VI. Transportation Systems

Overview

The Subregion 5 transportation system includes roads for vehicular and transit mobility, sidewalks for pedestrians, and recreational trails for bicycling, hiking, and horseback riding. General aviation provides an additional mobility option in Subregion 5. The road system in this master plan accommodates both local and through trips and links the study area to the region's overall transportation network. The network includes regionally significant roads such as state-funded MD 5, MD 210 and MD 223; roads that carry substantial through and commuter traffic in addition to local trips (see Chapter II). The network also consists of county-maintained roads, such as Floral Park, Surratts and Livingston Roads, as well as numerous residential streets. Residents of the master plan area use the transportation network to commute to jobs, social activities, schools, and shopping.

Subregion 5 faces several major transportation issues that will require a strong commitment from all levels of government to achieve a multi-modal transportation system that better meets today's demand and projected future growth. Funding for new facilities and improvements, including roads and transit, is critical to meet existing needs, to ensure that growth continues in the designated centers, and to ensure that transportation facilities are in place to serve projected growth in the region. Prior plans have identified major road facilities that were needed to accommodate new growth; however, many of these projects have remained unfunded. The transportation network also contains many older roads that were not designed to function as major thoroughfares. These facilities now require upgrades to meet safety and transportation needs. The Adequate Public Facilities Ordinance evaluates impacts upon the transportation network in the area immediately surrounding new development; consequently only segments of the network are constructed, if and when development occurs. There is not a remedy for existing transportation shortfalls.

This chapter identifies and evaluates issues for the major transportation sectors within the subregion and recommends improvements. Information is provided in the context of previously recommended road improvements in the 1993 master plan, procedures used in evaluating the transportation impact of new development, adequate public facilities, and roadway capacity needs anticipated in the short and long range. Policies and strategies are set forth at the end of this chapter to address projected transportation needs and concerns that arose during the plan preparation process.

The future transportation network will improve traffic flow on major roadways, establish new roads and connections in the community, and increase opportunities to use public transit. It will also enhance sidewalks, bikeways, and trails that link the communities within Subregion 5. Scenic and historic roads will be preserved and promoted as significant remnants of the area's past. Communities designed as transit-oriented developments will complement future bus rapid transit or light rail stations in Brandywine and Clinton. These communities will provide an alternative to the predominant suburban development pattern in Subregion 5 by providing shopping, medical services, recreation and transit in proximity to each other, and by providing convenient access to jobs and services.

Goals

- Regional transportation facilities provide for the efficient movement of people and commerce.
- Transportation improvements are completed to serve existing development and projected growth in Subregion 5.
- Improvements to the road network are concurrent with development so that roadway and intersection capacities are adequate to meet projected growth.
- A multi-modal transportation network is completed that increases mobility options for pedestrians, bicyclists and transit riders in Subregion 5.
- Natural and cultural features of scenic and historic roads, including viewsheds, are preserved to the greatest extent possible during the infrastructure phasing and development review processes.

A. Roads

Transportation Issues

- Many roads in Subregion 5 are relatively old; built when the area was more rural in character. Today, these narrow, older roads have become important commuter thoroughfares. Roads in this category include all or portions of MD 223 (Piscataway Road), MD 373 (Accokeek Road), MD 381 (Brandywine Road) and Old Brandywine Road, Temple Hills Road, Old Alexandria Ferry Road, and Floral Park Road. These roads carry more traffic at higher speeds than they were designed to handle; they are in need of upgrades and improvements to serve current transportation needs.
- Continuous traffic flows along certain roads, especially at peak hours, create difficult and/or dangerous situations for residents exiting their driveways or small side streets onto main roads, especially when making left turns. This occurs on segments of roads such as MD 223, MD 373, Brandywine Road, Temple Hill Road, and Thrift Road where there are relatively high traffic volumes, continuous vehicle flow, and no signalized intersections to stop traffic, thereby creating gaps for side traffic to enter main roads.
- Citizens are concerned over new residential subdivisions being approved prior to roads being upgraded to support existing traffic volumes.
- Developer funded road improvements will help address some of the existing inadequacies in the roadway system, but these improvements do not address the entire problem. There are many failing roadway links that are not the responsibility of the development community.
- Improving road facilities is challenging and can rarely be accomplished easily or quickly due to high right-of-way acquisition costs, the extensive time it takes to gain federal and state approval (from the planning stage to completion of construction), and limited funding from county, state, and federal sources. The primary concern is to fund necessary road improvements in a way that addresses existing problems and helps meet future demand. Impact fees, surcharges, forward funding, and other methods of raising county road revenues have been used in other localities to address these problems with varying degrees of success. There is a need to explore other funding sources in order to address transportation issues raised during this master planning process.
- Increased congestion along roadways is a result of growth and development in adjoining jurisdictions.

Major Network Roads in Subregion 5

- **MD 5 (Branch Avenue):** Branch Avenue is a major commuter route linking Southern Maryland to Washington, D.C. The short segment of MD 5 from Subregion 6 (adjacent to the southwest boundary of Andrews AFB) to MD 223 (Woodyard Road) has already been upgraded to a freeway.
- **US 301 (Crain Highway):** As a major link between Baltimore, southern Maryland, and Richmond, Virginia, US 301 carries a large volume of regional through traffic. US 301 crosses Subregions 3, 5, and 6. The past master plan recommends an upgrade of existing US 301 to freeway status along its entire length from US 50 in Bowie, southward to the Charles County line.

- **MD 210 (Indian Head Highway):** MD 210 is a major commuter route linking Southern Maryland to Washington, D.C.
- **MD 223 (Woodyard Road/Piscataway Road):** MD 223 currently experiences heavy traffic volumes, especially between Steed Road and Rosaryville Road, as it is the only major route that crosses Subregion 5 from east to west. MD 223 functions as the subregion's "Main Street" by connecting residential subdivisions and local commercial centers to the major north-south roads.

Existing Conditions

Existing Level of Service

As part of this master plan preparation process, the existing road network was reviewed in relation to traffic volumes from existing development and projected traffic volumes from approved but not developed 'pipeline' development, and road improvements that are either funded through the state's Consolidated Transportation Program (CTP) or the county's Capital Improvement Program (CIP) or conditioned for funding and construction by developers.

This review showed that traffic conditions in Subregion 5 will continue to deteriorate until planned improvements are completed, absent additional road improvements beyond those funded by the state or county, or required to be built by developers.

Road Improvements Since 1992

Since 1992, eight major improvements have either been made to the Subregion 5 road network or are imminent[1] **(Table VI-1, following page)**. Minor improvements to the road network have occurred as conditions of development approval, such as right-of-way dedication along frontages (which may result in improvements relating to acceleration, deceleration, and left-turn lanes into new developments). In addition, traffic signals may be installed at intersections near new developments to control the flow of traffic onto major roads. These types of minor road improvements are not identified in the plan.

Although not constructed yet, two additional projects are in the Prince George's County FY 2008–2013 Approved CIP—one has money allocated for design or construction in budget year FY 2008, and the other is currently under construction. The remaining project is the interchange at MD 5, MD 373, and MD 381. It is in the Maryland State Highway Administration's (SHA) FY 2007–2012 Consolidated Transportation Program (CTP). Although it is not funded for construction, it is fully designed. Additional road projects are listed in the CIP and the CTP but are not funded for construction.

1 1992 was picked rather than 1993 so as to include the MD 5 / MD 223 interchange in the list.

Table VI-1: Roadway Improvements Since 1992

Built			
ID Number	**Project Description**	**Year Completed**	**Funding Program/Entity**
1	Construction of MD 228.	1997	State CTP (Consolidated Transportation Program)
2	Widening of MD 228 to four lanes from MD 210 to Charles County.	2001	State CTP
3	Widening of MD 210 to six lanes from Piscataway Creek to MD 228.	1997	State CTP
4	Reconstruction of MD 210/MD 228 intersection.	2000	State CTP
5	New MD 5/MD 223 interchange.	1992	State CTP
6	MD 5/Coventry Way interchange (included elimination of MD 5/Old Branch, MD 5/Old Alexandria Ferry Road, and MD 5/ Malcolm Road intersections).	1999	State CTP
7	Widening of US 301/MD 5 from T.B. to Charles County.	1997	State CTP
8	Relocation of MD 223 onto a new alignment between Piscataway Creek and Livingston Road.	2007	Developer
Under Construction, County CIP			
Number	**Project Description**	**Year Completed**	**Funding Program/Entity**
FD669531	Temple Hill Road—Drainage. Construction of curb and gutter and an enclosed drainage system. An additional turning lane from Temple Hill Road onto MD 223 is part of this project.	Will be completed during FY 2008.	Prince George's County CIP (Capital Improvement Program).
Under Design, County CIP			
Number	**Project Description**	**Year Completed**	**Funding Program/Entity**
FD669001	Surratts Road—Upgrading Surratts Road to a collector type roadway from the vicinity of Beverly Avenue westward to Brandywine Road. The project also includes improvements to Brandywine Road from Thrift Road to just north of Surratts Road. This project will improve existing traffic service and provide sufficient capacity for projected area development.	Active project currently in design/engineering phase. Money for construction budgeted in FY 2011.	Prince George's County CIP. This project has been in the CIP since 1989.
Under Design, State CTP			
Number	**Project Description**	**Year Completed**	**Funding Program/Entity**
PG1751	MD 5 at MD 373/381—Construction and relocation of the interchange at MD 5, MD 373 and MD 381.	The project has been completely designed and is on hold until funding is available.	State CTP

Existing Traffic and Approved Development

As of January 2008, 22 intersections in Subregion 5 and two road segments failed to meet adequacy standards **(see Map VI-3 on page 97 and Table VI-2 on page 98**). Of the 24 inadequate locations, two are links, 14 are signalized intersections, and eight are unsignalized intersections. MD 5 has the largest number of inadequacies, followed by US 301, MD 223, MD 210, and Temple Hill Road.

