

Approved Master Plan & Sectional Map Amendment

BOWIE and VICINITY

Areawide Infrastructure

To support the preferred development patterns envisioned for the county, the 2002 *Prince George's County Approved General Plan* sets forth a number of critical infrastructure and public facility visions, goals, and policies that must be reflected in each master or small area plan as those plans are updated. To be comprehensive and effective, the master plan must ensure that the level and type of infrastructure and public facilities are available, or will be provided, to accommodate the planned development pattern.

A goal of the Bowie and Vicinity Master Plan and SMA is to maintain, protect and enhance the environmental infrastructure, transportation systems, public facilities, and parks and recreation systems for residents, customers, and workers in the planning area.



Pedestrians, joggers and cyclists can cross MD 197 on a footbridge from the Bowie Town Center.

Environmental Infrastructure

Vision: The environmental infrastructure is an interconnected system of public and private lands that contain significant areas of woodlands, wetlands, wildlife habitat, and other sensitive areas with minimal intrusions from land development, light and noise pollution.

Background: The designated green infrastructure network is based on the network developed for the Countywide Green Infrastructure Plan. The strategies of this plan state that the boundaries of the network should be refined during the preparation of a master plan to reflect areas of local significance and should consider additional opportunities for connectivity and other environmental elements. The refined network includes all regulated areas within the study area. In addition, during the development of the green infrastructure network, primary and secondary corridors were designated in addition to special conservation areas (SCAs). (See Map 6, Appendix 8, page 187, Green Infrastructure Network.)

The SCAs of countywide significance adjacent to and within the study area include the Beltsville Agricultural Research Center to the north, along with the Patuxent Research Refuge; Belt Woods in the western portion of the study area; and the Patuxent River, which constitutes the eastern boundary of the study area. These SCAs are described in more detail in the *Countywide Green*

Infrastructure Plan and contain special wildlife habitat and areas of special concern for water quality preservation. They are areas that should receive special consideration when land development activities are proposed in the vicinity and when land is being considered for public acquisition. The plan does not recommend the addition of any SCAs of local significance. The areas that contain substantial resources have been designated as having countywide significance. Local parks within the study area are mainly developed with active recreational facilities or are already contained within the green infrastructure network.

The two primary green infrastructure corridors in the master plan area are the Patuxent River corridor and the Collington Branch corridor. Both corridors support stream systems that flow generally north to south through the master plan area and eventually into the Chesapeake Bay. The secondary corridors are areas where connectivity is critical to the long-term viability of the primary corridors. They are noted on Map 7, Primary and Secondary Corridors (page 188), and include Horsepen Branch, Northeast Branch, Black Branch, Mill Branch, and District Branch. These secondary corridors present the best opportunities for preserving or reestablishing connectivity.

Goals

- Preserve, enhance, and where appropriate, restore environmentally sensitive features through the identification of a green infrastructure network of local significance and local and countywide SCAs.
- Implement the master plan's desired development pattern while protecting sensitive environmental features and meeting the full intent of environmental policies and regulations.
- Restore and enhance water quality in areas that have been degraded and preserve water quality in areas not degraded.
- Address through appropriate measures issues of energy consumption, light pollution, and noise impacts.

Policy 1: Protect, preserve and enhance the identified green infrastructure network within the master plan area.

Strategies:

1. Use the designated green infrastructure network to identify opportunities for environmental



Trailhead in Enterprise Estates connecting to Folly Branch Stream Valley Park.

preservation and restoration during the development review process.

2. Protect primary corridors (Patuxent River and Collington Branch) during the development review process to ensure the highest level of preservation and restoration possible, with limited impacts for essential development elements. Protect secondary corridors (Horsepen Branch, Northeast Branch, Black Branch, Mill Branch, and District Branch) to restore and enhance environmental features and habitat.
3. Carefully evaluate land development proposals in the vicinity of identified SCAs (the Beltsville Agricultural Research Center to the north, along with the Patuxent Research Refuge; Belt Woods in the western portion of the master plan area; and the Patuxent River) to ensure that the SCAs are not impacted and connections are either maintained or restored.
4. Target public land acquisition programs within the designated green infrastructure network in order to preserve, enhance, or restore essential features and special habitat areas.

Policy 2: Restore and enhance water quality in areas that have been degraded and preserve water quality in areas not degraded.

Strategies:

1. Implement the strategies contained in the Western Branch Watershed Restoration Action Strategy (WRAS).
2. Add identified mitigation strategies from the Western Branch WRAS to the countywide database of mitigation sites.
3. Encourage the location of necessary off-site mitigation for wetlands, streams, and woodlands within sites identified in the Western Branch WRAS and within sensitive areas that are not currently wooded.
4. Ensure the use of low-impact development techniques to the extent possible during the development process.
5. During the development review process evaluate streams that are to receive stormwater discharge for water quality and stream stability. Unstable streams and streams with degraded water quality should be restored, and this mitigation should be considered as part of the stormwater management requirements.
6. Encourage the use of conservation landscaping techniques that reduce water consumption and the need for fertilizers or chemical applications.

7. Minimize the number of parking spaces and provide for alternative parking methods that reduce the area of impervious surfaces.
8. Reduce the area of impervious surfaces during redevelopment projects.

Policy 3: Protect and enhance tree cover within the master plan area.

Strategies:

1. Encourage the planting of trees in developed areas and established communities to increase the overall tree cover.
2. Provide a minimum of ten percent tree cover on all development projects. This can be met through the provision of preserved areas or landscape trees.
3. Establish street trees in planting strips designed to promote long-term growth and increase tree cover.
4. Establish tree planting adjacent to and within areas of impervious surfaces. Ensure an even distribution of tree planting to provide shade to the maximum amount of impervious areas possible.

Policy 4: Reduce overall energy consumption and implement more environmentally sensitive building techniques.

Strategies:

1. Encourage the use of green building techniques that reduce energy consumption. New building designs should strive to incorporate the latest environmental technologies in project buildings and site design. As redevelopment occurs, the existing buildings should be reused and redesigned to incorporate energy and building material efficiencies.
2. Encourage the use of alternative energy sources such as solar, wind, and hydrogen power. Provide public examples of uses of alternative energy sources.

Policy 5: Reduce light pollution and intrusion into residential, rural, and environmentally sensitive areas.

Strategies:

1. Encourage the use of alternative lighting technologies for athletic fields, shopping centers, gas stations, and car lots so that light intrusion on adjacent properties is minimized. Limit the total amount of light output from these uses.
2. Require the use of full cut-off optic light fixtures for all proposed uses.
3. Discourage the use of streetlights and entrance lighting except where warranted by safety concerns.

Policy 6: Reduce adverse noise impacts to meet State of Maryland noise standards.

