

TRANSPORTATION SYSTEMS

Subregion 6 Preliminary Master Plan and Proposed Sectional Map Amendment

Transportation systems are a critical component of creating a sustainable community. The complementary networks of roads, rail and bus transit, and trail facilities for pedestrians, bikers and equestrians that make up the county's transportation system allow for the movement of people and goods, provide opportunities for recreation, and create permanent physical links between and within communities. In a time of constrained financial resources and increasing awareness about the impact of transportation patterns on environmental issues like climate change, it is essential that county and other resources be used efficiently and strategically to provide residents and workers with opportunities to access a safe, multimodal, convenient, and energy efficient transportation network.

Today's transportation network in the subregion consists largely of roadways, supported by limited mass transit options in and around Upper Marlboro, as well as hiker/biker/equestrian trails. The future transportation network will consist of improved levels of service on several key roads, new roads, increased opportunities to access mass transit, and new connections and improvements to existing hiker/biker/equestrian trails and sidewalk networks. Although the automobile will continue to play a prominent role in the mobility of many of the subregion's residents and workers, it is critical to be sure that future enhancements to the transportation network are supportive of integrated land uses that complement daily life and allow for alternatives to automobile use for meeting everyday needs whenever possible, for multiple trip purposes to be served within a single vehicular trip, and for convenient alternatives to single occupancy vehicle use.

The following goals relate to creating a safe, efficient, and accessible transportation network supportive of sustainability goals in Subregion 6:

- ❖ Coordinate transportation system planning with land use, environmental, and economic planning, to ensure that all transportation modes, including roads, rail, sidewalks, paths, and transit systems, support sustainable development patterns.
- ❖ Maximize transportation modes whenever possible by planning and building facilities for automobiles, transit, bicycles, pedestrians, and horses.
- ❖ Recognize the importance of transportation for recreational purposes by expanding the on- and off-road trail system.

ROADS

The road system in Subregion 6 primarily accommodates local trips and links the subregion to the regional transportation network. A few significant regional roads, such as US 301, MD 4, MD 202, and MD 223 serve regional through traffic and commuter traffic (see the Subregion Analysis chapter).

The land use plan for Subregion 6 has evolved since the 1993 subregion plan (see Development Pattern chapter). However, the basic transportation needs in Subregion 6 remain largely unchanged. The key road system issues addressed by this master plan and the transportation recommendations (largely retained from previous plans) are discussed below. The full list of recommended road upgrades (including future freeway interchanges) is listed in Table 10 and is shown on Map 14.

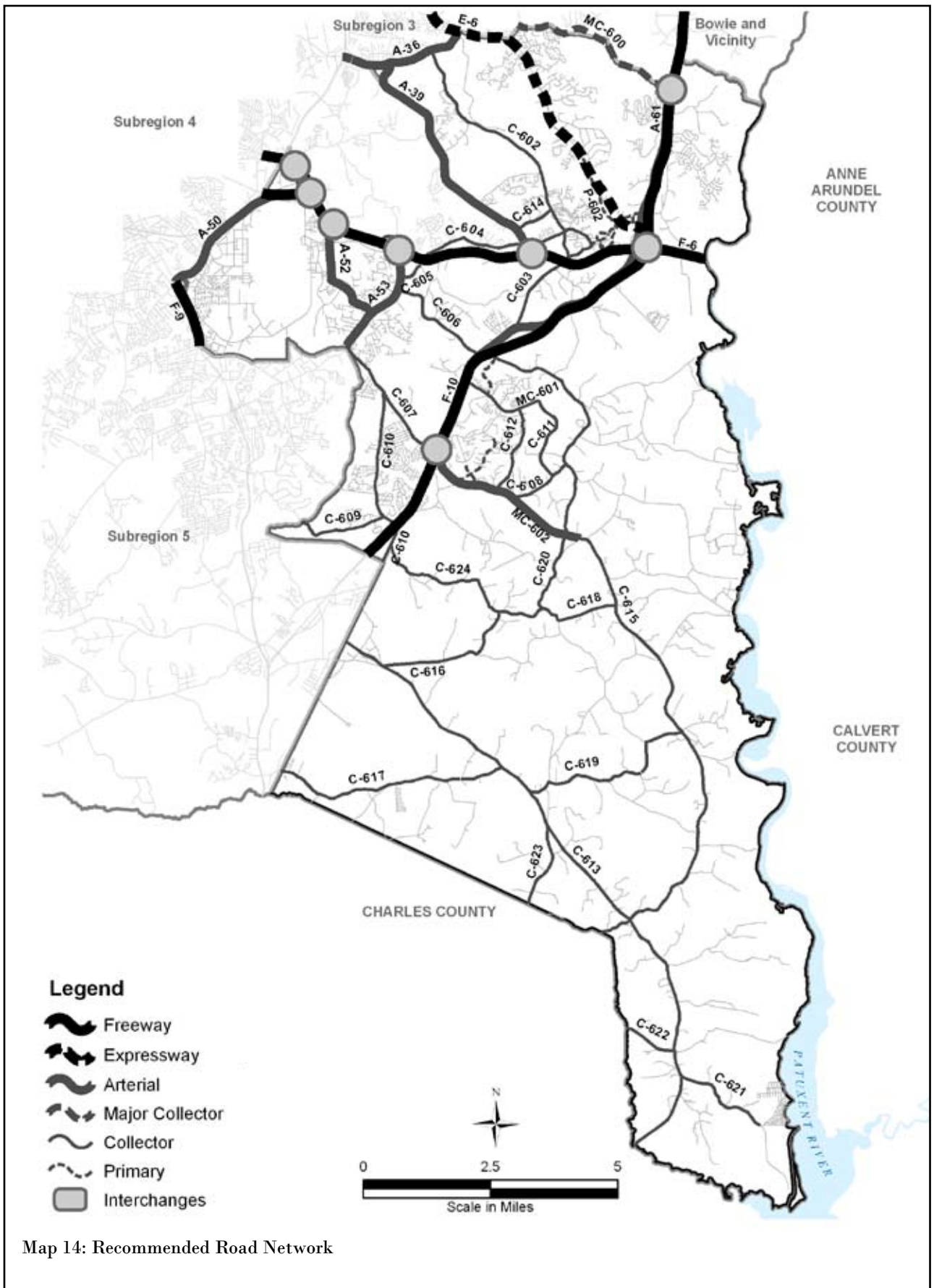
Major Roads

- ❖ **US 301 (Crain Highway):** As it is a major link between Baltimore and Southern Maryland, this plan recommends the upgrade of Crain Highway to freeway status for its entire length, from Leeland Road to the Charles County line. Interchanges in Subregion 6 are planned at Leeland Road (MC-600 on Map 14), MD 4, and Rosaryville Road. Within Subregion 6, the US 301 freeway would use some portions of the existing US 301 alignment and would also include new segments off of the existing alignment. An arterial road (A-61) paralleling the freeway would provide local accessibility in the subregion (see Map 15).