Despite approved development and programmed improvements, the following roads in Subregion 5 are projected to experience Level of Service E or F conditions:

- MD 223 (Woodyard/Piscataway Road) east of MD 5.
- MD 210 (Indian Head Highway) from Subregion 7 to MD 373.
- MD 381 (Brandywine Road) between MD 223 and Piscataway Creek.
- Farmington Road east of MD 210.
- Steed Road, Surratts Road between MD 381 and Dangerfield Road, and Temple Hill Road north of Kirby Road.

The two currently failing ***roadway links*** include a long segment along MD 5 south of Surratts Road and a segment of MD 223 between MD 5 and Brandywine Road. These roadway links are currently being evaluated in separate state planning studies to identify potential improvement strategies. A county CIP project, currently listed in the design phase, will address two failing Brandywine Road intersections at Surratts Road and Thrift Road. Improvements to the MD 223/Old Branch Avenue/Brandywine Road intersection will be developer-funded as a condition of development approval.

The currently failing ***intersection*** locations are all in the Developing Tier and are primarily along or near the MD 5 Corridor. Other major roads with failing intersections are US 301, MD 223, MD 210, Brandywine Road, and Temple Hill Road. Two of the failing MD 5 intersections at MD 373 (Accokeek Road) and Brandywine Road are designated for replacement by a single grade-separated interchange through the state's Consolidated Transportation Program (CTP), but the project is currently not funded for construction. Developer-funded improvements have been constructed at the MD 5/ Surratts Road intersection, but further upgrades are necessary to address congestion, and an interchange is recommended in this plan.

Sixteen developer-funded transportation improvements have been identified in traffic impact studies and approved as planning board conditions. Each of these projects has been imposed as a condition of development for at least one specific development, and each is waiting to be designed and constructed pending development activity (see Table VI-3). Of these sixteen developer projects, eleven are located at Subregion 5 intersections that are currently failing. The remaining five improvements are required to address failing conditions with approved development.

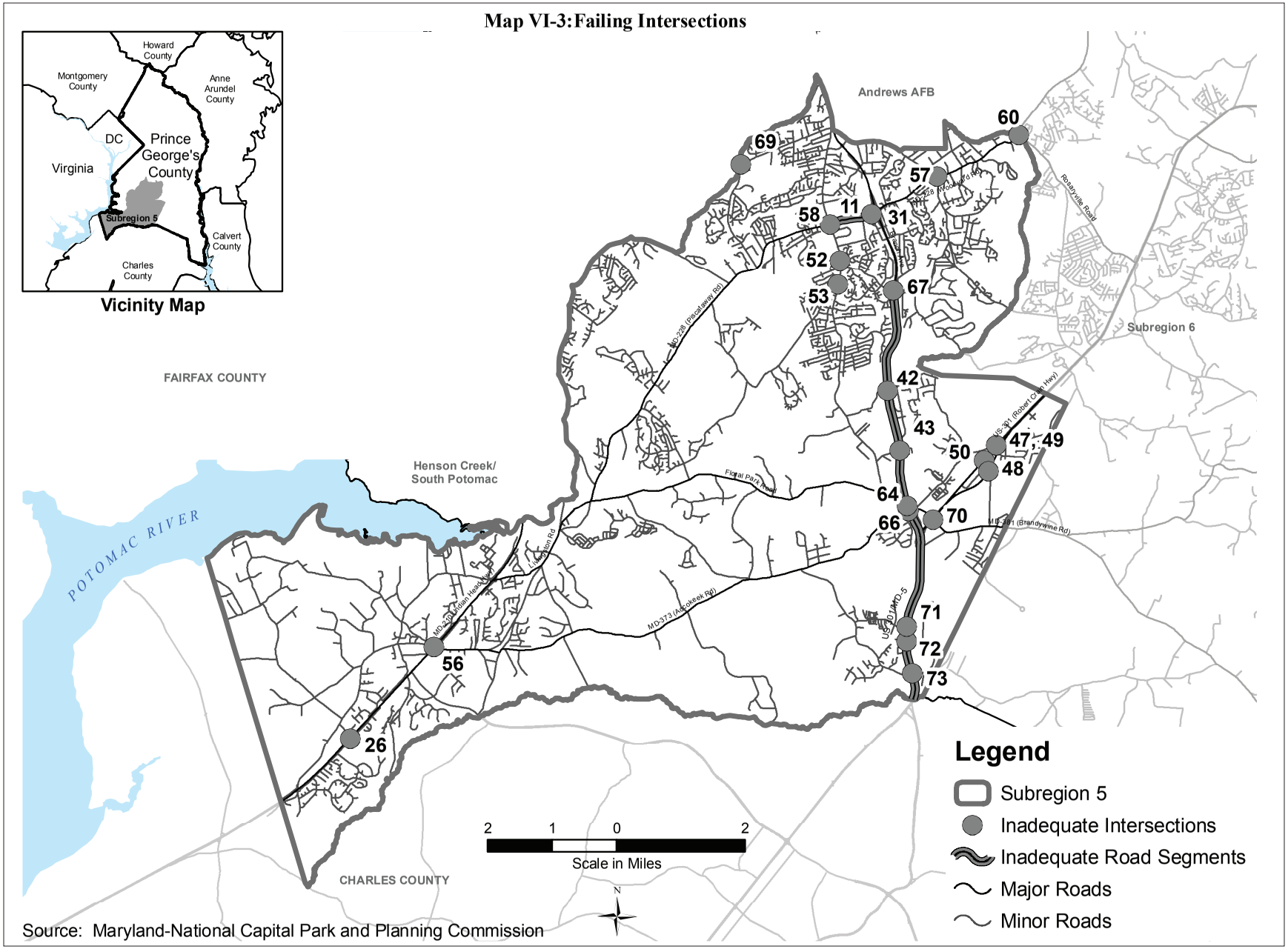
Map VI-3: Failing Intersections
Howard County
Montgomery County
Anne Arundel County
DC
Prince George's County
Virginia
Subregion 5
Calvert County
Charles County
Vicinity Map
Andrews AFB
Subregion 6
FAIRFAX COUNTY
Henson Creek/ South Potomac
POTOMAC RIVER
CHARLES COUNTY
MD-228 (Piscataway Rd)
Floral Park Road
Livingston Rd
MD-373 (Accokeek Rd)
US-301/MD-5
MD-210 (Indian Head Hwy)
Rosaryville Road
MD-4 (Pennsylvania Ave)
US-301 (Robert Crain Hwy)
MD-381 (Brandywine Rd)
60
69
57
58
11
31
52
53
67
42
43
50
47
49
48
64
66
70
71
72
73
56
26
2 1 0 2
Scale in Miles
N
Legend
Subregion 5
Inadequate Intersections
Inadequate Road Segments
Major Roads
Minor Roads
Source: Maryland-National Capital Park and Planning Commission

Table VI-2: 2008 Inadequate Road Segments and Intersections in Subregion 5

Map ID Number	Primary Facility	Cross Street (or link segment)	AM CLV	AM LOS*	PM CLV*	PM LOS	Year of Analysis	Type of Analysis
Roadway Links								
11	MD 223	MD 5 to Brandywine Road	Entire Link: Bounded by two poorly operating intersections within close proximity.					Daily link
12	MD 5	South of Surratts Road	Entire Link: Every intersection for which there is data indicates failing operations.					Daily link
Unsignalized Intersections								
31	MD 223	Woody Terrace	Fail		Fail		2006	Unsignalized
42	MD 5	Burch Hill/ Earnshaw	Fail		Fail		2003	Unsignalized
43	MD 5	Moores Lane	Fail		Fail		2003	Unsignalized
47	US 301 Northbound	Dyson Road	Fail		Pass		2006	Unsignalized
48	US 301 Northbound	Missouri Avenue	Fail		Fail		2005	Unsignalized
49	US 301 Southbound	Dyson Road	Pass		Fail		2006	Unsignalized
50	US 301 Southbound	Missouri Avenue	Fail		Fail		2005	Unsignalized
Signalized Intersections**								
53	Brandywine Road	Thrift Road	Unacceptable operations during AM peak hour.				2006	Signalized
56	MD 210	MD 373/Livingston	1462	E	1626	F	2006	Signalized
57	MD 223	Old Alex Ferry/ Dangerfield	1762	F	1371	D	2006	Signalized
58	MD 223	Old Branch/ Brandywine	1571	C	1796	F	2006	Signalized
60	MD 223	Rosaryville Road	1384	D	1567	E	2006	Signalized
64	MD 5	Brandywine Road	1851	F	2064	F	2004	Signalized
66	MD 5	MD 373	1582	E	1930	F	2006	Signalized
67	MD 5	Surratts Road	1727	F	1593	E	2006	Signalized
73	US 301/ MD 5	McKendree/ Cedarville	1278	C	1876	F	2004	Signalized

Source: The M-NCPPC Transportation Planning Section.

* CLV=Critical Lane Volume. LOS=Level of Service.
** Unsignalized Intersections are either pass or fail.