Strategies:

1. Evaluate development proposals using Phase I noise studies and noise models.
2. Provide adequate set backs for projects located adjacent to existing and proposed noise generators.
3. Provide the use of appropriate attenuation measures when noise issues are identified.

Policy 7: Protect wellhead areas of public wells.

Strategies:

1. Retain land uses that currently exist in the wellhead areas of existing public wells.
2. Continue monitoring water quality.
3. Consider the development of alternative public water provision strategies, such as public water connections, to eventually eliminate public wells.

Parks And Recreation



Vision: Within the master plan area there are a variety of safe public parks, plazas, and open spaces for recreation, relaxation, and socialization in proximity to the community they serve.

Background: The goals, policies, and strategies governing the planning and provision of park and recreation facilities in the master plan area are based on the expressed requirements and interests of area residents, sensitivity to the surrounding environment, and the county’s commitment to protect and conserve public open space and natural resources.

Within the area encompassed by the Bowie and Vicinity Master Plan and SMA, M-NCPPC currently owns 3,727 acres of parkland. An additional 127 acres of land is scheduled to be dedicated to the Commission, but the deed process has not yet been completed. The Prince George’s County Board of Education owns 280 acres of

land in the subject area, of which one-third, or 93 acres, serves as public open space.

Of the 3,727 acres of existing parkland, 1,582 acres fall within the local park grouping, and 2,145 acres fall within the regional park grouping. In the future, as larger tracts of land are developed and thus become unavailable for recreational purposes, the focus of the Department of Parks and Recreation will necessarily have to shift toward the development of more recreational facilities and the acquisition of land for public use within the Patuxent River watershed and stream valleys in this master plan area.

Needs identified during the master plan and charrette processes included additional ball fields—especially at Green Branch Regional Park and Sandy Hill Special Park—and the desirability of acquiring land along the Patuxent River to provide both a buffer and a trails system for hikers and equestrians that would

help conserve natural areas. A system of pedestrian, bicycle, and equestrian trails, which are considered to be recreational in nature in addition to being part of the area transportation system, will be fully addressed in the “Transportation Systems” section of this plan.

Park and recreation facilities in Prince George’s County are divided into six categories.

1. Neighborhood Park and Recreation Areas—include mini-parks, playgrounds, parks, recreation centers, and park/schools with less than 20 acres. Parks serve residents in the immediate vicinity.
2. Community Park and Recreation Areas—include community center buildings, parks, recreation centers, and cultural centers between 20 and 200 acres. Neighborhood and community park areas are classified as local parks.
3. Regional Park and Recreation Areas—include stream valley parks, regional parks (parks with more than 200 acres), cultural arts centers, and service facilities. These facilities serve residents of an entire region within the county.
4. Countywide Park and Recreation Areas—include river parks, historic sites and landmarks, hiker/biker/equestrian trails, unique natural features, conservation areas, and service facilities. Parks in this category are available to all county residents.
5. Urban Park and Recreation Areas—include urban parks and urban nature centers that serve county residents with severely limited access to outdoor nature areas.
6. Special Park and Recreation Areas—include aquatic facilities, ice rinks, golf courses, shooting centers, athletic complexes, equestrian centers, airports, marinas, and reclamation areas. These facilities are available to all county residents.

Goals: Provide park and recreation acreage that complies with the standards set by the National Recreation and Parks Association, the State of Maryland, and the 2002 *Prince George’s County Approved General Plan*:

- A minimum of 15 acres of M-NCPPC local parkland for every 1,000 population (or the equivalent amenity in parks and recreation service).
- A minimum of 20 acres of regional, countywide, and special M-NCPPC parks for every 1,000 population.

Policy 1: The General Plan should be used as a policy guide to provide parkland in the locations needed to

serve existing and future residents and businesses of the master plan area.

Strategies:

1. Identify land for planned park facilities that can be put into reservation or obtained through mandatory dedication during the development review process.
2. Where mandatory dedication is not practical or feasible, require developer contributions to fund a greater portion of those recreational amenities needed in the master plan area.
3. Identify land acquisition, facility development, and recreational programming that can be funded through public sources—such as private donations or grants—and joint public/private partnerships.
4. Identify publicly owned properties that have been or will be declared surplus by other government agencies that can be acquired to meet the identified future needs for parkland.

Policy 2: Parkland that is deemed to be necessary through the application of the acres-per-population formula should be provided in an efficient manner.

Strategy:

1. Seek opportunities for co-location in either single buildings or single properties of compatible and complementary facilities in future capital programming and planning efforts, such as combining park community centers and public schools.

Policy 3: The planning and provision of public parkland and recreation facilities should further and strengthen county land use, growth, and economic development policies and priorities.

Strategies:

1. Wherever possible, undertake the acquisition and adaptive reuse of existing public facilities for recreational purposes as a means of redevelopment or economic revitalization.
2. Coordinate parkland acquisition and facility planning—particularly along the Patuxent River—with the *Countywide Green Infrastructure Plan* and with the trails element of the *Countywide Master Plan of Transportation*, when these plans are adopted and approved.
3. Provide the parks recommended. (See Table 2, Recommended Parks, on following page, and Map 8, Recommended Parks, on page 189.)

Table 2: Recommended Parks

	Park	Acreage	Comments
1.	Thompkins Community Park	70	Replaces 47.69 acres not acquired at Lemon’s Bridge Regional Park.
2.	Pecan Ridge Community Park	50	Proposed to account for high parkland need in immediate area.
3.	Horsepen Branch Neighbor-hood and Stream Valley Park	10	Replaces 9.32-acre deficit.
4.	Patuxent River Park	50	Connects parkland on either side of the former Bowie Race Track.
5.	Idlewild Community Park	120	Replaces 40-acre deficit and accounts for high parkland need in immediate area.
6.	Freeway Community Park	30	Proposed to address need for more parkland/ballfields in immediate area.
7.	Woodmore South Community Park	150	Replaces 60-acre deficit and addresses need for more parkland in immediate area.
8.	Green Branch Regional Park	20	Proposed vehicular connection to replace an easement and address the inadequate entry to Green Branch Regional Park.
9.	Honey Branch Community Park	30	Addresses 60-acre deficit.
10.	Karington Community Park	30	Proposed to address need for more parkland in immediate area.
11.	Willowbrook Community Park	20	Proposed to address need for more parkland in immediate area.

NOTE: The numbering in this table corresponds to the numbering under the Map 8 legend entitled Recommended Parks (page 189).

Public Facilities

Vision: Public facilities, schools, libraries, and police, fire and rescue stations are provided in locations that serve and promote more livable communities.