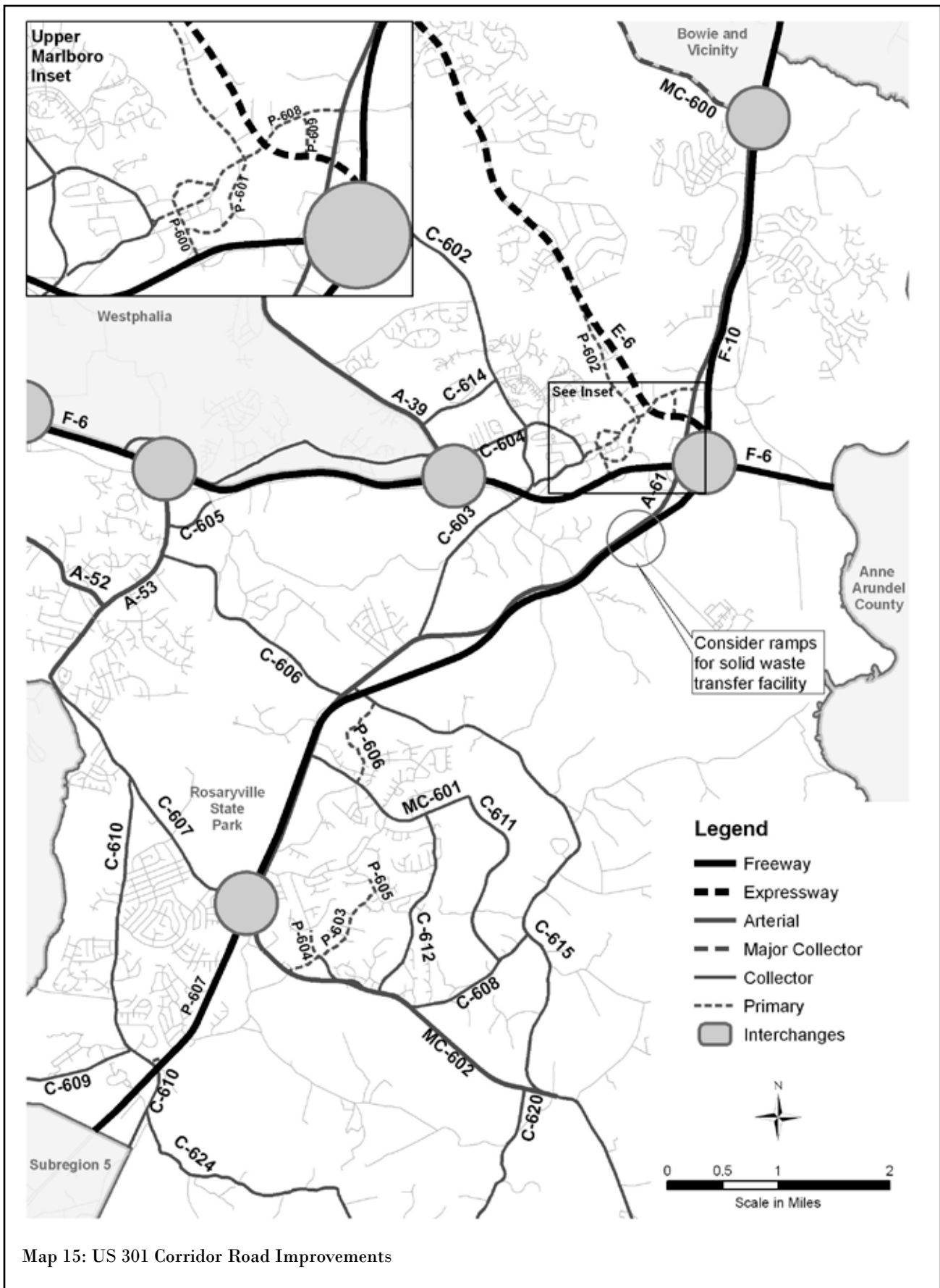


- ❖ **MD 4 (Pennsylvania Ave):** This plan recommends the upgrade of MD 4 to freeway status from I-495 to the Anne Arundel County line. Part of this upgrade is complete in Subregion 6, although interchange upgrades are still necessary to achieve freeway status. In particular, interchanges to replace at-grade intersections of MD 4 with Westphalia Road, Suitland Parkway, and Dower House Road have not been completed, and several existing interchanges, such as those at MD 223 and US 301, need to be upgraded.

- ❖ **MD 202 (Largo Road):** This plan recommends that Largo Road be upgraded to a four- to six-lane expressway from I-495 to Upper Marlboro. As part of this upgrade, the segment of the road near Upper Marlboro (E6 on Map 15) would be relocated along the existing SHA right-of-way between Kent Drive and the proposed F-10. This relocation is necessary to make the connection to MD 4 within the proposed F-10/MD 4.



Map 14: Recommended Road Network



Map 15: US 301 Corridor Road Improvements

- ❖ MD 5 (Branch Avenue): MD 5 is a major commuter route linking Southern Maryland to Washington, D.C. The short segment of MD 5 within Subregion 6 (along the southwest boundary of Andrews Air Force Base) has already been upgraded to freeway status. This plan and the Subregion 5 master plan both recommend that it be upgraded to a freeway from I-495 to Charles County. A transitway along MD 5 is in the early planning stages.
- ❖ MD 223 (Woodyard Road): This plan recommends that MD 223 be upgraded to a four- to six-lane arterial between MD 4 and MD 5 (in Subregion 5). This road currently experiences heavy traffic volumes from local traffic and commuter traffic from Andrews Air Force Base (AAFB) and other employment centers in the Washington, D.C., area. MD 223 has several failing intersections in the subregion, and continuous traffic flows make turning on to or off of the road difficult. An extension of Woodyard Road from MD 4 to MD 202 was proposed in the 1993 master plan, but is no longer recommended, due to recommendations of the Westphalia sector plan (2007).
- ❖ Rosaryville Road: Like Woodyard Road, Rosaryville Road primarily serves local traffic, but carries high traffic volumes relative to its geometry, due to commuter through traffic that uses it as a link between US 301 and MD 223. This plan recommends that Rosaryville Road be upgraded to a four-lane collector.

The capacity of roadways to accommodate traffic is an important consideration of the development review process. In order for a subdivision to be approved, a developer must show that traffic generated by the proposed subdivision will be accommodated by nearby intersections and roadways without exceeding the county’s established adequacy standards, or that developer funded roadway improvements and/or trip reduction programs will alleviate the inadequacy.¹

During master plan workshops, residents of the subregion raised concerns about several heavily congested roads in the Developing Tier and the impact of additional planned development on these roads and key intersections. Some questioned the effectiveness of the county’s current adequacy tests for roads, as well as the required timing for improvements. This plan proposes several strategies for addressing these concerns.

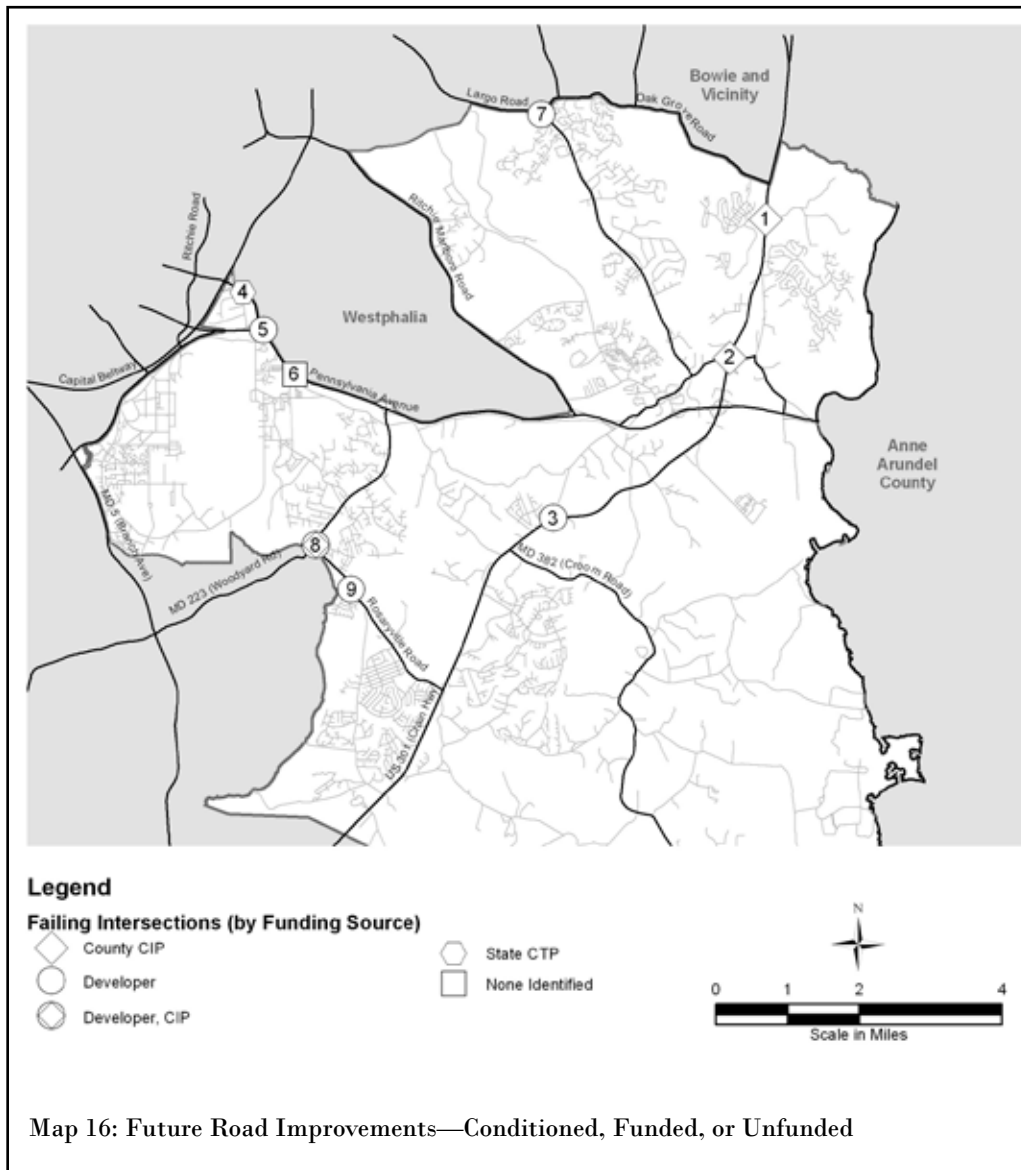
As of 2008, a total of nine intersections (six signalized, three unsignalized in Subregion 6 failed to meet adequacy standards, resulting in very long waits and delays at peak hours for citizens to move through these areas, difficulty in completing turns on to or off of affected roads, etc. These failing intersections are shown in Table 9 and Map 16.

¹ Detailed guidelines on adequacy standards are found in the M-NCPPC’s “Guidelines for the Analysis of the Traffic Impact of Development Proposals,” September 2002.