Table VI-3: Developer-Funded Projects in Subregion 5

Map Key	Primary Link	Cross Street (or segment end)	Improvement Type
66	MD 5	MD 373	Widen/Reconfigure Turn Lanes*
64	MD 5	Brandywine Road	Widen/Reconfigure Turn Lanes*
43	MD 5	Moores Lane	Signalization
56	MD 210	MD 373/Livingston Road	Add Turn Lanes
26	MD 210	Pine Drive	Signalized
58	MD 223	Old Branch Avenue / Brandywine Road	Modify Signal/Add Turn Lanes
	MD 223	Temple Hill Road	Modify Signal/Add Turn Lanes
	MD 223	Steed Road	Modify Signal/Add Turn Lanes
	MD 223	Floral Park Road	New Signal/Add Turn Lanes
	MD 223	Windbrook Drive	New Signal
	MD 223	Purple Fields Drive/Baroque Boulevard (Bevard site access)	New Signal/Turn Lanes
57	MD 223	Old Alexandria Ferry Road/Dangerfield Road	Add Turn Lanes
47	US 301 Northbound	Dyson Road	Signalization
48	US 301 Northbound	Missouri Avenue	Signalization
49	US 301 Southbound	Dyson Road	Signalization
50	US 301 Southbound	Missouri Avenue	Signalization

Source: The M-NCPPC Transportation Section, Countywide Planning Division, 2008

* These projects also require State Funding

Major Transportation Studies

The Maryland State Highway Administration (SHA) is undertaking two major planning studies within Subregion 5, the US 301 Waldorf Area Transportation Improvement Project and the MD 223 Piscataway Road/Steed Road. A brief description of each study follows:

US 301 Waldorf Area Transportation Improvements Project

The Maryland State Highway Administration (SHA) is studying potential transportation solutions for US 301 traffic between the US 301/MD 5 interchange and Turkey Hill Road in Charles County, south of Waldorf. This study is the latest in a long series of studies of US 301, which began in 1981 with various access control studies and continued with the Eastern Bypass Corridor Study and the Washington Bypass Joint Study. The latter study concluded with hearings in 1990 but no official recommendation. This was followed by a US 301 Transportation Study Task Force between 1993 and 1996. This task force studied relationships between land use and transportation issues, and the resulting US 301 South Corridor Study focused on transportation improvement strategies from the US 301/MD 5 interchange to the Governor Harry W. Nice Memorial Bridge over the Potomac River. This study was placed on hold in 2001 pending the completion of more detailed environmental and engineering studies.

In 2006, SHA initiated engineering and environmental analysis for the US 301 Waldorf Area Transportation Improvements Project. As of fall 2008, the study identified the detailed alternatives to be studied, including an alternative that would upgrade existing US 301 and alternatives that would provide eastern and western bypass alignments around Waldorf. The county does not support new alignment alternatives for US 301 within planning Subregions 5 or 6 because of the impacts that these alignments would have on land in the Rural Tier. Recommendations in this plan reflect Prince George's County Council Resolution CR-72-2001 (November 13, 2001) which states that the Western Bypass (F-10) should be removed from the long-range plans for Subregion 5 and that the MD 5/US 301 roadway should be upgraded along its existing alignment with the least possible impact to the existing business community.

MD 223 Piscataway Road/Steed Road to MD 5

SHA has initiated a long-term planning study of MD 223 between Floral Park Road and MD 4 (in Subregion 6). The overall study has three segments: MD 4 to MD 5, MD 5 to Steed Road, and Steed Road to Floral Park Road. During 2008, only the Steed Road to MD 5 segment was an active project planning study (A-54). The purpose of the study is to improve safety conditions and increase the existing roadway capacity to accommodate projected traffic volumes. Alternatives will examine the number of lanes, intersection improvements, and bicycle and pedestrian facilities. The remaining two MD 223 segments are intended to be funded for project planning studies at a later date.

Evaluation of Transportation Systems with Projected Growth

2030

By 2030, Subregion 5 will contain approximately 11,300 more dwelling units than are present in 2008 (Chapter II), a growth rate of 61 percent. However, this growth will not be evenly distributed throughout the subregion. Approximately 8,400 new units would be built in both the Brandywine and Clinton areas, with the remaining 2,900 new units to be built in the Accokeek area.

Approximately 2,700 new jobs are anticipated as part of the Base Realignment and Closure (BRAC) program and other job reassignments initiated by the Department of Defense. This will have an impact on the roads in Subregion 5, particularly around Andrews Air Force Base. In addition to the major highways described above, Temple Hills Road, Surratts Road, Accokeek Road, and Brandywine Road will be impacted by BRAC related traffic.

Much of the projected residential development in Subregion 5 relies on employment and commercial activity outside of Subregion 5. Thus, the subregion's major roads, US 301, MD 5, MD 210 and MD 223, are expected to bear a large share of the increased traffic. The provision of timely upgrades to these roads is a high priority for the implementation of this plan. Table VI-I shows the recommended road improvements to support the growth envisioned in this master plan to the year 2030.

The full list of recommended road upgrades (including future freeway interchanges) is listed in Table VI-4 on the following page and is illustrated on **Maps VI-1 and VI-2 on pages 108 and 109**.

Table VI-4 Recommended Road Improvements at 2030

Identification	Road Name	Limits	Proposed Right-of-Way	Proposed Lanes
New Roads				
A-53	Woodyard Road (MD 223)	MD 5 to Rosaryville Road	120'	6
A-54	Piscataway Road/Woodyard Road (MD 223)	MD 210 to MD 5	Varies (120' minimum)	4–6
A-55	Accokeek Road/Accokeek Road Relocated (MD 373)	Relocated between Duckett Road and US 301/MD5 (build relocated section)	Varies (120' minimum)	4–6
A-63	Brandywine Employment Spine Road	A-55 to MD 5	120'	6
A-65	Old Fort Road Extended	MD 223 to MD 5	Varies (120' minimum)	4–6
MC-501	Old Alexandria Ferry Road	MD 223 to MD 5	80'–100'	4
MC-502	West Brandywine Spine Road	MD 5 to A-55	100'	4
MC-503	Matapeake Business Drive	A-55 (south of Timothy Branch) to A-55 (at A-63)	100'	4
MC-703	Old Fort Road Extended	C-719 to MD 223	80'–100'	4
C-513	Old Branch Avenue/ Brandywine Road	Floral Park Road to MD 5 (at Kirby Road)	80'	4
C-516	Steed Road	MD 223 to Allentown Road	80'	4
C-609	Surratts Road	Brandywine Road to Dangerfield Road	80'	2–4
Identification	**Interchange**			
F-9	MD 5 at Surratts Road Interchange			
F-9	MD 5 at A-65/C-613 Interchange			
F-9	MD 5 at A-63/C-522 Interchange			
F-9	US 301/MD 5 at A-55 Interchange			
F-9	US 301/MD 5 at A-55/C-502 Interchange			
F-10	US 301 at A-63 Interchange			
F-11	MD 210 at Farmington Road Interchange			
F-11	MD 210 at MD 373 (Livingston Road) Interchange			
F-11	MD 210 at E-7 (MD 228, Berry Road) Interchange			
E-7	MD 228 at Manning Road East Interchange			

Source: M-NCPPC Transportation Section, Countywide Planning Division, 2008

Major State Road Recommendations by 2030

Several of the major roads within the subregion are part of the Maryland State Highway Administration system and are key links in the transportation system. Improvements are planned for several of these facilities or a project planning study is currently underway. A summary of the planned improvements provided below.

- **MD 5 (Branch Avenue):** Branch Avenue is a major commuter route linking Southern Maryland to Washington, D.C. This plan recommends that it be upgraded to freeway status from I-495 to Charles County. The short segment of MD 5 from Subregion 6 (adjacent to the southwest boundary of Andrews AFB) to MD 223 (Woodyard Road) has already been upgraded to freeway status. Interchanges in Subregion 5 (F9, Branch Avenue) are proposed at Surratts Road, proposed A-65, proposed A-63, and US 301 (reconstruct). See also interchanges listed for US 301 (F9, Branch Avenue) A transitway along MD 5 is in the early planning stages for right-of-way preservation (see below, under Transit).
- **US 301 (Crain Highway):** As a major link between Baltimore, southern Maryland, and Richmond, Virginia, US 301 carries a large volume of regional through traffic. US 301 crosses Subregions 3, 5, and 6. This master plan recommends an upgrade of existing US 301 to freeway status (a recommendation that is consistent with the recommendations in other master plans) along its entire length from US 50 in Bowie to the Charles County line. Interchanges in Subregion 5 are planned at proposed A-63 (partial—F-10), MD 5, proposed A-55 (partial—F9, Branch Avenue), and McKendree Road/Cedarville Road. The interchanges in the Brandywine area would provide local accessibility to planned land uses (**see Map VI-2, page 110**). Within Subregion 5, the US 301 freeway would use the existing US 301 alignment; however, new alignment segments east and west of the existing US 301/MD 5 roadway are being evaluated by the Maryland State Highway Administration (SHA) (see this Chapter, section titled *US 301 Waldorf Area Transportation Improvements Project*).
- **MD 210 (Indian Head Highway):** MD 210 is a major commuter route linking Southern Maryland to Washington, D.C. This plan recommends upgrading MD 210 to freeway status from Subregion 7 to MD 228. From MD 228 to Charles County, MD 210 would be upgraded to an expressway (F-11). The road is currently being upgraded to freeway status from the Capital Beltway to Old Fort Road South. This plan recommends upgrading existing at-grade intersections along MD 210 to interchanges at Farmington Road, MD 373 (Livingston Road), and MD 228 (E-7).
- **MD 223 (Woodyard Road/Piscataway Road):** This plan recommends that MD 223 be upgraded to a four- to six-lane arterial between Livingston Road and MD 4 (in Subregion 6), with a proposed extension of the arterial facility along Livingston Road and Farmington Road to connect to MD 210. MD 223 currently experiences heavy traffic volumes, especially between Steed Road and Rosaryville Road, which result from it being the only major route that crosses Subregion 5 from east to west. MD 223 functions as the subregion's "Main Street" by connecting residential subdivisions and local commercial centers to the major north-south roads. MD 223 has four failing intersections within Subregion 5, and these conditions are projected to worsen. In some segments, continuous traffic flows make turning to or from MD 223 difficult.

