made to accommodate these movements during the planning and design of road improvements and development projects.

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9. **Ensure universal accessibility.** All ages and user groups should be accommodated along area sidewalks and intersections, including the elderly, children, and disabled groups. All street crossings should include American With Disabilities Act (ADA)-compliant curb cuts and ramps, and all pedestrian signal buttons should be handicap accessible. Implementation of accessibility features should also include truncated domes for the visually impaired on access ramps and increased crossing times that are sufficient for elderly, disabled, or slower pedestrians. To the extent feasible and practical, all pedestrian connections (sidewalks, trails, plazas, etc., should comply with the U.S. Access Board’s proposed Trail Accessibility Guidelines (currently under review), the ADA Accessibility Guidelines (ADAAG), and the Federal Highway Administration’s “Guide for Accessible Sidewalks and Trails.” In general, these guidelines and standards support the “accessible routes” concept, which involves evaluating different segments and trouble points along a pedestrian route to determine where improvements for ADA compliance may be necessary to increase the overall usability of the facility or route. In summary, the criteria that should be evaluated when providing an accessible route include the following:

- Grade
- Cross-slope
- Width
- Passing space and passing space interval
- Vertical clearance
- Changes in level
- Grates and gaps
- Obstacles and protruding objects
- Surface
- Signage
- Edge protection (where appropriate)

The entire final report of the Regulatory Negotiation Committee on Accessibility Guidelines for Outdoor Developed Areas can be found on-line at: <http://www.access-board.gov/outdoor/status.htm>.

The ADAAG can be found online at: <http://www.access-board.gov/adaag/html/adaag.htm>.

10. **Pursue targeted education and enforcement efforts to reduce bicycle and motor vehicle crashes.** Many area bicycle clubs and organizations offer safe bicycling courses and seminars. The Washington Area Bicyclist Association (WABA) offers many courses aimed at safe bicycle operation including bicycle rodeos for children and “confident city cycling” courses for adults. Additional information on these and other courses can be found on WABA’s web site at: <http://www.waba.org/events/education.php#ccc>.

The Council of Governments also has an on-going Street-Smart Pedestrian and Bicycle Safety campaign that promotes safer streets for bicycling and pedestrians. This campaign also includes regionwide education programs regarding safer streets for all user groups. Additional information on the Street Smart campaign can be found at: <http://www.mwcog.org/transportation/activities/planning/safety.asp>.

Prince George’s County continues to work toward having roads that accommodate all modes of transportation. Recent plans have recommended extensive on-road bicycle improvements and have identified sidewalk retrofit opportunities. The following policies support the vision of providing roadways that accommodate all modes of transportation.

Policy 1:

Provide standard sidewalks along both sides of all new road construction within the Developed and Developing Tiers.

Policy 2:

All road frontage improvements and road capital improvement projects within the Developed and Developing Tiers shall be designed to accommodate all modes of transportation. Continuous sidewalks and on-road bicycle facilities should be included to the extent feasible and practical.

Policy 3:

Small area plans within the Developed and Developing Tiers should identify sidewalk retrofit opportunities in order to provide safe routes to school, pedestrian access to mass transit, and more walkable communities.

Policy 4:

Develop bicycle-friendly roadways in conformance with the latest standards and guidelines, including the 1999 AASHTO *Guide for the Development of Bicycle Facilities*.

Policy 5:

Evaluate new development proposals in the Developed and Developing Tiers for conformance with the complete streets principles.

Policy 6:

Work with the State Highway Administration and the Prince George's County Department of Public Works and Transportation to develop a complete streets policy to better accommodate the needs of all users within the right-of-way.

Policy 7:

Konterra streets and trail system:

1. Primary roads are to have sidewalks and designated bike lanes.
2. Town center streets should reflect the county's complete streets policy.
3. The trail system on the perimeter of the town center should connect to Ammendale Road as a shared-use side path along Van Dusen Road Extended (A-3).

Interpretative Trails and Long Distance Bicycle Routes in Prince George's County

In addition to the Potomac Heritage Trail, several other nationally significant trail and bicycle routes go through Prince George's County. The East Coast Greenway and the American Discovery Trail both run through Prince George's County. It is important that road improvements done along these routes include accommodations for bicyclists and that new off-road trails are built to further improve these corridors. Similarly, many recent planning efforts have identified interpretative trails in many areas of the county. Interpretative trails build upon a common theme and provide a continuous route accessing and interpreting related sites. In particular, the 2001 *Approved Anacostia Trails Heritage Area Management Plan* and the 2009 *Approved Subregion 6 Master Plan and Sectional Map Amendment* identify a variety of thematic trails, interpretive tours, and recreational trails built upon a common theme.

The Rural Tier of Prince George's County includes an abundance of resources and features that make it uniquely suited for historic interpretation, recreational opportunities, and thematic trails. Much of the Patuxent River corridor has been acquired by M-NCPPC or the State of Maryland and includes trails, water access, scenic vistas, and stunning natural areas. Jug Bay is a unique natural area offering multiple opportunities for historic interpretation, nature observation, and trail use. This plan recommends building upon these many resources to promote recreational activities, interpretation, preservation, and eco-tourism.

Several different interpretative trails may be appropriate for development within the Rural Tier to emphasize and connect routes or sites related to a specific theme or idea. Several thematic trails are recommended in the Subregion 6 Master Plan that complement the historic, cultural, and recreational resources of the Rural Tier.

PATUXENT RIVER BIRDING TRAIL

Some of the primary bird watching and nature observation sites in the state are along the Patuxent River corridor. As noted in the Environment Chapter of the Subregion 6 Master Plan, Jug Bay Natural Area has been designated as an important bird area (IBA) by

the American Bird Conservancy due to its significance as habitat for birds and other wildlife, not just locally, but on a national scale. Other attractive and significant sites exist along the Patuxent River in Prince George's County that include nature trails, water access, scenic vistas, and access to a wide range of habitats and wildlife. The Patuxent River Birding Trail will map and highlight the significance of these sites, their relationships to the Patuxent River, and the wide range of bird life and other wildlife that the corridor supports.²

Eco-tourism is increasingly popular and many sites in Subregion 6 are appropriate for inclusion in a similar trail along the Patuxent River. In addition to mapping, this trail should also involve wayfinding signage, specific facility or site improvements, and possibly natural surface trail construction in some locations. Sites that may be appropriate for inclusion in this trail include:

- Mount Calvert
- Jug Bay Natural Area
- Merkle Wildlife Management Area
- Milltown Landing Wildlife Management Area
- Magraders Ferry Park
- Aquasco Farm Park
- Cedar Haven Park

If sufficient interest exists in the county for this type of trail, it may be appropriate to add nature trails in other areas of Prince George's County. Additional natural areas along the Potomac River and places such as Lake Artemesia, Schoolhouse Pond, Greenbelt Park, and Bladensburg Waterfront Park could be included in this more comprehensive trail.

² One national example of this concept is the Great Texas Coastal Birding Trail. This trail includes an attractive and informative map with information on site access, habitat, facilities such as trail or visitor centers, and habitat information. The trail also highlights the various bird life and other wildlife that can be seen at each site. This trail has attracted millions of tourist dollars to the state and led to the establishment of similar trails across the country.

PATUXENT RIVER RURAL LEGACY AREA BICYCLE ROUTE

Roads within the Rural Tier are frequently used by recreational and long distance cyclists. The scenic, rural, and relatively low volume roads are ideal for long distance cycling and can be used as routes to area parks, natural areas, and as part of long distance tours such as the Patuxent Rural Legacy Area bicycle route. However, as development occurs and traffic volumes increase, it is important that bicycle-compatible road improvements are incorporated into frontage or road construction projects. Bicycle signage and safety improvements (if necessary) should be incorporated into any frontage improvements along designated shared-use roadways. Appropriate bikeway improvements may include paved shoulders, designated bike lanes, signage, and wide outside curb lanes.

Many of the roads in the Rural Tier are ideal for long distance bicycling due to their relatively low volumes, scenic nature, and access to parks and historic sites. Area bicycle groups frequently organize long distance tours in southern Prince George's County. Rides focusing on the Patuxent Rural Legacy Area have been organized in the past. This master plan recommends that the Patuxent Rural Legacy Area bicycle route be officially designated and signed. This bicycle route should identify the roads and routes most suitable for bicyclists, connect historic, scenic, and natural resources, provide access throughout the subregion, and highlight the importance of the continued preservation of the features that make the rural legacy area unique.

Most of the roads in the future rural legacy route are already identified as master plan bike routes in the Subregion 6 Master Plan. Major roads along this route are included in Table 1. Bicycle-compatible road frontage improvements should be made as properties develop or road improvements are made. Designating an official bike route can further highlight the resources along the corridor and provide for a long distance bicycling route that is attractive for both area bicycle groups and bicyclists visiting from other areas. In addition to the mapping and bicycle-compatible road improvements that may be necessary along the route, wayfinding signage may also be appropriate.

Table 1: Major Long-Distance Bicycle Routes in the Subregion 6 Portion of the Rural Tier

Bikeway	Extent	Description
MD 382 (Croom Road) Bikeway	US 301 to MD 381	Primary route through Rural Tier, provides access to parkland and historic sites along the Patuxent River.
MD 381 (Aquasco Road) Bikeway	US 301 to Swanson Creek at the Charles County line.	Heavily used corridor for long distance cyclists, provides access to Eagle Harbor, Aquasco, and destinations in Charles County.
Croom Station Road Bikeway	Old Crain Highway to MD 382	Access from Upper Marlboro to the Rural Tier, important access point for cyclists traveling from the north.
Croom Airport Road Bikeway	MD 382 to the Chesapeake Bay Critical Area Driving Tour between Jug Bay Natural Area and Merkle Wildlife Management Area.	Access to the Jug Bay Visitor’s Center and surrounding natural areas. This route also provides access to the Chesapeake Bay Critical Area Driving Tour, which runs between Jug Bay and Merkle Wildlife Management Area.
St. Thomas Church Road Bikeway	MD 382 to Fenno Road.	Access to Merkle Wildlife Management Area and the southern part of the Chesapeake Bay Critical Area Driving Tour.
Nottingham Road Bikeway	MD 382 to Watershed Drive	Access to area historic sites and the Patuxent River.
Tanyard Road Bikeway	MD 382 to Watershed Drive	Access to area historic sites and the Patuxent River.
Fenno Road Bikeway	St. Thomas Church Road to Nottingham Road	Important scenic connection for cyclists in the vicinity of Merkle Wildlife Management Area.
Candy Hill Road Bikeway	Molly Berry Road to Nottingham Road.	Access between Molly Berry and Nottingham Roads.
Baden–Naylor Road Bikeway	MD 381 to MD 382	Access through the central portion of the subregion.
Baden–Westwood Road Bikeway	MD 381 to MD 382	Access through the central portion of the subregion.
North Keys Road Bikeway	MD 381 to Molly Berry Road	Access through the central portion of the subregion.
Molly Berry Road Bikeway	MD 382 to Baden–Naylor Road.	Access through the central portion of the subregion.
Van Brady Road Bikeway	Old Indian Head Road to Molly Berry Road.	Access through the central portion of the subregion south of Marlton.
Cedarville Road Bikeway	US 301 to MD 381.	Access to Brandywine and Cedarville State Forest.
Duley Station Road	MD 382 to Wallace Lane.	Access between the Southwest Branch area and Croom Road.

Policy 1:

Promote and encourage cycling and walking as an alternative to the car for commuting and recreational purposes.

Strategies

1. Incorporate bicycle-compatible road improvements with future frontage improvements or road construction projects.
2. Provide bicycle signage and safety improvements (if necessary) concurrent with frontage improvements along designated shared-use roadways along the roads and bikeways as listed in Table 1: Major Long Distance Bicycle Routes in the Subregion 6 portion of the Rural Tier.

This plan also recommends enhancing existing trails through additional parkland acquisitions and creating unified thematic interpretation programs. These trails include:

PATUXENT RIVER WATER TRAIL

The M-NCPPC Department of Parks and Recreation (DPR) and the Maryland Department of Natural Resources (DNR) have done significant work toward establishing a water trail or blueway along the Patuxent River for kayaks and canoes. Work on this trail should build upon improvements that have already been made. M-NCPPC has recently implemented improvements to the Mount Calvert site that include parking, interpretative signage, and a new boat ramp. Similar improvements may be necessary elsewhere. Sites that may be appropriate on this trail include, but are not limited to:

- Mount Calvert
- Selby Landing and Jackson Landing at Jug Bay Natural Area
- Magraders Ferry
- Milltown Landing
- Cedar Haven Park
- Mattaponi Creek
- Black Swamp Creek

PATUXENT RIVER HIKER/EQUESTRIAN TRAILS

Extensive networks of natural surface trails exist at several M-NCPPC and DNR parks along the Patuxent River. These trails are utilized by hikers and equestrians, as well as those seeking to explore the natural environment or other historic or cultural resources. Jug Bay Natural Area, Merkle Wildlife Management Area, Milltown Landing Wildlife Management Area, and Aquasco Farms Park all include extensive systems of trails, paths, and farm lanes. These trails can be used for hiking and equestrian activity, but can also be utilized and enhanced as part of the proposed thematic trails by providing access to resources and features within the corridor.

Policy 2:

Work with the state and other stakeholders to develop recreational and interpretative programs, facilities, and thematic trails that build upon the recreational, natural, historic, and scenic attributes of the Rural Tier.

STRATEGIES

1. Convene a work group to study the feasibility of creating the following thematic trails:
 - Patuxent River Birding Trail
 - Patuxent Rural Legacy Area Bicycle Route
2. Provide maps and other wayfinding guides for established corridors that include facility information (such as hours of operation, facilities, and trail access) where applicable, as well as information on natural, historic, scenic, and other resources along designated routes.
3. Build upon the on-going work of M-NCPPC and Maryland DNR to enhance the Patuxent River Water Trail.
 - Create and market maps to show public land, water access points, facilities such as camping, water, or restrooms, and other scenic, historic, or natural features that can be explored from the river.
 - Consider additional water access points.

- Provide water-resistant maps along the trail to highlight features along the corridor.
4. Expand the Patuxent River hiker/equestrian trails along the Patuxent River. If additional land is purchased or otherwise placed into public ownership from willing sellers, connectivity between parks and existing trails should be a priority for future land acquisition.
 5. Develop implementation strategies for this policy under the Lower Patuxent Scenic Byway Corridor Management Plan.

Policy 3:

Promote the equestrian heritage of Prince George’s County, focusing on trails that facilitate access to the Prince George’s Equestrian Center, Jug Bay Natural Area, and Rosaryville State Park.

Equestrian trails form a major component of the trails network in the Rural Tier, as well as many other areas of Prince George’s County. Many of the planned equestrian trail connections are proposed within M-NCPPC parkland or other public lands. Within the Rural Tier, another type of trail is important to the overall trail network. Walking, jogging, and riding trails need to be preserved that, although in public use, are not owned by the government and for which the trail users normally provide the maintenance.³ These types of trails are particularly important in the Rural Tier, where equestrian use is widespread and some trails are used by the community to reach nearby park facilities such as Jug Bay Natural Area and Rosaryville State Park. In some areas these trails can be accommodated on dedicated parkland, however, in areas of large lot development where dedication is not required, trail easements should be acquired to accommodate the equestrian and walking connection. Major trail corridors that need to be preserved or acquired include those listed below.

³ Approved 2009 Subregion 6 Master Plan, page 109.

“Marlboro Country” Equestrian Trails—This master plan recommends the preservation of existing equestrian trails in the vicinity of the Prince George’s Equestrian Center and Rosaryville State Park. These proposed trail connections link the surrounding communities with the existing equestrian facilities located at the equestrian center and state park.

“Croom Country” Equestrian Trails—This master plan recommends the preservation of existing equestrian trails that link the Prince George’s Equestrian Center with Jug Bay Natural Area and Patuxent River Park. The Charles Branch Stream Valley will serve as the primary trail corridor between the extensive trail networks in both Rosaryville State Park and Jug Bay Natural Area.

Policy 4:

Preserve existing equestrian trail corridors within the Rural Tier. The provision and preservation of equestrian trail connections to existing parkland and trail systems should be a priority.

STRATEGIES:

1. Develop equestrian user maps for the Rosaryville and Croom communities.
2. Preserve equestrian trail connections in the Rural Tier as development occurs.

Chesapeake Beach Rail Trail

This rail-trail project will utilize the former location of the Chesapeake Beach Railroad to provide a major east/west trail connection through central Prince George’s County. In Subregion 6, the trail has already been constructed through the Winshire, Kings Grant, and Fox Chase subdivisions. The City of Seat Pleasant has also completed initial planning work for the trail between MD 214 and MD 704. The trail will link residential communities in the Developed, Developing, and Rural Tiers with existing and planned trails in the Westphalia area and Jug Bay Natural Area. Additional right-of-way acquisition is required. This is a long-term trail project due to the extent of the right-of-way acquisition necessary.

Cross-County Trail Connection

Several important stream valley trail corridors were identified in the 2009 Subregion 5 and Subregion 6 Master Plans, which cover much of southern Prince George’s County. These planned trails will connect to important recreational areas such as Jug Bay Natural Area, Rosaryville State Park, and Fort Washington National Park. They will also provide trail connections between residential communities. Several of these trails have been identified as potential cross-county routes upon their completion. These three stream valleys are Dower House Branch, Piscataway Creek, and Charles Branch.

Dower House Branch Stream Valley Trail—This trail will preserve equestrian access to Rosaryville State Park from surrounding residential communities.

Piscataway Creek Stream Valley Trail—This stream valley runs through the middle of a rapidly developing portion of southern Prince George’s County. It is one of the primary recommendations in this part of the county and crosses through both Subregions 5 and 6. Significant segments of the stream valley have been acquired by M-NCPPC as development has occurred. In conjunction with the Charles Branch Trail in Subregion 6, the Piscataway Creek Trail will provide part of a planned cross-county connection linking the Potomac River at Fort Washington with the Patuxent River Greenway near Jug Bay. This trail will also provide nonmotorized access to the extensive trail system and recreational facilities at Cosca Regional Park.

Charles Branch Stream Valley Trail—This trail will connect from Dower House Road and Rosaryville State Park to the Patuxent River. This is a long-term project where much land remains to be acquired. The trail will provide access to Rosaryville State Park and the Patuxent River, as well as serve as part of the cross-county connection with the Piscataway Creek Stream Valley Trail. The Charles Branch corridor serves as an important connection for equestrians to the state park.

Rhode Island Avenue Trolley Trail

Several segments of this planned rail trail have been implemented by the City of College Park. This multiuse trail links surrounding neighborhoods with schools and parks and provides a safe and attractive alternative to US 1 for pedestrians and cyclists. The existing trail should be extended to the north into Subregion 1 at Quimby Avenue. To the south, the Town of Riverdale Park and the City of Hyattsville are actively pursuing the development of the Trolley Trail in their jurisdictions. In areas where the trolley right-of-way is undeveloped, a multiuse trail should be provided. In areas where the right-of-way is utilized for Rhode Island Avenue, wide sidewalks, bikeway signage, and/or designated bike lanes (or other bicycle-friendly road improvements) should be incorporated. This trail is a unique opportunity to connect various communities with parks, schools, the US 1 corridor, the Paint Branch Trail, and the Riverdale Park Town Center.