Adequacy

TABLE 9: INADEQUATE INTERSECTIONS IN SUBREGION 6

| Map Key | Primary Link | Cross Street (or segment end) | Intersection Type (after upgrade) | Funding Responsibility |
|-------------------------------------|------------------|-------------------------------|-----------------------------------|------------------------|
| Failing Intersections (2008) | | | | |
| 1 | US 301 | Swanson Road | Signalized | County CIP |
| 2 | US 301 | MD 725 | Signalized | County CIP |
| 3 | US 301 | Old Crain Highway | Unsignalized | Developer |
| 4 | MD 4 | Suitland Parkway | Interchange | State CTP |
| 5 | MD 4 | Westphalia Road | Interchange | Developer |
| 6 | MD 4 | Dower House Road | Interchange | None identified |
| 7 | MD 202 | MD 193 | Signalized | Developer |
| 8 | MD 223 | Rosaryville Road | Signalized | Developer, county CIP |
| 9 | Rosaryville Road | Williamsburg Road | Unsignalized | Developer |



These intersections are located along the subregion's major roads: US 301, MD 4, MD 223, and MD 202. Improvements to five other intersections will be developer funded as a condition of development approval and are intended to be constructed concurrent with the development. One of those developer-funded intersections would be partially funded through the county's Capital Improvement Program (CIP). Funding sources for the remaining three intersections have not been identified.

Projects to widen a portion of MD 223 and to reconstruct a portion of Trumps Hill Road (A-53 and P-606 in Table 10) are in the county's Capital Improvement Program, but are not funded for construction.

The proposed road facilities in Table 10 show the road network that will be needed to accommodate traffic at buildout—when no additional land capacity exists to accommodate additional homes or businesses. However, not all of these facilities will be needed as this master plan's horizon year (2030) approaches.

By 2030, Subregion 6 will contain approximately 6,900 more dwelling units than are present in 2008 (Subregion Analysis chapter), a growth of 33 percent. However, this growth will not be evenly distributed throughout the subregion. Nearly half of all new units would be built north of Upper Marlboro, between US 301 and MD 202, while less than ten percent of new dwelling units would be built in the Rural Tier. Development in the eastern portion of Marlton (between Croom Road and the CSX railroad) would account for more than ten percent of new units. The development of Westphalia, which adjoins Subregion 6, is expected to add more than 14,000 homes and 5.3 million square feet of commercial, office, and retail space.

Much of this projected development would rely on employment and commercial activity outside of Subregion 6 (including in Westphalia). Thus, the subregion's major roads, US 301, MD 4, and MD 202, are expected to bear a large share of the increased transportation burden. Upgrade of these roads is therefore a high priority.

The Department of Defense's (DOD) Base Realignment and Closure (BRAC) program will also have a significant impact on roads in subregion 6, particularly around AAFB, which will gain approximately 2,700 jobs as a result of BRAC and other DOD job reassignments within the metro Washington area. In addition to the major highways described above, the arterial and collector roads in Subregion 6 listed below will be heavily impacted by the combination of BRAC-related and non-BRAC-related traffic.

- ❖ Ritchie-Marlboro Road (A-39).
- ❖ Dower House Road (A-52): Since April 2007, all commercial traffic entering Andrews AFB is required to use the Pearl Harbor Gate, located on Dower House Road. This has brought increased commercial traffic to Dower House Road.
- ❖ MD 223 (Woodyard Road) (A-53).
- ❖ Old Marlboro Pike (C-604).

Transportation Needs Based on Growth Trends

Table 10. Proposed Road Facilities

| ID | Road Name | Limits | Status, 2008 ¹ | Proposed Right-of-Way | Proposed Lanes |
|-------------------------------|---|--|---------------------------|------------------------------|----------------|
| New and Upgraded Roads | | | | | |
| F-6 | Pennsylvania Avenue (MD 4) | Capital Beltway to Anne Arundel County | Partially Complete | 300' | 6-8 |
| F-9 | Branch Avenue (MD 5) | Capital Beltway to Charles County | Partially Complete | 300' (including transit ROW) | 6-8 |
| F-10 | Crain Highway (US 301) | US 50 to Charles County | Recommended | 300-450' | 4-8 |
| E-6 | Largo Road (MD 202) | Capital Beltway to MD 4 | Recommended | 150-200' | 4-8 |
| A-36 | White House Road | Capital Beltway to MD 202 | Recommended | 120-140' | 6-8 |
| A-39 | Ritchie Marlboro Road | White House Road to MD 4 | Recommended | 100-120' | 4-6 |
| A-52 | Dower House Road | A-66 to Foxley Road | Recommended | 120' | 6 |
| A-53 | Woodyard Road (MD 223) | MD 5 to Presidential Parkway | Recommended | 120-150' | 4-6 |
| A-61 | Crain Highway (US 301) | Oak Grove Road to Old Crain Highway | Recommended | Varies | 4-6 |
| MC-601 | Heathermore Boulevard | MC-602 to Lake Marlton Boulevard (C-611) | Partially Complete | 120' | 4 |
| MC-602 | Croom Road Relocated | Croom Road to MD 4 | Recommended | 100' | 2-4 |
| MC-600 | Oak Grove Road/Leeland Road | MD 193 to US 301 | Recommended ² | 100 | 4 |
| C-602 | Brown Station Road | Old Marlboro Pike to White House Road | Recommended | 80' | 2-4 |
| C-603 | Old Crain Highway | MC-602 to Old Marlboro Pike | Recommended | 80' | 4 |
| C-604 | Old Marlboro Pike | Brown Station Road to MD 223 | Recommended | 80' | 2-4 |
| C-605 | William Beanes Road Extended | Old Crain Highway to MD 223 | Recommended | 80' | 2-4 |
| C-606 | Osborne Road Relocated | MC-602 to MD 223 | Recommended | 80' | 4 |
| C-607 | Rosaryville Road | MC-602 to MD 223 | Recommended | 80' | 4 |
| C-608 | Duley Station Road | MC-602 to MD 382 | Recommended | 80' | 4 |
| C-609 | Surratts Road | Frank Tippet Road to Brandywine Road (Subregion 5) | Recommended | 80' | 2-4 |
| C-610 | Frank Tippet/Cherry Tree Crossing Roads | Rosaryville Road to A-63 (Subregion 5) | Recommended | 80' | 4 |
| C-611 | Lake Marlton Boulevard | C-608 to MC-601 | Recommended | 80' | 4 |
| C-612 | Grandhaven Avenue | MC-602 to MC-601 | Recommended | 80' | 4 |
| C-613 | Brandywine/Aguasco Road (MD 381) | Charles County to Subregion 5 | Recommended | 80' | 2-4 |
| C-614 | Dille Drive Extension | Ritchie Marlboro Road to Brown Station Road | Recommended | 80' | 2-4 |
| C-615 | Croom Road (MD 382) | MC-602 to Charles County | Recommended | 80' | 2-4 |
| C-616 | North Keys Road | MD 381 to Molly Berry Road | Recommended | 80' | 2 |
| C-617 | Cedarville Road | MD 381 to A-63 (Subregion 5) | Recommended | 80' | 2-4 |
| C-618 | Candy Hill Road | MD 382 to Molly Berry Road | Recommended | 80' | 2 |

| ID | Road Name | Limits | Status, 2008 ¹ | Proposed Right-of-Way | Proposed Lanes |
|---|--|--|---------------------------|-----------------------|----------------|
| C-619 | Baden-Westwood/Westwood/Bald Eagle School Road | MD 381 to MD 382 | Recommended | 80' | 2 |
| C-620 | Molly Berry Road | MD 382 to Candy Hill Road | Recommended | 80' | 2 |
| C-621 | Eagle Harbor Road | MD 381 to Trueman Point Road | Recommended | 80' | 2 |
| C-622 | Doctor Bowen Road | MD 381 to Charles County | Recommended | 80' | 2 |
| C-623 | Horsehead Road | MD 381 to Charles County | Recommended | 80' | 2 |
| C-624 | Cross Road Trail | C-610 to North Keys Road | Recommended | 80' | 2 |
| C-629 | Marlboro Pike | MD 223 to Dower House Road | Recommended | 80' | 4 |
| P-600 | Water Street (MD 717) | MD 4 to MD 725 | Recommended | 70' | 2-4 |
| P-601 | Ring Road/Governor Oden Bowie Drive | Water Street to MD 725 | Recommended | 70' | 2 |
| P-602 | Largo Road (Existing MD 202) | E-6 to Ring Road | Recommended | 70' | 2-4 |
| P-603 | Wallace Lane | MC-602 to Midland Turn | Recommended | 60' | 2 |
| P-604 | Tam-O-Shanter Drive | Muirfield Drive to Wallace Lane | Recommended | 60' | 2 |
| P-605 | Midland Turn | Fairhaven Road to Wallace Lane | Recommended | 60' | 2 |
| P-606 | Trumps Hill Road | Heathermore Boulevard to MD 382 | Recommended | 70' | 2 |
| P-607 | US 301 Service Road | Frank Tippett Road to Rosaryville Road | Recommended | 60' | 2 |
| P-608 | Main Street/Marlboro Pike (MD 725) | A-61 to P-602 | Recommended | 70' | 2-4 |
| P-609 | Chrysler Way Extended | E-6 to MD 725 | Recommended | 70' | 2 |
| New Interchanges | | | | | |
| Interchange | MD 4 at MD 223 (reconstruction) | | Recommended | | |
| Interchange | MD 4 at Richie Marlboro Road | | Recommended | | |
| Interchange | MD 4 at US 301 Relocated (F-10) | | Recommended | | |
| Interchange | Rosaryville Road at US 301 Relocated (F-10) | | Recommended | | |
| Roads and Intersections Included in 1993 Subregion VI Master Plan, but No Longer Recommended | | | | | |
| P-609 | Chrysler Way Extended | South of MD 725 | No longer recommended | | |
| A-37 | Woodyard Road Extended | | No longer recommended | | |
| Interchange | MD 202 at Woodyard Road (MD 223) Extended (A-37) | | No longer recommended | | |

Note: Road identifications indicate the classification of road after upgrade. F = Freeway, A = Arterial, MC = Major Collector, C = Collector, P = Primary

¹ Facilities listed in this as "recommended" have not been completed

² Listed as C-600 in the 1993 Subregion VI Study Area master plan

POLICY 1

Develop a road network that balances regional mobility and local accessibility needs.