2030 to Buildout

The adequacy of the recommended transportation network is tested by assuming the buildout of all vacant zoned land within the subregion and the overall transportation network. This test is done using a transportation demand forecasting model. Such a model is a computerized procedure that takes into account Subregion 5 information as well as similar information in the remainder of Prince George's County and the surrounding jurisdictions.

A transportation technical bulletin will be included with the final version of this plan. It will provide detailed traffic forecasting procedures, detailed results, and the reasoning behind the ultimate (or buildout) transportation recommendations. The new recommended roads and interchanges required at buildout are shown in **Table VI-5 on the following page**.

Livingstone Road Commercial.

Table VI-5. Recommended Road Improvements at Buildout (Beyond 2030)

Identification	Road Name	Limits	Proposed Right-of-Way	Proposed Lanes
New and upgraded roads				
F-9	Branch Avenue (MD 5)	Charles County to Subregion 7	300'	6–8[3]
F-10[1]	Crain Highway (US 301)	MD 5 to Subregion 6	300'–450'	6–8
F-11	Indian Head Highway (MD 210)	MD 228 to Subregion 7	Varies	6–8
E-5	Indian Head Highway (MD 210)	Charles County to MD 228	250'	4
E-7	Berry Road (MD 228)	Charles County to MD 210	250'	4
A-53	Woodyard Road (MD 223)	MD 5 to Subregion 6	120'	6
A-54	Piscataway Road/Woodyard Road (MD 223)	MD 210 to MD 5	Varies (120' minimum)	4–6
A-55[1]	Accokeek Road/Accokeek Road Relocated (MD 373)	MD 210 to US 301/MD 5 (at McKendree Road)	Varies (120' minimum)	4–6
A-63[1]	Brandywine Employment Spine Road	A-55 to F-9 at C-522	120'	6
A-65	Old Fort Road Extended	MD 223 to MD 5	Varies (120' minimum)	4–6
MC-500	Temple Hill Road	MD 223 to Subregion 7	80'–100'	4
MC-501	Old Alexandria Ferry Road	MD 223 to MD 5	80'–100'	4
MC-502	West Brandywine Spine Road	MD 5 to A-55	100'	4
MC-503	Matapeake Business Drive	A-55 (south of Timothy Branch) to A-55 (at A-63)	100'	4
MC-703	Old Fort Road Extended	C-719 to MD 223	80'–100'	4
C-510	Dangerfield Road	Surratts Road to MD 223	80'	4
C-511	Coventry Way	Old Branch Avenue to Old Alexandria Ferry Road	80'	4
C-512	Kirby Road	Temple Hill Road to Old Branch Avenue	80'	4
C-513	Old Branch Avenue/Brandywine Road	Floral Park Road to MD 5 (at Kirby Road)	80'	4
C-514	Surratts Road Extended	MD 223 to Brandywine Road	80'	4
C-515	Temple Hill Road Extended	C-514 to MD 223	80'	4
C-516	Steed Road	MD 223 to Allentown Road	80'	4
C-517	Shady Oak Parkway	MD 5 to Dyson Road	80'	4
C-518	Hyde Field/Edelen Collector Facility	MC-703 to Steed Road	80'	4
C-519	Gallahan Road	MD 223 to Old Fort Road South	80'	2–4
C-520	Windbrook Drive	Floral Park Road to MD 223	80'	2
C-521	Thrift Road	Windbrook Drive to Brandywine Road	80'	2–4
C-522	Floral Park Road	MD 223 to F-9 (at A-63)	80'	4
C-523	Livingston Road	MD 223 to Subregion 7	80'	4
C-524	Livingston Road/Bealle Hill Rd.	MD 373 to A-54	80'	4
C-525	Livingston Road	MD 210 (at Independence Road) to MD 210 (at MD 373)	80'	2–4

Identification	Road Name	Limits	Proposed Right-of-Way	Proposed Lanes
C-526	Manning Road East	MD 210 to MD 228	80’	4
C-527[1]	Accokeek Road	A-55 to C-522 (at F-9 interchange)	80’	4
C-528	Dyson Road	A-63 to C-610	80’	4
C-529	Farmington Road	Livingston Road to MD 210	80’	2
C-530	Berry Road	MD 373 to A-54	80’	2
C-531	Danville Road	MD 373 to Floral Park Road	80’	2
C-532	Gardner Road	Charles County to MD 373	80’	2
C-609	Surratts Road	Brandywine Road to Subregion 6	80’	2–4
C-610	Cherry Tree Crossing Road Relocated	A-63 to Subregion 6	80’	4
C-613[1]	MD 381 (Brandywine Road/ Brandywine Road Extended)	A-63 (at F-9 interchange) to Subregion 6	80’	4
C-617	Cedarville Road	A-63 to Subregion 6	80’	2–4
C-718	Allentown Road	Old Fort Place to Steed Road	80’	4
C-719	Old Fort Road South/ Old Fort Place	Gallahan Road to Allentown Road	80’	4
P-500	Bealle Hill Road	MD 228 to MD 373	60’	2
P-501	Manning Road East	MD 228 to MD 373	60’	2
P-503	Pinta Street Extended	Kirby Road to Chris-Mar Avenue	60’	2
P-504[1]	McKendree Road	MC-502 to MD 373	60’	2
P-505	Missouri Avenue	MD 381 to Dyson Road	60’	2
I-502	Louie Pepper Drive	MD 223 to Bellefonte Lane	70’	2
I-503[1]	Short Cut Road	A-63 to Brandywine Road	70’	2
New and upgraded interchanges				
F-9	(MD 5) at Surratts Road Interchange			
F-9	(MD 5) at A-65/C-613 Interchange			
F-9	(MD 5) at A-63/C-522 Interchange			
F-9 [2]	(MD 5) at F-10 (US 301) Interchange			
F-9	(US 301/MD 5) at A-55 Interchange			
F-9	(US 301/MD 5) at A-55/C-502 Interchange			
F-10	(US 301) at A-63 Interchange			
F-11	(MD 210) at Farmington Road Interchange			
F-11	(MD 210) at MD 373 (Livingston Road) Interchange			
F-11	(MD 210) at E-7 (MD 228, Berry Road) Interchange			
E-7	(MD 228) at Manning Road East Interchange			

[1] Alignment revised from 1993 Subregion V Master Plan.
[2] Existing interchange to be reconstructed.
[3] Includes two reversible lanes or six lanes plus fixed guideway transit facility.

Implementation Transportation Recommendations

Adequate Public Facilities

The Adequate Public Facilities Ordinance is the county's primary implementation tool to ensure that public facilities are adequate prior to the construction of new development. Over time, several issues have been identified with the implementation of the Adequate Public Facilities Ordinance, including the standards used to determine adequacy and the timing of the facility review. This section provides an overview of the implementation issues and options for improving the ordinance.

Road Adequacy Standard

The Prince George's County Planning Board approves preliminary subdivision plans. Before the Planning Board can approve a subdivision plan an adequacy test on road conditions[2] must be performed. To help with the test, a traffic impact study (TIS) or a study of the traffic impact of a development, prepared by the developer, is *required* where a development proposal will generate 50 trips or more during any peak commuting hour. In cases where a development will generate less than 50 trips, the developer may be requested to complete a limited traffic study or traffic counts to determine adequacy. The TIS must review:

- Existing traffic conditions.
- Future conditions—a combination of existing conditions plus the impact of previously-approved development as well as growth in through-traffic.
- Future conditions plus the traffic that will be generated by the proposal.

The traffic study must demonstrate that the development proposal meets approval criteria or it must indicate the transportation improvements in the area that must be completed in order for the site to be approved.

Adequacy Criteria

In order for a subdivision to be approved, the TIS must address both of the following criteria:

- There will be adequate access roads and intersections available to serve traffic generated by the proposed subdivision, or such roads have 100 percent construction funding included in the county's Capital Improvement Program (CIP) or the state's Consolidated Transportation Program (CTP).
- Traffic generated by the proposed subdivision will be accommodated on nearby intersections and roadways without exceeding the designated level-of-service (LOS)[3] (see Appendix 2), or roadway improvements and/or trip reduction programs fully funded by the developer will alleviate the inadequacy.

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[2] 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.

[3] The quality of traffic operations along a roadway or within an intersection is described utilizing the level-of-service (LOS) concept. LOS is a qualitative measure describing operational conditions within a traffic stream. LOS incorporates measures such as speed, travel time, freedom to maneuver, and traffic interruptions. LOS is measured on an A to F scale with LOS A representing the best operating conditions and LOS F representing the worst.

LOS adequacy thresholds by General Plan policy tier are as follows:

- Developing Tier: LOS D
- Rural Tier: LOS C

When Adequacy is Not Met

The The Prince George's County Planning Board may approve a subdivision where an existing road condition does not meet the above adequacy criteria. There are two ways that this can occur:

- Developer Funded Improvements—The more general means is that an applicant proposes to fund and implement roadway improvements or trip reduction programs that will alleviate the inadequacy. Most of the developer-funded roadway improvements in Subregion 5, shown in Table VI-3 on page 96, were required through Planning Board conditions pursuant to this type of approval.
- Transportation Facilities Mitigation Plan—The second method of approval is available only along the US 301, MD 5, and MD 210 facilities within Subregion 5, and involves a proposal of mitigating improvements as defined by Section 24-124(a)(6) of the Subdivision Ordinance. Through the submittal of a transportation facilities mitigation plan by an applicant, the Planning Board may allow applicants to mitigate, or offset, their site impact and meet a relaxed adequacy standard as defined in the Subdivision Ordinance. The results of mitigation are improved transportation conditions due to the facility improvements built by the developer, but not to a degree that fully meets the levels of adequacy described above. Under this portion of the Subdivision Ordinance, developments generating 25 or fewer trips may proffer a pro rata share of the cost of mitigating roadway improvements.