American Discovery Trail

The American Discovery Trail (ADT) was designated as a National Millennium Trail in 2000 and traverses the United States from San Francisco, California, to Lewes, Delaware. It is a collection of hundreds of local and regional trails that connects more than 10,000 sites of historic, cultural, or national significance. It crosses a wide variety of urban, rural, and natural landscapes and is being designed to be as accessible as possible. The route is continually refined and expanded as new trail improvements are made. Information on the ADT in Prince George’s County and elsewhere can be found at www.discoverytrail.org. More specifically, information on the Maryland portion of the ADT can be found at <http://www.discoverytrail.org/states/maryland/index.html>.

East Coast Greenway

The East Coast Greenway (ECG) runs from Maine to Key West, Florida. The ECG was also designated as a National Millennium Trail. It crosses Prince George’s County along a route very close to, and in many cases concurrent with, the ADT. The ECG route was officially designated through most of the county in 2000. This trail will ultimately connect cities, towns, and natural areas along the entire

East Coast corridor. Additional information on the ECG in Prince George's County and Maryland can be found at <http://www.greenway.org/md.php>. This site also contains the latest cue sheets and maps.

Little Paint Branch Trail Extension

The extension of the Anacostia Tributary Trail System outside the Capital Beltway has long been a goal of Prince George's County. The need for and benefit of this extension was highlighted in the 2001 *Approved Anacostia Trails Heritage Area Management Plan: A Functional Master Plan for Heritage Tourism*. The Anacostia Tributary Trail System is one of the primary trail networks in the Washington metropolitan region. Although a trail directly along the stream valley of Little Paint Branch may not be feasible or practical at this time due to environmental and site access concerns, an on-road route has been identified that can be implemented to connect existing trail segments. This route will connect the Intercounty Connector corridor and the Beltsville community with the Anacostia Tributary Trail System. The proposed trail segments that complete this route are explained in detail below.

Several trail segments exist between Fairland Regional Park and the northern terminus of the Paint Branch Trail in College Park.

1. The Cross Creek subdivision has completed a trail north to Fairland Regional Park from Briggs Chaney Road.
2. The Virginia Manor/Ammendale Road project has provided a side path along Old Gunpowder Road from MD 212 to Denim Road.
3. M-NCPPC has constructed the Little Paint Branch Trail north of Sellman Road. This trail segment (with associated service roads) connects with MD 212 at Gunpowder Road.
4. The existing Paint Branch Trail in College Park begins at Cherry Hill Road and continues to the south and the Northeast Branch Trail and Bladensburg Waterfront Park.

Policy 5:

Extend the Anacostia Tributary Trail System outside the Capital Beltway to connect to the existing Little Paint Branch Trail and provide the Laurel to Bladensburg trail connection envisioned in the ATHA Management Plan.

STRATEGIES:

This master plan proposes side paths along several roads to provide connectivity between these existing trails and to accommodate a continuous trail connection from the ICC corridor to the Paint Branch Trail to the south. In order to complete the current gaps, this master plan proposes the following improvements (see Table 2: Trail and Bikeway Recommendations, at end of chapter):

1. Provide a side path along Old Gunpowder Road south of the taper off the bridge over I-95 to Denim Road.
2. Provide a new pedestrian bridge over the Beltway along but outside of the ultimate right-of-way for the Cherry Hill Road bridge over the Beltway.
3. Provide a side path along the south side of Sellman Road from the entrance to the Beltsville Community Center to Cherry Hill Road.
4. Provide a side path along the east side of Cherry Hill Road from Sellman Road to the bridge at I-495.
5. Provide a trail from Sellman Road to the Beltsville Community Center.
6. Provide a side path along the east/north side of Cherry Hill Road from the bridge over I-495 to the existing Paint Branch Trail.

This connection will link the Paint Branch Trail inside the Beltway with the Little Paint Branch Trail north of Sellman Road in Beltsville, thereby providing a significant addition to the trail system and complete a crucial gap in the Bladensburg to Laurel connection envisioned in the ATHA plan.

The Washington, Baltimore & Annapolis Recreational Trail

The 5.6-mile-long WB&A Trail is located on the site of the former Washington, Baltimore & Annapolis Railroad. This former electric railroad line served a commuter function, with trains running every half-hour between destinations. Long abandoned, the last train ran in 1935. Today, this beautiful semirural corridor provides an ideal site for a recreational trail.

The WB&A Trail currently extends from the Patuxent River near Bowie to the MD 450 side path in Seabrook. The M-NCPPC Department of Parks and Recreation is currently working with the State of Maryland and Anne Arundel County to extend the trail across the Patuxent River. Upon its completion, this trail connection will link Prince George's County with Anne Arundel County, the existing Baltimore and Annapolis Trail, and the existing BWI Airport Trail.

West of MD 450, the former WB&A railroad right-of-way lies within the right-of-way of Martin Luther King, Jr., Highway (MD 704). This plan recommends that MD 704 be improved with a side path or wide sidewalk and designated bike lanes along MD 704. This will provide bicycle and pedestrian access to Washington Business Park and Bald Hill Branch, as well as a bicycle and pedestrian route to the west from the eastern terminus of the existing WB&A Trail. In conjunction with the WB&A Trail, comprehensive bicycle and pedestrian facilities along MD 704 will provide a continuous bicycle and pedestrian facility across central Prince George's County.

Policy 6:

Continue to work with the State of Maryland and Anne Arundel County to extend the existing WB&A Trail across the Patuxent River in order to provide an interjurisdictional trail connection and an important link in the regional trail network.

The Anacostia Tributary Trail System

The Anacostia Tributary Trail System provides miles of uninterrupted trails along the tributaries of the Anacostia River. The continuous greenway traverses a variety of natural environments from woodlands to open fields, including many wetlands. It is a wonderful place to experience nature, and it provides opportunities to make some trips by walking and bicycling. Recreational activities along the trails include fishing, bird watching, biking, jogging, walking, horseback riding, and in-line skating. Features along the trails include the College Park Airport and Aviation Museum, Linson Pool, Wells Ice Rink, Lake Artemesia, Bladensburg Waterfront Park, and Adelphi Mill. The system also accommodates segments of both the American Discovery Trail and East Coast Greenway.

The trails are designed to wend through the stream valley accentuating the natural environment. Although they do not necessarily provide the most direct route to various destinations, the trails serve a commuting function. The system links many neighborhoods to Metro stations, providing an alternative to transportation by automobile for some trips. Many local trail connections have also been planned or constructed to further the accessibility of the system and improve access to Metro and other destinations.

Anacostia Trails Heritage Area

The 2001 *Approved Anacostia Trails Heritage Area Management Plan* promotes heritage tourism and the many cultural, historical, and recreational assets that the region has to offer. Even the name of the heritage area reinforces the importance of the many existing trails within the area and promotes the expansion of this network. Two basic approaches to the concept of trails were included in the ATHA plan: multiuse recreational trails and interpretative (or thematic) trails. Either kind of trail links historical sites, natural resources, or other places that have a story to tell or an experience to provide. These trails may either be on or along a road or off road in a dedicated park or easement.

As with the Rural Tier, the potential to attract and promote bicycling in ATHA is considerable. The stream valley trail network is already largely in place and the ATHA community is active in attempts to expand the trails system and make more walkable, livable communities. With the completion of a few key connections into Washington, D.C., and outside the Capital Beltway, ATHA could become one of the premier bicycling destinations in the Washington, D.C., region. Bicyclists can go where cars can go, within limits, so interpretive driving tours should also accommodate the needs of bicyclists to the maximum extent possible. In addition, combined recreational/interpretive tours designed exclusively for bicyclists can also be developed. The new trails supported here for the purposes of tourism can also improve opportunities to use bicycling as a transportation alternative for residents.

The concept of ATHA was inspired in part by the Anacostia Tributary Trail System. This trail system was built by M-NCPPC along numerous tributaries of the Anacostia River and encompasses over 25 miles of multiuse trails in both Prince George’s and Montgomery Counties. The potential exists to extend the Paint Branch Trail north through Beltsville to Laurel and south into Washington, D.C., along the Anacostia River and in West Hyattsville. The recently completed pedestrian bridge at Bladensburg Waterfront Park connects Bladensburg with the Anacostia Tributary Trail System and sets the stage for the extension of the ATHA system into Washington, D.C., along the east side of the Anacostia River. In order to promote the use of trails as linkages, this Master Plan of Transportation supports the following:

Policy 7:

Produce an ATHA Trail Development Strategic Plan. This plan should be created through cooperation with a variety of constituency groups and community representatives and should build upon the trail planning already provided by M-NCPPC. The ATHA Trail Development Strategic Plan should be reviewed by the county’s Bicycle and Trails Advisory Group and integrated into county master plans, as appropriate.

STRATEGIES:

1. Provide amenities to the ATHA trails system, either on the trail or in nearby communities. Improvements can include trail head parking areas, restrooms, bicycle racks and lockers, drinking fountains, and public art. Interpretive panels and signs explaining the natural and historic features should be installed at appropriate points, similar to the recently installed signage along the Woodrow Wilson Bridge Trail.
2. Obtain national designation for a trail spur along the Anacostia River, starting from Bladensburg or Colmar Manor, to connect to the Potomac Heritage National Scenic Trail.
3. Support the construction of new trails that are environmentally sensitive. Alternative routes to trail alignments in stream valleys and other potentially sensitive areas should be explored wherever possible.

4. Implement the extension of the ATHA system into Washington, D.C., along the Anacostia River and the Prince George’s Connector Trail and outside the Capital Beltway.
5. Support the expansion of the Rhode Island Avenue Trolley Trail to both the north and south of College Park. Upon its completion, this trail will provide a continuous bike and pedestrian route from Armentrout Drive in Hyattsville to Beltsville.

Interpretive Trails

Interpretive trails can be used for walking tours, driving/biking tours, or actual off-road paths.

Paths, however, are often designed more with recreation and ease of alignment in mind than interpretation. The primary purpose of an interpretive trail is to educate (and entertain) its users, with some healthy recreation along the way.

The route chosen to link various interpretive sites and features in a given theme is less important than the stops along the way, but it is desirable that the route be attractive and easily traveled. When it is not possible to meet one or both of these tests, trail designers should incorporate explanations of the trail’s surroundings as part of the interpretation. For example, if US 1 through Beltsville is to be followed for a small towns theme, users could be advised to watch carefully for the beautiful red brick church at the corner of Powder Mill Road or aided in imagining how the road once appeared when it was the 1812 Baltimore Pike. Helping users know what to expect, or to understand the underlying causes of what they experience today, reduces their anxiety or impatience and increases their interest.

To be successful, an interpretive trail must be easy to follow (requiring good directional signs, maps, and explanatory brochures, as discussed below in the section on wayfinding), offer a variety of experiences, and make sense thematically, so that a story emerges along the way. Although the idea of making sense is important, it is also useful to remember that unusual combinations, rather than more obvious ones, may make a trail more interesting. For example, a science and environment theme here has some of the most varied possibilities—from dinosaurs to space flight to recycled lands to

stream restoration. Not every site on such a trail will capture everyone’s interest, but it can be an intriguing experience nevertheless.

A final ingredient in the success of these trails is the interpretation itself and the media chosen at each stop to convey the story and the strength of the story and exhibits themselves. Research, writing, and exhibit design will be required. All trail design should consider visitor comfort—guides and signs should direct visitors to places to eat, comfort facilities, connections to public transit, and other amenities.

A significant number of interpretative trails were proposed in the approved ATHA plan. The Boat Trail has been largely implemented as the Kingfisher Canoe Trail by the Anacostia Watershed Society. This trail provides maps and tours, as well as improvements by M-NCPPC, at the Bladensburg Waterfront Park. This scenic water trail goes from Bladensburg Waterfront Park to Washington, D.C., where it wends by the scenic Kenilworth Aquatic Gardens and the National Arboretum. The following are trail possibilities that were also recommended in the ATHA plan:

Research Trail—Develop and create an on-road bicycle route through federal research lands. Working in conjunction with the visitor centers at Beltsville Agricultural Research Center and Patuxent Research Refuge, the appropriate roadways (i.e., those with wide shoulders or low volume) will be designated for bicycle use, with interpretive signage installed along the entire length of the trail. This designated route could form a portion of at least three interpretive driving/biking trails: the Natural History Trail, the Science and Environment Trail, and the Agricultural History Trail.

African-American Heritage Trail—Develop and create a trail that focuses on African-American history and presence in ATHA. Features and highlights along this trail may include Abraham Hall, St. Mark’s United Methodist Church (in Laurel), the Town of North Brentwood, the community of Lakeland (in College Park), and other sites as appropriate (e.g., Montpelier Mansion, Bostwick, Riversdale). Later, any sites identified in studies of the Underground Railroad will be interpreted and included.

New Nation Trail—Develop and create a trail that includes Montpelier Mansion and Riversdale, as well as Bostwick and other sites in Bladensburg. Early industrial and commercial sites may also be identified (e.g., the Snowden family forge near Montpelier Mansion/Snow Hill, the site of the powder mill on Powder Mill Road, the Adelphi Mill (a gristmill), Brown’s Tavern, or the Rossborough Inn).

Agricultural History Trail—Develop and create a trail that includes the Beltsville Agricultural Research Center, the University of Maryland, Riversdale House Museum, and the Port of Bladensburg. A combination driving/biking trail, it would include (at a minimum) existing portions of the Paint Branch and Indian Creek stream valley trails, the proposed Trolley Trail, and the Research Trail. The octagonal barn to be constructed at Riversdale would be featured at one end of this trail, with the research center at the other end.

Natural History Trail—Develop and create a trail that connects the Kenilworth Aquatic Gardens and the National Arboretum in the District of Columbia to the National Wildlife Visitor Center, the Beltsville Agricultural Research Center, and Greenbelt Park. Although this trail would share some of the same interpretation as the proposed Science and Environment Trail described below, its interpretive focus would be on the appreciation and use of the educational resources of ATHA’s natural sites. As a component, develop a wetlands boardwalk for environmental education.

Science and Environment Trail—Develop and create a trail that connects sites illustrating science, discovery, and the use of technology to improve the environment. It would link the prehistoric (e.g., fossil-bearing site at the proposed Dinosaur Park) to the historic (e.g., all aviation sites, including NASA Goddard Space Flight Center, College Park Aviation Museum, Balloon Park, the Engineering and Research Corporation [ERCO] airplane factory,) to the present (e.g., Mount Rainier Nature/Recreation Center, Colmar Manor, and Brentwood Rain Gardens) to the future (e.g., the University of Maryland’s

proposed technology park). Where important to interpretation, the trail would include walks along the ATHA trail system. The trail would also closely relate to the Natural History Trail by sharing some of the interpretation.

Linking the Nation Trail—A walking/driving trail connecting sites such as the Bladensburg Waterfront Park, Bladensburg Balloon Park, Riversdale House Museum, College Park Aviation Museum, NASA Goddard Visitor Center and the Spacecraft Magnetic Test Facility, Brown’s Tavern, Rossborough Inn, B&O Railroad Station in Laurel, and Duvall Bridge.

Weary Traveler Trail—A trail linking remains of the early post road and turnpike system along the US 1 corridor and the 18th- and 19th-century taverns that developed along the way, such as Brown’s White House Tavern, the Rossborough Inn, and the George Washington House.

Main Street Trail—A trail celebrating the nation’s Main Street, US 1 from Maine to Florida, linking the sites that tell the story of US 1 and the main street communities along it, including the downtowns of Laurel, Vansville, College Park, Riverdale Park, Hyattsville, Mount Rainier, Brentwood, North Brentwood, and Bladensburg. Individual sites that illustrate 20th-century development relating to the automobile can be included, from the 1930s filling station in Mount Rainier to the Tastee Diner in Laurel.

Streetcar Suburbs Trail—A trail celebrating the beginning of the Washington, D.C., suburbs as a result of the construction of the Washington to Mount Rainier trolley line in 1897. The streetcar suburbs include Mount Rainier, Brentwood, and North Brentwood on one end and extend up US 1 to Laurel.

Balloon to the Moon Trail (Segment of the National History of Flight Trail)—The entire span of American aviation history is represented within ATHA, including the Bladensburg Balloon Park, College Park Airport and Aviation Museum, the ERCO plant in Riverdale Park, and the NASA Goddard Visitor Center.

Mail-Order Houses Trail—A trail featuring Victorian pattern book and mail-order houses built in the area, including the

O’Dea House, the Chlopicki House, the Kleiner Dillon House, the McEwen House, the Rizzo House, and the Holbrook House, among others. As mail-order houses are found throughout the area, this trail would include sites in Mount Rainier, Brentwood, Hyattsville, Bladensburg, Cottage City, College Park, Laurel, North Brentwood, Riverdale Park, and University Park.

Greenbelt Trail—This trail would feature the City of Greenbelt and its existing walking/biking trail system. Key sites include the Greenbelt Museum, the Greenbelt Center School, and the Roosevelt Center, which includes the historic movie theater, but it is possible to enjoy a large part of this National Historic Landmark planned community on foot. Outdoor interpretive signs have been installed.

Stones and Bones Trail—Tours of early church buildings and cemeteries could be offered throughout the Anacostia Trails Heritage Area, including St. Mary’s of the Mill, St. Phillip’s, First United Methodist, Abraham Hall, Queen’s Chapel, St. Joseph’s, St. James, Mount Rainier Methodist, North Brentwood AME Zion, St. Paul’s/Free Hope Baptist, Evergreen Cemetery, St. John’s, the College Park Woman’s Club, Ivy Hill Cemetery in Laurel, the Calvert Family Cemetery in Riverdale Park, and the George Washington Memorial Cemetery.

Champion Tree Trail—A trail linking the ten big-tree champions with the Anacostia Trails Heritage Area: a winged elm, a pig nut hickory, a star magnolia, a Bradford pear, a long-leafed pine, a pitch pine, a red pine, a London plane tree, a Caucasian zelkova (a member of the elm family), and a chestnut oak. Some of these trees are on private land; others, however, are readily accessible.

War of 1812 Trail (in Support of the Star Spangled Banner National Historic Trail)—A walking and driving trail interpreting the Battle of Bladensburg in Bladensburg, Colmar Manor, and Cottage City, and linking buildings that were present during the battle, including Bostwick, the George Washington House, the Market Master’s House, and the Magruder House.

Policy 8:

Develop thematic or heritage trails that build upon the historic, cultural, and natural resources in the Port Towns area.

STRATEGIES:

1. Develop the Battle of Bladensburg Trail in Port Towns.
2. Utilize streetscape improvements along US 1 and MD 450, existing trails at Bladensburg Waterfront Park, and sidewalk and trail improvements along 48th Street and to the Bostwick House.
3. Develop wayfinding and interpretative signage along all trails, as well as route maps and more detailed interpretative material.

Industry and Labor Trail—A trail to link sites related to the history of industry in the area, including Laurel Mills, Laurel Museum, Adelphi Mill, Bostwick House, Muirkirk Iron Furnace, and the ERCO plant.