STRATEGIES

1. Continue to manage existing and future traffic by building the Subregion Plan's road network (as shown in Table 9 and Map 14). Give priority to key roads that would be heavily impacted by growth (including BRAC-related growth):
 - ◇ US 301
 - ◇ MD 4
 - ◇ MD 202
 - ◇ Dower House Road
 - ◇ MD 223 (Woodyard Road)
 - ◇ Old Marlboro Pike
 - ◇ Ritchie Marlboro Road
2. Conduct a traffic analysis for the proposed solid waste transfer station near the Western Branch Wastewater Treatment Plant. Focus specifically on road improvement needs (such as direct access ramps from a future US 301 freeway).
3. Obtain rights of way for the roads recommended in this master plan (Table 10) through dedication or other methods.
4. Encourage street connections between adjacent subdivisions.
5. Disseminate information to citizens about how to request maintenance to existing roads, as well as the different processes by which county and state priorities for road improvements are determined and included in their respective capital improvement budgets.

POLICY 2

Ensure that the road system is improved concurrently with development, so that road and intersection capacity match demand.

STRATEGIES

1. Complete construction of, or upgrades to, the primary roads and intersections listed in Table 9 that currently fail to meet adequacy standards.
2. Enhance the county's adequate public facilities requirements with regard to roads.
3. Support land use policies that reduce vehicular travel demand, such as mixed uses, transit-oriented development, and increased employment within the Developing Tier in the subregion (see Development Pattern/Land Use chapter).

4. Identify financing strategies that will provide funding for roads concurrently with development.

POLICY 3

Maintain and improve both the arterial and nonarterial systems to provide for safe and efficient travel.

STRATEGIES

1. Fund and construct the following road projects listed in the Capital Improvement Program and MDOT Consolidated Transportation Program.
 - ◇ Reconstruction of Trumps Hill Road
 - ◇ Reconstruction of MD 4 (including interchanges at Suitland Parkway and Dower House Road)
 - ◇ Widening of MD 223

POLICY 4

Provide new funding for road improvement and maintenance.

STRATEGIES

Expand the transportation funding techniques available to the county by considering the following options:

- ◇ Strengthen requirements for developers to forward-fund transportation improvements, so that roads are upgraded before new development occurs.
- ◇ Determine the feasibility to require developers to contribute to mitigation measures that address existing inadequacies, as well as future inadequacies caused by their proposed development.
- ◇ Provide local funding participation for improvements on state roads in cases where such participation—including joint funding with the Maryland State Highway Administration (SHA)—would move a project higher on the state’s funding priority list.
- ◇ Establish impact fees and/or an excise tax for transportation facilities, either countywide or in areas in need of road, pedestrian/bicycle, and transit improvements.

POLICY 5

Ensure that all road improvements follow environmentally sound construction practices.

STRATEGIES

1. Implement the planned road system in an environmentally sustainable manner by minimizing stream, wetland, and floodplain crossings.

2. Work with SHA and DPW&T to explore the use of more environmentally-friendly materials for building and resurfacing roads. (New technologies and materials are being developed that use less energy and emit fewer greenhouse gases when they are produced than do traditional road materials.)

SCENIC AND HISTORIC ROADS

Conservation and Enhancement of Special Roadways

The preservation of existing roads as historic and scenic assets related to roadways is important to retaining the heritage and community character of the county and in Subregion 6. Several reports have inventoried the countywide historic and scenic assets for conservation and enhancement. These include the 1984 Scenic Roads Study, the 1988 Rural Historic Landscapes and Scenic Roads Study, Subregion VI; the 1992 *Historic Sites and Districts Plan*, and the 2005 Analysis of the 1828 Levy Court Road Survey. As a result, roadways have been designated as scenic and/or historic in area master plans, the General Plan or through separate resolutions of the County Council. A state-designated scenic byway also crosses the subregion and acts as a major north-south circulation corridor.



The conservation and enhancement of these specially-designated roadways is intended to provide safe and enjoyable travel, while preserving the scenic and historic features, both within the rights-of-way and on adjacent land. It is also necessary that all road designs and construction provide, insofar as practicable, a consistently safe but visually varied environment that is pleasing to all road users and adjacent property owners.

The designated scenic and historic roadways, the scenic byway and scenic byway connectors, historic roadways proposed for designation with the Master Plan of Transportation, and scenic roadways proposed for designation under this plan are shown on Map 17 and provided in Table 11.

A scenic road is defined in Subtitle 23 as “a public or private road which provides scenic view along a substantial part of its length through natural or manmade features, such as forest or extensive woodland, cropland, pasturage, or meadows; distinctive topography including outcroppings, streambeds and wetlands; traditional building types; historic sites; or roadway features such as curving, rolling roadway alignment and leaf tunnels.”

A historic road is defined in Subtitle 23 as “a public or private road which has been documented by historic surveys, and which maintains its historic alignment and landscape context through views of natural features, historic landscape patterns, historic sites