Regardless of whether the first or second method of approval is used, the objective is to ensure that traffic conditions at the time of completion of a development will be improved as compared to the previous traffic conditions.

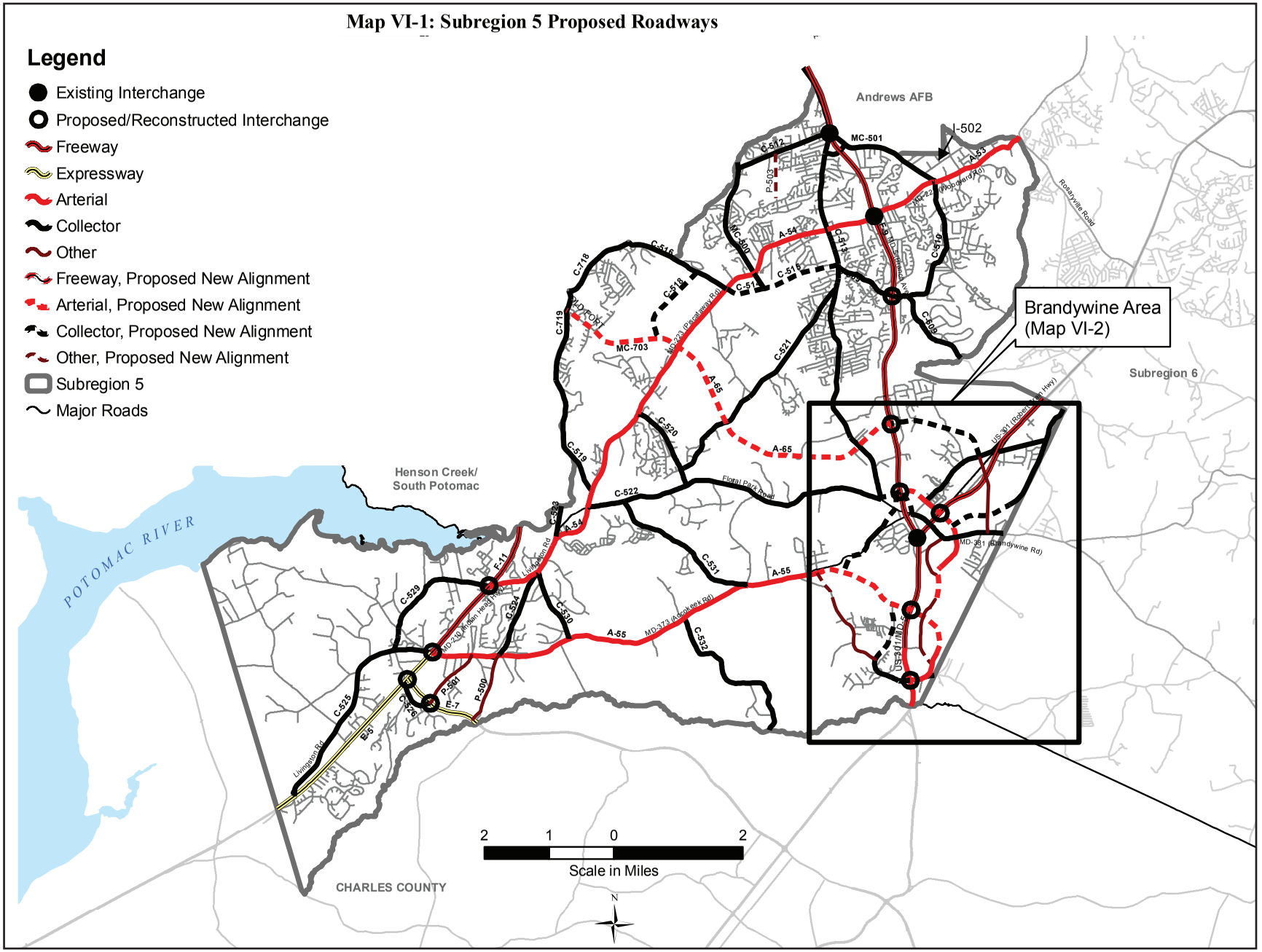
Issues and Options

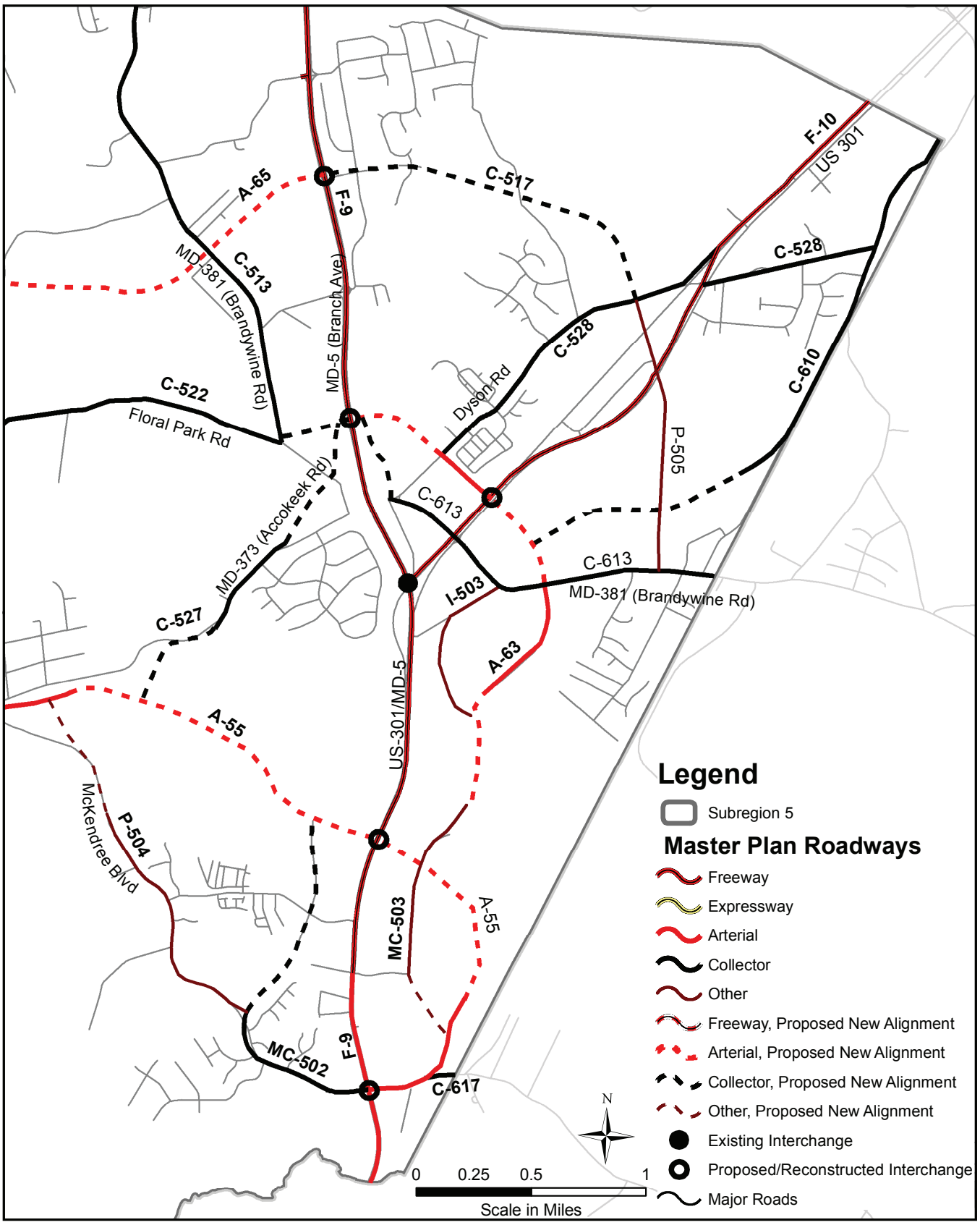
Congested roads carry extensive regional traffic as well as local traffic. Even if local traffic were to stay at current levels, regional traffic will increase, thereby increasing overall traffic. A relatively large proportion of the capacity issues are a direct result of commuter traffic—not that of county residents—passing through Subregion 5. Significant equity issues surround county funding of road improvements that carry substantial commuter traffic from outside the county.

Roadway inadequacies are concentrated in a few key areas: MD 5/US 301 in Brandywine, MD 5, and MD 223 in Clinton, and MD 210 in Accokeek. These are state roads that require state funding for improvements and upgrades. The state is experiencing financial shortfalls regarding the provision of road improvements. Due to very limited county and state resources for road improvements and construction, alternative funding sources must be identified.

The identification of a needed improvement in the county CIP as having 100 percent construction funding does not guarantee its construction but can be used to satisfy APF criteria. For example, an intersection improvement project may be in the county CIP for

Map VI-1: Subregion 5 Proposed Roadways





Map VI - 2: Proposed Roadways Brandywine Inset

design and engineering and for full construction funding in the sixth year of the CIP. This indication that the improvement will be constructed enables the approval of new preliminary subdivisions in its vicinity because the APF requirement of 100 percent funding of the improvement is satisfied. An example of such a project is the Brandywine Road-Surratts Road intersection and adjoining segments. It has been in the county's CIP since 1989. It is currently in the design and engineering phase, with 100 percent construction funding in FY 2011. This allows new development to be approved in the vicinity of this intersection, thereby continuing to increase congestion, while the needed improvement has appeared in the later years of every approved CIP since 1989. One option would be to change the working definition of "100 percent construction funding" of improvements in the CIP to that which has 100 percent construction funding in the first year of the CIP.