Education and Research Trail—A trail expanding upon the Research Trail that would link such nationally recognized research sites as the University of Maryland at College Park, Archives II, the Beltsville Agricultural Research Center and Agricultural Library, the Patuxent Research Refuge and National Wildlife Visitor Center, and the NASA Goddard Space Flight Visitor Center.

Potomac Heritage National Scenic Trail

BACKGROUND

The Potomac River has long been recognized as a natural, historical, and cultural corridor of national significance. The Potomac Heritage National Scenic Trail (PHT) is the metropolitan area’s only congressionally designated long distance trail corridor. People use the trails and parks along the entire length of the Potomac River to recreate and relax, as well as to learn about the events that shaped our country. Many unique and scenic natural areas are preserved along the river that serve as valuable habitat for wildlife, green space for communities, and educational opportunities for residents.

The idea for PHT first arose in 1965, when President Johnson called for a national system of trails to promote public enjoyment of outdoor recreation. The idea has developed for a continuous trail

route along the Potomac River between the Chesapeake Bay and the Allegheny Highlands. Responding to this interest, a corridor for PHT was designated by Congress in 1983 as an amendment to the National Trails System Act. It was left to the local governments to determine the exact route and type of trail. However, the intent of the national trails system is summarized by the National Capital Planning Commission as,

“National trails are part of a federally designated system of trails incorporating recreational, scenic, and historic trails. The U.S. Congress established the system to incorporate existing trail systems and add connections between them” (Parks and Open Space Element, National Capital Planning Commission (NCPC), page 122).

REGIONAL FRAMEWORK

The National Capital Planning Commission adopted the Comprehensive Plan for the National Capital in August 2004. The Parks and Open Space Element provides background regarding the regional importance of the Potomac River and guidance regarding appropriate policies and recommendations along the entire Potomac River corridor. This element includes the following policies regarding rivers and waterways (Parks and Open Space Element, NCPC, page 121):

- Protect the scenic and ecological values of waterways and stream valleys.
- Restore the forested buffers along waterways and stream valleys.
- Protect, restore, and enhance the Anacostia and Potomac Rivers as great open space resources and as recreational amenities, including shorelines and waterfront areas along rivers.
- Improve the quality of water in the Anacostia and Potomac Rivers to allow for both restored natural habitats and increased recreational use.
- Manage all lands along the Anacostia and Potomac Rivers in a manner that encourages the enjoyment and recreational use of water resources while protecting the scenic and ecological values of the waterways.

- Encourage swimming, boating, and fishing facilities, as well as water-oriented tourist activities, on the Anacostia and Potomac Rivers.
- Ensure that the shorelines and waterfronts of the Anacostia and Potomac Rivers remain mostly publicly owned and that privately owned parks provide shoreline continuity through parks and promenades.

The Parks and Open Space Element also contains the following policies related to trails (Parks and Open Space Element, NCPC, page 124):

- Develop new trails and complete partial trails that connect to parks, schools, business, and other community amenities to provide a system of contiguous regional trails for extensive recreational and transportation use. Examples to be completed include the Potomac Heritage Trail.
- Develop a “blue trail” on Washington’s waterways.

These policies highlight the importance of the Potomac River corridor to the regional open space and trail network. They also provide guidance for future land use and trail implementation decisions to be made within the Potomac River corridor. The policies place a priority on the conservation of the natural features that make the Potomac River unique, as well as improving public access to the existing and planned recreational facilities along or near the river.

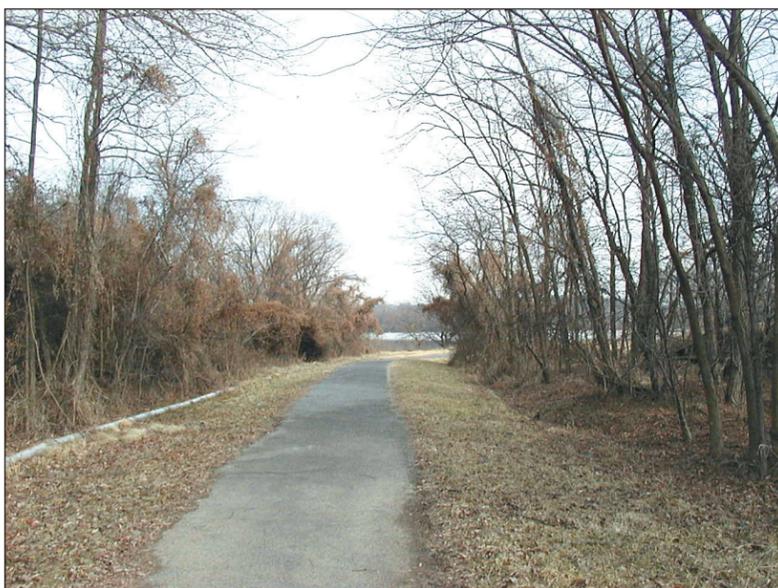
Planning Background Within Prince George’s County

Since 1975 the idea of a trail parallel to the Potomac River has been incorporated into various county trail plans and master plans in Prince George’s County. A study of the concept of the Potomac River Trail in Prince George’s County was evaluated in 1987. The study examined the feasibility of a trail along the Potomac River corridor and explored potential routes in Prince George’s County between the District of Columbia and Piscataway Park. In 1999 a subcommittee of the Prince George’s County Bicycle and Trails Advisory Group (BTAG) began to explore further routes for both an on-road bicycling route and potential trail alignments away from traffic to serve the

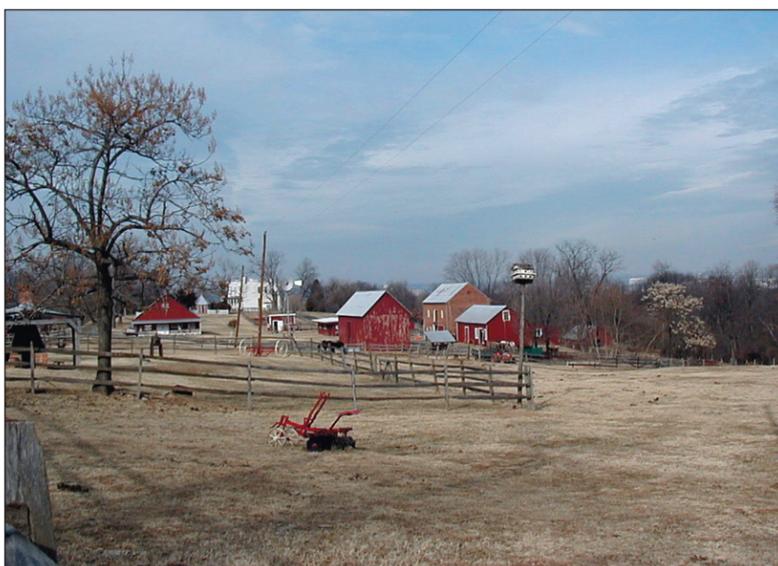
needs of walkers, joggers, equestrians, and cyclists. The Potomac River is a corridor of historical, cultural, and natural significance. Prince George’s County includes many features and sites that contribute to the unique character and attributes of the stream valley. Natural resources, sensitive environmental features, historic and cultural sites, and recreational opportunities are found along the entire length of the Potomac River in Prince George’s County.

This plan recommends the provision of safe and convenient access to existing parkland via sidewalk and trail connections along public rights-of-ways and within existing parkland. Streets linking established communities with existing parkland should be upgraded to include continuous sidewalks to safely accommodate pedestrians. The plan also recommends bicycle-compatible improvements along the designated PHT on-road bicycle route. These may include designated bike lanes, bikeway signage, paved shoulders, and spot safety improvements if necessary. Necessary improvements to provide bicycle and pedestrian access along the corridor are discussed in relation to some of the major attractions. These improvements are also incorporated into the strategies listed under the recommended policies.

In fall 2000, the first PHT on-road bicycle route map was published. This route connects parks, public facilities, and existing multiuse trails. It provides access to various sites along the river and also provides scenic vistas of the Potomac along various sites along the Prince George’s County shoreline. In 2005, the on-road bicycle route was officially designated by the National Park Service as part of the Potomac Heritage National Scenic Trail. The existing bike route combines outdoor recreation, community-based heritage tourism, education, and conservation, all of which contribute to the county’s Livable Communities Initiative. The route highlights the many locations along the Potomac River such as Fort Foote and Fort Washington that make Prince George’s County unique. Significant natural, cultural, historical, and recreational resources along the corridor include:



Existing trail along Oxon Cove, Oxon Cove Park.



Oxon Hill Farm, Oxon Cove Park.

Oxon Cove Park (Oxon Hill Children’s Farm): This site is owned by the National Park Service and includes a network of natural surface trails and a paved trail connection into the District of Columbia. Access to the waterfront is provided along Oxon Cove. Oxon Cove Park was purchased by the National Park Service as an example of a small, working farm that represents the time when farming was mostly nonmechanized and much of the work was completed using horses.

Planned connections or enhancements to improve access to Oxon Cove Park include:

- Continuous sidewalks and designated bike lanes along Oxon Hill Road.
- Safe accommodations for bicycles and pedestrians across MD 210 as improvements are made along the MD 210 corridor.

Woodrow Wilson Bridge Project: This new bridge includes a pedestrian trail along the north side of the westbound span. This trail will connect National Harbor with Alexandria and the existing Mount Vernon Trail. This trail, which opened in June 2009, provides views into Washington along the Potomac River. The bridge project will also include a “deckover” facility on Rosalie Island that will function as part of the trail connection across the river and as an urban park affording expansive views of Washington.

National Harbor: This new mixed-use development provides a waterfront promenade along the Potomac River, as well as land for a waterfront M-NCPPC park. Nonmotorized trips to National Harbor will be accommodated with:

- Continuous sidewalks and designated bike lanes along Oxon Hill Road.
- The trail along the Woodrow Wilson Bridge project.
- The planned trail through the Beltway parcel of National Harbor.

Oxon Hill Manor: Oxon Hill Manor, owned by M-NCPPC, is a significant historic site listed in the National Register of Historic Places. Built in 1929, it is a large, two-story, neo-Georgian brick mansion, with flanking wings and fine decorative detail. It is an outstanding example of 20th century estate-era architecture. It was designed by architect Jules Henri de Sibour for career diplomat Sumner Welles, Franklin Delano Roosevelt’s Secretary of State. It was built near the site of the 18th century Oxon Hill Manor, owned by John Addison. The Addison family, one of the most noted colonial families in Prince George’s County, played an important role in the history of the county and the state. Access to the site is from Oxon Hill Road, which currently includes minimal and fragmented provisions for pedestrians and bicyclists.



Oxon Hill Manor is another historic destination along the Potomac River in Prince George’s County.



Oxon Hill Road currently has fragmented and missing sidewalks in many areas.

Fort Foote National Park: Established in 1863, Fort Foote, owned by the National Park Service, consists today of the remains of a Civil War fort and its related earthworks, ten gun mounts, and two Rodman guns. It was the southernmost of 68 forts and batteries erected to defend the city of Washington during the Civil War. This park includes several internal trails that take visitors through the woodlands along the Potomac River, by the historic cannons, and to the Potomac River shoreline. This park provides access to the Potomac River for the Fort Foote community. Although this park is located directly off Fort Foote Road, community access is minimal due to limited on-site facilities and fragmented sidewalks and bike facilities from surrounding neighborhoods. Additional improvements have been discussed for the park such as a visitor’s center and interpretive features.

Improvements necessary to enhance access to Fort Foote include continuous sidewalks and designated bike lanes along Fort Foote Road.

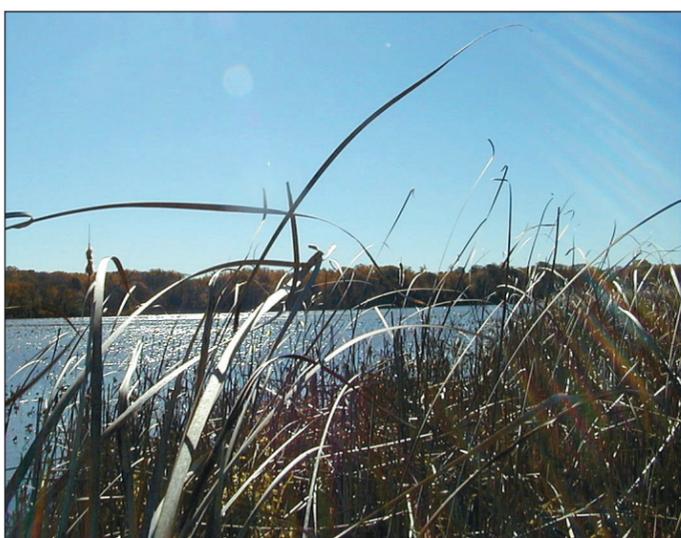


There are existing natural surface trails at Fort Foote Park that provide access to the river.



Existing facilities for pedestrians and bicyclists are fragmented or missing in many areas. Continuous sidewalks and designated bike lanes are recommended.

Broad Creek Marsh: Much of the marsh is currently owned by M-NCPPC and the National Park Service. Broad Creek Marsh is the largest marsh on the Potomac River within Prince George’s County. The parkland also includes a large amount of high quality riparian habitat surrounding the marsh and Broad Creek. The marsh supports a wide variety of wildlife, including several species of nesting marsh birds, nesting bald eagles, and a wide variety of wading birds and waterfowl.

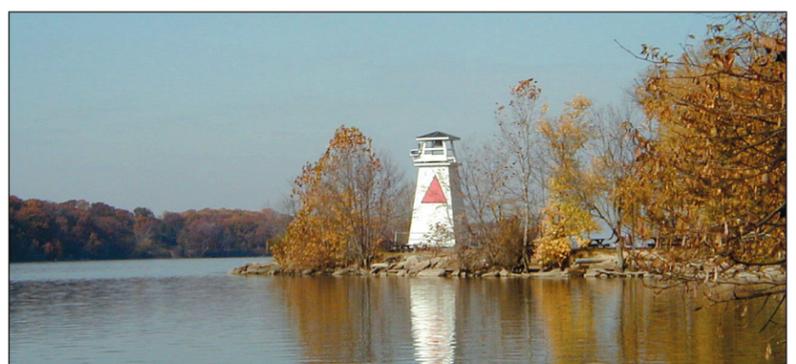


Broad Creek Marsh.



Broad Creek Historic District: The historic district, an area on both sides of Livingston Road between Oxon Hill Road and Fort Washington Road, includes several properties listed as historic sites and/or in the National Register of Historic Places, including St. John’s Church, Piscataway House, Harmony Hall, and the ruins of Want Water. Much of the land is owned by M-NCPPC and the National Park Service. The district provides unique opportunities to explore and interpret the early settlement of the region. The M-NCPPC Department of Parks and Recreation has worked with the historic district advisory committee and other area residents to identify suitable trail alignments and surface types that complement the unique features in the district. Preliminary alignments have been identified, but further discussions, a feasibility analysis, and possibly additional land acquisition may be required.

Fort Washington Park: Constructed between 1814 and 1824, this site is owned by the National Park Service. After the original fort on the site was destroyed in 1814, the present fort was erected to protect the capital city. In addition to the restored fort and surrounding structures, this park also includes Prince George’s County’s only lighthouse, miles of natural surface trails, and expansive views of the Potomac River. Interpretive information is provided for the fort and a



Fort Washington Park includes the only lighthouse in Prince George’s County.

visitor center is housed at one of the adjoining structures. Continuous accommodations for pedestrians and bicyclists are needed along Fort Washington Road and Old Fort Road to improve access to the park from surrounding communities. The portion of Fort Washington Road immediately outside the park lacks sidewalks. Nearby Fort Washington Marina also provides boat access to the north side of Piscataway Creek, as well as kayak rentals.

Necessary improvements to enhance access to Fort Washington Park include:

- Continuous sidewalks and designated bike lanes along Fort Washington Road.
- Continuous sidewalks and designated bike lanes along Old Fort Road. If segments of Old Fort Road remain as open section, safety enhancements for bicyclists may be appropriate.

Piscataway Creek: The National Park Service has acquired a large amount of the shoreline of Piscataway Creek. Most recently, the land along the north side of Piscataway Creek between Fort Washington Marina and Piscataway Drive was acquired. The National Park Service has made some improvements to a natural surface trail that follows an existing utility right-of-way, and M-NCPPC has funding to make boardwalk or bridge improvements along this trail.

Necessary access improvements along and around the north side of Piscataway Creek include:

- Continue to work with the National Park Service and DNR’s Critical Area Commission to implement the planned trail connection from King Charles Terrace to Piscataway Drive.
- Evaluate options for using existing M-NCPPC parkland and vacant WSSC land to provide a trail connection from Piscataway Drive to the MD 210 service road south of Piscataway Creek. Currently, the only crossing of Piscataway Creek is along MD 210. This will provide a safe trail connection for bicyclists and pedestrians around Piscataway Creek.



Existing natural surface trail along the north side of Piscataway Creek.



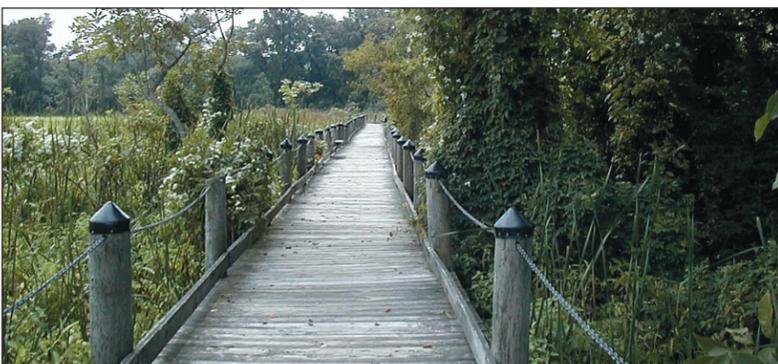
Existing trails provide access to the Potomac River and Piscataway Creek.

Wharf Road: The National Park Service owns land at the end of Wharf Road that allows parking and water access to Piscataway Creek.

Piscataway Park (south side of Piscataway Creek): The National Park Service owns much of the shoreline of the south side of Piscataway Creek as well. These lands include natural surface trails, a waterfront boardwalk, and the National Colonial Farm. Existing trails are extensive, but gaps exist in the overall network. Bicycle access to these parklands is provided along Farmington Road West and Bryan Point Road, which currently function as relatively low volume, shared use bikeways. Additional bikeway signage and some bicycle-compatible roadway improvements may be appropriate.

The items that are necessary to safely accommodate pedestrians and bicyclists to the existing parkland along the south side of Piscataway Creek include:

- Bikeway improvements along Farmington Road West.
- Bikeway improvements along Bryan Point Road.
- Natural surface trail connections between the existing trails along the south side of Piscataway Creek. A possible trail connection will link the National Colonial Farm with the existing trail to Mockley Point, and Mockley Point with Wharf Road to provide a continuous trail along the portion of the south side of Piscataway Creek owned by the National Park Service.



Boardwalk leading to Mockley Point.