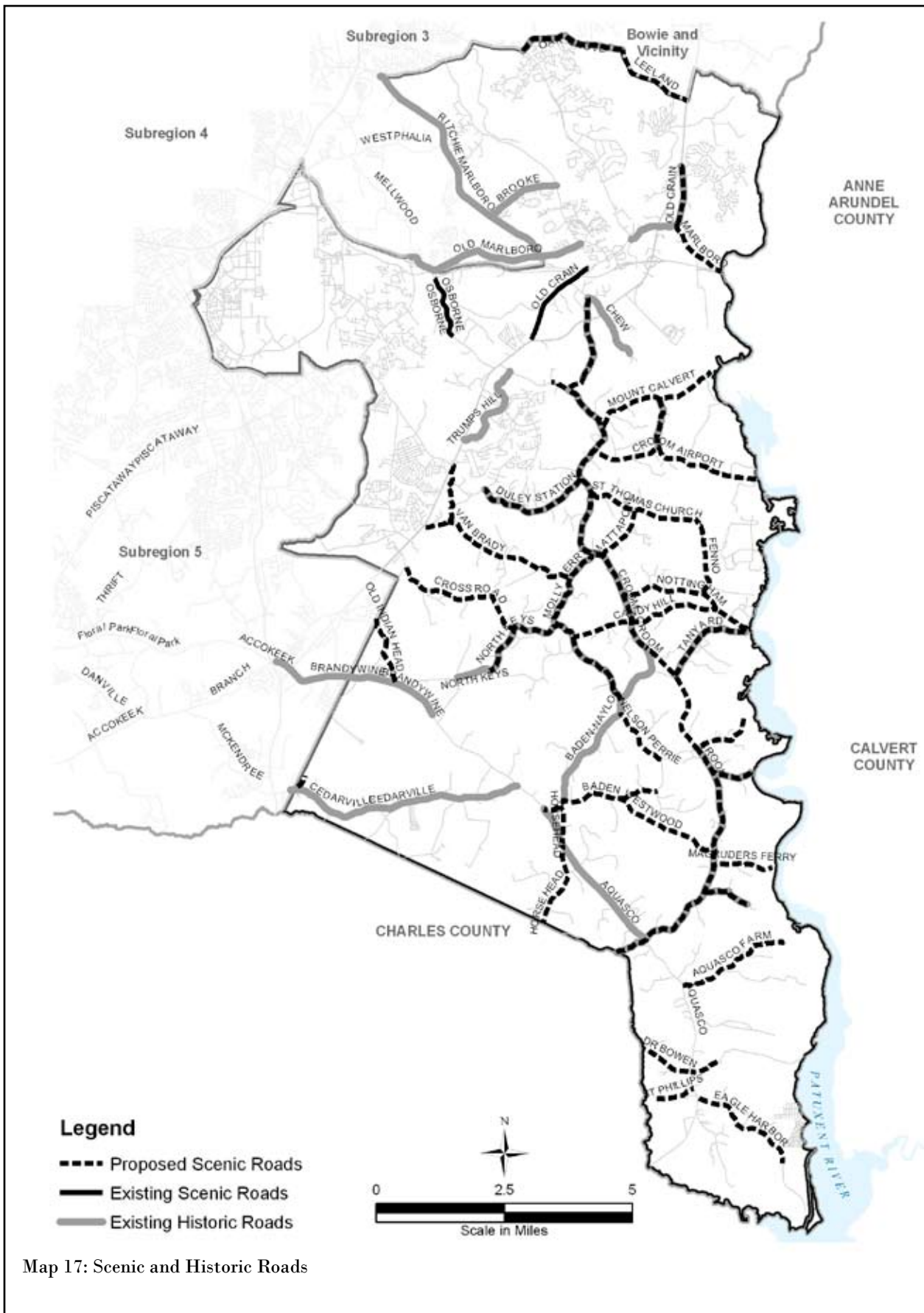


Table 11: Designated and Proposed Scenic and Historic Roadways in Subregion 6

| Road Name | Limits of Roadway | Functional Class | Source | Designated Historic | Designated Scenic | Proposed Historic | Proposed Scenic | Comments |
|--------------------------|---|-----------------------------------|--------------------------|---------------------|-------------------|-------------------|-----------------|-------------------------|
| Aquasco Farm Road | Aquasco Road to end | Local | Scenic Roads Survey 1984 | | | | Yes | |
| Baden-Naylor Road | Baden-Westwood Road to Croom Road (MD 382) | Local | 1992 HS&D | Yes | | | Yes | |
| Baden-Westwood Road | Horsehead Road to Aquasco Road | Collector | 1828 Levy Court Survey | | Yes | | Yes | |
| Baden-Westwood Road | Croom Road (MD 382) to Horsehead Road | Collector | 1828 Levy Court Survey | | Yes | | Yes | |
| Brandywine Road (MD 381) | Charles County to Subregion V boundary | Major Collector/Collector (C-614) | 1828 Levy Court Survey | Yes | | | Yes | |
| Brooks Church Road | Baden Naylor to Croom Road (MD 382) | Local | 1828 Levy Court Survey | | Yes | | Yes | |
| Candy Hill Road | Croom Road (MD 382) to Molly Berry Road | Collector | 1828 Levy Court Survey | | Yes | | Yes | |
| Candy Hill Road | Nottingham Road to Croom Rd (MD 382) | Local | 1828 Levy Court Survey | | Yes | | Yes | Scenic Byway Connection |
| Cheltenham Road | Old Indian Head Road to Duley Station Road | Local | 1984 Scenic Roads Study | | | | Yes | |
| Chew Road | Croom Station Rd to Popes Creek RR | Local | 1992 HS&D Plan | Yes | | | Yes | |
| Croom Airport Road | Croom Acres Drive to Duvall Road | Local | 1828 Levy Court Survey | | | Yes | Yes | Scenic Byway Connection |
| Croom Airport Road | Duvall Road to Selby's Landing/Patuxent River | Local | 1828 Levy Court Survey | | | Yes | Yes | Scenic Byway Connection |
| Croom Road (MD 382) | Duley Station Road to Mount Calvert Road | Collector | 1828 Levy Court Survey | Yes | | | Yes | Scenic Byway |
| Croom Road (MD 382) | Mt. Calvert Road to Duley Station Road | Collector | 1828 Levy Court Survey | Yes | | | Yes | |
| Croom Road (MD 382) | Nottingham Road to Duley Station Road | Collector | 1828 Levy Court Survey | Yes | | | Yes | Scenic Byway |

Table 11: Designated and Proposed Scenic and Historic Roadways in Subregion 6

| Road Name | Limits of Roadway | Functional Class | Source | Designated Historic | Designated Scenic | Proposed Historic | Proposed Scenic | Comments |
|-----------------------|---|-----------------------|--------------------------|---------------------|-------------------|-------------------|-----------------|--------------|
| Croom Road (MD 382) | Charles County to Tanyard Road | Collector | 1828 Levy Court Survey | Yes | | | Yes | Scenic Byway |
| Croom Road (MD 382) | Croom Station Road to Mount Calvert Road | Collector | 1828 Levy Court Survey | Yes | | | Yes | |
| Croom Road (MD 382) | Tanyard Road to Nottingham Road | Collector | 1828 Levy Court Survey | Yes | | | Yes | Scenic Byway |
| Croom Station Road | Crain Highway (US 301) to Croom Road | Local | 1993 Sub VI | Yes | | | Yes | |
| Cross Road Trail | North Keys Road to Cherry Tree Crossing Road | Collector C-624 | 1828 Levy Court Survey | | | Yes | Yes | |
| Dent Road | Charles County to Cedarville Road | Local | 1828 Levy Court Survey | | | Yes | Yes | |
| Doctor Bowen Road | Aquasco Road (MD 381) to Swanson Creek/Charles County | C-622 Rural collector | 1828 Levy Court Survey | | | Yes | Yes | |
| Duley Station Road | Croom Road to Cheltenham Road | C-68 Collector | 1984 Scenic Roads Study | Yes | | | Yes | |
| Duvall Road | Croom Airport Road to Mt. Calvert Road | Local | 1828 Levy Court Survey | Yes | | | Yes | |
| Eagle Harbor Road | Trueman Point Rd to Patuxent River | Local | 1828 Levy Court Survey | | | Yes | Yes | |
| Eagle Harbor Road | Aquasco Road (MD 381) to Trueman Point Rd | Collector | 1828 Levy Court Survey | | | Yes | Yes | |
| Farm Road | South Osbourne Rd to Old Crain Highway | Local | Community Planning Staff | | | | Yes | |
| Fenno Road | Nottingham Road to St. Thomas Church Road | Local | 1828 Levy Court Survey | | | Yes | Yes | |
| Horsehead Road | Aquasco Road (MD381) to Charles County | Rural collector | 1828 Levy Court Survey | | | Yes | Yes | |
| Horsehead Road | Aquasco Road (MD 381) to Baden Naylor Road | Local | 1828 Levy Court Survey | | | Yes | Yes | |
| Leeland Road South | MD 301 to Oak Grove Road | Major collector | 1984 Scenic Roads Study | | | | Yes | |
| Magruder's Ferry Road | Croom Road (MD 382) to Patuxent River | Local | 1828 Levy Court Survey | | | Yes | Yes | |

Table 11: Designated and Proposed Scenic and Historic Roadways in Subregion 6

| Road Name | Limits of Roadway | Functional Class | Source | Designated Historic | Designated Scenic | Proposed Historic | Proposed Scenic | Comments |
|-----------------------|--|------------------|-------------------------|---------------------|-------------------|-------------------|-----------------|--|
| Marlboro Pike | Old Marlboro Pike (Wells Corners) to Crain Highway | Local | 1828 Levy Court Survey | Yes | | | Yes | |
| Martin Road | Molly Berry Road to North Keys Road | Local | 1984 Scenic Roads Study | | | | Yes | |
| Mattaponi Road | Croom Road (MD 382) to St. Thomas Church Road | Local | 1828 Levy Court Survey | | | Yes | Yes | |
| Milltown Landing Road | Croom Road (MD 382) to End (Patuxent River) | Local | 1828 Levy Court Survey | Yes | | | Yes | |
| Molly Berry Road | Baden-Naylor Road to Croom Road (MD382) | Local | 1828 Levy Court Survey | | | | Yes | |
| Mount Calvert Road | Duvall Road to End | Local | 1828 Levy Court Survey | | | Yes | Yes | Scenic Byway Connection |
| Mount Calvert Road | Croom Road to Duvall Road | Local | 1984 Scenic Roads Study | | | | Yes | Scenic Byway Connection |
| Nelson Perrie Road | Bald Eagle School Road to Baden Naylor Road | Local | 1828 Levy Court Survey | | | Yes | Yes | |
| North Keys Road | Molly Berry Road to Gibbons Church Road | Rural collector | 1992 HS&D Plan | Yes | | | Yes | Expands limits of current designation. |
| North Keys Road | Gibbons Church Rd to Brandywine Road | Collector C-616 | 1828 Levy Court Survey | Yes | | | Yes | Expands limits of current designation. |
| North Keys Road | Molly Berry Road to Cross Road Trail | Collector | 1828 Levy Court Survey | Yes | | | Yes | |
| North Keys Road | Cross Road Trail to Martin Road | Collector | 1992 HS&D Plan | Yes | | | Yes | |
| Nottingham Road | Tanyard Road to Candy Hill Road | Local | 1828 Levy Court Survey | | | Yes | Yes | Scenic Byway Connection |
| Nottingham Road | Candy Hill Road to Croom Road (MD 382) | Local | 1828 Levy Court Survey | | | Yes | Yes | |

| Table 11: Designated and Proposed Scenic and Historic Roadways in Subregion 6 | | | | | | | | | |
|---|---|------------------------------|----------------------------|---------------------|-------------------|-------------------|-----------------|-------------------------|--|
| Road Name | Limits of Roadway | Functional Class | Source | Designated Historic | Designated Scenic | Proposed Historic | Proposed Scenic | Comments | |
| Old Crain Highway | Old Marlboro Pike to Crain Highway (US 301) | Collector | 1828 Levy Court Survey | Yes | | | Yes | | |
| Old Indian Head Road | Crain Highway (US 301) to Duley Station Road | Local | 1828 Levy Court Survey | | | | Yes | | |
| Old Marlboro Pike | Wells Corners to Hills Bridge | Primary | 1988 Rural Landscape Study | | | | Yes | | |
| River Airport Road | Croom Road to Patuxent River Park | Local | 1984 Scenic Roads Study | | | | Yes | | |
| Saint Mary's Church Road | At Last Farm Road to Aquasco Road (MD 381) | Local | 1828 Levy Court Survey | | | Yes | Yes | | |
| St. Phillip Road | Aquasco Road to end | Local | 1984 Scenic Roads Study | | | | Yes | | |
| St. Thomas Church Road | Mattaponi Road to Croom Road (MD 382) | Local | 1828 Levy Court Survey | | | Yes | Yes | Scenic Byway Connection | |
| St. Thomas Church Road | Fenno Road to Mattaponi Road | Local | 1828 Levy Court Survey | | | Yes | Yes | Scenic Byway Connection | |
| Tanyard Road | Croom Road (MD 382) to Nottingham Road | Local | 1828 Levy Court Survey | Yes | | | Yes | | |
| Van Brady Road | Molly Berry Road to Old Indian Head Road | Local | 1828 Levy Court Survey | Yes | | | Yes | | |
| Westwood Road | Baden Westwood Road to Bald Eagle School Road | C-619 Rural Collector (1993) | 1828 Levy Court Survey | | | Yes | Yes | | |
| Whites Landing Road | Croom Road (MD 382) to End (Patuxent River) | Local | 1828 Levy Court Survey | Yes | | | Yes | | |
| Wyville Road | Old Crain Highway to Old Crain Highway | Local | 1988 Scenic Roads Study | | | | Yes | | |

Source: M-NCPPC, 1984. Scenic Roads Study

and structures, historic farmstead groupings, or rural villages.” Historic roads are designated through an action of the County Council. Historic features may include brick and stone boundary walls, gateposts, boundary posts or stones/mile markers, fences, steps, commemorative markers, monuments, pedestrian or vehicular tunnels, and other similar features.