Background: There are 11 elementary schools, one middle school, and one high school in the master plan area. The area is served by Police District Station II, which is located on Trade Zone Avenue and US 301. Five fire companies and three emergency medical service companies serve the study area, two of which—Glenn Dale Company 18 and Kentland II Company 46—operate from facilities outside the master plan area. The Bowie Branch Library adjoining Bowie High School at 15210 Annapolis Road provides a library service for the master plan area. (See Map 9, Public Facilities, on following page.)

Goal: Provide residents and citizens with public facilities that efficiently serve the existing and future population.

Policy 1: Construct the appropriate number of schools in order to achieve a school system that operates at 100 percent capacity or less in every school.

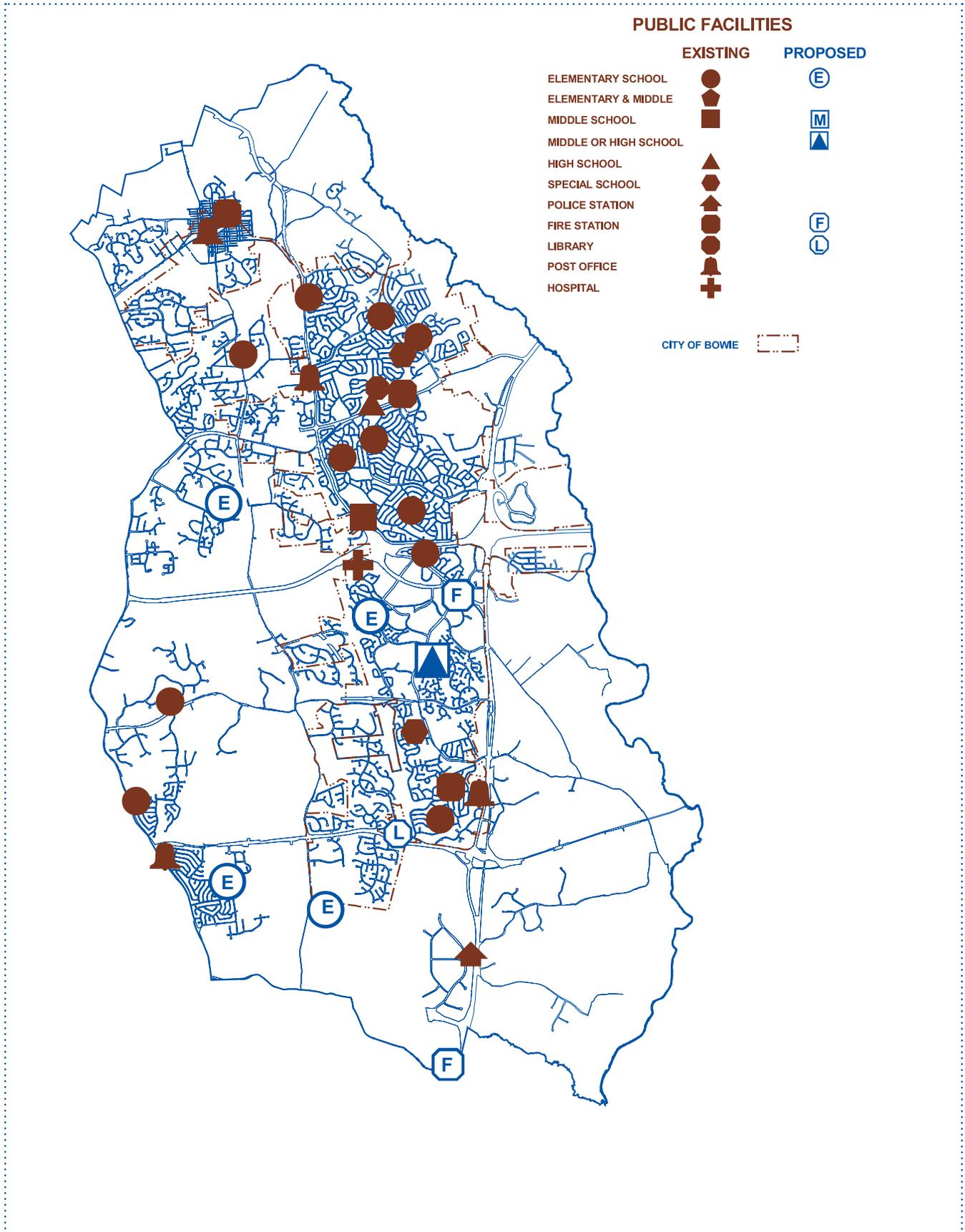
Strategies:

1. Build the Bowie elementary school that is in the Capital Improvement Program (CIP) in the vicinity of North View Drive and Evergreen Parkway. This school is programmed for completion in 2005.
2. Build a new high school or middle school on the Springlake site. This 36-acre property is owned by the Board of Education and is located on the east side of the 3400 block of Mitchellville Road.



Top Left: Benjamin Tasker Middle School located at MD 197 and Kenhill Drive. Top right: Bowie Branch Library located on Main Street (MD 450). Bottom left: Bowie Volunteer Fire Department and Rescue Squad, Company 43, located at Pointer Ridge. Bottom right: District 2 police station located on US 301 at Trade Zone Avenue.





Policy 2: Provide a library service that meets the needs of residents and citizens based on county-adopted guidelines for access and location.

Strategy:

1. Add a library symbol to the master plan map for the South Bowie Regional Library branch on a site on Central Avenue at Hall Road.

Policy 3: Provide for police facilities that meet the needs of the community based on established county standards.

Strategy:

1. Construct a new district police station on a county-owned site adjacent to the Glenn Dale Fire Station (Bell Station Road and MD 193).

Policy 4: Provide fire and rescue facilities that meet the travel time standards adopted by the county.

Strategies:

1. Build the Bowie Fire/EMS facility at the corner of Mitchellville Road and Elder Oaks Boulevard.
2. Construct the Central County Fire/EMS facility proposed at the Leeland Road/US 301 intersection.

Crime Prevention Through Environmental Design (CPTED): A term coined by the National Crime Prevention Institute, CPTED promotes the use of design elements to reduce opportunities for crime by creating safe, comfortable areas for residents and visitors, areas unattractive to criminals. CPTED features four tenets:

- 1. Territoriality, where most people will protect their own territory and respect the territory of others.*
- 2. Natural surveillance, which allows users of public space to feel they may be viewed at any moment.*
- 3. Activity programming, which provides activities and the arrangement of uses so that public space is protected by people using the area in legitimate ways.*
- 4. Natural access control, where commercial and residential entrances and exits are in full public view.*

Transportation Systems

Vision: The transportation systems are an efficient and effective multimodal network of roads, bus transit facilities, and trail facilities for pedestrians and bikers that serve the mobility needs of local citizens, residents and businesses, and accommodate desired growth and development. Residential streets and collector roadways complement the predominantly suburban character of the area. Arterial roadways feed local traffic onto major freeways, minimizing the impact of through traffic in residential neighborhoods. Bus transit has been expanded with the addition of a transit hub in the Bowie Regional Center. Trail facilities provide walkable and bikeable, nonmotorized connections to mass transit and residential and regional activities, as well as recreation opportunities for hikers, bicyclists, and equestrians. This comprehensive multimodal transportation network supports and encourages transit-oriented development in the Bowie Regional Center, as well as appropriately scaled development and redevelopment in the other mixed-use activity centers.