Policy 1:

Provide bicycle-compatible road improvements along the Potomac Heritage National Scenic Trail on-road bicycle route.

STRATEGIES:

1. Provide continuous sidewalks and designated bike lanes along Oxon Hill Road.
2. Provide continuous sidewalks and designated bike lanes along Fort Foote Road.
3. Provide continuous sidewalks and designated bike lanes along Fort Washington Road.
4. Provide bikeway signage to designate the shared use bikeway portion of the trail along Holly Bank Drive, Arrow Park Drive, and Tantallon Drive.
5. Provide continuous sidewalks and designated bike lanes along Old Fort Road. If segments of Old Fort Road remain open section, safety enhancements and signage for bicyclists may be appropriate.
6. Provide bikeway improvements along Farmington Road West. This will involve bikeway signage and possibly safety enhancements where necessary. The segments of Farmington Road West that are completely within the Developing Tier should include sidewalk construction along both sides to improve access to the Accokeek town center. The segments requiring sidewalk improvements extend from Reserve Road to Livingston Road and from Wharf Road to MD 210.
7. Provide bikeway improvements along Bryan Point Road. This will involve bikeway signage and possibly safety enhancements where necessary.
8. Provide safe accommodations for bicycles and pedestrians across MD 210 as improvements are made along the MD 210 corridor. This may involve the provision of sidewalk and bikeway improvements across MD 210 as the planned interchanges are completed.

Policy 2:

Improve pedestrian and bicycle access to the existing parkland, natural features, historic sites, and recreational opportunities along the Potomac River corridor from surrounding communities.

STRATEGIES:

1. Continue work with the National Park Service and DNR’s Critical Area Commission to implement the planned trail connection from King Charles Terrace to Piscataway Drive.
2. Evaluate options for using existing M-NCPPC parkland and vacant WSSC land to provide a trail connection from Piscataway Drive to the MD 210 service road south of Piscataway Creek. Currently, the only crossing of Piscataway Creek is along MD 210. This trail connection will provide a safe connection for bicyclists and pedestrians around Piscataway Creek.
3. Work with the National Park Service to provide natural surface trail connections between the existing trails along the south side of Piscataway Creek. Possible trail connections will link the National Colonial Farm with the existing trail to Mockley Point, and Mockley Point with Wharf Road to provide a continuous trail along the portion of the south side of Piscataway Creek owned by the National Park Service.
4. Continue to work with the Broad Creek Historic District Advisory Committee and surrounding communities to identify suitable trail alignments and surface types that complement the unique natural, cultural, and historic features within the district.

Priority should be given to providing safe bicycle and pedestrian access through the historic district from Oxon Hill Road to Fort Washington Road. There will be no widening of the section of Livingston Road through the Broad Creek Historic District, thus upholding the historic district guidelines previously adopted by the council except in accordance with the county’s scenic and historic road design guidelines.

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

Policy 3:

Work with the National Park Service, Department of Public Works and Transportation, State Highway Administration, and the community to provide signage for the designated Potomac Heritage National Scenic Trail on-road bicycle route as part of the national trail system.

Policy 4:

No construction of the PHT is recommended within public use trail easements on private residential lots. Trail connections within this corridor shall be accommodated on public parkland and within public road rights-of-way. Notwithstanding this, trail easements are still necessary for the preservation of equestrian trails in the Rural Tier and for some master plan trails implemented on private homeowner association land.

Table 2: Trail and Bikeway Recommendations

	Facility Name (adjoining road, where applicable)	Facility Type	Project Limits	Owner	Master Plan Citation(s) (and year of approval)	Comments
1	Eastern Trail (Peppermill Drive and Karen Boulevard)	Sidepath (hiker/biker)	Peppermill Road (Seat Pleasant Drive to MD 214) Karen Boulevard (MD 214 to Walker Mill Road)	DPW&T ⁴	Addison Road Metro Town Center (2000)	This trail will provide a continuous north/south trail for walkers and bikers, connecting Seat Pleasant Drive with Walker Mill Road. This trail will link Peppermill Village and proposed Glenwood Hills to Peppermill Community Center, Baynes Elementary School, and the Addison Road Town Center. A portion of this trail has been approved for construction as part of the Glenwood Hills development.
2	Addison Road Sidewalks and Bike Lanes	Continuous sidewalks and designated bike lanes	Eastern Avenue to Walker Mill Road	DPW&T	Addison Road Metro Town Center (2000)	Designated bike lanes and continuous standard or wide sidewalks are needed to provide multimodal access to the Addison Road Metro Station south of MD 214. These facilities will accommodate safe and convenient multimodal access to the Addison Road Metro Station from the communities along Addison Road.
3	Chesapeake Beach Rail Trail	Multiuse trail (hiker/biker/ equestrian)	Seat Pleasant (near MD 704) to the Patuxent River (near Jug Bay)	M-NCPPC ⁵	Addison Road Metro Town Center (2000) 1985 Equestrian Addendum Westphalia (2007) Subregion 6 (2009)	The rail trail project will utilize the former location of the Chesapeake Beach railroad to provide a major east/west trail connection through central Prince George’s County. There are no records of right-of-way acquisition for most of the track bed of the former Chesapeake Beach Railway in Prince George’s County. In the Seat Pleasant area, this trail will improve access to the Addison Road Metro, as well as several shopping areas. Inside the Beltway, the trail will also provide access to Walker Mill Regional Park. Outside the Beltway, the trail has already been constructed through the Winshire, Kings Grant, and Fox Chase subdivisions. The trail will link residential communities with existing and planned trails in the Westphalia area and Jug Bay. Additional right-of-way acquisition is required.

⁴ DPW&T: Prince George’s County Department of Public Works and Transportation.

⁵ M-NCPPC: The Maryland-National Capital Park and Planning Commission.

Table 2: Trail and Bikeway Recommendations

	Facility Name (adjoining road, where applicable)	Facility Type	Project Limits	Owner	Master Plan Citation(s) (and year of approval)	Comments
4	Old Gunpowder Road Shared-Use Sidepath and Bike Lanes	Shared-use side path and designated bike lanes	MD 198 to MD 212	DPW&T	ATHA ⁶ (2001) Subregion I (1990)	An eight-foot-wide side path is recommended along the west side of Old Gunpowder Road. This trail will complement the park trail completed parallel to Old Gunpowder Road through the Cross Creek development, improve access to Fairland Regional Park, and provide a connection to the existing Little Paint Branch Trail and West Laurel. Designated bike lanes are also recommended to safely accommodate faster moving on-road bicycle traffic. This trail will also serve as a segment of the continuous trail from Bladensburg to Laurel that was envisioned in the Anacostia Trails Heritage Area Management Plan. This trail should connect to the existing HOA trails in the West Laurel community. The bike lanes should extend north on Bond Mill Road to Brooklyn Bridge Road. The bike lanes should then extend west to the Montgomery County line and east to the City of Laurel.
5	Anacostia River Trail Extension	Multiuse trail (hiker/biker/equestrian)	Bladensburg Marina to DC Line	M-NCPPC	Bladensburg Town Center Plan (2007)	Extend the Anacostia River Trail along the east side of the Anacostia River from Bladensburg Marina into the District of Columbia. This trail will extend the existing ATHA trails network, provide a future connection to the planned D.C. Riverwalk, and provide for improved trail connectivity between Prince George's County and the existing and proposed trails in the District of Columbia. This project has been funded by the State of Maryland and is scheduled to begin construction in late 2008.
6	MD 450 Standard or Wide Sidewalks with On-Road Bicycle Facilities	Standard or wide sidewalks with on-road bicycle facilities	Capital Beltway to Alt. US 1	SHA ⁷	Bladensburg-New Carrollton and Vicinity (1994)	Provide continuous sidewalks and on-road bicycle facilities along this heavily traveled corridor. These sidewalks will improve access to the New Carrollton Metro Station, as well as several commercial areas. Areas of high pedestrian traffic may warrant wide sidewalks. Pedestrian amenities and safety features are also warranted in some areas. On-road bicycle facilities should be provided. Although right-of-way constraints may not allow full bicycle lanes, wide outside curb lanes are recommended.
7	Riverdale Road Bikeway	On-road bicycle facilities	MD 450 to MD 410	DPW&T	Bladensburg-New Carrollton and Vicinity (1994)	Signed bike routes provide bicyclists with access to major destinations in the area. This bikeway will improve access to the New Carrollton Metro and the planned trail facility along MD 450.
8	Finns Lane Bikeway	On-road bicycle facilities	Riverdale Road to MD 450	DPW&T	Bladensburg-New Carrollton and Vicinity (1994)	Signed bike routes provide bicyclists with access to major destinations in the area. This bikeway will improve access to the New Carrollton Metro and the planned trail facility along MD 450.
9	Collington Branch Stream Valley Trail	Multiuse trail (hiker/biker/equestrian)	MD 214 to Western Branch	M-NCPPC	Bowie and Vicinity (2006) Subregion 6 (2009)	This trail will extend from MD 214 south to Upper Marlboro. It will serve the developing residential communities on the west side of US 301. It will also connect to the Western Branch Trail near Upper Marlboro. Several segments of this trail have either been constructed or approved for construction through recent development proposals.
10	Jericho Park Road Shared-Use Side path and Designated Bike Lanes	Shared-use side path and designated bike lanes	Race Track Road to MD 197	DPW&T	Bowie and Vicinity (2006)	Provide a side path or wide sidewalk for pedestrians and recreational cyclists, and wide curb lanes, bike lanes, or paved shoulders for on-road bicyclists if practical and feasible. These facilities will accommodate nonmotorized access to MARC and Bowie State University.
11	Race Track Road Shared-Use Side path and Designated Bike Lanes	Shared-use side path and designated bike lanes	MD 450 to MD 197	DPW&T	Bowie and Vicinity (2006)	Provide a side path along Race Track Road for pedestrians and recreational cyclists, and wide curb lanes, bike lanes, or shoulders for on-road bicyclists. These facilities will accommodate nonmotorized access to MARC and Bowie State University, as well as the church, school and park facilities along these corridors. Segments of Race Track Road have been improved with sidewalk construction and wide curb lanes.

⁶ ATHA: *Approved Anacostia Trails Heritage Area Management Plan: A Functional Master Plan for Heritage Tourism.*

⁷ SHA: Maryland State Highway Administration.

Table 2: Trail and Bikeway Recommendations

	Facility Name (adjoining road, where applicable)	Facility Type	Project Limits	Owner	Master Plan Citation(s) (and year of approval)	Comments
12	Old Maryland 450 Shared-Use Side path and Designated Bike Lanes	Shared-use side path and designated bike lanes	MD 197 to MD 450	DPW&T	Bowie and Vicinity (2006)	Develop trails and/or wide sidewalks and designated bike lanes along old MD 450 from Bowie to the West Bowie Village if practical and feasible.. This will provide for safe and convenient pedestrian and bicycle access to the West Bowie Village from Bowie Main Street. These facilities will also connect to the recently completed trail along the former MD 450 right-of-way east of MD 197.
13	Church Road Bikeway	Paved shoulders	MD 450 to MD 214	DPW&T	Bowie and Vicinity (2006)	This bikeway will be accommodated with six-foot-wide asphalt shoulders with side path construction at major intersections.
14	Church Road Shared-Use Side path	Shared-use side path	MD 214 to Oak Grove Road	DPW&T	Bowie and Vicinity (2006)	An eight-foot-wide side path will accommodate nonmotorized transportation along the portion of Church Road through the Oak Creek Club development.
15	Oak Grove Road Shared-Use Side path	Shared-use side path	MD 193 to Leeland Road	DPW&T	Bowie and Vicinity (2006)	An eight-foot-wide side path will accommodate nonmotorized transportation along the north side of Oak Grove Road in the vicinity of the Oak Creek Club development.
16	Chestnut Avenue/ Highbridge Road	Shared-use side path and on-road bicycle facilities	Old Town Bowie to MD 450	DPW&T	Bowie and Vicinity (2006)	Bicycle and pedestrian accommodations are necessary along this road to improve pedestrian safety in Old Town Bowie and several park and school facilities. This road will also provide an important connection to the existing WB&A Trail. Due to existing steep slopes and right-of-way constraints, improvements may not be possible until the road is realigned.
17	Mitchellville Road Shared-Use Side path	Shared-use side path	Mount Oak Road to US 301	DPW&T	Bowie and Vicinity (2006)	Extend the existing side path along the entire length of Mitchellville Road. This trail will link residential communities and provide access to several commercial areas.
18	Mount Oak Road Shared-Use Side path	Shared-use side path	Mitchellville Road to Church Road	DPW&T	Bowie and Vicinity (2006)	This trail will link residential communities and connect the bikeway along Church Road with the side path along Mitchellville Road.
19	Governors Bridge Road Shared-Use Bikeway	Shared-use bikeway	US 301 to the Patuxent River	DPW&T	Bowie and Vicinity (2006)	Bicycle signage and safety improvements (if necessary) should be incorporated into any frontage improvements along this shared-use roadway.
20	Mill Branch Road Shared-Use Bikeway	Shared-use bikeway	US 301 to Queen Anne Bridge Road	DPW&T	Bowie and Vicinity (2006)	Bicycle signage and safety improvements (if necessary) should be incorporated into any frontage improvements along this shared-use roadway.
21	Queen Anne Bridge Road Shared-Use Bikeway	Shared-use bikeway	US 301 to MD 214	DPW&T	Bowie and Vicinity (2006)	Bicycle signage and safety improvements (if necessary) should be incorporated into any frontage improvements along this shared-use roadway.
22	Queen Anne Road Shared-Use Bikeway	Shared-use bikeway	US 301 to MD 214	DPW&T	Bowie and Vicinity (2006)	Bicycle signage and safety improvements (if necessary) should be incorporated into any frontage improvements along this shared-use roadway.
23	Pedestrian Bridge Feasibility Study	Feasibility study	Greenbelt Metro Station	M-NCPPC	MPOT (new recommendation)	At the time of the detailed site plan for the Greenbelt Station development, conduct a feasibility study for a pedestrian bridge linking the Greenbelt Metro Station with the communities and master plan trails to the west of the railroad tracks. The study should determine if a pedestrian bridge is warranted and/or feasible, identify appropriate locations for the bridge (if necessary), or develop alternative recommendations for improving pedestrian access to the Greenbelt Metro Station from surrounding communities.
24	Old Chapel Road Sidewalks and Bikeway	Sidewalks and on-road bicycle facilities	MD 197 to Hillmeade Road	DPW&T	Bowie and Vicinity (2006)	Continuous sidewalks are needed along this residential corridor to improve access to Bowie Plaza, High Bridge Elementary School, and Highbridge Park.
25	Woodmore Road Shared-Use Side path	Shared-use side path	Church Road to MD 193	DPW&T	Bowie and Vicinity (2006)	This trail will link residential communities and connect the bikeways along Church Road and MD 193.
26	MD 564 Side path and On-Road Bicycle Facilities	Shared-use side path and designated bike lanes	MD 197 to MD 450	SHA	Bowie and Vicinity (2006) Glenn Dale-Lanham-Seabrook and Vicinity (1993)	Provide continuous bicycle and pedestrian improvements along MD 564 with either a wide sidewalk or side path for pedestrians and recreational cyclists, and wide curb lanes, bike lanes, or shoulders for on-road bicyclists if practical and feasible. These facilities are needed to improve pedestrian safety along this heavily traveled corridor. They will improve access to numerous commercial areas and MARC.

Table 2: Trail and Bikeway Recommendations

	Facility Name (adjoining road, where applicable)	Facility Type	Project Limits	Owner	Master Plan Citation(s) (and year of approval)	Comments
27	Prospect Hill Road Sidewalk and On-Road Bicycle Facilities	Sidewalks and on-road bicycle facilities	Hillmeade Road to MD 953	DPW&T	Bowie and Vicinity (2006)	Provide continuous pedestrian and bicycle facilities along Prospect Hill Road with either a wide sidewalk or side path for pedestrians and recreational cyclists, and wide curb lanes, bike lanes, or shoulders for on-road bicyclists if practical and feasible. These facilities will accommodate nonmotorized access to Northridge Community Park, Glenn Dale Elementary School, and Glenn Dale Neighborhood Park.
28	Fletchertown Road Shared-Use Side path	Side path	Hillmeade Road to Chestnut Avenue	DPW&T	Bowie and Vicinity (2006)	This trail will provide multimodal access to Old Town Bowie and other residential communities.
29	Iverson Street Sidewalks and Designated Bike Lanes	Sidewalks with designated bike lanes	Branch Avenue to Iverson Place	DPW&T	Branch Avenue Corridor, MPOT (new recommendation)	These improvements will enhance access to several commercial areas, the Hillcrest Heights Library, and Hillcrest Heights Elementary School.
30	Silver Hill Road Sidewalks and Designated Bike Lanes	Sidewalks with designated bike lanes	Branch Avenue to Walker Mill Road	SHA	Branch Avenue Corridor, MPOT (new recommendation)	These improvements will enhance access to the Suitland Metro, the Suitland Federal Center, several commercial areas, and Francis Scott Key Elementary School. Sidewalks exist along many segments of Silver Hill Road. Existing sidewalks are narrow and placed immediately behind the curb. Sidewalks should be at least six feet wide and be incorporated into a pedestrian-friendly streetscape with amenities and safety features.
31	52nd Place Bikeway	Shared-use roadway	Edgewood Road to 53rd Avenue	Municipal	MPOT (new recommendation)	This shared-use roadway will provide access to the Greenbelt Metro.
32	53rd Avenue Bikeway	Shared-use roadway	Edgewood Road to 53rd Avenue	Municipal	MPOT (new recommendation)	This shared-use roadway will provide access to the Greenbelt Metro.
33	Lackawanna Street Bikeway	Shared-use roadway	US 1 to Greenbelt Metro	Municipal	MPOT (new recommendation)	This shared-use roadway will provide access to the Greenbelt Metro.
34	St. Barnabas Road Sidewalks and Bike Lanes	Sidewalks with designated bike lanes	Silver Hill Road to Livingston Road	DPW&T	Branch Avenue Corridor, MPOT (new recommendation)	Provide continuous standard or wide sidewalks with designated bike lanes. Pedestrian amenities and safety features should also be included as part of any frontage improvements or road improvement projects. Any comprehensive improvement projects should include discussions with area businesses to consolidate access points in order to improve safety for pedestrians, bicyclists, and motor vehicles.
35	Adelphi Road Continuous Sidewalks and On-Road Bicycle Facilities	Continuous sidewalks and on-road bicycle facilities	MD 193 to MD 410	DPW&T	Gateway Arts District (2004)	Continuous sidewalks and on-road bicycle facilities are needed along this road to enhance multimodal access to the Prince George's Plaza Metro Station. Right-of-way constraints may prohibit bike lanes, but wide outside curb lanes should be considered. Crosswalk improvements and other pedestrian safety features may be appropriate at some locations.
36	Jamestown Road Shared-Use Side path/ Wide Sidewalk and Designated Bike Lanes	Continuous side path/wide sidewalks with designated bike lanes	Queens Chapel Road (MD 500) to Ager Road	DPW&T	Gateway Arts District (2004)	Provide a wide sidewalk or side path with designated bike lanes along both sides of Jamestown Road to provide safe multimodal access to the West Hyattsville Metro Station if practical and feasible. Adequate lighting and crosswalk facilities should also be included.
37	Hamilton Street Continuous Standard or Wide Sidewalks	Continuous standard or wide sidewalks	Ager Road to Magruder Park	Hyattsville	Gateway Arts District (2004)	Continuous sidewalks, pedestrian safety features, and other pedestrian amenities are needed along this pedestrian route to the West Hyattsville Metro Station.
38	38 th Street (MD 208) Standard or Wide Sidewalks and Designated Bike Lanes	Continuous standard/wide sidewalks with designated bike lanes	Hamilton Street to Bladensburg Road	SHA	Gateway Arts District (2004)	Improved accommodations for pedestrians and bicyclists are needed along this major corridor through multiple municipalities. Improved crosswalks, pedestrian safety features, and improved lighting and signage are also recommended.
39	Queens Chapel Road (MD 500) Wide Sidewalks and Designated Bike Lanes	Continuous wide sidewalks with designated bike lanes	MD 410 to Washington D.C.	SHA	Gateway Arts District (2004) West Hyattsville TDDP (2006) MPOT (new recommendation)— Buchanan Street to Washington D.C.	Wide sidewalks and designated bike lanes will improve pedestrian access to both the West Hyattsville and Prince George's Plaza Metro Stations. Segments of the road have been restriped to accommodate bicycle traffic, but continuous facilities for both pedestrians and bicyclists are still needed. Pedestrian safety features and amenities may also be appropriate at some locations.