Scenic and historic roads were first designated in Subregion 6 with the approval of the 1993 master plan, which included 34 historic road segments and one scenic road segment. Since that time, one additional scenic road (Old Crain Highway from the Town of Marlboro south to US 301) was designated by Council Resolution (CR-39-1999) in response to a citizen initiative.

The historic roads designated in the prior Subregion 6 master plan were based on a listing of early roads included as an appendix to the *Historic Sites and District Plan* (1992). In June 2005, the Natural and Cultural Resources Division, Department of Parks and Recreation, completed an analysis of the 1828 Levy Court Road Survey, Prince George’s County, to identify locations where the early roads of the county still exist. This evaluation was used during preparation of the preliminary Master Plan of Transportation as the basis for recommending the designation of 31 additional historic roads segments.

A review of candidate roadways listed in previous scenic road inventories and recommendations of staff were used compiling a listing of 59 scenic road segments which are proposed for designated with this master plan.

The guidelines for scenic and historic roadways previously contained in the Circulation and Transportation chapter of the Subregion VI master plan have been consolidated in the “Guidelines for the Design of Scenic and Historic Roadways in Prince George’s County, Maryland” (Department of Public Works and Transportation [DPW&T], 2006) and includes scenic-historic road sections from the DPW&T standards for applications on scenic and historic roadways

The Master List of Scenic and Historic Roads is a listing of roads that have been designated as scenic or historic by the County Council, which is maintained by the Planning Department, M-NCPPC. The listing is consulted in the review of applications to determine if scenic and/or historic concerns are applicable.

When an application is proposed on a designated scenic or historic road, an Inventory of Scenic and Historic Features, which is comprised of text and maps necessary to describe significant visual features of the site, is requested. Guidance in the preparation of visual inventories can be found in the document “Guidelines for the Design of Scenic and Historic Roadways in Prince George’s County, Maryland” and in publications such as “National Register Bulletin 18: How to Evaluate and Nominate Designed Historic

Landscapes” and “National Register Bulletin 30: How to Identify, Evaluate and Register Rural Historic Landscapes.”

Natural and cultural resources within the rights-of-way and adjacent to scenic and historic roads are important and are in need of protection. The predominant encroachment on these resources occurs when new development proposals are submitted. Extensive efforts have been made to preserve and enhance the viewsheds of designated scenic and historic roads through the careful evaluation of these proposals and the placement of new development out of the viewsheds as much as possible and through the preservation or enhancement of the existing vegetation along the roadway. Scenic easements have been established to provide permanent protections to the viewsheds adjacent to scenic and historic roadways.

The Maryland State Highway Administration (SHA) has designated 31 state scenic byways, dubbed with names that reflect the rich heritage of the region surrounding each of the routes. By driving these byways, visitors and residents can explore the history of the area and appreciate the county’s significant place in history.

SHA is not only promoting scenic byways but is also encouraging the preservation of the heritage resources along these routes by offering communities assistance in applying for competitive grants through the national Scenic Byways Program to create community-driven corridor management plans (CMP). With a CMP in place, project sponsors may apply for funding for safety improvements, rest areas, interpretive facilities, overlooks, recreational areas, access enhancements, and protection in the form of easements.

In Prince George’s County, the Lower Patuxent River Tour was designated a state scenic byway, which included Croom Road from US 301 south to the Charles County line. The theme of this scenic byway was based on the path of the British troops from Benedict, in Charles County, to Washington, D.C., in 1814, passing by many historic sites which mark the early history of the county, state, and nation. The Lower Patuxent River Tour has recently been incorporated into the Star-Spangled Banner Scenic Byway, which provides interpretation for the War of 1812 Chesapeake Campaign and extends through other areas of the county outside of Subregion 6, connecting to Washington, D.C., and Baltimore.

Under the state Scenic Byways Grant Program, two preliminary tasks related to the development of a corridor management plan for the Lower Patuxent portion of the byway have been accomplished by

Scenic Byways



M-NCPPC. A Lower Patuxent Scenic Byway Intrinsic Quality Inventory Report was completed in 2007, and the Croom Road Tobacco Barn Survey Report was completed in 2006. The next step is the completion of the remaining required elements of a CMP prescribed by the Federal Highway Administration for the 17-mile stretch previously known as the Lower Patuxent Scenic Byway.

GOAL

To conserve viewsheds and other natural and cultural features of scenic and historic roads and scenic byways to the extent possible when considering transportation improvements and when reviewing new land development proposals.

POLICY 1

Conserve and enhance the scenic and historic values along special roadways.

STRATEGIES

1. Designate additional scenic or historic roads for protection and enhancement with the approval Subregion 6 master plan.
2. Require submission of an inventory of scenic and historic features with all applications that propose work within the right-of-way of a designated roadway.
3. Utilize the “Guidelines for the Design of Scenic and Historic Roadways in Prince George’s County, Maryland” (DPW&T, 2006) and the scenic-historic road sections from DPW&T standards when evaluating applications within the rights-of-way of scenic and historic roadways
4. Consider a variety of techniques in order to protect the scenic and historic qualities of the designated roads during the review of applications that involve work within the right-of-way of a designated roadway,. These techniques include alternative ways to circulate traffic, the use of the historic road section as one leg of a needed dual highway, provision of bypass roads, and limiting certain types of development and signs in the viewshed.
5. Review existing County Code and related standards for conflicts with the conservation and enhancement of designated roadways and make recommendations for code changes as necessary.
6. Maintain a database and a GIS layer of designated roadways.
7. Utilize existing County Code provisions for scenic easement tax credits by establishing a voluntary easement program to protect viewsheds along designated roadways.
8. Prepare corridor management plans for significant designated roadways.
9. Implement the recommendations of established corridor management plans.

10. Work with the Maryland State Highway Administration in applying the guidance provided by the document “Context Sensitive Solutions for Work on Scenic Byways” (SHA, April 2005) to state roadways that are also designated roadways in Subregion 6.

POLICY 2

Conserve and enhance the viewsheds along designated roadways.

STRATEGIES

1. Require submission of an inventory of scenic and historic features with all applications that propose work adjacent to the right-of-way of a designated roadway.
2. Require the conservation and enhancement of the existing viewsheds of designated roads to the fullest extent possible during the review of land development or permit applications, whichever comes first. Elements to be considered shall include views of structures from the roadway; design character and materials of constructed features; preservation of existing vegetation, slopes and tree tunnels; use of scenic easements; and limited access points.
3. Develop guidelines for the design of activities adjacent to designated roadways to include building setbacks, landscaping, scenic easements, and utility clearing.

POLICY 3

Preserve, protect and enhance the right-of-way and viewshed of the Star-Spangled Banner Scenic Byway within Subregion VI.

STRATEGIES

1. Complete the development of the Lower Patuxent Corridor Management Plan and the implementation of the recommendations.
2. Work with the Maryland State Highway Administration in applying the guidance provided by the document “Context Sensitive Solutions for Work on Scenic Byways” (SHA, April 2005) to state roadways that are a part of the designated scenic byway.
3. Coordinate protection of the intrinsic scenic and historic qualities of the scenic byway through application of the county’s Guidelines for the Design of Scenic and Historic Roadways where appropriate.
4. Develop design guidelines to conserve and enhance the viewshed of the scenic byway when development is proposed.

SIDEWALKS AND TRAILS

Trails and sidewalks provide opportunities for nonvehicular circulation, as well as recreation, in and between communities and in the park system. Sidewalks and neighborhood trails are important for providing safe routes to school and for building connected, walkable communities. Roadways should be designed to safely accommodate bicycle traffic, in addition to motor vehicles. By providing accommodations for all modes of transportation, walking and bicycling can be promoted for some trips, reducing the need for driving and increasing opportunities to build physical activity into daily life.