The APF test is a useful means of obtaining facility improvements and new roads. Examples include the MD 223 at Piscataway Creek project and Project A-65 (Old Fort Road extended to MD 5). Needed construction of portions of these road projects are conditions of approval for new developments. If developers could not fund and construct the improvement, their recourse would be to delay development until state or county funds were budgeted for these projects.

One approach to improving existing roads is to identify and implement short-term improvement strategies that can be implemented within available rights-of-way. Driveways or side streets from which it has become difficult for drivers to turn onto main roads are minor in the big picture but are potentially dangerous and frustrating for residents. A number of low-cost and low-impact projects can help to manage traffic flow in the existing transportation system until longer-term, more costly road improvements are funded and constructed. Typical short-term improvements include the addition of turning lanes and new traffic signals, optimizing traffic signal phasing and coordinating with other signals, adding bypass lanes, implementing driveway access controls, and constructing intersection geometric and safety improvements.

Policies

- Achieve consistency between the county's Capital Improvement Program (CIP), the state's Consolidated Transportation Program (CTP) road improvement projects, and the recommended improvements in the approved master plan.
- Reconcile project funding and the road improvements recommended in the master plan and document prior to finalizing the CIP and CTP each fiscal year.
- Pursue and establish a variety of dedicated funding sources and strategies to complete the recommended 2030 and buildout transportation network.
- Ensure that transportation facilities are constructed in a timely fashion that will support planned growth; the transportation facilities identified in the 2030 road network (Table VI-4) should be completed within the 2030 timeframe.
- Implement land use strategies that will reduce vehicle trips and miles traveled by encouraging mixed-use developments and increasing employment in targeted growth areas.
- Ensure that transportation facilities are adequate prior to approval of new development or rezoning proposals. Fund and approve transportation facilities identified in the CIP.

- Continue to support and implement the recommendations in the *Preliminary Countywide Master Plan of Transportation.*
- Maintain significant amounts of land designated for future low-density residential development to mitigate congestion generated by local traffic.

Strategies

- Support the land use policies established in this plan that reduce vehicular travel demand, such as mixed uses, transit-oriented development, and increased employment within Subregion 5 (see Chapter IV, Land Use) as development is reviewed for approval.
- Evaluate the traffic impact study procedures to determine if greater mitigation should be required from developers of small- to medium-size developments. The cumulative impacts of these projects often affect regional traffic and are not addressed in the traffic impact study.
- Evaluate additional funding options for transportation, including the viability and legality of transportation impact fees, bond funding mechanisms, an excise tax, and special financing districts.
- Explore opportunities to access public funding for transportation needs and support transportation management efforts.
- Conduct an annual evaluation of the CIP and CTP preliminary recommendations to ensure consistency with the transportation master plan recommendations. The annual review should also evaluate APF requirements, plan priorities, and growth patterns to identify and recommend additional CIP projects.
- Implement short-term strategies to reduce congestion on roads carrying comparatively high-traffic volumes relative to their built capacity. Candidate roads would include Brandywine Road, Temple Hill Road, Old Alexandria Ferry Road, and Surratts Road. Short-term strategies might include:

    i) Exploring solutions such as signalization, signal timing/optimization, bypass lanes, medians, and turn lanes through better coordination with county transportation agencies and the Maryland State Highway Administration.

    ii) Providing opportunities to implement short-term strategies during the development review process, including driveway access controls, access management plans, and opportunities for better connectivity and mobility between residential areas.
- Evaluate the adequate public facilities "Guidelines for the Analysis of the Traffic Impact of Development Proposals" to see whether establishing geographic policy areas—to analyze road capacity and serve as the geographic basis for restricting or deferring development in specific areas until road inadequacies are addressed—would address the road adequacy issues**.**
- Document and address "minor" inadequacies such as driveways or side streets that conflict with main roads. Encourage better connectivity between adjacent subdivisions, thus allowing residents to get to locations where they can safely access roadways, such as at signalized intersections. Use short-term, case by case solutions. (See short-term strategies.)

- Collaborate with the State Highway Administration (SHA) to upgrade state roads with developer contributions. Project costs can be split and/or county funding can accelerate what would otherwise be a lower priority state project.
- Explore opportunities to solve local mobility and safety issues by participating with SHA to provide seed funding of state projects with local transportation network interest, such as the MD 223 project from Floral Park Road to MD 4.
- Require that preliminary subdivision plan approvals be contingent upon adequate provisions for right-of-way needs to accommodate long-term transportation demand. The use of dedication of reservation must be utilized where appropriate and other strategies of reservation should be pursued where more traditional strategies cannot be used.
- Implement the Countywide Master Plan of Transportation (MPOT) policies and strategies for streets, roads, and highways as they apply to new development applications and the preparation of master plans.

Changes from the 1993 Subregion V Master Plan Roadway Recommendations

The majority of the transportation recommendations in this master plan are carried forward from the 1993 master plan. However, changes to the road network are necessitated by the recommended Brandywine Community Center concept which was not a subject of the 1993 master plan and other decisions made since 1993. These changes include:

- Eliminate the proposed US 301 Western Bypass Alignment (the portion of F-10 formerly known as the Waldorf Bypass) extending from the existing US 301/MD 5 interchange to a crossing of Mattawoman Creek.
- Combine the F-9 and A-64 facilities into a single facility, F-9, thereby eliminating A-64. Upgrade the proposed interchange at F-9 and Cedarville Road/McKendree Road to a full-movement interchange, and include the northern end of a ramp system to serve MD 205. This is recommended to be consistent with the upgrade alternative for the US 301 Waldorf Area Transportation Improvements Study.
- Shift the proposed A-55 interchange location (as shown in the 1993 master plan) to a new location approximately one mile south of the existing US 301/MD 5 interchange. Modify the interchange from a partial to a full-movement interchange.
- Realign proposed Relocated MD 373/Accokeek Road (A-55) to intersect the proposed full interchange with upgraded US 301/MD 5 approximately one mile south of the existing US 301/MD 5 interchange. This includes rerouting A-55 to the south of Lake Ruth. Extend A-55 over the Timothy Branch at or near the proposed A-63 crossing, and redesignate A-63 south and east of the Timothy Branch as A-55.
- Delete I-500 and its right-in right-out access with A-64. Delete I-504, given that Long's Subdivision has been extensively rezoned and replatted.
- Redesignate and upgrade the north-south portion of Matapeake Business Drive as MC-503. Extend this facility to the north to intersect with A-55, and extend to the south from the roundabout over the Timothy Branch to A-55.

- Realign C-527, the proposed Accokeek Road connection to Brandywine Road, to intersect C-522 at the proposed MD 5/A-63 interchange southbound ramp terminal intersection. Extend C-527 along a portion of MD 373 previously shown as A-55.
- Delete extension of P-504, McKendree Road, from the existing roadway to A-55 along the previous F-10 alignment. Realign the north end of McKendree Road to intersect A-55 opposite Becker Road.
- Delete C-613 between Missouri Avenue and Subregion 6 due to environmental constraints. Redesignate the section of C-613 between Missouri Avenue and MD 5 as C-517. Designate existing Missouri Avenue as P-505.
- Upgrade MD 381 to a collector with the designation C-613. Extend C-613 with an overpass of US 301 and an extension northward from T.B. to intersect A-63 at the proposed MD 5/A-63 interchange northbound ramp terminal intersection.
- In recognition of the smaller right-of-way dedication within the Bevard North property, redesignate the portion of A-65 northwest of MD 223 as an extension of MC-703. South and east of MD 223, maintain the A-65 designation, and realign to reflect right-of-way dedication from adjacent properties.
- Delete I-501, and replace with C-518, in response to the proposed mixed-use rezoning and the higher intensity of local traffic activity.
- Delete P-502 in recognition that the development in this area has been fully realized and platted with appropriate connections.
- Delete the portion of C-526 between MD 228 and MD 373, and designate Manning Road East between MD 228 and MD 373 as P-501. This includes an extension of Manning Road East on a new alignment north and east of Menk Road.

B. Transit

Existing Transit Service

The transit network in Subregion 5 is limited, and primarily links the Clinton and Accokeek areas to the Washington Metropolitan Area Transit Authority (WMATA)'s Metrorail system. Two agencies provide transit service in Subregion 5: WMATA and the county's The Bus service. **Map VI-6 Transit (page 117)** shows existing transit service in Subregion 5, including park-and-ride lots.

The county-operated The Bus service has two routes in the northern portion of the subregion. Route 30 connects the Clinton Park-and-Ride Lot to the Branch Avenue Metrorail Station via Piscataway Road and Temple Hill Road; Route 32 connects the Clinton Park-and-Ride Lot to the Naylor Road Metrorail Station (at the MD 5/Suitland Parkway interchange near the District line) via Woodyard Road, Old Alexandria Ferry Road, and Coventry Way.

The county also offers paratransit services throughout the subregion. Call-A-Bus offers demand-response, curb-to-curb service for 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.

The northern parts of the subregion are served by WMATA Metrobus routes C11 and C13, which connect Clinton to the Branch Avenue Metrorail Station. Metrobus routes W13 and W14 also operate through the northwestern portion of the subregion, utilizing Old Fort Road South and Allentown Road, and terminating in Washington, D.C.

The Maryland Transit Administration (MTA) operates express commuter bus service along MD 5 and MD 210 between Washington, D.C., and three southern Maryland counties (Calvert, Charles, and St. Mary's); however, none of these routes stop in Subregion 5.