Table 2: Trail and Bikeway Recommendations

	Facility Name (adjoining road, where applicable)	Facility Type	Project Limits	Owner	Master Plan Citation(s) (and year of approval)	Comments
40	Good Luck Road Shared-Use Side path and Designated Bike Lanes	Shared-use side path and designated bike lanes	Springfield Road to MD 201	DPW&T	Glenn Dale-Lanham-Seabrook (1993) Bladensburg-New Carrollton (1994)	These facilities will accommodate nonmotorized access to Greenbelt National Park, Parkdale High School, Robert Frost Elementary School, Lamont Elementary School, Catherine T. Reed Elementary School, Robert Goddard Middle School, DuVal High School, Turner Recreation Park, and Good Luck Community Center. This is a major east/west connection through northern Prince George's County.
41	Folly Branch Stream Valley Trail	Multiuse trail (hiker/biker/equestrian)	Glenn Estates (south of MD 564) to Bald Hill Branch	M-NCPPC	Glenn Dale-Seabrook-Lanham and Vicinity (1993) Largo-Lottsford (1990)	Several segments of this trail have been implemented through development applications and M-NCPPC capital improvement projects. This trail provides a key connection in central Prince George's County that links residential areas with shopping centers and office space. This trail will also improve access to the WB&A Trail and a planned trail along Bald Hill Branch.
42	Whitfield Chapel Road Sidewalks and On-Road Bicycle Facilities	Sidewalks and on-road bicycle facilities	MD 704 to MD 450	DPW&T	Glenn Dale-Seabrook-Lanham and Vicinity (1993)	These sidewalk improvements will connect existing residential communities to MD 450, Whitfield Chapel Park, and MD 704.
43	Princess Garden Parkway Sidewalks and On-Road Bicycle Facilities	Sidewalks and on-road bicycle facilities	MD 450 to Good Luck Road	DPW&T	Glenn Dale-Seabrook-Lanham and Vicinity (1993)	Current sidewalk facilities are fragmented. The sidewalks will connect existing residential communities with nearby commercial areas and the future Good Luck Road side path.
44	MD 450 Side path	Shared-Use side path	Seabrook Road to the Capital Beltway	SHA	Glenn Dale-Seabrook-Lanham and Vicinity (1993)	SHA has completed a side path along MD 450 as part of road improvement projects from Race Track Road in Bowie to Seabrook Road. This side path/wide sidewalk should be extended along MD 450 to the Capital Beltway. This facility, in conjunction with sidewalk construction inside the Beltway, will improve pedestrian access to the New Carrollton Metro. Where MD 450 has been reconstructed, wide outside curb lanes have been provided for on-road bicyclists.
45	Barnaby Run Stream Valley Trail	Multiuse trail (hiker/biker/equestrian)	Southern Avenue to 28 th Avenue	M-NCPPC	Heights Master Plan (2000)	Provide a multiuse stream valley trail along Barnaby Run to provide a connection to the public facilities located in the area. Facilities include the North Barnaby Park and Aquatic Facility, Hillcrest Heights Elementary School, Hillcrest Heights Community Center, and the proposed Hillcrest Heights mixed-use development.
46	Henson Creek Trail Extension	Multiuse trail (hiker/biker/equestrian)	Temple Hill Road to Branch Avenue Metro	M-NCPPC	Henson Creek-South Potomac (2006) Heights Master Plan (2000)	Extend the existing trail to the Branch Avenue Metro. This trail will extend the existing five mile stream valley trail, provide access to the Branch Avenue Metro and Camp Springs Town Center, and connect to the planned trail along Suitland Parkway.
47	Tinkers Creek Stream Valley Trail	Multiuse trail (hiker/biker/equestrian)	Camp Springs Park at Coolridge Road to Piscataway Creek	M-NCPPC	Henson Creek-South Potomac (2006) Subregion 5 (2009)	This planned trail has been approved for construction through the Bevard North development. This trail will connect to the Pea Hill Branch and Piscataway Creek Trails, provide access to the Clinton area, and provide access between adjoining residential communities.
48	Temple Hill Road Sidewalks and Bike Lanes	Continuous sidewalks and striped and designated bike lanes	MD 414 to MD 223	DPW&T	Henson Creek-South Potomac (2006)	These facilities will improve bicycle and pedestrian access to the Henson Creek Trail, Crossland High School, Clinton Grove Elementary School, Allenwood Elementary School, Temple Hills Park, and Henson Creek Neighborhood Park.
49	Tucker Road Sidewalks and Bike Lanes	Sidewalks with designated bike lanes	St. Barnabas Road to Allentown Road	DPW&T	Henson Creek-South Potomac (2006)	Continuous sidewalks and designated bike lanes are recommended along this corridor. They will provide pedestrian and bike access from surrounding communities to the Tucker Road Community Center and Henson Creek Trail.
50	Bock Road Sidewalks and Designated Bike Lanes	Sidewalks and designated bike lanes	Livingston Road to Tucker Road	DPW&T	Henson Creek-South Potomac (2006)	These facilities will provide pedestrian and bike access from surrounding communities to the Henson Creek Trail.
51	Brinkley Road Sidewalks and Designated Bike Lanes	Sidewalks and designated bike lanes	St. Barnabas Road to Allentown Road	DPW&T	Henson Creek-South Potomac (2006)	These facilities will provide pedestrian and bike access from surrounding communities to schools, shopping centers, and the Henson Creek Trail.

Table 2: Trail and Bikeway Recommendations

	Facility Name (adjoining road, where applicable)	Facility Type	Project Limits	Owner	Master Plan Citation(s) (and year of approval)	Comments
52	Allentown Road (MD 337) Sidewalks and Designated Bike Lanes	Sidewalks and designated bike lanes	Suitland Parkway to MD 5	SHA	Henson Creek-South Potomac (2006)	These facilities will provide pedestrian and bike access to several commercial areas from surrounding residential communities.
53	Allentown Road (MD 337) Sidewalks and Designated Bike Lanes	Sidewalks and designated bike lanes	Steed Road to Old Fort Road	DPW&T	Henson Creek-South Potomac (2006) Subregion 5 (2009)	These facilities will link established residential communities with existing school and park facilities. Public facilities along the road include Tayac Elementary School, Isaac J. Gourdine Middle School, Friendly High School, and the Allentown Road Fitness and Aquatic Center.
54	Oxon Hill Road (MD 414) Sidewalks and Designated Bike Lanes	Sidewalks and designated bike lanes	MD 210 to Livingston Road West	DPW&T	Henson Creek-South Potomac (2006)	These facilities will provide pedestrian and bike access to National Harbor, Oxon Hill Manor, Fort Foote Elementary School, and the Henson Creek Trail. A portion of these improvements are funded through a Department of Public Works and Transportation Capital Improvement Program project. These improvements will also serve as a segment of the Potomac Heritage Trail on-road bicycle route.
55	Oxon Hill Road (MD 414) Sidewalks, Designated Bike Lanes and Pedestrian Safety Improvements	Sidewalks and designated bike lanes	MD 210 to St. Barnabas Road	SHA	Henson Creek-South Potomac (2006)	Continuous sidewalks and on-road bicycle facilities are needed along this heavily traveled commercial corridor. Pedestrian safety issues also need to be addressed and improved crosswalks, pedestrian refuges, and other features may be appropriate
56	Fort Foote Road Sidewalks and Designated Bike Lanes	Sidewalks and designated bike lanes	Oxon Hill Road (near Kirby Hill Road) to Oxon Hill Road (north of Livingston Road)	DPW&T	Henson Creek-South Potomac (2006)	These facilities will provide pedestrian and bike access from surrounding communities to the Fort Foote Community Center, Fort Foote National Park, Fort Foote Elementary School, and Oxon Hill Middle School. These improvements will also serve as a segment of the Potomac Heritage Trail on-road bicycle route.
57	Palmer Road Sidewalks and Designated Bike Lanes	Sidewalks and designated bike lanes	Tucker Road to MD 210	DPW&T	Henson Creek-South Potomac (2006)	These facilities will provide pedestrian and bike access from surrounding communities to the Lynnalán Neighborhood Park.
58	Fort Washington Road Sidewalks and Designated Bike Lanes	Sidewalks and designated bike lanes	MD 210 to Fort Washington Park	DPW&T	Henson Creek-South Potomac (2006)	Provide continuous sidewalks and designated bike lane if practical and feasible. These facilities will provide pedestrian and bike access from surrounding communities to the Fort Washington National Park, Potomac Landing Elementary School, Potomac Landing Park, and Tantallon Shopping Center. These improvements will also serve as a segment of the Potomac Heritage Trail on-road bicycle route.
59	Old Fort Road Sidewalks and Designated Bike Lanes	Sidewalks and designated bike lanes	MD 210 to Fort Washington Road to MD 210 (at Oxon Hill Road)	DPW&T	Henson Creek-South Potomac (2006)	Provide continuous sidewalks and designated bike lane if practical and feasible. These facilities will provide pedestrian and bike access from surrounding communities to the Fort Washington National Park. These improvements will also serve as a segment of the Potomac Heritage Trail on-road bicycle route.
60	Old Fort Road Sidewalks and Designated Bike Lanes	Sidewalks and designated bike lanes	MD 210 (at Forest Plaza) to MD 210 (at Livingston Square Shopping Center)	DPW&T	Henson Creek-South Potomac (2006)	Provide continuous sidewalks and designated bike lane if practical and feasible. These facilities will serve residential communities along Old Fort Road and provide better pedestrian access to nearby park, school, and shopping facilities.
61	Riverview Road	Sidewalks and designated bike lanes	Fort Washington Road to Swan Creek Road	DPW&T	Henson Creek-South Potomac (2006)	Provide continuous sidewalks and designated bike lane if practical and feasible. These facilities will provide continuous accommodations for pedestrians and bicyclists and serve as a segment of the Potomac Heritage Trail On-Road Bicycle Route.
62	Swan Creek Road	Sidewalks and designated bike lanes	Riverview Road to MD 210	DPW&T	Henson Creek-South Potomac (2006)	These facilities will provide continuous accommodations for pedestrians and bicyclists and serve as a segment of the Potomac Heritage Trail on-road bicycle route. Swan Creek Road provides access from residential communities to Old Fort Village Shopping Center.

Table 2: Trail and Bikeway Recommendations

	Facility Name (adjoining road, where applicable)	Facility Type	Project Limits	Owner	Master Plan Citation(s) (and year of approval)	Comments
63	Auth Road Sidewalk and Bikeway Improvements	Sidewalks and on-road bicycle improvements	MD 337 to MD 5	DPW&T	Henson Creek-South Potomac (2006)—outside the Beltway MPOT (new recommendation)—inside the Beltway	Continuous sidewalks, on-road bicycle improvements, and pedestrian safety features are needed along this major road connection to the Branch Avenue Metro. Auth Road also serves as a connection to Metro from surrounding communities.
64	Livingston Road Sidewalks and Designated Bike Lanes	Sidewalks and designated bike lanes	MD 210 in Forest Heights to MD 210 at Kerby Hill Road	DPW&T	Henson Creek-South Potomac (2006)—outside the Capital Beltway MPOT (new recommendation)—inside the Capital Beltway	These facilities will provide pedestrian and bike access to Oxon Hill Plaza and Glassmanor Community Park.
65	Cattail Branch Stream Valley Trail	Multiuse trail (hiker/biker/equestrian)	Glenarden Parkway to Beaverdam Creek	M-NCPPC	Landover and Vicinity (1993)	This trail can be implemented as a stream valley trail and a side path along Barlowe Road extended. Where the trail is implemented in conjunction with Barlowe Road extended, an attractive and inviting streetscape is recommended with appropriate pedestrian-and trail-related amenities that highlight the Cattail Branch and surrounding open space. This trail/greenway should include connections to surrounding schools and neighborhoods. Upon its completion along its entire length, this stream valley trail will provide access to Kenmoor Elementary School, Kenmoor Middle School, Matthew Henson Elementary School, the Palmer Park Community Center, and the Kentland Community Center.
66	Brightseat Road Sidewalks and Bike Lanes	Sidewalks and designated bike lanes	Ardwick-Ardmore Road to MD 214	DPW&T	Landover and Vicinity (1993)	Provide continuous sidewalks/wide sidewalks and on-road bicycle accommodations along Brightseat Road. Brightseat Road is a major north-south connection through the Landover Gateway area, and currently facilities for pedestrians are fragmented. The road currently does not include striping for bicycle facilities. However, due to the speed and volume along the road, its connectivity through the sector plan area, and its connection to FedEx Field, designated bike lanes are recommended. Brightseat Road should also include accommodations for bicycles and pedestrians at the planned interchange with MD 202. These facilities will provide safe nonmotorized connectivity to the Landover civic center and commercial core from surrounding neighborhoods.
67	Sheriff Road Wide Sidewalks and Designated Bike Lanes	Sidewalks and designated bike lanes	Brightseat Road to Washington DC	DPW&T	Landover and Vicinity (1993)	Extend the existing wide sidewalks along the entire length of Sheriff Road. Designated bike lanes are also recommended. These facilities will improve access to FedEx Field, Cabin Branch Trail, and Cedar Heights Community Center.
68	Cabin Branch Stream Valley Trail	Multiuse trail (hiker/biker/equestrian)	MD 214 to Beaverdam Creek	M-NCPPC	Landover and Vicinity (1993) Addison Road Metro Area Sector Plan (2000)	This park trail will provide needed recreational opportunities in the Landover and Seat Pleasant areas. It will provide access to numerous park and school facilities, as well as to the Cheverly and Addison Road Metro Stations.
69	MD 202 Continuous Sidewalks and On-Road Bicycle Facilities	Standard or wide sidewalks with on-road bicycle facilities.	Barlowe Road to MD 450	SHA	Landover and Vicinity (1993) Bladensburg-New Carrollton and Vicinity (1994)	Road improvements along MD 202 should be consistent with the AASHTO Guide for the Development of Bicycle Facilities and improvements and pavement markings should preserve and enhance the existing state-designated Upper Marlboro to College Park Bikeway. If MD 202 is improved from an open to closed section roadway, a standard side path shall be provided along one side and bicycle-compatible pavement markings shall be provided on the outside curb lanes.

Table 2: Trail and Bikeway Recommendations

	Facility Name (adjoining road, where applicable)	Facility Type	Project Limits	Owner	Master Plan Citation(s) (and year of approval)	Comments
70	Evarts Street Sidewalk and Bike Lanes	Sidewalks and designated bike lanes	Existing Evarts Street to the Woodmore Towne Centre	DPW&T	MPOT (new recommendation)	Provide continuous sidewalks and on-road bicycle facilities on the Evarts Street extension. This extension will provide pedestrian access between the Woodmore Towne Centre and the Landover Gateway regional center and commercial core. In addition, this pedestrian connection across the Beltway will provide for a more unified, walkable study area by providing access across a major pedestrian barrier.
71	Adelphi Road Shared-Use Side path	Shared-use side path	MD 650 to MD 193	DPW&T	Langley Park-College Park-Greenbelt (1989)	The extension of the existing wide sidewalk along Adelphi Road is recommended to improve access to the University of Maryland. On-road bicycle facilities are also recommended, with bike lanes being preferred along this high volume corridor if right-of-way constraints allow.
72	MD 193 Shared- Use Side path and Designated Bike Lanes	Wide sidewalk or shared-use side path and designated bike lanes	Watkins Regional Park to Montgomery County line	SHA	Langley Park-College Park-Greenbelt (1989)—Soil Conservation Road to Paint Branch MPOT (new recommendation)— Paint Branch to Montgomery County Glenn Dale-Seabrook- Lanham and Vicinity (1993)—Cipriano Road to US 50 Largo-Lottsford (1990)—US 50 to Watkins Regional Park	Provide continuous pedestrian and bicycle accommodations along MD 193 with either a wide sidewalk or side path for pedestrians and recreational cyclists, and wide curb lanes, bike lanes, or shoulders for on-road bicyclists. MD 193 is a major east/west corridor in northern Prince George’s County and provides access to many schools, parks, and commercial areas. Pedestrian safety along the corridor is a concern and the provision of facilities to safely accommodate pedestrians and bicyclists is a priority.
73	Metzerott Road Sidewalks and Bike Lanes	Continuous sidewalks and designated bike lanes	MD 650 to MD 193	DPW&T	MPOT (new recommendation)	Pedestrian safety needs to be evaluated as part of future improvements to the MD 193 and Metzerott Road intersection.
74	Bald Hill Branch Stream Valley Trail	Multiuse trail (hiker/biker/ equestrian)	MD 450 to Western Branch	M-NCPPC	Largo Lottsford (1990) Glenn Dale-Seabrook- Lanham (1993)	This stream valley trail will connect to the planned Folly Branch Trail and Western Branch Trail, as well as the existing trail along MD 450.
75	Western Branch Stream Valley Trail	Multiuse trail (hiker/biker/ equestrian)	Enterprise Golf Course to the Patuxent River	M-NCPPC	Largo-Lottsford (1990) Subregion 6 (2009)	This trail will provide access to Upper Marlboro and the Prince George’s Equestrian Center. It will also provide a nonmotorized connection between the Largo area and Upper Marlboro, link to the Folly Branch, Collington Branch, and Patuxent River trails, and connect to Watkins Regional Park.
76	Lottsford Branch Stream Valley Trail	Multiuse trail (hiker/biker/ equestrian)	Glenn Dale Community Center to Folly Branch	M-NCPPC	Largo-Lottsford (1990)	The stream valley trail will connect existing park facilities such as the splash park and WB&A Trail with the planned stream valley trail network to the south.
77	Lottsford Road Shared-Use Side path	Shared-use side path/wide sidewalks and on-road bicycle facilities	MD 193 to Harry S Truman Drive	DPW&T	Largo-Lottsford (1990)	This planned facility has been implemented as a wide sidewalk along some frontages. On-road bicycle facilities should be considered as road improvements occur.
78	Campus Way Side path/Wide Sidewalk with Designated Bike Lanes	Shared-use side path or wide sidewalk and designated bike lanes	Evarts Street to Harry S Truman Drive	DPW&T	Largo-Lottsford (1990)	Extend the existing wide sidewalks along the entire length of both existing and planned Campus Way. This road will ultimately connect to the Evarts Street bridge over the Capital Beltway. Designated bike lanes should also be provided. These facilities will provide access between the Woodmore Towne Centre, Landover Gateway area, and the Largo Town Center.
79	Lake Arbor Way Bikeway	On-road bicycle improvements	MD 202 to MD 214	DPW&T	Largo-Lottsford (1990)	Lake Arbor Way currently includes standard sidewalks along both sides of its entire length. Bicycle compatible road striping and signage is recommended.