Trails also serve as recreational facilities for a variety of users including hikers, bicyclists, equestrians, mountain bikers, naturalists, and other park users. This plan recommends multiuse trails along several stream valley corridors. Natural surface trails are recommended along other stream valley corridors, as well as along established equestrian routes. Connectivity is crucial to the overall usability of the trail network, and an emphasis has been placed on connectivity to Jug Bay, Merkle Wildlife Management Area, Rosaryville State Park, the Prince George's Equestrian Center, and the Patuxent River. Equestrian connections are a crucial component of the overall network, and it is important that this access be preserved throughout the subregion.

Bicycle/Pedestrian Corridors

Within the Developing Tier, roadways must include safe accommodations for bicyclists and pedestrians. Continuous sidewalks are necessary to provide safe access to schools and parks, link communities with commercial areas, and achieve the goal of providing “walkable” communities.

The county should provide continuous sidewalks and bicycle-compatible road improvements along roads within the Developing Tier. Major roads where continuous facilities for bicycles and pedestrians are needed include the roads listed below. These facilities can include continuous sidewalks with on-road bicycle facilities such as wide curb lanes or designated bike lanes, or sidepath construction.

POLICY 7

Expand, encourage and promote hiker/biker/equestrian recreational activities.

STRATEGIES

1. Provide continuous sidewalks *and* bicycle-compatible road improvements for cyclists and pedestrians on identified road segments (below).
2. Connect fragmented sidewalks and designate bike lanes, or wide outside curb lanes, at the time of road improvement at the following locations:
 - ◇ Dower House Road from MD 4 to MD 223.
 - ◇ Rosaryville Road from MD 223 to US 301.
 - ◇ Frank Tippet Road from Rosaryville Road to US 301.
 - ◇ South Osborne Road from Marlboro Pike to US 301.
 - ◇ Brandywine Community: MD 381 from Mattawoman Drive (Subregion 5) to Tower Road, as well as other locations detailed in the Subregion 5 master plan.
 - ◇ Aquasco Community:
 - MD 381 from Edwards Place to Orme Road.
 - Baden-Westwood Road from MD 381 to St Phillips Church
 - Horsehead Road from Orme Road to Baden-Westwood Road.
3. Provide shared-use sidepaths or wide shoulders at the time of road improvements at the following locations:
 - ◇ MD 223 from MD 4 to Livingston Road (Subregion 5)
 - ◇ Brown Station Road from Old Marlboro Pike to White House Road

Roads within the Rural Tier are used by recreational and long-distance cyclists. The scenic, rural, 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 improvements 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. Designated bikeways in Subregion 6 are included on the plan map and major routes are highlighted in Table 12.

The county and state should provide accommodations for bicycles as roads are improved or frontage improvements are made consistent with the AASHTO² “Guide for the Development of Bicycle Facilities.”

² AASHTO is the American Association of State Highway and Transportation Officials.

Bike Routes

TABLE 12: MAJOR LONG-DISTANCE BICYCLE ROUTES IN SUBREGION 6

| 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 Park and Merkle Wildlife Management Area | Access to the Jug Bay Visitor's Center and surrounding natural areas. |
| 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 | |
| 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 | |

POLICY 8

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 on designated shared-use roadways along the following roads and bikeways as listed in Table 12: Major Long-Distance Routes in Subregion 6.

Multiuse trails are designed to accommodate pedestrians, bicyclists, and equestrians and provide the backbone for the overall trails network. These trails are envisioned for park trail corridors and will require the acquisition of the stream valley land by the Department of Parks and Recreation. In addition to providing long-distance trail routes, the planned stream valley trails will also provide access to Rosaryville State Park, Jug Bay, the Upper Marlboro Equestrian Center, and other destinations in the subregion. Major planned stream valley trail corridors in the subregion include:

CHESAPEAKE BEACH RAIL TRAIL. The rail trail project will utilize the former right-of-way 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 trail will link residential communities in the Developed, Developing, and Rural Tiers with existing and planned trails in the Westphalia area and Jug Bay. Additional right-of-way acquisition is required.

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 the Department of Parks and Recreation as development has occurred. In conjunction with the Charles Branch Trail in Subregion 6, the Piscataway Creek Stream Valley 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.

Hiker/Biker/Equestrian Trails

CHARLES BRANCH STREAM VALLEY TRAIL. This trail will connect from Dower House Road 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.

COLLINGTON BRANCH STREAM VALLEY TRAIL. 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 and will 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.

WESTERN BRANCH STREAM VALLEY TRAIL. 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, a link to the Folly Branch, Collington Branch, and Patuxent River trails, and a connection to Watkins Regional Park.

POLICY 9

Provide multiuse trails accommodating hikers, bikers, and equestrians along major stream valley corridors.

STRATEGY

Provide high-quality, hiker/biker/equestrian trails as development occurs through the acquisition of dedicated parkland and public use trails easements

POLICY 10

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

STRATEGIES

Provide high-quality, multiuse trails along critical stream valley corridors through the acquisition of land prior to development along the following corridors:

- ❖ Chesapeake Beach Rail Trail
- ❖ Dower House Branch Stream Valley Trail
- ❖ Piscataway Creek Stream Valley Trail
- ❖ Charles Branch Stream Valley Trail
- ❖ Collington Branch Stream Valley Trail
- ❖ Western Branch Stream Valley Trail

Equestrian trails form a major component of the trails network in Subregion 6. Some of these connections are proposed within M-NCPPC parkland or other public lands. Within the subregion, another type of trail is important to the overall trail network. Public-use walking, jogging, and riding trails need to be preserved that are not owned by the government and for which the trail users normally provide the maintenance. These types of trails are particularly important in the Rural Tier, where equestrian use is widespread. It is important to preserve these trail corridors, a number of which are used by the community to reach nearby park facilities such as Jug Bay 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. Additional neighborhood trail connections are noted on the plan map.

BLACK SWAMP CREEK HIKER-EQUESTRIAN TRAIL. A natural surface hiker-equestrian trail is recommended along Black Swamp Creek from Baden Elementary School to the Patuxent River. 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 as well as the existing elementary school.

TOM WALLS BRANCH HIKER-EQUESTRIAN TRAIL. This trail will preserve equestrian access along the stream valley to the Patuxent River greenway from MD 382 to Letcher Road. It will also provide part of a long equestrian loop within the Rural Tier.

MATTAPONI HIKER-EQUESTRIAN TRAIL. A natural surface hiker-equestrian trail is recommended along Mattaponi Creek from Old Indian Head Road to Merkle Wildlife Management Area. 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.

ROCK CREEK HIKER-BIKER EQUESTRIAN TRAIL. This trail will preserve equestrian access along the stream valley to the Patuxent River greenway from MD 381 to the Patuxent River.

“MARLBORO COUNTRY” EQUESTRIAN TRAILS. The 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. The plan recommends the preservation of existing equestrian trails that link the Prince George’s Equestrian Center with Jug Bay and the Patuxent River Park.

POLICY 11

Preserve existing equestrian trail corridors.

STRATEGY

The county and state should provide natural surface trails accommodating pedestrians and equestrians throughout the subregion with an emphasis placed on connectivity to Rosaryville State Park, Jug Bay, the Prince George's Equestrian Center, and the Patuxent River.

POLICY 12

Encourage equestrian uses and equestrian-themed developments in Subregion 6 to maintain an economically viable form of rural land use for local property owners.

STRATEGIES

Provide high-quality, hiker/equestrian and equestrian trails as development occurs through the acquisition of dedicated parkland and public use trails easements along the following routes:

- ❖ Black Swamp Creek Hiker-Equestrian Trail
- ❖ Tom Walls Branch Hiker-Equestrian Trail
- ❖ Mattaponi Hiker-Equestrian Trail
- ❖ Rock Creek Hiker-Biker Equestrian Trail
- ❖ "Marlboro Country" Equestrian Trails
- ❖ "Croom Country" Equestrian Trails

Thematic Trails

Subregion 6 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 visits, 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 those many resources to promote recreational activities, interpretation, preservation, and eco-tourism.

Several different thematic trails may be appropriate for development within the subregion to emphasize and connect routes or sites related to a specific theme or idea.³ Some thematic trails are recommended below which complement the thematic trails recommended in the historic resources portion of this plan.

³ Local examples of thematic trails can be found in the *Approved Anacostia Trails Heritage Area Management Plan*. Trails include the African-American Heritage Trail, the Agricultural History Trail, Natural History Trail, Mail-Order House Trail, Streetcar Suburbs Trail, Champion Tree Trail, and the War of 1812 Trail.

PATUXENT RIVER BIRDING TRAIL. Some of the premiere birding watching and nature observation sites in the state are along the Patuxent River corridor. As noted in the Environment chapter of this plan, Jug Bay has been designated as an Important Bird Area (IBA) by the American Bird Conservancy due to its significance as a 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.⁴



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.⁵

PATUXENT RIVER RURAL LEGACY AREA BICYCLE ROUTE. Many of the roads in Subregion 6 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 River Rural Legacy Area have been organized in the past, and it may be appropriate to formalize these bike routes in the future. This bicycle route could 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 possible rural legacy route are

⁴ 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 trails or visitors centers, and habitat information. The trail also highlights the various birdlife 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.

⁵ Sites which may be appropriate for inclusion in this trail include Mount Calvert, Jug Bay, Merkle Wildlife Management Area, Milltown Landing Wildlife Management Area, Magruders Ferry Park, Aquasco Farm Park, and Cedar Haven Park.

already identified as master plan bike routes in the Subregion 6 master plan. 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 to 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 and mapping may also be appropriate.