The Clinton Park-and-Ride Lot and the Accokeek Park-and-Ride Lot are the only park-and-ride lots in the subregion. The 424-space Clinton lot is located on Stuart Lane and Woodyard Road near MD 5, and is served by The Bus routes 30 and 32 and Metrobus routes C11 and C13. The Accokeek lot is located on MD 373 at MD 210 and is served by Metrobus Route W19 which connects to the Southern Avenue Metrorail station.

Metrorail does not directly serve Subregion 5. The Branch Avenue Metrorail Station is the nearest station, and is located in Subregion 4 near Auth Way (near the I-95/I-495/ MD 5 interchange).

The Maryland Transit Administration is conducting the Southern Maryland Transit Corridor Preservation Study along the MD 5 and US 301 corridor in Prince George's County and Charles County. The purpose of the study is to examine alternative alignments for either a bus rapid transit (BRT) or light rail transit (LRT) system in the MD 5 corridor to address future transit needs. This study is concentrating on alignments that link southern Maryland to the Branch Avenue Metrorail Station. This service would be very attractive for existing and future residents of Brandywine and residential communities along MD 5 near Surratts Road and MD 223.

Policies

- Expand transit service in Subregion 5 to mitigate traffic congestion, reduce air pollution, and provide alternative means of transportation.
- Implement transit-oriented development (TOD) at designated locations in the future Brandywine Community Center.
- Preserve right-of-way in the MD 5/US 301 corridor in Subregion 5 for planned bus-rapid transit or light rail service and station areas.

Strategies

- Implement the recommendations for a transit system contained in the Maryland Transit Administration's Southern Maryland Transit Corridor Preservation Study.
- Pursue the expansion of commuter bus service from the proposed Brandywine Center to the Branch Avenue Metrorail Station. This could be accomplished by expanding existing MTA bus service and would assist in providing regional transit mobility. It would also strengthen market demand for transit service in the MD 5 corridor, expediting the implementation of such service.
- Pursue the expansion of bus transit services to link Brandywine and the Branch Avenue Metrorail Station until the full MD 5 transit system is implemented. This will support the land use recommendations that envision the Brandywine Center as a major transit-oriented mixed-use node.
- Develop a complementary set of circulator bus routes to connect passengers within the Brandywine area (the community center edges and beyond, as described in Chapter IV) and other neighborhoods near future stations to the corridor transit services once BRT or LRT service is implemented within the MD 5 corridor.
- Evaluate the transit service market for increased regional transit services to be provided by WMATA or MTA. Evaluate the potential for service from Clinton and Accokeek directly to downtown Washington, D.C.
- Review existing The Bus service to ensure that bus routes and frequency of service align with residential and employment needs within Subregion 5. Specifically explore the potential to expand The Bus to serve population and employment centers such as Brandywine and growing residential and commercial areas west of Clinton along MD 223 (beyond the existing bus service).
- Implement the following recommendations for transit services for the Brandywine Community Center:

Two BRT/LRT transit stations and related circulator bus service.

- The use of structured parking at the Brandywine Community Center transit station to accommodate park-and-ride users, thereby preserving a larger land area for future mixed-use transit-oriented development.
- The use of structured or surface parking to serve the proposed transit station at the MD 5/A-63 interchange in the area north of the Brandywine Center.
- Obtain dedicated right-of-way for transit along MD 5 and US 301 as part of planned future upgrades of these roads to freeways.

C. Sidewalks, Bikeways, and Trails

The proposed network of sidewalks, bikeways, and trails is part of a larger multi-modal transportation system that will provide non-vehicular circulation and recreational opportunities for people in the subregion. Sidewalks, neighborhood bikeways, and trails are important for providing safe routes to school and walkable communities. This plan proposes both on-road and off-road trails that can serve a number of different users, including commuters, recreational enthusiasts such as hikers and bicyclists, and those in the equestrian community. Because the region contains many new, existing, and planned subdivisions and employment areas, biking and walking are more important than ever. Connections to local and regional transit systems in the subregion are proposed in an effort to make commuting by bike and walking easier. When possible, all on- and off-road facilities should be designed and constructed according to the recommendations of the *Manual on Uniform Traffic Control Devices* (MUTCD), *Millennium Edition*, *2000,* and the *Guide for the Development of Bicycle Facilities, 1999*. *American Association of State Highway and Transportation Officials* (AASHTO).

Sidewalk needs and trail connections were identified by residents as important community needs during workshops and community meetings for this master plan. Sidewalk connectivity in Subregion 5 is limited and discontinuous. Even though sidewalks exist in portions of Clinton, connectivity for pedestrians remains a challenge. A variety of facilities are needed to improve the walkability in Clinton. This plan recommends stream valley trails, sidepaths, on-road bicycle facilities (such as designated bike lanes), and sidewalk construction as part of a comprehensive, multi-modal network allowing residents to make trips by walking or bicycling. All neighborhood sidewalks should connect to recreational trails and regional dual route facilities.

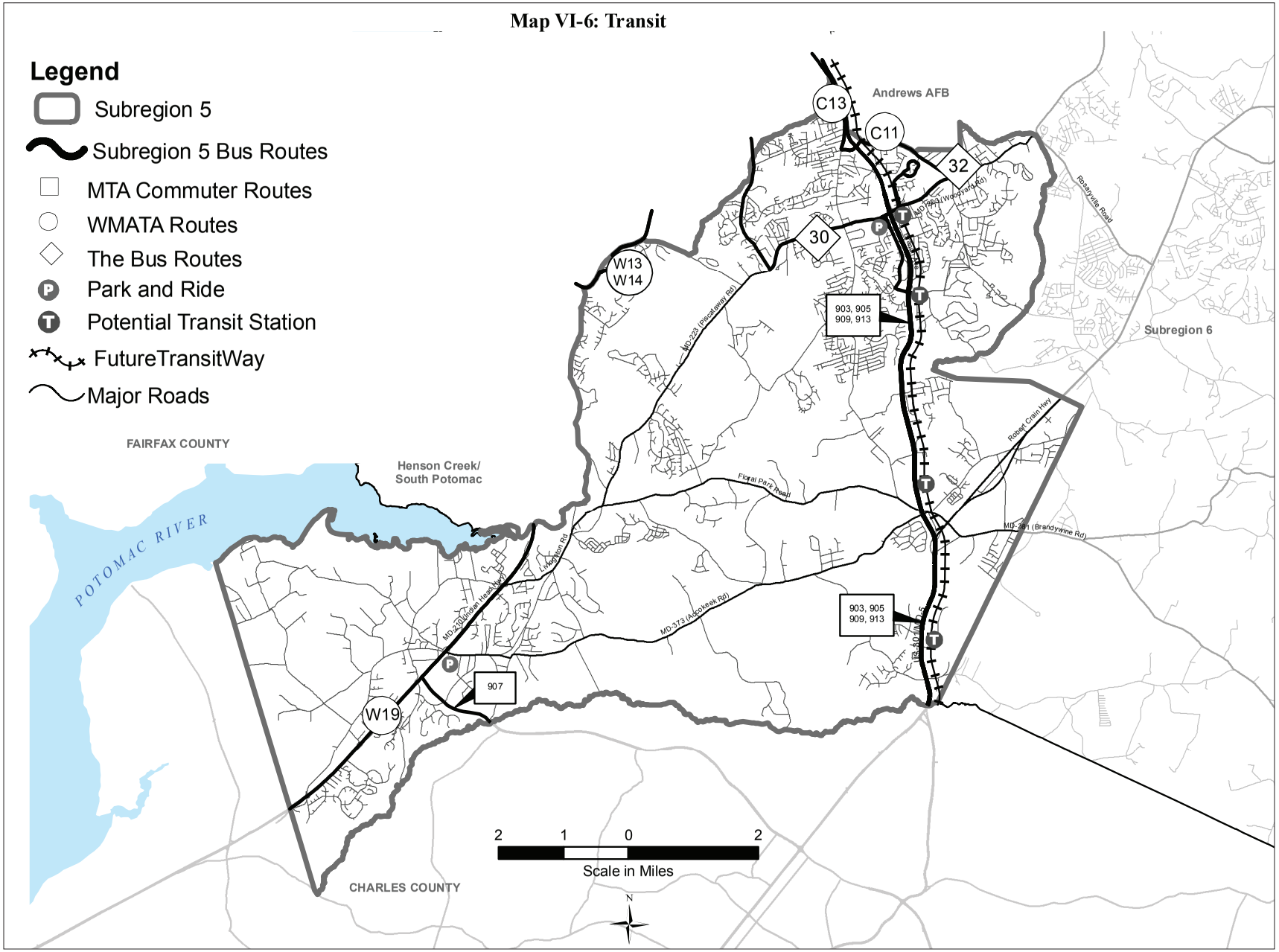
Sidewalks, bikeways, and trails vary by type of facility and user. The plan discusses each of these facilities below and provides a consolidated list of recommendations to improve them within the subregion.

Sidewalks

Generally, sidewalks are planned for all roads within all areas containing concentrations of people. Pedestrians can use sidepaths, sidewalks, and trail connections that serve multiple types of users. Standard-sized sidewalks are needed along roads that currently do not contain pedestrian facilities. Sidewalks encourage local foot-traffic, improve the health of people in the area, and provide safe access to transit, commercial, and service areas.

On-Road Dual-Route Bicycle Facilities

Dual routes are roads that contain both an off-road bicycle or pedestrian facility and an off-road facility within and along a shared length of roadway. An appropriate on-road component of a dual-route facility would be a shared use roadway, where the bicyclist shares the road with vehicles, or a painted bike lane. Even a wide, outside curb lane or a paved road shoulder can be used by bicyclists. Off-road components of a dual-route facility would be either a sidepath or wide sidewalk that could be used by bicyclists, equestrians and pedestrians.