Roadways

Background: The road system serves both local and regional traffic. Traffic congestion is a problem now and will continue to be a problem as development occurs. Table 3 on page 45 identifies key roadway segments operated and maintained by the state that are expected to have unacceptable levels of congestion when the area is built out. The current minimum acceptable level-of-service (LOS) for the Developing Tier is LOS D.

A large proportion of the congestion on these roads is caused by regional traffic that does not originate or end in the Bowie vicinity. Additional roadway improvements alone will not add sufficient capacity to handle the projected increase in traffic. Also, limiting future development may only help ease local traffic congestion. In some cases, congestion can be reduced through major investment in trip reduction measures such as the use of



Six travel lanes on MD 197 at Northview Drive.

alternative modes of travel, carpools, transit, walking, and bicycling.

Determining what constitutes adequate roadway facilities will require new policies and strategies that reflect a change in development and transportation priorities, if the development recommended in this plan is to be implemented. This applies particularly to the Bowie Regional Center, but would also eventually apply to congested roadways in the other mixed-use activity centers, such as the MD 450 Corridor.

Policy 1: Provide roadway improvements that are fully integrated with land use to achieve accessibility, circulation, and growth management and development goals. (See Map 10 on page 46: Transportation Network Modifications.)

Strategies:

1. Construct the following road improvements:
 - Freeways:** A divided highway for through traffic, with full access control by grade separations at intersections, intended solely to carry large

volumes of traffic over medium to long distances. Rights-of-way range from 300–600 feet in width, excluding service roads.

F-4: US 50/John Hanson Highway, with six to eight lanes and upgraded interchanges between I-95 and Anne Arundel County. The roadway will consist of an eight-lane section, except on the segment east of the interchange of US 50/US 301/MD 3, which will consist of six lanes.

F-10: MD 3 from Anne Arundel County to US 50 in a six to eight-lane section (State Highway Administration project planning study in progress). The future southbound travel lanes should be built through the existing median areas north of Forest and Sylvan Drives.

F-10: US 301/Crain Highway from US 50, southward, six to eight lanes along with a continuous parallel arterial facility (A-61) on the west side and discontinuous two-lane undivided service roads within a 60-foot right-of-way east of A-61 and west of F-10. This roadway improvement has been included in

**Table 3
Congested Road Segments**

Freeways			
County Designation	Federal/State Designation	Congested Road Segments	Greatest Amount of Traffic
F-4	US 50	US 301 to Anne Arundel County	Regional
F-4	US 50	I-95/495 to US 301	Regional
F-10	MD 3	US 50 to MD 450	Regional
F-10	US 301	MD197 to US 50	Regional
F-10	US 301	MD214 to MD197	Regional
F-10	US 301	MD 4 to MD 214	Regional

Arterials			
County Designation	Federal/State Designation	Congested Road Segments	Greatest Amount of Traffic
A-23	MD 450	MD 450–MD 193 to MD 197	Local
A-23	MD 450	MD 450–MD 197 to Race Track Road	Local
A-23	MD 450	MD 450–Race Track Road to MD 3	Regional
A-24	MD 197	MD 197–US 50 to MD 450	Local
A-24	MD 197	MD 197–MD 450 to Race Track Road	Local
A-27	MD 193	MD 193–Woodmore Road to MD 450	Local

several planning studies by the State Highway Administration, including the US 301 Task Force final report, the final report of the US 301 Policy Oversight Committee, the US 301 Service Road Plan, and the final US 301 Tier I environmental impact statement. A Tier II breakout project planning study examines various interchange concepts for the MD 197/US 301 intersection, which has experienced a steady increase in traffic congestion. A new interchange will be included in the Collington Center area at Leeland Road.

Expressways: A divided highway for through traffic with full or partial control of access and interchanges at selected public roads. Rights-of-way are typically 100–200 feet in width, excluding service roads.

E-1: Central Avenue (MD 214) built to expressway standards, with a four- to six-lane roadway from Enterprise Road (MD 193) to the county line; later initiative for the remaining easterly segment to Anne Arundel County. Subdivisions along Central Avenue should have 225-foot lot depths to provide sufficient landscaping and buffering techniques to mitigate noise and visual impacts. The interchange at Central Avenue and Hall Road (east) shall be designed to avoid or minimize adverse impacts on residential development located on the north side of Central Avenue.

Arterials: A divided highway with intersections at grade and with geometric designs and traffic controls intended to expedite the movement of through traffic. Direct access to abutting