Table 2: Trail and Bikeway Recommendations

	Facility Name (adjoining road, where applicable)	Facility Type	Project Limits	Owner	Master Plan Citation(s) (and year of approval)	Comments
80	Lottsford Vista Road Sidewalks and On-Road Bicycle Facilities	Sidewalks and on-road bicycle facilities	Lottsford Road to MD 704	DPW&T	Largo-Lottsford (1990)	Continuous accommodations for bicycles and pedestrians are needed. Sidewalks are currently fragmented. This will improve access to the Washington Business Park.
81	Ritchie Branch Trail	Multiuse trail (hiker/biker/equestrian)	Marlboro Pike to Walker Mill Regional Park	M-NCPPC	Marlboro Pike, MPOT (new recommendation)	This planned trail will provide access from the Forestville community to Walker Mill Regional Park. This is a long-term recommendation that will require the acquisition of land along the stream valley within a largely industrial corridor.
82	MD 4 Shared-Use Side path	Side path (hiker/biker)	Capital Beltway to the Washington, D.C. line	SHA	Marlboro Pike, MPOT (new recommendation)	A side path has been recently completed along the north side of MD 4 from Walters Lane to Parkland Drive. It is recommended that this trail be completed along the entire length of MD 4 inside the Beltway. This trail will link adjacent residential communities, provide access to existing bus stops, and improve access to commercial areas. There is an existing need for this facility as residents currently walk along the shoulder or parallel to the road to reach nearby bus stops and commercial areas.
83	Marlboro Pike Sidewalk and Bikeway Improvements	Sidewalks and on-road bicycle improvements	Forestville Road to Washington, D.C. line	DPW&T	Marlboro Pike, MPOT (new recommendation)	Planning for the Marlboro Pike Sector Plan has indicated the need for continuous sidewalks and streetscape improvements along this corridor. Pedestrian safety features should also be incorporated, where feasible. Due to right-of-way constraints, full bike lanes may not be feasible.
84	Dower House Road Sidewalks and Designated Bike Lanes	Sidewalks and designated bike lanes	MD 4 to Melwood Hills Community Park	DPW&T	Melwood-Westphalia (1994)	Continuous sidewalks and designated bike lanes are needed to accommodate nonmotorized trips going to the Westphalia Town Center.
85	MD 223 Shared-Use Side path	Side path (hiker/biker)	MD 4 to Livingston Road	SHA	Melwood-Westphalia (1994)—MD 4 to Rosaryville Road. MPOT (new recommendation)—Rosaryville Road to Livingston Road	A shared-use side path or wide sidewalk is recommended along this rapidly developing corridor in southern Prince George’s County. There has been consistent feedback from the community that safe pedestrian facilities are needed along this heavily traveled and rapidly developing corridor. This trail will provide safe access to numerous schools and park facilities, as well as link adjoining residential communities. Currently, sidewalks are fragmented or missing in many areas and a side path is needed to improve pedestrian safety.
86	Arena Drive Shared-Use Side path	Wide sidewalk and on-road bicycle facilities	Brightseat Road to MD 202	DPW&T	Morgan Boulevard and Largo Town Center Metro Areas (2004) Largo-Lottsford (1990)	Extend the existing wide sidewalks along the entire length of Arena Drive. This facility will improve pedestrian access between FedEx Field and the Largo Town Center.
87	Hill Road Continuous Sidewalks and On-Road Bicycle Improvements	Sidewalks and on-road bicycle facilities	MD 214 to MD 704	DPW&T	Morgan Boulevard and Largo Town Center Metro Areas (2004)	Provide continuous sidewalks and on-road bicycle facilities to improve access between communities and to Oakcrest Elementary School and Peppermill Village Park.
88	MD 214 Continuous Sidewalks	Sidewalks and on-road bicycle facilities	Capital Beltway to Washington, D.C.	SHA	Morgan Boulevard and Largo Town Center Metro Areas (2004) Addison Road Metro Town Center (2000)	Improved accommodations for pedestrians are recommended along MD 214. Gaps in the sidewalk network should be completed, and new sidewalk construction should provide a buffer between the travel lanes and pedestrian zone. Wide sidewalks are appropriate near Metro and in areas of high pedestrian traffic. Crosswalk improvements, safety enhancements, and on-road bicycle facilities should also be considered.
89	Oxon Run Trail	Multiuse trail (hiker/biker/equestrian)	Oxon Hill Farm (NPS) to Azalea Acres Park	M-NCPPC	MPOT (new recommendation)	This trail will provide access to the existing National Park Service (NPS) Trail into the District. It will also provide access to Glassmanor Community Center.

Table 2: Trail and Bikeway Recommendations

	Facility Name (adjoining road, where applicable)	Facility Type	Project Limits	Owner	Master Plan Citation(s) (and year of approval)	Comments
90	MD 704 Shared-Use Side path	Side path (hiker/biker)	MD 450 to the Washington, D.C. line	SHA	MPOT (new recommendation)	A side path or wide sidewalk construction with designated bike lanes is recommended along MD 704 (District of Columbia to I-495). It may be appropriate to use excess capacity along MD 704 to accommodate improved bicycle and pedestrian facilities. MD 704 connects to the existing WB&A Trail outside I-495. Trail construction along MD 704 will provide an extension of the existing WB&A Trail to provide a continuous east/west trail connection through central Prince George's County.
91	Ritchie Road Sidewalks and Bike Lanes	Sidewalks and designated bike lanes	MD 214 to Walker Mill Road	DPW&T	MPOT (new recommendation)	Continuous sidewalks and designated bike lanes are needed to accommodate nonmotorized trips along this employment/industrial corridor. Ritchie Road connects to the wide sidewalks currently along Garrett A. Morgan Boulevard.
92	Contee Road Continuous Sidewalks and On-Road Bicycle Facilities	Sidewalks and on-road bicycle facilities	MD 197 to Cherry Lane	DPW&T	MPOT (new recommendation)	These facilities will improve access to several shopping centers and James H. Harrison Elementary School. Designated bike lanes are recommended if right-of-way constraints allow. From US 1 west to Cherry Lane there shall be sidewalks and designated on-road bike lanes.
93	Odell Road Continuous Sidewalks and On-Road Bicycle Facilities	Sidewalks and on-road bicycle facilities	Old Baltimore Pike to Powder Mill Road (MD 212)	DPW&T	MPOT (new recommendation)	Continuous sidewalks are needed along this major route through the Beltsville community. These planned facilities will begin on the east side of Old Baltimore Pike, which is east of the railroad tracks and industrial area.
94	Sellman Road Sidewalk or Shared-Use Side path and Bike Lanes	Standard sidewalks or shared-use side path (hiker/biker)	Rhode Island Avenue to Cherry Hill Road	DPW&T	MPOT (new recommendation)	Provide a standard sidewalk or a side path along the north side of Sellman Road from Cherry Hill Road to US 1 if practical and feasible. This needed improvement will provide safe pedestrian access to the Beltsville Community Center from nearby residential communities. This sidewalk will also provide pedestrian access to nearby local businesses. Designated bike lanes should also be provided.
95	MD 197 Shared-Use Side path	Shared-use side path (hiker/biker)	Laurel to Bowie	SHA	MPOT (new recommendation)	Currently, much of the land between Laurel and Bowie is in federal ownership and is restricted from trails and other recreational uses. However, a side path within the MD 197 right-of-way will provide a trail connection from Bowie to Laurel without impacting the adjacent federal properties. A side path is necessary to safely accommodate pedestrians and bicyclists along this high volume, high speed roadway. This trail will also provide access to the existing WB&A Trail and serve as a segment of the nationally designated East Coast Greenway.
96	Beaverdam Road Designated Bike Lanes	Bike lanes	MD 201 to Springfield Road	DPW&T	MPOT (new recommendation)	Designated bike lanes shall be provided.
97	MD 201 Shared- Use Side path	Shared-use side path (hiker/biker)	US 50 to I-495	SHA	MPOT (new recommendation)	This trail will improve bike and pedestrian safety along a high-volume and high-speed roadway.
98	Paint Branch Parkway Designated Bike Lanes	Designated bike lanes	US 1 to MD 201	DPW&T	MPOT (new recommendation)	Provide designated bike lanes along the entire length of Paint Branch Parkway if feasible. This will improve access to the University of Maryland.
99	Baltimore- Washington Parkway Trail	Shared-use trail	Muirkirk Road to Pedestrian Bridge off Hanover Parkway (Greenbelt)	NPS	MPOT (new recommendation)	This trail will provide north/south access through the Beltsville Agricultural Research Center from Laurel to Greenbelt in an area where there are no off-road trail options for bicyclists. This trail can tie into the existing pedestrian bridge over the Baltimore-Washington Parkway in the vicinity of Hanover Parkway and Gardenway Court. This trail may be similar to the trail currently under study along the Suitland Parkway.
100	MD 410 Continuous Standard or Wide Sidewalks with On-Road Bicycle Facilities	Sidewalks with on-road bicycle facilities	Montgomery County to the Baltimore- Washington Parkway	SHA	MPOT (new recommendation) Prince George's Plaza TDDP (1998)	Continuous facilities for pedestrians and bicyclists are needed along this corridor. Wide sidewalks are recommended within the Prince George's Plaza Transit District, and continuous sidewalk facilities are needed along the rest of the corridor. Bicycle compatible road striping should be considered, although right-of-way constraints may prohibit full bike lanes.

Table 2: Trail and Bikeway Recommendations

	Facility Name (adjoining road, where applicable)	Facility Type	Project Limits	Owner	Master Plan Citation(s) (and year of approval)	Comments
101	Riggs Road (MD 212)	Sidewalks and on-road bicycle facilities	Powder Mill Road (MD 212) to Washington D.C.	SHA	MPOT (new recommendation)	Continuous sidewalks and on-road bicycle accommodations are necessary along this corridor. Currently, sidewalks are fragmented or missing along some segments of the road. Right-of-way constraints may prohibit bike lanes, but wide outside curb lanes should be considered. Crosswalk improvements and other pedestrian safety features may be appropriate at some locations.
102	Steed Road Shared-Use Side path and On-Road Bicycle Facilities	Shared-use side path with on-road bicycle facilities	MD 223 to Allentown Road	DPW&T	MPOT (new recommendation)	Steed Road connects two major corridors within the northern portion of Subregion 5. A shared-use side path with on-road bicycle accommodations are recommended if practical and feasible. Steed Road also links existing residential communities with the planned Tinkers Creek Trail.
103	Auth Way Wide Sidewalks	Wide sidewalks	Auth Road to MD 5	DPW&T	MPOT (new recommendation)	Continuous wide sidewalks should be provided along both sides of Auth Way as road improvements are made to improve access to the Branch Avenue Metro. Seven-foot-wide sidewalks have been approved along segments of Auth Way through the Camp Springs Town Center.
104	Suitland Road Sidewalks and Designated Bike Lanes	Sidewalks with designated bike lanes	Allentown Road to the Washington, D.C. line	DPW&T	MPOT (new recommendation)	An attractive streetscape with continuous sidewalks, on-road bicycle facilities, and pedestrian safety features are needed along Suitland Road. Suitland Road provides access to the Suitland Federal Center, Suitland Community Park, and several nearby school facilities.
105	Walker Mill Road Side path/Wide Sidewalk	Shared-use side path or wide sidewalk	Ritchie-Marlboro Road to Marlboro Pike	DPW&T	MPOT (new recommendation)	This project should be implemented as a shared-use side path or wide sidewalk. This facility will connect to the existing wide sidewalk along Ritchie Marlboro Road at the Capital Beltway interchange. This facility will provide access to Walker Mill Regional Park, John H. Bayne Elementary School, and Walker Mill Business Park.
106	Ritchie Road/ Forestville Road	Sidewalks and designated bike lanes	MD 214 to MD 4	DPW&T	MPOT (new recommendation)	Continuous sidewalks and designated bike lanes are needed to accommodate pedestrians and bicyclists along these roads. These facilities will improve access to Walker Mill Regional Park and multiple employment areas.
107	Cherry Tree Crossing Sidewalks and Bikeway	Sidewalks and bikeway improvements	US 301 to MD 381	DPW&T	MPOT (new recommendation)	Accommodations for pedestrians are needed to link the residential community with the Brandywine Town Center. The road is also designated as a shared-use bikeway.
108	Mountain Bike Skills Park	Skills park	Hyattsville vicinity	M-NCPPC	MPOT (new recommendation)	Mountain bike users are an underserved user group in Prince George’s County. Many multiuse trails do not provide the variety of scenery or terrain necessary for a challenging mountain bike trail. Similarly, children need safe places to ride where they can improve their bicycling skills. A mountain bike skills park is proposed in north county that will provide a variety of trail experiences and challenges and will better serve the mountain bike users in the county. Similar parks have been constructed in other urban areas that provide for a variety of trail experiences, challenges, and obstacles in relatively small, confined space.
109	Dangerfield Road Sidewalks and Bikeway	Sidewalks and on-road bicycle facilities	MD 223 to Sonar Road	DPW&T	MPOT (new recommendation)	Continuous facilities are needed for pedestrians along this mostly open section road if practical and feasible. Bicycle compatible road improvements and bikeway signage should also be provided.
110	Brown Station Road Shared-Use Side path	Side path or wide sidewalk with on-road bicycle facilities	Old Marlboro Pike to White House Road	DPW&T	MPOT (new recommendation)	Provide a side path or wide sidewalk along Brown Station Road. Where an open section road is maintained, bicycle compatible road improvements such as paved shoulders and bikeway signage should be provided.
111	Surratts Road Sidewalks and Bikeway	Sidewalks and on-road bicycle facilities	Brandywine Road to Dangerfield Road	DPW&T	MPOT (new recommendation)	Continuous facilities are needed for pedestrians along this mostly open section road if practical and feasible. Bicycle compatible road improvements and bikeway signage should also be provided.
112	South Osborne Road Bikeway	Sidewalks and on-road bicycle improvements	Marlboro Pike to US 301	DPW&T	MPOT (new recommendation)	Provide bicycle compatible improvements and bikeway signage as improvements are made.

Table 2: Trail and Bikeway Recommendations

	Facility Name (adjoining road, where applicable)	Facility Type	Project Limits	Owner	Master Plan Citation(s) (and year of approval)	Comments
113	Ardwick-Ardmore Road Sidewalks and On-Road Bicycle Facilities	Sidewalks and on-road bicycle facilities	Lottsford Vista Road to Pennsy Drive	DPW&T	MPOT (new recommendation) outside the Capital Beltway Landover and Vicinity (1993) inside the Capital Beltway	Continuous accommodations for bicycles and pedestrians are needed. Sidewalks are currently fragmented. This will improve access to the New Carrollton Transit District and Metro station.
114	Suitland Parkway Trail	Shared-use side path (hiker/biker)	Washington, D.C. line to MD 4	NPS	MPOT, Branch Avenue Corridor (new recommendation)	This trail will extend the existing Suitland Parkway Trail in D.C. along the Suitland Parkway in Prince George’s County. This trail will provide access to the Naylor Road and Suitland Metro Stations.
115	Branch Avenue Bicycle and Pedestrian Improvements	Shared-use side path or sidewalks with designated bike lanes	Capital Beltway to the Washington, D.C. line	SHA	MPOT, Branch Avenue Corridor (new recommendation)	The Branch Avenue Corridor Sector Plan highlights the importance of improving pedestrian safety along and across Branch Avenue inside the Capital Beltway. In conjunction with other streetscape improvements, a shared-use side path or standard/wide sidewalks should be provided in conjunction with designated bike lanes. Safety improvements for pedestrians should also be incorporated into future intersection improvements. There may also be opportunities to construct an urban linear park along some sections of the corridor, as discussed in the sector plan.
116	Harkins Road Wide Sidewalks	Wide sidewalks	MD 450 to Ellin Road	DPW&T	New Carrollton TDDP (1989)	Provide minimum six-foot-wide sidewalks along Harkin Avenue to accommodate pedestrians walking to the New Carrollton Metro Station.
117	Ellin Road Wide Sidewalks	Wide sidewalks	MD 450 to MD 410	DPW&T	New Carrollton TDDP (1989)	Provide minimum six-foot-wide sidewalks along Ellin Avenue and 85 th Avenue to accommodate pedestrians walking to the New Carrollton Metro Station.
118	Muirkirk Road Sidewalks and Bike Lanes	Sidewalks and designated bike lanes	MD 197 to A-3	DPW&T	Subregion I (1990) MPOT (new recommendation)	Provide continuous sidewalks and designated bike lanes along Muirkirk Road to improve access to the Muirkirk MARC Station and to A-3 south of the Konterra Town Center.
119	Contee Road Extended (A-6) Shared-Use Side path and Designated Bike Lanes	Sidewalks with designated bicycle lanes	Old Gunpowder Road to City of Laurel Old Gunpowder Road to Van Dusen Road.	DPW&T	Subregion I (1990) MPOT (new recommendation)	These facilities will improve access to Fairland Regional Park and the planned Konterra development.
120	Kenilworth Avenue Extended (A-56) Shared-Use Side path and Designated Bike Lanes	Shared-use side path/ wide sidewalk with designated bicycle lanes	Van Dusen Road to Sunnyside Avenue	DPW&T	Subregion I (1990) MPOT (new recommendation)	These facilities will improve access to Fairland Regional Park and the planned Konterra development.
121	Old Baltimore Pike Shared-Use Side path	Shared-use side path	Muirkirk Road to Odell Road	DPW&T	Subregion I (1990)	This side path will provide safe pedestrian and bicycle movement along a heavily traveled industrial road with significant truck traffic.
122	Odell Road Bike Lanes	Bike lanes	Muirkirk Road to Old Baltimore Pike	DPW&T	Subregion I (1990)	Designated bike lanes shall be added to this road.
123	US 1 Shared-Use Side path	Shared-use side path (hiker/biker)	Capital Beltway to Laurel	SHA	Subregion I (1990)	Provide a side path or wide sidewalk along the west side of US 1. This will extend the existing side path along US 1 between Quimby Avenue and Muirkirk Road. This wide sidewalk or side path should ultimately extend from I-495 to Laurel.
124	Powder Mill Road (MD 212)	Bike lanes	MD 197 to MD 201	SHA	Subregion I (1990)	Provide designated bike lanes along MD 212 through the Beltsville Agricultural Research Center. Paved shoulders are currently provided along in most areas.
125	Van Dusen Road Realigned	Sidewalks and bike lanes	Old Gunpowder Road to Konterra Town Center	DPW&T	MPOT (new recommendation)	The existing portion of Van Dusen Road across this area will be realigned as part of the planned Konterra project and is expected to connect directly to the town center over I-95. No alignment is set at this time. These facilities will improve access to Fairland Regional Park and the planned Konterra Town Center.