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 site improvements to the Mount Calvert site that include parking, interpretative signage, and a new boat ramp. Similar improvements may be necessary elsewhere.⁶

PATUXENT RIVER HIKER/EQUESTRIAN TRAILS. Extensive networks of natural surface trails exist at several existing M-NCPPC parks 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, 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 13

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.

⁶ Sites which may be appropriate for inclusion on this trail include Mount Calvert, Selby Landing and Jackson Landing (both at Jug Bay), Magruder Ferry, Milltown Landing, Cedar Haven Park, Mattaponi Creek, Black Swamp Creek, and other historic and natural areas.

STRATEGIES

1. Convene a work group to study the feasibility of creating the following thematic trails:
 - ◇ Patuxent River Birding Trail
 - ◇ Patuxent River Rural Legacy Area Bicycle Route
2. Provide maps and other way-finding 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 ongoing work of M-NCPPC and 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 as additional land is purchased or otherwise placed into public ownership from willing sellers.
 - ◇ Prioritize connectivity between parks and existing trails.
5. Utilize the Lower Patuxent Scenic Byway Corridor Management Plan and develop implementation strategies under this policy.

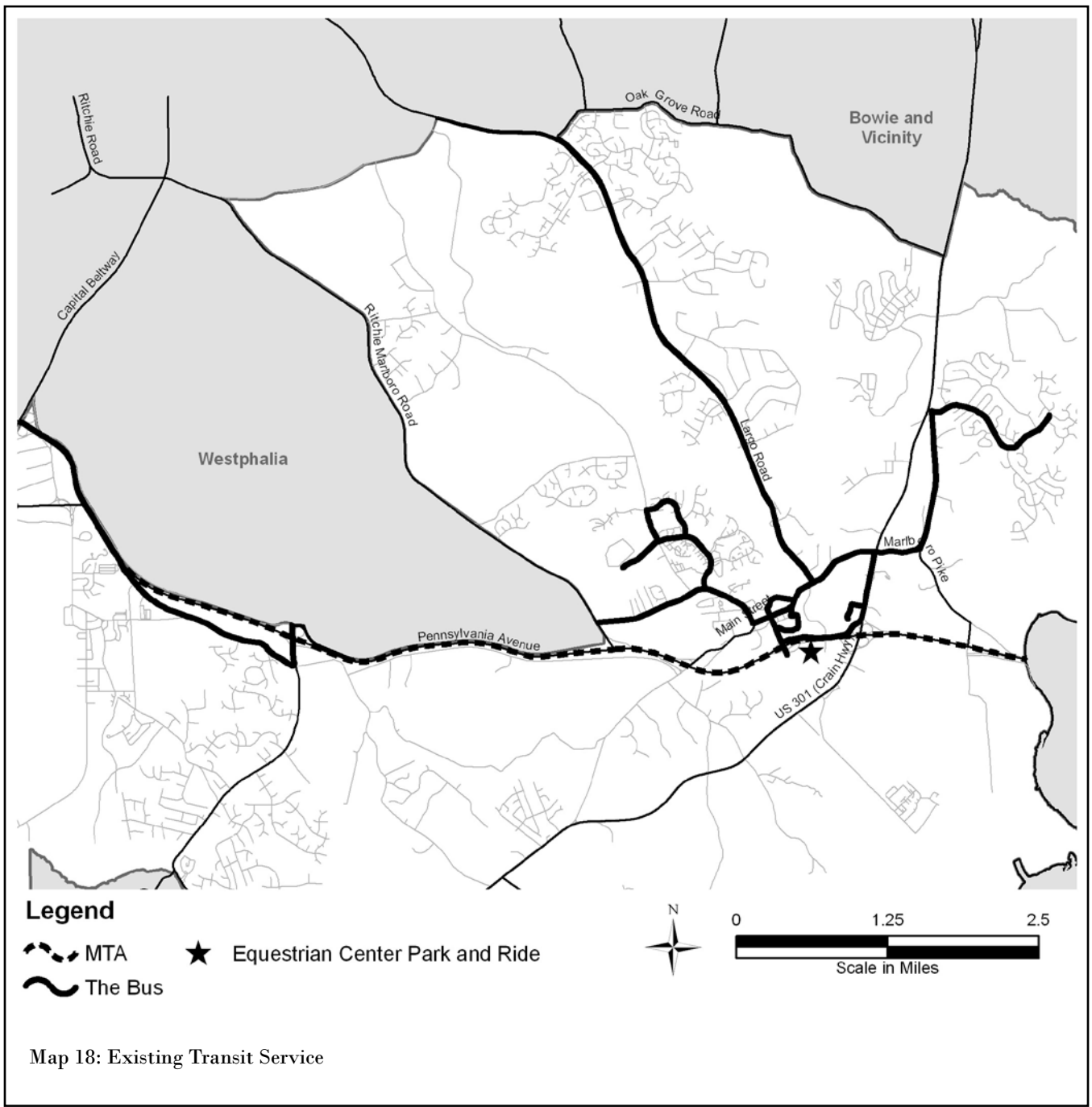
The transit network in Subregion 6 is relatively limited and primarily links Upper Marlboro to the Washington, D.C., metropolitan area. Map 18 shows existing transit service in and around Subregion 6.

The Washington Metropolitan Area Transit Authority (WMATA) Metrorail system does not directly serve Subregion 6; its Largo Town Center Station (near the intersection of I-495 and Largo Road) and Branch Avenue Station (near the intersection of I-495 and MD 5) are the nearest Metrorail stations. Both stations are about nine miles north of the subregion boundary.

“The Bus,” operated by DPW&T, has three routes which connect residents to the Metrorail stations: #20, connecting Upper Marlboro to Largo Town Center Metrorail Station; #21, connecting Upper Marlboro to Largo Town Center and New Carrollton Metrorail Stations (near the I-495/US 50 interchange); and #21 express, connecting Upper Marlboro directly to the New Carrollton Metrorail Station. Two additional routes (#51 and #53) serve as

TRANSIT

Existing Transit Service



circulator routes within and around the Upper Marlboro area. Maryland Transit Authority (MTA) Commuter Bus Route 904 operates along MD 4 between Washington, D.C., and North Beach, stopping at the Equestrian Center in Upper Marlboro. Several other MTA bus routes from other areas in Southern Maryland to Washington, D.C., travel along MD 4 but do not stop in the subregion.

The parking lot at the Prince George's County Equestrian Center in Upper Marlboro is the only park-and-ride located along MD 4 in Subregion 6. In addition to MTA Route 904, all The Bus routes stop at the Equestrian Center. Free shuttles also link the Equestrian Center parking lot to the county's government center, alleviating parking demand within Upper Marlboro.

DPW&T also offers paratransit services throughout the subregion. Call-A-Bus offers demand-response, curb-to-curb service for all residents who are not served by or cannot use existing bus or rail services. Priority is given to senior and disabled persons. Senior Transportation Services (STS) provides regularly scheduled transportation throughout Prince George's County to senior and disabled county residents.

Several opportunities exist to expand transit service in the Developing Tier within Subregion 6, particularly to extend The Bus routes to growing residential areas such as Marlton and the AAFB/Melwood area. Beyond these expansions of existing service, other opportunities for new transit service are:

- ❖ Westphalia, which adjoins Subregion 6, is envisioned as a major employment center and transit-oriented, mixed-use development. The transit systems that will serve Westphalia will also provide expanded service for nearby residents of Subregion 6.
- ❖ The Maryland Department of Transportation is developing alternatives for Bus Rapid Transit or Light Rail Transit along the MD 5 corridor, linking southern Maryland to the Branch Avenue Metrorail Station. Portions of this route could pass through Subregion 6. In addition, this service could be attractive for some residents of Rosaryville and the Woodyard Road corridor.
- ❖ In the long term, bus service along US 301 could also connect Subregion 6 to northern portions of Prince George's County and Waldorf.
- ❖ Several existing MTA bus routes that pass through the subregion without stopping could add stops in Upper Marlboro, further increasing transit choices for commuters.

Future Service

POLICY 14

Reduce private automobile traffic demand and carbon monoxide, volatile compounds, nitrogen oxide and greenhouse gas emissions by increasing transit route coverage and frequency and broadening the choice of travel modes to, from, and within the Developing Tier portion of Subregion 6.

STRATEGIES

1. Explore the potential, in conjunction with DPW&T, to expand The Bus to serve population and employment centers in the Developing Tier, such as AAFB, Melwood, and Marlton.
 - ◇ Work with DPW&T to review existing service (The Bus), to ensure that bus routes and frequency of service align with residential and employment needs.
2. Consider dedicated right-of-way for transit along MD 4 and US 301, as part of planned future upgrades of these roads to freeways.
3. Encourage alternatives such as carpools, vanpools, and bicycles that are energy efficient and reduce dependency on the automobile.
 - ◇ Explore ways to encourage car pooling where transit service does not exist, including the addition of park and ride lots with plug in ports to recharge electric cars.
4. Encourage compact development patterns to reduce transit operating costs and increase ridership, and reduce dependency on the automobile and auto emissions.
5. Encourage street connections between subdivisions to broaden the availability of bus transit within the Developing Tier.