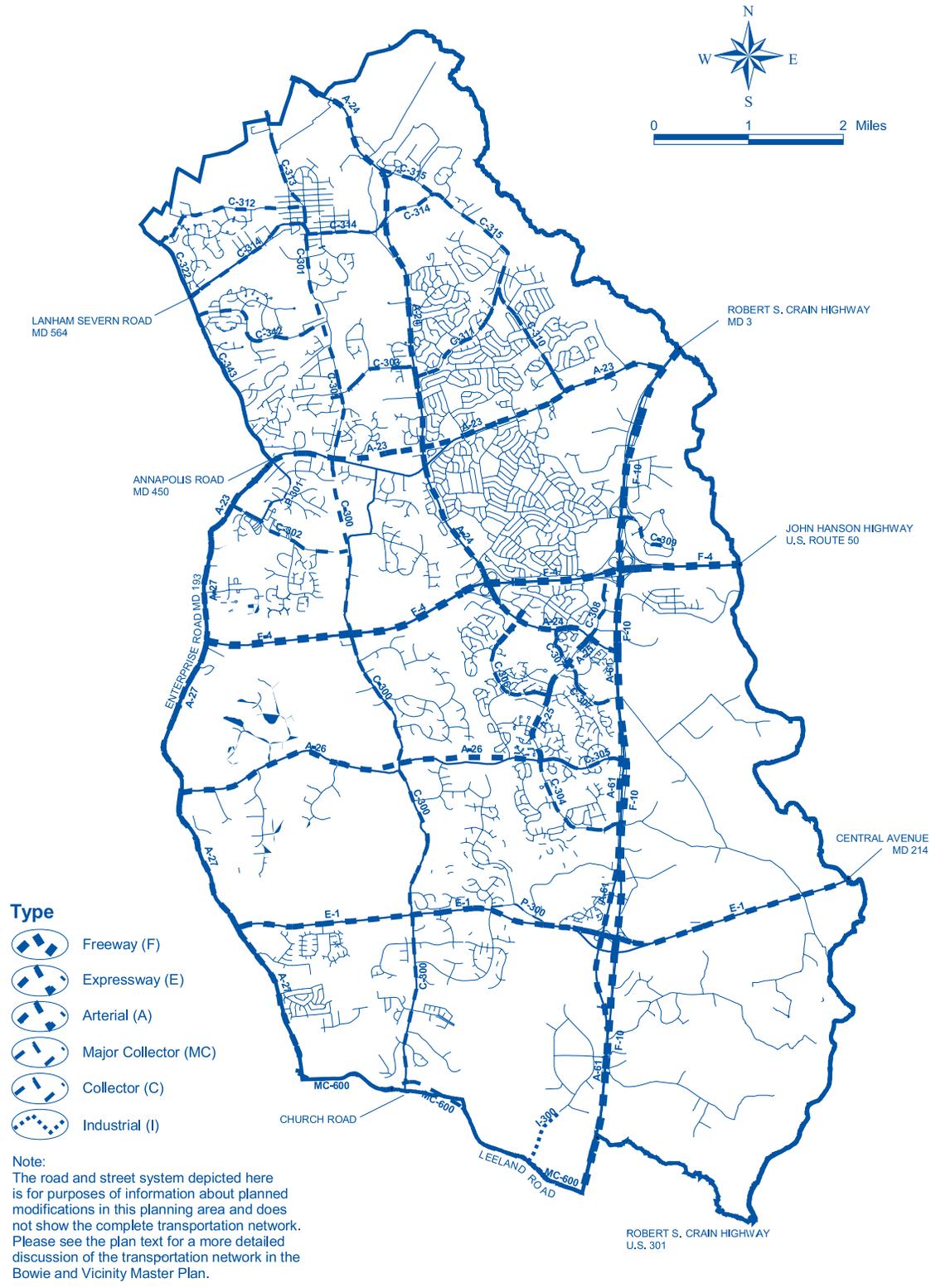


Table 4: Highway Network

Roadway Name	Section	Number of Lanes	Right of Way (ft.)
F-4: John Hanson Hwy (US 50)	MD 3-US 301 to Anne Arundel County	6	300 min.
F-4: John Hanson Hwy (US 50)	MD 3-US 301 to MD 193	6-8	300 min
F-10: Crain Highway (MD 3)	US 50 to MD 450	6-8	300-450
F-10: Crain Highway (US 301)	MD 197 TO US 50	6-8	300-450
F-10: Crain Highway (US 301)	MD 214 to MD 197	6-8	300-450
F-10: Crain Highway (US 301)	MD 214 to MD 4	6-8	300-450
E-1: Central Avenue (MD 214)	Enterprise Road	4-6	150-200
A-23: Annapolis Road (MD 450)	MD 193 to MD 197	6	120-150
A-23: Annapolis Road (MD 450)	MD 197 to Race Track Road	4	120-150
A-23: Annapolis Road (MD 450)	Race Track Road to MD 3	4-6	120-150
A-24: Collington Road (MD 197)	US 301 to US 50	6	120
A-24: Collington Road (MD 197)	US 50 to MD 450	4-6	120
A-24: Laurel-Bowie Road (MD 197)	MD 450 to Race Track Road	4-6	120
A-24: Laurel-Bowie Road (MD 197)	Race Track Road to C-313	6	120
A-25: Mitchellville Road	Mt. Oak to MD 197	4-6	120
A-26: Woodmore Road	MD 193 to Church Road	4-6	120-150
A-26: Mt. Oak Road	Church Road to Mitchellville Rd.	4-6	120-150
A-27: Watkins Park Drive (MD 193)	Oak Grove Road to MD 214	4	120-150
A-27: Enterprise Road (MD 193)	MD 214 to MD 450	4	120-150
A-61: New Facility	MD 197 to Leeland Road	4-6	120
MC-600: Oak Grove Road	US 301 to MD 193	4 (Divided)	100

Table 4 Continued: Highway Network

Roadway Name	Section	Number of Lanes	Right of Way (ft.)
C-300: Church Road	Oak Grove Road to MD 450	4	90
C-301: High Bridge Road, Chestnut Avenue	MD 450 to Zug Road	4	80
C-301: Chestnut Avenue	Zug Road to 11th Street	2-4	50-80
C-302: Fairwood Parkway	MD 450 to Church Road	4	80
C-303: Old Chapel Road	High Bridge Rd to MD 197	2	80
C-304: Mitchellville Road	Mount Oak to US 301	4	80
C-305: Mount Oak Road	Mitchellville Road to US 301	4	80
C-306: Northview Drive	New Haven Drive to Mitchellville Road	4	80
C-307: Excalibur Boulevard	Evergreen Parkway to US 301	4	80
C-308: Mitchellville Road	MD 197 to Bowie Gateway Center	4	80
C-309: Melford Boulevard	MD 3 to north of US 50	4	80-140
C-310: Race Track Road	MD 450 to Old Chapel Road	4	80
C-311: Old Chapel Road	MD 197 to Race Track Road	4	80
C-312: Duckettown Road	Springfield Road to Chestnut Avenue	2	80
C-313: Old Laurel-Bowie Road	MD 197 to 4th Street	4	80
C-313: Old Laurel-Bowie Road	4th Street to 9th Street	2	50-80
C-314: Lanham-Severn Road/9th Street	Springfield Road to Zug Road/Park Ave.	4	80
C-314: Chestnut Avenue/11th Street	Zug Road/Park Avenue to Pine Avenue	2	50-80
C-314: Race Track Road	Pine Avenue to Jericho Park Road	2-4	80
C-315: Race Track Road	C-310 to C-314	4	80
C-315: Jericho Park Road	C-314 to A-24	2	80
C-322: Springfield Road	Good Luck Road to MD 564	2	80
C-342: Fletchertown Road	Hillmeade Road to Highbridge Road	2-4	80
C-343: Hillmeade Road	Fletchertown Road to MD 450	2-4	80
I-300: Prince George's Boulevard Extended	Southern terminus to Leeland Road	4	100

properties may be permitted but may also be controlled. Rights-of-way are generally a minimum of 120 feet, where underground drainage is provided.

A-23: MD 450 from Glenn Dale Boulevard (MD 193) to MD 3 in a six-lane roadway (early to intermediate initiative). Only four through lanes may be constructed with auxiliary lanes or urban shoulders for turning movements generally between MD 197 and Race Track Road. A project planning study by SHA includes an interchange at the intersection of MD 3 and MD 450.