Table 2: Trail and Bikeway Recommendations

	Facility Name (adjoining road, where applicable)	Facility Type	Project Limits	Owner	Master Plan Citation(s) (and year of approval)	Comments
126	Powder Mill Road (MD 212)	Sidewalks and designated bike lanes	MD 201 to Montgomery County	SHA	Subregion I (1990)	Continuous sidewalks and designated bike lanes are needed along MD 212 in the Beltsville and Calverton areas. Sidewalks are currently fragmented or missing in many areas.
127	Springfield Road Bike Lanes	Designated bike lanes	Odell Road to MD 564	DPW&T	Subregion I (1990) Glenn Dale-Seabrook-Lanham (1993)	Continuous sidewalks and designated bike lanes should be provided where a closed section road is utilized. Designated bike lanes shall be provided to open sections where feasible.
128	Cherry Hill Road Continuous Sidewalks and Designated Bike Lanes	Sidewalks and designated bike lanes	US 1 to Montgomery County	SHA	Subregion I (1990) MPOT (new recommendation inside the Capital Beltway)	Continuous sidewalks and designated bike lanes are needed along this heavily traveled road to improve neighborhood access to existing park facilities and shopping centers.
129	Paint Branch Stream Valley Trail	Multiuse trail (hiker/biker/equestrian)	Cherry Hill Road to Sellman Road	M-NCPPC	Subregion I (1990), ATHA (2001)	Extend the existing Paint Branch Trail from Cherry Hill Road Community Park to the Beltsville Community Center north of Sellman Road. This trail extension will connect the existing ATHA network inside the Beltway with the existing Little Paint Branch Trail north of Sellman Road and will be an important segment of the trail connection planned between Bladensburg and Laurel in the ATHA Management Plan.
130	Rhode Island Avenue Trolley Trail	Shared-use trail with designated bike lanes	Quimby Avenue to Armentrout Drive	Municipal, SHA, and DPW&T	Subregion I (1990), Langley Park-College Park-Greenbelt (1989) Gateway Arts District (2004)	Provide a shared-use trail along this former trolley right-of-way. Several segments of this trail have been implemented by the City of College Park. Planning work is also being done in Riverdale Park and Hyattsville. Where an existing roadway is within the former trolley right-of-way, bikeway and sidewalk improvements may be appropriate. Designated bike lanes shall be provided from Greenbelt Road north to Quimby Avenue.
131	Pea Hill Branch Stream Valley Trail	Multiuse trail (hiker/biker/equestrian)	MD 5 to Tinkers Creek	M-NCPPC	Subregion 5 (2009)	This local stream valley trail will improve pedestrian access in the Clinton area and connect to the Tinkers Creek Trail. An extensive network of trail easements and open space parcels have been established as development has occurred in the stream valley.
132	Edgewood Road Bike Lanes	Designated bike lanes	US 1 to 53rd Avenue	Municipal	US 1 College Park Sector Plan (2002)	This facility may be accommodated as a shared-use roadway east of 52nd Place.
133	Montgomery Road Bike Lanes	Designated bike lanes	US 1 to Powder Mill Road	DPW&T	MPOT (new recommendation)	Provide designated bike lanes consistent with the existing CIP projects.
134	Piscataway Creek Stream Valley Trail	Multiuse trail (hiker/biker/equestrian)	MD 223 (near Rosaryville Road) to the Potomac River	M-NCPPC and NPS	Subregion 5 (2009) Subregion 6 (2009)	This is one of the primary stream valley trail recommendations in southern Prince George's County. This stream valley runs through the middle of a rapidly developing portion of southern Prince George's County. Significant segments of the stream valley have been acquired by the Department of Parks and Recreation as development has occurred. In conjunction with the Charles Branch Trail in Subregion 6, the Piscataway Creek Trail will provide part of a planned "cross-county" connection linking the Potomac River at Fort Washington with the Patuxent River Greenway near Jug Bay. This trail will also provide nonmotorized access to the extensive trail system and recreational facilities at Cosca Regional Park.
135	Butler Branch Stream Valley Trail	Multiuse trail (hiker/biker/equestrian)	Piscataway Creek Stream Trail to Cosca Regional Park	M-NCPPC	Subregion 5 (2009)	This trail will provide trail access from the planned Piscataway Creek Trail to the extensive existing trails in Cosca Regional Park.
136	Cheltenham Woods Community Park Stream Valley Trail	Multiuse trail (hiker/biker/equestrian)	Piscataway Creek to Cheltenham Community Park	M-NCPPC	Subregion 5 (2009)	This trail will utilize an existing M-NCPPC stream valley park. It will provide trail access through an established residential community and connect to Piscataway Creek Stream Valley Trail and Cheltenham Community Park.
137	Mattawoman Creek Stream Valley Trail	Multiuse trail (hiker/biker/equestrian) Water trail (canoes and kayaks)	Beginning at the Potomac River, the entire length of Mattawoman Creek in Prince George's County	M-NCPPC	Subregion 5 (2009)	A segment of this trail and a trail head facility have been approved for construction through the Homeland subdivision. More land acquisition is necessary along the corridor before additional segments can be completed. Access to Mattawoman Creek should also be provided for canoes and kayaks as part of the development of a water trail.

Table 2: Trail and Bikeway Recommendations

	Facility Name (adjoining road, where applicable)	Facility Type	Project Limits	Owner	Master Plan Citation(s) (and year of approval)	Comments
138	Timothy Branch Stream Valley Trail	Multiuse trail (hiker/biker/equestrian)	Brandywine Community Park to Mattawoman Creek	M-NCPPC	Subregion 5 (2009)	Provide a stream valley trail along Timothy Branch between Dyson Road and Mattawoman Creek. This trail will provide access to the developing employment center in Brandywine. Public use trail easements have been acquired as commercial development has occurred.
139	Burch Branch Stream Valley Trail	Multiuse trail (hiker/biker/equestrian)	MD 373 to Piscataway Creek	M-NCPPC	Subregion 5 (2009)	This planned trail will connect the bikeway along Floral Park Road with the planned stream valley trail along Piscataway Creek. It will also provide a trail connection through the open space network outside the Brandywine Special Study Area.
140	Brandywine Road Sidewalks and Bike Lanes	Sidewalks and striped and designated bike lanes	MD 223 to US 301	DPW&T	Subregion 5 (2009)	Currently, a variety of cross sections exist along Brandywine Road and sidewalks are missing along many segments. Continuous sidewalks will provide a safe pedestrian route between adjoining residential communities, to several shopping centers, and to both Tinkers Creek and Piscataway Creek Stream Valley Trails. Brandywine Road also provides a parallel route to MD 5 for pedestrians and bicyclists. Evaluate the need for sidewalks along MD 223 outside the segment within the Developing Tier.
141	A-65 Shared-Use Side path	Shared-use side path (hiker/biker) and bicycle lanes or shared-use roadway	Branch Avenue to C-518 (Old Fort Road)	DPW&T	Subregion 5 (2009)	This trail will provide nonmotorized access through a rapidly developing portion of southern Prince George's County. Segments of the trail have been approved for construction as part of recent development applications. The trail will also provide connectivity with several planned stream valley trails.
142	Thrift Road Shared-Use Side path and on-road bicycle facilities	Shared-use side path with on-road bicycle facilities	Brandywine Road to Windbrook Drive	DPW&T	Subregion 5 (2009)	Thrift Road provides access to the existing trails and recreational facilities in Cosca Regional Park. This path will connect residents in surrounding communities with the park. Thrift Road also connects to planned trails along Piscataway Creek and Butler Branch.
143	Old Alexandria Ferry Road Sidewalks and Bikeway	Sidewalks and on-road bicycle facilities	MD 5 to MD 223	DPW&T	Subregion 5 (2009)	Continuous sidewalks and on-road bicycle accommodations are needed along this road to serve existing residential communities, as well as business in the corridor. Sidewalks are currently fragmented or missing in many areas.
144	Bryan Point Road	Shared-use roadway	Farmington Road	DPW&T	Subregion 5 (2009)	Signage and bicycle compatible road improvements should be incorporated into this shared-use bikeway. Bryan Point Road serves as a segment of the Potomac Heritage National Scenic Trail on-road bicycle route with connections to the parkland on Wharf Road, Mockley Point, and Accokeek Farm.
145	Farmington Road West	Shared-use side path/ on-road bicycle facilities	MD 210 to Livingston Road	DPW&T	Subregion 5 (2009)	Farmington Road West serves as a segment of the Potomac Heritage National Scenic Trail on-road bicycle route.
146	Floral Park Road Shared-Use Side path	Shared-use side path	Piscataway Road to Brandywine Road	DPW&T	Subregion 5 (2009)	This facility will connect Brandywine with Accokeek.
147	Accokeek Road Bikeway or Shared-Use Side path	Shared-use side path (if closed section), bikeway improvements where the road remains open section.	Livingston Road to MD 5	SHA	Subregion 5 (2009)	This facility will connect Brandywine with Accokeek. Improvements will vary depending on the road cross section utilized. Where the road is closed section, a side path should be provided. Where the road remains open section, bikeway improvements and signage should be provided.
148	Livingston Road Shared-Use Bikeway and Sidewalks	Shared-use bikeway with sidewalk construction in Accokeek	MD 210 at MD 373 to MD 210 at Gabriel Drive	DPW&T	Subregion 5 (2009)	Bicycle signage and safety improvements (if necessary) should be incorporated into any frontage improvements along this shared-use roadway. A segment of this road serves as a portion of the Potomac Heritage National Scenic Trail on-road bicycle route. Where the road goes through the Accokeek Town Center, standard sidewalks should be provided along both sides.

Table 2: Trail and Bikeway Recommendations

	Facility Name (adjoining road, where applicable)	Facility Type	Project Limits	Owner	Master Plan Citation(s) (and year of approval)	Comments
149	Dyson Road Shared-Use Side path	Shared-use side path/ wide sidewalk	Brandywine Road to Cherry Tree Crossing Road	DPW&T	Subregion 5 (2009)	Several segments of this facility have been implemented as wide sidewalks. Sidewalk gaps remain along the corridor. This facility will improve access to Gwynn Park High School and Gwynn Park Middle School.
150	Farmington Road West Shared-Use Bikeway	Bikeway, with some sidewalk construction	MD 210 to Livingston Road	DPW&T	Subregion 5 (2009)	Bikeway signage and possibly safety enhancements should be implemented, where necessary. The segments of Farmington Road West that are completely within the Developing Tier should include sidewalk construction along both sides to improve access to the Accokeek Town Center. The segments requiring sidewalk improvements extend from Reserve Road to Livingston Road and Wharf Road to MD 210. Farmington Road West is a segment of the Potomac Heritage National Scenic Trail on-road bicycle route.
151	Charles Branch Stream Valley Trail	Multiuse trail (hiker/biker/ equestrian)	Dower House Road to the Patuxent River	M-NCPPC	Subregion 6 (2009) Melwood-Westphalia (1994)	This is a long-term project where much land remains to be acquired. The trail will provide access to Rosaryville State Park and the Patuxent River, as well as serve as part of the cross-county connection with the Piscataway Creek Stream Valley Trail. The Charles Branch corridor serves as an important connection for equestrians to the state park.
152	MD 382 (Croom Road) Bikeway	On-road bicycle improvements	US 301 to MD 381	SHA	Subregion 6 (2009)	MD 382 is a heavily used corridor for long distance cyclists. Road improvements should include bicycle accommodations. A study of the corridor has recently been initiated that will explore the needs of both motor vehicles and bicyclists, as well as the preservation of the scenic qualities of the roadway.
153	MD 381 (Aquasco Road and Brandywine Road) Bikeway	On-road bicycle improvements	US 301 to Swanson Creek (Charles County)	SHA	Subregion 6 (2009)	MD 381 is a heavily used corridor for long distance cyclists. Road improvements should include bicycle accommodations. Sidewalk construction is needed within the Brandywine and Aquasco communities.
154	Croom Station Road Bikeway	On-road bicycle improvements	US 301 to MD 382	DPW&T	Subregion 6 (2009)	Roads within the Rural Tier are used by recreational and long-distance cyclists. As frontage improvements or other road improvements are made, bicycle compatible striping or paved shoulders should be provided to safely accommodate bicycle movement.
155	Croom Airport Road Bikeway	On-road bicycle improvements	MD 382 to the Chesapeake Bay Critical Area Driving Tour	DPW&T	Subregion 6 (2009)	Roads within the Rural Tier are used by recreational and long-distance cyclists. As frontage improvements or other road improvements are made, bicycle compatible striping or paved shoulders should be provided to safely accommodate bicycle movement.
156	St. Thomas Church Road Bikeway	On-road bicycle improvements	MD 382 to Fenno Road	DPW&T	Subregion 6 (2009)	Roads within the Rural Tier are used by recreational and long-distance cyclists. Bicycle signage and safety improvements (if necessary) should be incorporated into any frontage improvements along this shared-use roadway.
157	Nottingham Road Bikeway	On-road bicycle improvements	MD 382 to Watershed Drive	DPW&T	Subregion 6 (2009)	Roads within the Rural Tier are used by recreational and long-distance cyclists. Bicycle signage and safety improvements (if necessary) should be incorporated into any frontage improvements along this shared-use roadway.
158	Tanyard Road Bikeway	On-road bicycle improvements	MD 382 to Watershed Drive	DPW&T	Subregion 6 (2009)	Roads within the Rural Tier are used by recreational and long-distance cyclists. Bicycle signage and safety improvements (if necessary) should be incorporated into any frontage improvements along this shared-use roadway.
159	Fenno Road Bikeway	On-road bicycle improvements	St. Thomas Church Road to Nottingham Road	DPW&T	Subregion 6 (2009)	Roads within the Rural Tier are used by recreational and long-distance cyclists. Bicycle signage and safety improvements (if necessary) should be incorporated into any frontage improvements along this shared-use roadway.
160	Candy Hill Road Bikeway	On-road bicycle improvements	Molly Berry Road to Nottingham Road	DPW&T	Subregion 6 (2009)	Roads within the Rural Tier are used by recreational and long-distance cyclists. Bicycle signage and safety improvements (if necessary) should be incorporated into any frontage improvements along this shared-use roadway.

Table 2: Trail and Bikeway Recommendations

	Facility Name (adjoining road, where applicable)	Facility Type	Project Limits	Owner	Master Plan Citation(s) (and year of approval)	Comments
161	Baden–Naylor Road Bikeway	On-road bicycle improvements	MD 381 to MD 382	DPW&T	Subregion 6 (2009)	Roads within the Rural Tier are used by recreational and long-distance cyclists. Bicycle signage and safety improvements (if necessary) should be incorporated into any frontage improvements along this shared-use roadway.
162	Baden–Westwood Road Bikeway	On-road bicycle improvements	MD 381 to MD 382	DPW&T	Subregion 6 (2009)	Roads within the Rural Tier are used by recreational and long-distance cyclists. Bicycle signage and safety improvements (if necessary) should be incorporated into any frontage improvements along this shared-use roadway.
163	North Keys Road Bikeway	On-road bicycle improvements	MD 381 to Molly Berry Road	DPW&T	Subregion 6 (2009)	Roads within the Rural Tier are used by recreational and long-distance cyclists. Bicycle signage and safety improvements (if necessary) should be incorporated into any frontage improvements along this shared-use roadway.
164	Molly Berry Road Bikeway	On-road bicycle improvements	MD 382 to Baden-Naylor Road	DPW&T	Subregion 6 (2009)	Roads within the Rural Tier are used by recreational and long-distance cyclists. Bicycle signage and safety improvements (if necessary) should be incorporated into any frontage improvements along this shared-use roadway.
165	Van Brady Road Bikeway	On-road bicycle improvements	Old Indian Head Road to Molly Berry Road	DPW&T	Subregion 6 (2009)	Roads within the rural tier are used by recreational and long-distance cyclists. Bicycle signage and safety improvements (if necessary) should be incorporated into any frontage improvements along this shared-use roadway.
166	Cedarville Road Bikeway	On-road bicycle improvements	MD 381 to US 301	DPW&T	Subregion 6 (2009)	Roads within the Rural Tier are used by recreational and long-distance cyclists. Bicycle signage and safety improvements (if necessary) should be incorporated into any frontage improvements along this shared-use roadway.
167	Duley Station Road	On-road bicycle improvements	Wallace Lane to MD 382	DPW&T	Subregion 6 (2009)	Roads within the Rural Tier are used by recreational and long-distance cyclists. Bicycle signage and safety improvements (if necessary) should be incorporated into any frontage improvements along this shared-use roadway.
168	Dower House Branch Stream Valley Trail	Multiuse Trail (hiker/biker/equestrian)	Piscataway Creek to Rosaryville State Park	M-NCPPC	Subregion 6 (2009)	This trail will preserve equestrian access to Rosaryville State Park from surrounding residential communities.
169	Mattaponi Hiker-Equestrian Trail	Natural surface trail (hiker/equestrian)	Old Indian Head Road to Merkle WMA	Privately owned and maintained within a public use easement (PUE)	Subregion 6 (2009)	A natural surface hiker-equestrian trail is recommended along Mattaponi Creek. This trail will connect to the existing trails at Jug Bay and Merkle Wildlife Management Area, as well as provide a long equestrian trail route within the Rural Tier.
170	Black Swamp Creek Hiker-Equestrian Trail	Natural surface trail (hiker/equestrian)	Baden Elementary School to the Patuxent River	M-NCPPC, Privately owned and maintained within a PUE	Subregion 6 (2009)	A natural surface hiker-equestrian trail is recommended along Black Swamp Creek. This trail will require additional parkland acquisition, as well as public use trail easements in some rural, low-density areas. This trail will provide access to parkland and trails along the Patuxent River and Baden Elementary School.
171	Tom Walls Branch Hiker-Equestrian Trail	Natural surface trail (hiker-equestrian)	MD 382 to Letcher Road	Privately owned and maintained within a PUE	Subregion 6 (2009)	This trail will preserve equestrian access along the stream valley to the Patuxent River greenway. It will also provide part of a long equestrian loop within the Rural Tier.
172	Rock Creek Hiker-Biker-Equestrian Trail	Multiuse Trail (hiker/biker/equestrian)	MD 381 to the Patuxent River	Privately owned and maintained within a PUE	Subregion 6 (2009)	This trail will preserve equestrian access along the stream valley to the Patuxent River greenway.
173	Rosaryville Road Sidewalks and On-Road Bicycle Improvements	Sidewalks and bikeway improvements	MD 223 to US 301	DPW&T	Subregion 6 (2009)	Continuous sidewalks and bicycle-compatible road improvements are needed along this corridor. Sidewalks are currently fragmented. Designated bike lanes or wide outside curb lanes should be considered at the time of road improvement.
174	Frank Tippet Road Sidewalks and On-Road Bicycle Improvements	Sidewalks and bikeway improvements	Rosaryville Road to US 301	DPW&T	Subregion 6 (2009)	Continuous sidewalks and bicycle-compatible road improvements are needed along this corridor. Sidewalks are currently fragmented. Designated bike lanes or wide outside curb lanes should be considered at the time of road improvement.