A-24: MD 197 and Jericho Park Road from collector road (C-40) to US 301 in a four- to six-lane roadway. The section of A-24 between MD 450 and US 50 should be limited to four lanes within the existing 150-foot right-of-way until forecasted travel demands warrant further expansion.

A-25: Mitchellville Road from MD 197 to Mount Oak Road as a four- to six-lane roadway.

A-26: Woodmore and Mount Oak Roads as a four- to six-lane roadway between Enterprise Road and Mitchellville Road, including a relocation of Woodmore Road to tie into the Mount Oak Road/Church Road intersection.

A-27: Enterprise Road and Watkins Park Drive (MD 193) as a four-lane divided roadway with adequate turn lanes in a 120- to 150-foot right-of-way between MD 450 and MD 202.

A-61: A new multilane arterial facility should be constructed parallel to F-10 (Crain Highway/US 301) along the western side of that freeway—and in some sections, along both eastern and western sides of the freeway. Segments of this roadway may incorporate segments of the existing US 301. The purpose of A-61 is to provide access to land use activities between proposed interchanges of F-10 with radial facilities such as US 50, Collington Road (MD 197), and Central Avenue (MD 214). The facility's proposed northern terminus will be the F-10/MD 197 interchange and the roadway will extend southward beyond the master plan area.

Major Collectors: A four-lane roadway with turning lanes at intersections and some control of access, providing movement primarily for local traffic, with some elements of through traffic. Rights-of-way are generally a minimum of 80 feet, where underground drainage is provided.

MC-600: Leeland and Oak Grove Roads: Upgrade facility classification from collector, as proposed in the 1991 master plan, to major collector, pursuant to recommendations in the

Subregion VI Study Area Master Plan and SMA (1993), from MD 193 to US 301.

Collector: A multilane or two-lane highway designed to carry medium-speed traffic between arterial and internal local streets, to provide access to major traffic generators, and to connect residential neighborhoods to major highway systems. Access to abutting properties is usually permitted. Rights-of-way are generally a minimum of 80 feet, where underground drainage is provided.

Local (Industrial, Primary and Secondary)

Roadways: Two-lane roadways that provide access to, from, and through developed areas. On primary roadways, the street space may be used as much for nonvehicular movement and storage as it is for vehicular movement. Rights-of-way for industrial roadways are generally a minimum of 70 feet. Primary and secondary residential roadways are 60 feet and 50 feet, respectively.

Primary

P-300: Hall Road/Devonwood Drive, MD 214 (at Jennings Mill Drive) to MD 214 west of US 301.

P-301: Hillmeade Road Extended, Fairwood Parkway to MD 450.

Industrial

I-300: Prince George's Boulevard extended south to Leeland Road.

Policy 2: Facilitate the safe and efficient movement of both local and through traffic.

Strategies:

1. Minimize conflicts between types of traffic trips and reduce through traffic in residential areas.
2. Establish an interjurisdictional corridor congestion management system so that land use planning and vehicle trip reduction measures are coordinated between the Maryland Department of Transportation and other local jurisdictions in each specific corridor containing a congested facility where General Plan-recommended levels of service cannot be met.
3. Formulate and designate Transportation Policy Exception Areas (TPEAs) at growth centers and corridors. Under limited circumstances, TPEAs allow for exceptions to the county's transportation adequacy test in specifically defined areas. The exceptions provide flexibility for managing congestion in order to encourage a wide range of planning strategies

(parking management) and trip reduction measures, including public transit, where General Plan-recommended levels of service cannot be met.

4. Establish Transportation Demand Management (TDM) in selected areas where General Plan-recommended levels of service cannot be met.

Policy 3: Maintain the design capacity and traffic-flow efficiency of existing and planned highways and roadways.

Strategies:

1. Control access, provide adequate rights-of-way, and discourage high traffic-generated development with immediate access adjacent to intersections and/or interchanges.
2. Consolidate access points onto arterial roadways and major and minor collector roads where possible, consistent with the appropriate traffic engineering criteria and with the plan’s vision, land use, and design recommendations.
3. Increase connections between arterial, collector and primary residential roadways where possible, consistent with the appropriate traffic engineering criteria and with the plan’s vision, land use, and design recommendations.

Bicycle, Pedestrian, and Trail Facilities

Background: Pedestrian accessibility and the expansion of the trail network are issues important to the areas’ residents. Trails can provide recreational uses for residents, while also providing opportunities to make some local trips by walking or bicycling. Pedestrian access to schools, parks, and other community facilities is especially important. Sidewalks and trail connections between adjacent communities can greatly enhance the overall walkability of an area, while bicycle-friendly roads can safely accommodate bicycling for recreation and transportation.

Since adoption of the Bowie-Collington-Mitchellville and Vicinity Master Plan in 1991, over 12.5 miles of multiservice, multiuse trails have been completed within the Bowie planning area. Major trail completions include the Washington, Baltimore, and Annapolis Trail (WB&A Trail) by the Department of Parks and Recreation, numerous trails at and around the Bowie Town Center, trails within the Northridge development, and recently completed trails along Mitchellville Rd. and Excalibur Rd. A major trail is under construction as part of the MD 450 project, which will add another 3.5 miles to the network. A pedestrian bridge over MD 197 at the New Town Center has also recently opened. Two nationally

designated trail/bicycle routes also run through the planning areas. The East Coast Greenway (ECG) and the American Discovery Trail (ADT) run through the area along local trails and area roads. Safe and convenient connections to these routes, as well as other existing trails in the area, are a priority for this plan.

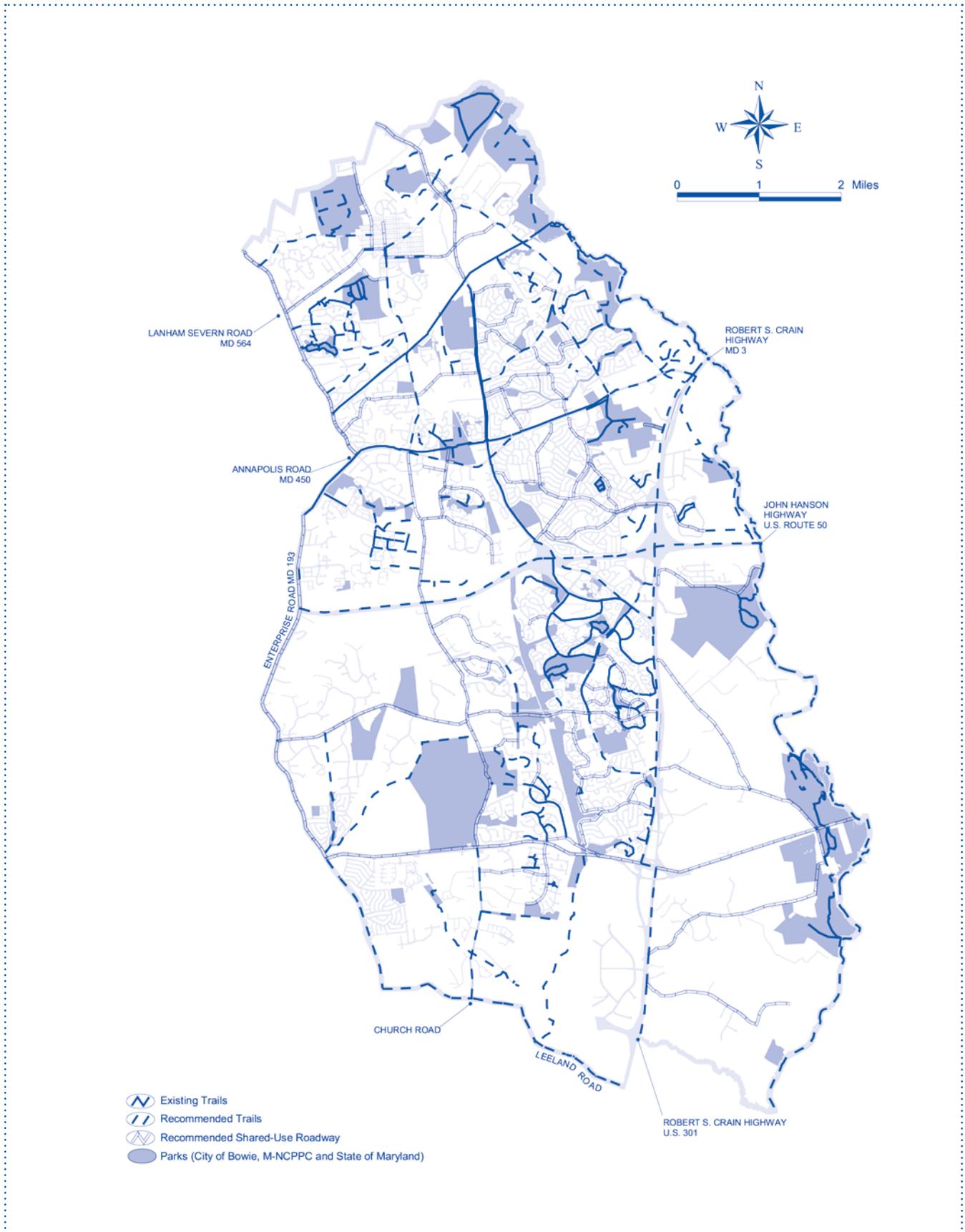
Goals:

- Contribute to implementation of the land use, growth and development recommendations of the plan.
- Provide a safe, affordable, and efficient multimodal transportation system that improves access within neighborhoods, communities, and the region.
- Develop a comprehensive trail network throughout the planning areas to provide recreational opportunities for residents and all trail user groups.

Policy 1: Incorporate appropriate transit-oriented and transit-supporting design (TOD and TSD) features in all new development within the Bowie Regional Center and adjacent to the MARC station.

Strategies:

1. Review and fully exploit opportunities to incorporate nonmotorized transportation modes (such as pedestrian and bicycle trails) into the county’s transportation system, particularly in the Bowie Regional Center, around the MARC station, and to Bowie State University.
2. Coordinate planning and provisions of nonmotorized transportation modes, such as pedestrian and bike trails, for the Bowie Regional Center.
3. Provide a multiuse trail connection from Old Town Bowie to the MARC station (parallel to the existing MARC line).
4. Provide “dual bikeway” facilities along Jericho Park Road, Race Track Road, and Old Chapel 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. These facilities will accommodate nonmotorized access to MARC and Bowie State University, as well as church, school and park facilities along these corridors.
5. Expand the trail network in and around the Bowie Regional Center. Connections should be provided to the existing trails around the Bowie Town Center.
6. Provide pedestrian and bicycle accommodations across MD 3 on any new road or overpass construction in the vicinity of the Bowie Regional Center.
7. Provide pedestrian and bicycle accommodations across MD 3 as part of the MD 3/MD 450 intersection or interchange improvements. These accommodations will connect the planned trails along MD 450 and



MD 3 with the trails that are planned east of MD 3 and along the Patuxent River.

Policy 2: Incorporate appropriate pedestrian-oriented development (POD) features in all new development and improve pedestrian safety in existing development.

Strategies:

1. Provide continuous sidewalks with enhanced pedestrian crossings, traffic calming, and other pedestrian amenities in Old Town Bowie. Continuous pedestrian facilities are recommended in the 9th Street and 11th Street corridor (MD 564) to facilitate safe and convenient pedestrian movement to the shops in Old Town Bowie, the Railroad Museum, Huntington South Park, the post office, and the community center.
2. Develop trails and/or wide sidewalks and designated bike lanes along old MD 450 from Bowie Main Street to West Bowie Village. This will provide safe and convenient pedestrian and bicycle access to West Bowie Village from Bowie Main Street.
3. Provide trail and sidewalk connections in West Bowie Village as development occurs, both within the public open space and within and between land uses.
4. Explore the feasibility of a second pedestrian crossing of the MARC line in Old Town Bowie.
5. Provide a comprehensive network of trails, wide sidewalks, and standard sidewalks as part of any new or retrofitted development in Bowie Main Street, the Bowie Regional Center, or the Pointer Ridge Center. These connections should provide for safe, convenient, and attractive pedestrian access through and around the site and to adjoining land uses where appropriate as indicated on the concept plans.
6. Provide a trail connection from Old Town Bowie to the planned park at the Sandy Hill Landfill site.
7. Explore the feasibility of a trail/pedestrian bridge over MD 214 between Church Road and MD 3/US 301. This study should be completed after the construction of the Collington Branch Trail to the south of MD 214 and the trail in the former A-44 right-of-way to the north of MD 214.

Policy 3: Develop bicycle-friendly roadways in conformance with the latest standards and guidelines.

Strategies:

1. On-road bicycle facilities should be developed in accordance with the 1999 *American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities*. Recommendations for on-road bicycle

facilities in the master plan area include Church Road and many of the roads in the Rural Tier. On-road bicycle facilities can include designated bike lanes, wide outside-curb lanes, and paved shoulders.

2. Existing roads and bridges should be retrofitted to meet AASHTO guidelines to the maximum extent feasible and practical.
3. Continue to implement side paths along roads, as recommended on the plan map. Side paths are recommended along roads including MD 450 and Mitchellville Road.
4. Provide trail and/or bicycle connections from Old Town Bowie to the designated East Coast Greenway and American Discovery Trail routes nearby. Chestnut Avenue/Highbridge Road is a corridor that, with appropriate pedestrian or bicycle improvements, could be a major connection to both routes and the WB&A Trail. Provision of a side path, or designated bike lanes with standard sidewalks, is recommended along this corridor.