Table 2: Trail and Bikeway Recommendations

	Facility Name (adjoining road, where applicable)	Facility Type	Project Limits	Owner	Master Plan Citation(s) (and year of approval)	Comments
175	Southwest Branch Stream Valley Trail	Multiuse trail (hiker/biker/equestrian)	District Heights Parkway to MD 202	M-NCPPC	Suitland-District Heights (1985) Largo-Lottsford (1990)	This trail will provide access to Walker Mill Regional Park from surrounding residential communities. Upon its completion, it will also provide access to the larger trail network outside the Beltway.
176	Tuxedo Road/Arbor Street Continuous Sidewalks and On-Road Bicycle Facilities	Standard or wide sidewalks and on-road bicycle facilities	Kenilworth Avenue (MD 201) to Cheverly Avenue	DPW&T	Tuxedo Road/Arbor Street/Cheverly Metro Area (2005)	Provide continuous facilities for pedestrians and bicyclists to improve access to the Cheverly Metro. Continuous standard or wide sidewalks should be provided, as well as accommodations for bicyclists.
177	Cheverly Metro Area Pedestrian Bridge	Pedestrian bridge	Arbor Street to Cheverly Metro	TBD	Tuxedo Road/Arbor Street/Cheverly Metro Area (2005)	Provide a pedestrian bridge connecting the Cheverly Metro Station to the Arbor Street mixed-use area. This long-term recommendation will provide safe and convenient pedestrian access between a revitalized Arbor Street and the Cheverly Metro Station.
178	Cheverly Shared-Use Bikeways	Shared- use bikeways	Cheverly Avenue (MD 202 to US 50) Crest Avenue (Cheverly Nature Park to Belmont Street)	Cheverly	Tuxedo Road/Arbor Street/Cheverly Metro Area (2005) Bladensburg-New Carrollton and Vicinity (1994)	These roads are recognized as important bicycle and pedestrian corridors through the Town of Cheverly.
179	Columbia Park Road Sidewalks and Designated Bike Lanes	Standard or wide sidewalks with designated bike lanes	MD 704 to US 50	DPW&T	Tuxedo Road/Arbor Street/Cheverly Metro Area (2005) Landover and Vicinity (1993)	Provide continuous standard or wide sidewalks with designated bike lanes. These facilities will improve access to the Cheverly Metro Station, Kentland Community Center, South Columbia Community Park, and Columbia Park Elementary School.
180	Cabin Branch Drive Shared-Use Side path or Wide Sidewalk	Shared-use side path or wide sidewalk	Columbia Park Road to Sheriff Road	DPW&T	Tuxedo Road/Arbor Street/Cheverly Metro Area (2005)	This facility will provide better multimodal access through an employment area and to the Cheverly Metro Station. It may also serve as a segment of the trail facility planned along Cabin Branch.
181	Lower Beaverdam Creek Stream Valley Trail	Multiuse trail (hiker/biker/equestrian)	Anacostia River Park to Pennsy Drive.	M-NCPPC	Tuxedo Road/Arbor Street/Cheverly Metro Area (2005) for Anacostia River Park to Columbia Park Road. MPOT (new recommendation) for Columbia Park Road to Pennsy Drive.	This trail will utilize a park trail corridor as well as some on-road improvements along Pennsy Drive to provide nonmotorized access to the Cheverly and Landover Metro stations. It will also provide access from Subregion 4 to the Anacostia Tributary Trails Network. This planned trail along the entire length of Lower Beaverdam Creek within Subregion 4 will be a substantial addition to the existing Anacostia Tributary Trails Network and will provide needed urban greenspace within an industrial corridor. This is a long-term recommendation as significant land acquisition and stream restoration will be required. Evaluate the feasibility of extending the Lower Beaverdam Creek to New Carrollton Metro.
182	Chillum Road (MD 501) Sidewalks and On-Road Bicycle Facilities	Sidewalks and on-road bicycle facilities	Queens Chapel Road (MD 500) to Riggs Road (MD 212)	SHA	West Hyattsville TDDP (2006) MPOT (new recommendation)—Ingraham Street to MD 212)	Continuous sidewalks and bicycle compatible roadway striping are needed along this corridor to improve access to the West Hyattsville Metro Station. Due to right-of-way constraints, full bike lanes may not be feasible, but wide outside curb lanes should still be considered. Pedestrian safety features may also be appropriate at some locations.
183	Ager Road	Wide sidewalks and designated bike lanes	East West Highway (MD 410) to Queens Chapel Road (MD 500)	DPW&T	West Hyattsville TDDP (2006)	These facilities will improve multimodal access to the West Hyattsville Metro Station. Other pedestrian safety features and amenities may also be appropriate.
184	Belmont Street Trail	Multiuse trail (hiker/biker)	Valley Way to Crest Avenue	Municipal	Tuxedo Road/Arbor Street Cheverly Metro Area (2005)	Provide a trail within the linear park along the undeveloped portions of the Belmont Street corridor. This trail would provide a pedestrian connection along a paper street through a largely residential neighborhood to Arbor Street.
185	Magruder Spring Trail	Multiuse trail (hiker/biker)	Arbor Street to Cheverly Community Center	Municipal	Tuxedo Road/Arbor Street Cheverly Metro Area (2005)	Provide a trail between Arbor Street and Cheverly Community Park. This trail would provide access to the Arbor Street and Cheverly Metro areas from the eastern portion of the Town of Cheverly.

Table 2: Trail and Bikeway Recommendations

	Facility Name (adjoining road, where applicable)	Facility Type	Project Limits	Owner	Master Plan Citation(s) (and year of approval)	Comments
186	Melwood Road Legacy Trail	Trail and shared-use bikeway	MD 4 to Westphalia Road	DPW&T and M-NCPPC	Westphalia (2007)	The facility will preserve segments of Melwood Road within a green buffer as part of the Westphalia trails network. Where feasible, the road alignment should be converted into a trail corridor. Where Melwood Road provides access to existing residences, Melwood Road should be designated as a shared-use bikeway.
187	MC-634 Side path	Shared-use side path	A-52 to White House Road	DPW&T	Westphalia (2007)	The Westphalia Sector Plan recommends extending the existing side path along Presidential Parkway and along the entire length of MC-634 and A-66. This facility will provide access to the town center, Little Washington, and several park facilities. On-road bicycle facilities may also be appropriate.
188	Westphalia Road (C-626) Shared-Use Side path	Shared-use side path and on-road bicycle facilities	Ritchie-Marlboro Road to MC-634	DPW&T	Westphalia (2007)	A shared-use side path should be provided as part of the planned improvements to Westphalia Road if practical and feasible. On-road bicycle facilities may also be appropriate.
189	A-66 Shared-Use Side path	Shared-use side path and on-road bicycle facilities	MC-637 to MC-632	DPW&T	Westphalia (2007)	The Westphalia Sector Plan recommends extending the existing side path along Presidential Parkway along the entire length of MC-634 and A-66. Where A-66 goes through the Westphalia Town Center, wide sidewalks and designated bike lanes may be appropriate.
190	C-636 Shared-Use Side path	Shared-use side path and on-road bicycle facilities	MC-632 to P-615	DPW&T	Westphalia (2007)	Provide a shared-use side path along this collector road leading into the Westphalia Town Center. Where the road is part of the town center, wide sidewalks and designated bike lanes may be appropriate.
191	Ritchie Marlboro Road (A-39) Side path	Shared-use side path and on-road bicycle facilities	MD 4 to White House Road	DPW&T	Westphalia (2007)	The existing wide sidewalk along the Marlboro Ridge portion of Ritchie Marlboro Road should be extended along the entire length of the road. This trail will link adjacent residential communities and connect two stream valley trails. On-road bicycle facilities may also be appropriate.
192	MC-635 Shared-Use Side path	Shared-use side path and on-road bicycle Facilities	MC-637 to MC-631	DPW&T	Westphalia (2007)	Provide a shared-use side path along this major collector leading into the Westphalia Town Center. Where the road is part of the town center, wide sidewalks and designated bike lanes may be appropriate.
193	D’Arcy Road (C-627) Shared-Use Side path	Shared-use side path and on-road bicycle facilities	Westphalia Road (C-626) to the Capital Beltway	DPW&T	Westphalia (2007)	Provide a side path along D’Arcy Road in conjunction with bicycle compatible road striping if practical and feasible. This facility will provide nonmotorized access across the Capital Beltway.
194	Sansbury Road (C-630) Shared-Use Side path	Shared-use side path and on-road bicycle facilities	D’Arcy Road (C-627) to Ritchie Marlboro Road	DPW&T	Westphalia (2007)	Provide a side path along Sansbury Road in conjunction with bicycle compatible road striping if practical and feasible. This facility will provide nonmotorized access to Arrowhead Elementary School and the Little Washington community.
195	White House Road Shared-Use Side path	Shared-use side path and on-road bicycle facilities	Ritchie-Marlboro Road to MD 202	DPW&T	Westphalia (2007)	Provide a side path or wide sidewalk along the entire length of White House Road. This will connect to the existing wide sidewalk along Ritchie Marlboro Road at the Capital Beltway.
196	Marlboro Pike (C-604) Sidewalks and Designated Bike Lanes	Sidewalks and designated bike lanes	Main Street (Upper Marlboro) to MD 4	DPW&T	Westphalia (2007) MPOT (new recommendation)	Consistent with existing frontage improvements, continuous sidewalks should be provided along Marlboro Pike. On-road bicycle facilities should also be provided with bike lanes being preferable if right-of-way constraints allow.
197	MC-637 Shared-Use Side path or Wide Sidewalk with Designated Bike Lanes	Side path or wide sidewalk with designated bike lanes	MC-634 to MC-632	DPW&T	Westphalia (2007)	Provide a shared-use side path along this major collector leading into the Westphalia Town Center. Where the road is part of the town center, wide sidewalks and designated bike lanes may be appropriate.
198	A-52 Shared-Use Side path	Shared-use side path	MD 4 to A-66	DPW&T	Westphalia (2007)	This facility will provide multimodal access to the Westphalia Town Center from the existing Dower House Road corridor.

Table 2: Trail and Bikeway Recommendations

	Facility Name (adjoining road, where applicable)	Facility Type	Project Limits	Owner	Master Plan Citation(s) (and year of approval)	Comments
199	Back Branch Stream Valley Trail	Multiuse trail (hiker/biker/equestrian)	Western Branch to the Westphalia Town Center	M-NCPPC	Westphalia (2007) Melwood-Westphalia (1994)	This multiuse trail will accommodate trail users in the Westphalia area and will provide multimodal access to the town center and Melwood Community Park. A segment of this trail has been constructed through the Marlboro Ridge development.
200	Cabin Branch Stream Valley Trail (Westphalia area)	Multiuse trail (hiker/biker/equestrian)	Western Branch to the Westphalia Town Center	M-NCPPC	Westphalia (2007) Melwood-Westphalia (1994)	Provide a multiuse stream valley trail along this main east/west park corridor to connect to existing and planned residential developments on both sides of the stream valley. Equestrians should be accommodated throughout the greenway. This trail will connect to the planned Marlboro Ridge equestrian center, the Westphalia central park and other area trails. A segment of this trail has been approved for construction through the Marlboro Ridge development.
201	Cheverly to Bladensburg Waterfront Park	a. Side path along MD 201 from Lydell Road to 52nd Avenue b. Sidewalk and bikeway improvements along 52nd Avenue from MD 201 to Lloyd Street c. Trail construction along (paper street) 52nd Avenue to MD 201 d. Sidewalk and bikeway improvements along Lloyd Street from MD 201 to WSSC Property e. Trail construction from Lloyd Street to the Waterfront Park	Cheverly Euclid Park to Bladensburg Waterfront Park	Various agencies	Port Towns Sector Plan (2009)	This connection will provide access from the town of Cheverly and points to the south to the ATHA network. It will involve improvements along state, county and municipal roads, as well as some park trail construction. This recommendation is already incorporated into the Preliminary Port Towns Master Plan.
202	Pedestrian Bridge Feasibility Study (New Carrollton Metro)	Conduct a feasibility study for a pedestrian bridge over the Capital Beltway in the vicinity of Whitfield Chapel Park to Garden City Drive (new recommendation, draft Glenn Dale Sector Plan).	Over the Capital Beltway in the vicinity of the New Carrollton Metro	M-NCPPC	MPOT (new recommendation)	A bridge in this area will provide direct pedestrian access and a nonmotorized trail connection to the New Carrollton Metro and link areas outside the beltway with the Metro station.
203	MD 202 at Kilmer Street	Pedestrian safety improvements and crosswalk enhancements	Intersection improvements	SHA	MPOT (new recommendation)	Pedestrian safety improvements are needed at this intersection to safely accommodate pedestrians crossing from the existing apartments to the shopping center.
204	73rd Avenue Trail	Eight-foot wide asphalt trail	Parkwood Street to Buchanan Street	M-NCPPC	MPOT (new recommendation)	An eight-foot wide asphalt trail should be provided in the median of 73rd Avenue as part of the Cheverly to New Carrollton bicycle and pedestrian route. North of Upshur Street, this route may consist of sidewalks and bikeway signage.

Table 2: Trail and Bikeway Recommendations

	Facility Name (adjoining road, where applicable)	Facility Type	Project Limits	Owner	Master Plan Citation(s) (and year of approval)	Comments
205	75th Avenue Sidewalks and Bikeway	Continuous sidewalks, bikeway signage and pavement markings	Ardwick-Ardmore Road to Parkwood Street	DPW&T	MPOT (new recommendation)	These improvements will serve as a segment of the Cheverly to New Carrollton bicycle and pedestrian route.
206	Parkwood Street Trail	Eight-foot wide side path along the south side of Parkwood Street	75th Avenue to Warner Avenue	DPW&T	MPOT (new recommendation)	These improvements will serve as a segment of the Cheverly to New Carrollton bicycle and pedestrian route.
207	Warner Avenue	Provide bikeway and wayfinding signage	Parkwood Street to Old Landover Road	DPW&T	MPOT (new recommendation)	These improvements will serve as a segment of the Cheverly to New Carrollton bicycle and pedestrian route.
208	Old Landover Road	Continuous sidewalks and designated bike lanes	Warner Avenue to MD 202	DPW&T	MPOT (new recommendation)	These improvements will serve as a segment of the Cheverly to New Carrollton bicycle and pedestrian route.
209	Purple Line Bicycle and Pedestrian Access Study	Evaluate bicycle and pedestrian access along and to the Purple Line	New Carrollton to Montgomery County	DPW&T	MPOT (new recommendation)	Bike and pedestrian access needs to be incorporated into the planning and design of the Purple Line. Multimodal access should be preserved and enhanced along the entire corridor, and nonmotorized connections need to be provided to each station. This study will evaluate the best ways to accommodate nonmotorized trips along and to the Purple Line.
210	College Park Woods Trail	Trail Connector	De Pauw Place to Paint Branch Trail	M-NCPPC	MPOT (new recommendation)	This will connect College Park Woods, University of Maryland office buildings, and student housing to the Paint Branch Trail
211	Nevada Street Spur Trail	Trail Connector	Nevada Street (Berwyn Heights) to Indian Creek Trail	M-NCPPC	MPOT (new recommendation)	This trail will improve access from Berwyn Heights to the Indian Creek Trail.
212	Anacostia River to WB&A Trail Study	Feasibility Study to evaluate potential bike and pedestrian routes between the ATHA network and the WB&A Trail	Bladensburg Waterfront Park to WB&A Trail	M-NCPPC	MPOT (new recommendation)	Conduct a detailed planning study for the area between the ATHA network and the WB&A Trail. The ATHA network and the WB&A Trail are the major trail systems in the northern portion of Prince George's County, but access from the surrounding communities and between the two trails needs to be improved. This study will look at sidewalk, bikeway, and trail improvements necessary to 1) connect the WB&A Trail with the ATHA network, 2) improve access to the Bladensburg Waterfront Park from surrounding communities, 3) identify priority pedestrian safety needs (sidewalk retrofits, crosswalk improvements, etc.), and 4) improve nonmotorized access to the New Carrollton Metro. The planned connection between the trails may ultimately serve as a segment of the nationally significant East Coast Greenway route. The study should identify both short- and long-term needs and build upon existing master plan recommendations. For the key improvements that can be implemented in the short-term, the appropriate implementing agencies and approximate cost estimate should be identified for inclusion in future county capital improvement programs.
213	Martins Lane Sidewalks and Bikeway	Sidewalk and bikeway signage	Riverdale Road to Charles Carroll Middle School	DPW&T	Bladensburg-New Carrollton and Vicinity Master Plan (1994)	Provide continuous sidewalks and bikeway signage.
214	Martins Lane Trail Bridge	Bridge and trail connector	End of Martin's Lane to Charles Carroll Middle School	M-NCPPC	Bladensburg-New Carrollton and Vicinity Master Plan (1994)	This pedestrian bridge will connect the end of Martins Lane with the middle school and the existing trails around the school.

Table 2: Trail and Bikeway Recommendations

	Facility Name (adjoining road, where applicable)	Facility Type	Project Limits	Owner	Master Plan Citation(s) (and year of approval)	Comments
215	Westbrook Drive Trail	Trail or side path along median of Westbrook Drive	85th Avenue to Charles Carroll Middle School	DPW&T	Bladensburg-New Carrollton and Vicinity Master Plan (1994)	This trail will utilize the existing median and improve access to the middle school.
216	85th Avenue	Bikeway signage and pavement markings	Westbrook Drive to MD 450	DPW&T	Bladensburg-New Carrollton and Vicinity Master Plan (1994)	Sidewalks exist along both sides of this segment of 85th Avenue. Bikeway signage and striping may be appropriate.
217	85th Avenue	Wide Sidewalk	MD 450 to Harkins Road	DPW&T	Bladensburg-New Carrollton and Vicinity Master Plan (1994)	This wide sidewalk will improve access between the planned side path along MD 450 and the New Carrollton Metro.
218	Buchanan Street Sidewalks and Bikeway	Standard sidewalks and bikeway signage	72nd Avenue to Chesapeake Road	DPW&T	MPOT (new recommendation)	Complete the sidewalk network along Buchanan Street and provide bikeway signage.
219	Chesapeake Road	Standard sidewalks and bikeway signage	Buchanan Street to MD 450	DPW&T	MPOT (new recommendation)	Complete the sidewalk network along Chesapeake Road and provide bikeway signage.