Policy 4: Plan new development to help achieve the objectives of the Countywide Trails Plan and Equestrian Addendum. (See Map 11 on previous page: Bicycle, Pedestrian, and Trail Facilities.)

Strategy:

1. An equestrian trail system is proposed within publicly owned land along numerous tributaries to the Patuxent River, on the east side of US 301. Consideration should be given at the time of subdivision review to extend the equestrian trails along the tributary streams within the property being subdivided. The intent is to connect the proposed trails to the Patuxent River public trails system and to provide the opportunity for equestrian-theme development in the rural low-density residential area. Provision of these trails could be accomplished through the use of dedication in the subdivision process and/or by easements or written permission agreements from participating landowners. The Department of Parks and Recreation is currently working with residents to develop hiker/equestrian trails on M-NCPPC and DNR land to the north and south of MD 214.
2. Develop a water trail along the Patuxent River to provide river access for canoeists and kayakers. This supports the City of Bowie Trails Plan and work underway by the Department of Parks and Recreation and the State of Maryland Department of Natural Resources.
3. All park trails shall be designed to accommodate equestrian use in conformance with the Department of Parks and Recreation Facilities Guidelines.

Transit

Background: The Bowie area is served by 13 bus routes, of which two provide mid-day service in both directions and another five operate very limited mid-day service in one direction or the other. All 13 are Metrobus routes, operated by the Washington Metropolitan Area Transit Authority (WMATA).

The principal bus service terminals are the Bowie commuter lot near Bowie Town Center, Pointer Ridge, East Kettering near Watkins Regional Park, or the Bowie State University MARC Station. Rush-hour-only service also terminates at Collington Center on Crain Highway (US 301) and the Belair Center on Annapolis Road (MD 450). Existing bus service operates on MD 450, Central Avenue (MD 214), Lanham-Severn Road (MD 564), and John Hanson Highway (US 50).

The Bowie and Vicinity area is also served by the Maryland Rail Commuter (MARC) system Penn Line, which serves Bowie State University. This service operates Monday through Friday between Perryville and downtown Baltimore to Union Station in the District of Columbia and carries approximately 1,011 passengers each day. Sixteen trains serve the station in the morning (10 inbound and 6 outbound) and 20 trains serve the station in the afternoon and evening (12 outbound and 8 inbound).

Both the *Countywide Master Plan of Transportation* and the update of the Prince George’s County Transit Service and Operations Plan will make transit service recommendations for the Bowie and Vicinity area.

Policy 1: Improve transit service to encourage transit-oriented development (TOD) and transit-supporting development policies and practices, particularly in the Bowie Regional Center.

Strategies:

1. Consider a phased expansion of transit service (see Figure 4, page 195), beginning in the Bowie Regional Center, to other areas as shown below and on Table 5 on this page.
2. Coordinate the timing and implementation of transit service improvements with the *Countywide Master Plan of Transportation*, the Prince George’s County Transit Service and Operations Plan, and the City of Bowie Transit Policy.

Policy 2: Provide transit improvements that are fully integrated with land use to achieve accessibility, circulation and growth management, and development goals.

Strategies:

1. Use the recommendations of the Master Plan of Transportation, together with the next Transit Service and Operations Plan, to work with the City of Bowie and other stakeholders on how to divert automobile trips to transit in the Bowie Regional Center.
2. Coordinate and integrate transit and shuttle service for the Bowie Regional Center with establishment of a transportation policy exception area (TPEA).
3. Implement phased transit service as shown on Table 5 below.

Table 5: Phased Expansion of Transit Service

Phase One	Bowie Regional Center
	Commuter parking lot
	Bowie Town Center
Phase Two:	MD 450 Corridor
	Bowie State University (BSU)
	Bowie State MARC Station
	Old Town Bowie
	New Carrollton Metro Station
Phase Three:	Pointer Ridge
	Largo Town Center Metro (link)
Later Phases:	Principal Service Areas
	US 50 Corridor
	Central and Eastern County
	Secondary Service Area
	Rest of County
	Metropolitan Area

Table 6: Transportation Systems Transit Service Timetable

Phase	Policy	Service Area	Relationship to Road System	Principal Transit Mode	Needed Actions
One	<p>Enhance existing transit service:</p> <ul style="list-style-type: none"> ● Increase ridership ● Evaluate and update existing routes and service ● Evaluate possible Transportation Demand Management (TDM) concepts. <p>Expand commuter intercept parking; divert single-occupant vehicle (SOV) trips to existing transit service.</p>	<ul style="list-style-type: none"> ● Bowie Regional Center ● Commuter parking lot ● Bowie Town Center 	Transit is a supplement to a primarily automobile-based transportation network.	Fixed-route bus	<ol style="list-style-type: none"> 1. Coordinate master plan implementation with: <ol style="list-style-type: none"> a. Master Plan of Transportation; b. Transit Service and Operations Plan (TSOP). 2. If Transportation Policy Exception Area (TPEA) is approved for the Bowie Regional Center, integrate transit and shuttle service with other modes within the TPEA. 3. Encourage transit-oriented development (TOD) in Bowie Regional Center.
Two	<p>Expand existing transit service:</p> <ul style="list-style-type: none"> ● Emphasize employer incentives in new development in Bowie Regional Center. 	<ul style="list-style-type: none"> ● MD 450 Corridor ● Bowie State University ● Bowie State MARC station ● Old Town Bowie ● New Carrollton Metrorail 	Transit service is an alternative to automobile use, at least within the Bowie Regional Center.	Fixed-route bus	Coordinate implementation with next Prince George's County TSOP.
Three	Extend transit service.	<ul style="list-style-type: none"> ● Pointer Ridge ● Largo Town Center Metrorail (link) 	Transit service is an alternative to automobile use in other parts of the planning area.	Fixed-route bus	<ol style="list-style-type: none"> 1. Coordinate with update of the next TSOP. 2. Expand TDM where feasible. 3. Coordinate with Maryland Department of Transportation (MDOT).
Later	Shift the principal transit mode to regional rapid transit and integrate with Metrorail.	<ol style="list-style-type: none"> 1. Principal service areas: <ol style="list-style-type: none"> a. US 50 Corridor; b. Central and eastern Prince George's County. 2. Secondary service areas: <ol style="list-style-type: none"> a. Rest of county; b. Metropolitan area. 	Alternative within county.	Bus rapid transit	<ol style="list-style-type: none"> 1. Redevelop and convert Gateway Center into transit center and commuter/shared parking facility. 2. Coordinate with next update of TSOP. 3. Coordinate with MDOT and US DOT (assistance for preliminary engineering).