Map VI-6: Transit
Legend
Subregion 5
Subregion 5 Bus Routes
MTA Commuter Routes
WMATA Routes
The Bus Routes
Park and Ride
Potential Transit Station
FutureTransitWay
Major Roads
Andrews AFB
C13
C11
32
30
W13
W14
W19
907
903, 905
909, 913
Subregion 6
FAIRFAX COUNTY
Henson Creek/
South Potomac
POTOMAC RIVER
CHARLES COUNTY
MD-223 (Piscataway Rd)
MD-373 (Accokeek Rd)
Floral Park Road
Robert Crain Hwy
MD-381 (Brandywine Rd)
Rosaryville Road
2 1 0 2
Scale in Miles
N

Dual routes are planned along most of the major roadways where four or more travel lanes are proposed.

On-Road Bicycle Facilities

Roads in the southern part of the subregion are used by recreational and long-distance cyclists. Relatively low traffic volumes make these roads suitable for long distance cycling, commuting to work or school, connecting parks, natural areas, and other destinations. However, as development occurs and traffic volumes increase, it is important that bicycle-compatible road improvements are incorporated into frontages and road construction projects. Bicycle signage and safety improvements should be incorporated into frontage improvements along designated shared-use roadways when developments are approved or when construction occurs. Appropriate bikeway improvements along designated bikeways may include paved shoulders, painted bike lanes, bike signage, or wide outside curb lanes.

Off-Road Trails

Sidepaths are recommended in this plan to serve as multi-use trails along roadways. Sidepaths are typically separated from the roadway by a planted area or some other separation. As with on-road bicycle facilities, all trail designs should refer to the AASHTO guide before planning and construction.

Trails are recommended in this plan to serve mostly recreational users and to provide connections between various land uses and destinations. Trails can be completely natural or compacted surfaces. Paved trails of asphalt or concrete are appropriate in some areas, including the interior areas of parks, schools, and subdivisions. Most of the existing and planned natural-surface and compacted-surface trails can be designed to accommodate pedestrians, bicyclists, and equestrians.

Many existing trails are displayed in **Map IV-5 (page 52)** and are located within the major parks in the subregion: Piscataway Creek Stream Valley Park, Cosca Regional Park, and Piscataway Park. Piscataway Park also contains portions of the Potomac National Heritage Trail, which stretches from Piscataway Park to Broad Creek and the new National Harbor development. The portions of the National Heritage Trail in Piscataway Park include natural surface trails and a waterfront boardwalk, although some gaps exist in the overall network. Bicycle access to these trails is provided along Farmington Road West and Bryan Point Road, which function as relatively low volume, shared-use bikeways.

Recommendations

To improve connectivity within the regions, the plan recommends a variety of trails to improve the multi-modal transportation network in Subregion 5. Recommendations are provided for on-road dual-route bicycle facilities, sidewalks, and off-road trails.

On-Road Dual-Route Bicycle Facilities

Connectivity is crucial to the overall usability of the trail network, and this plan emphasizes an interconnected network of facilities that also serve functional purposes, such as commuting to work or school. Table VI-7 lists the recommended on-road dual-route facilities for Subregion 5. When possible, these facilities will contain both an on-road and an off-road bicycle component. Recommended trails are shown on **Map VI-5 (page 123).**

Table VI-6: Recommended Major On-Road Pedestrian and Bicycle Improvements

Road	Limits	Facility Type
Accokeek Road (MD 373)	Livingston Road to Brandywine Avenue; A-55 to Floral Park Road	Dual Route
Allentown Road	Steed Road to Old Fort Road	Dual Route
Berry Road (MD 228)	MD 210 to Charles County line	Dual Route
Brandywine Road	MD to Charles County line	Dual Route
Cherry Tree Crossing Road	A-63 to Rosaryville Road	Dual Route
Coventry Way	Old Branch Avenue to Alexandria Ferry Road	Dual Route
Dangerfield Road	Surratt Road to Woodyard Road	Dual Route
Floral Park Road	Piscataway Road to Brandywine Road	Dual Route
Gallahan Road	Piscataway Road to A-65	Dual Route
Kirby Road	Temple Hill Road to Old Branch Avenue	Dual Route
Livingston Road/ Bealle Hill Road	Piscataway Road to Farmington Road East	Dual Route
Manning Road	MD 210 to Accokeek Road	Dual Route
MD 210	Charles County line to Subregion 7	Dual Route
MD 223	Floral Park Road to Subregion 6	Dual Route
Old Alexandria Ferry Road	MD 5 to Dangerfield Road	Dual Route
Old Branch Avenue/ Brandywine Road	Floral Park Road to MD 5 at Kirby Road	Dual Route
Old Fort Place	Allentown Road to Old Fort Road	Dual Route
Old Fort Road East	Old Fort Road to Branch Avenue	Dual Route
Steed Road	MD 223 to Allentown Road	Dual Route
Surratt Road	Brandywine Road to Tippett Road	Dual Route
Temple Hill Road	Piscataway Road to Kirby Road	Dual Route
Thrift Road	Windbrook Drive to Brandywine Road	Dual Route
US 301	Charles County to Anne Arundel County	Dual Route
Branch Avenue MD 5	Charles County to Beltway	Sidepath
Crain Highway US 301	MD 5 to US 50	Sidepath
Indian Head Highway (MD 210)	MD 228 to Beltway	Sidepath
Berry Road (MD 228)	Charles County to MD 210	Sidepath
Dyson Road	Accokeek Road to Cherry Tree Crossing Road	Sidepath

Roads that are not listed in the table are considered "shared use roads," which typically have a wide outside lane or shoulder and low traffic volumes and require no further paving or striping improvements to safely accommodate bicycles. Until such time as these roads are planned for improvements, they will remain open-section roads and be considered as shared use roadways.

Off-Road Trails

Preserving and protecting land in stream valleys for parks, open space, and trails have been planning policy in Prince George's County for many years. Most off-road trails recommended in Subregion 5 (**see Map VI-5 on page 123**) are stream valley corridors, and are particularly important because they connect to other regions in the county (see also Chapter VII, Public Facilities).

Policies

- Promote pedestrian and bicycle opportunities as part of a multi-modal transportation network.
- Promote dual-route facilities along all of the major road transportation corridors.
- Connect a spine network of trails to the most populated areas in Subregion 5.
- Expand and promote hiker/biker/equestrian recreational activities in the subregion.
- Promote and encourage cycling and walking for commuting purposes as an alternative to driving a car.
- Promote safe pedestrian and bicycle facilities in and around public schools, and in population centers such as Accokeek, Clinton, and Brandywine.

Strategies

- Construct sidewalks along all major transportation facilities in areas where there are concentrations of people.
- Retrofit the roads in the Clinton area that are recommended for sidewalks and sidepaths in this plan to make the area more pedestrian friendly.
- The following specific sidewalks are recommended in the Clinton area:
    * **Temple Hill Road.** Provide continuous sidewalks and designated bike lanes along both sides.
    * **Kirby Road and Old Alexandria Ferry Road.** Provide continuous sidewalks along both sides.
    * **A-65.** A sidepath trail has been approved for construction through several development projects. It will provide a safe and convenient pedestrian connection between several residential communities and to the Tinkers Creek Stream Valley Trail. In addition to sidepath construction, designated bike lanes should also be provided to safely accommodate on-road bicycle traffic.
    * **Thrift Road.** A bikeway or sidepath. Many communities abutting Cosca Regional Park do not have safe, non-motorized access to the park. A side path along Thrift Road would provide this access.
- Construct the following Off-Road trails:
    * **Potomac Heritage Trail Connector Trails:** Work with the National Park Service to provide natural surface trail connections between the existing trails along the south side of Piscataway Creek. A possible link along the existing Mockly Point trail could provide a continuous trail from the National Colonial

Farm to the trails to the south side of Piscataway Creek. Also, coordination with the National Park Service and the Critical Area Commission should continue to implement the planned trail connection from King Charles Terrace to Piscataway Drive, which will provide a safe connection for bicyclists and pedestrians around Piscataway Creek.

* **Piscataway Creek Stream Valley Trail:** Piscataway Creek is one of the primary stream valley trail recommendations in southern Prince George's County and runs through portions of both Subregions 6 and 5. Significant segments of the stream valley have been acquired by the Department of Parks and Recreation as development has occurred. Existing trails are located in the northeast portion of the subregion and will be connected to the Piscataway Creek Stream Valley Trail. In conjunction with the Charles Branch Trail in Subregion 6, the Piscataway Creek Trail will be part of a "cross-country" connection linking the Potomac River at Fort Washington with the Patuxent River Greenway near Jug Bay. This trail will also link to the extensive trail system and recreational facilities at Cosca Regional Park.

* **Tinkers Creek Stream Valley Trail:** This trail will connect to the Pea Hill Branch and Piscataway Creek trails, provide access to the Clinton area, and provide access between adjoining residential communities. A portion of the trail has been approved for construction through the Bevard North development.

* **Pea Hill Branch Stream Valley Trail:** This local stream valley trail will improve pedestrian access in the Clinton area and connect to the Tinkers Creek Trail.

* **Burch Branch Stream Valley Trail:** This trail will connect the bikeway along Floral Park Road with the stream valley trail along Piscataway Creek. It will also provide a trail connection through the open space network to the west of the Brandywine Community Center core (see Chapter IV).

* **Mattawoman Creek Stream Valley Trail:** This trail will run the entire length of Mattawoman Creek in Prince George's County, and will connect to Charles County's trail system. A segment of this trail and trailhead facility has been approved for construction through the Homeland development near the Charles County boundary. Access to Mattawoman Creek should also be provided for canoes and kayaks as part of the development of a water trail.

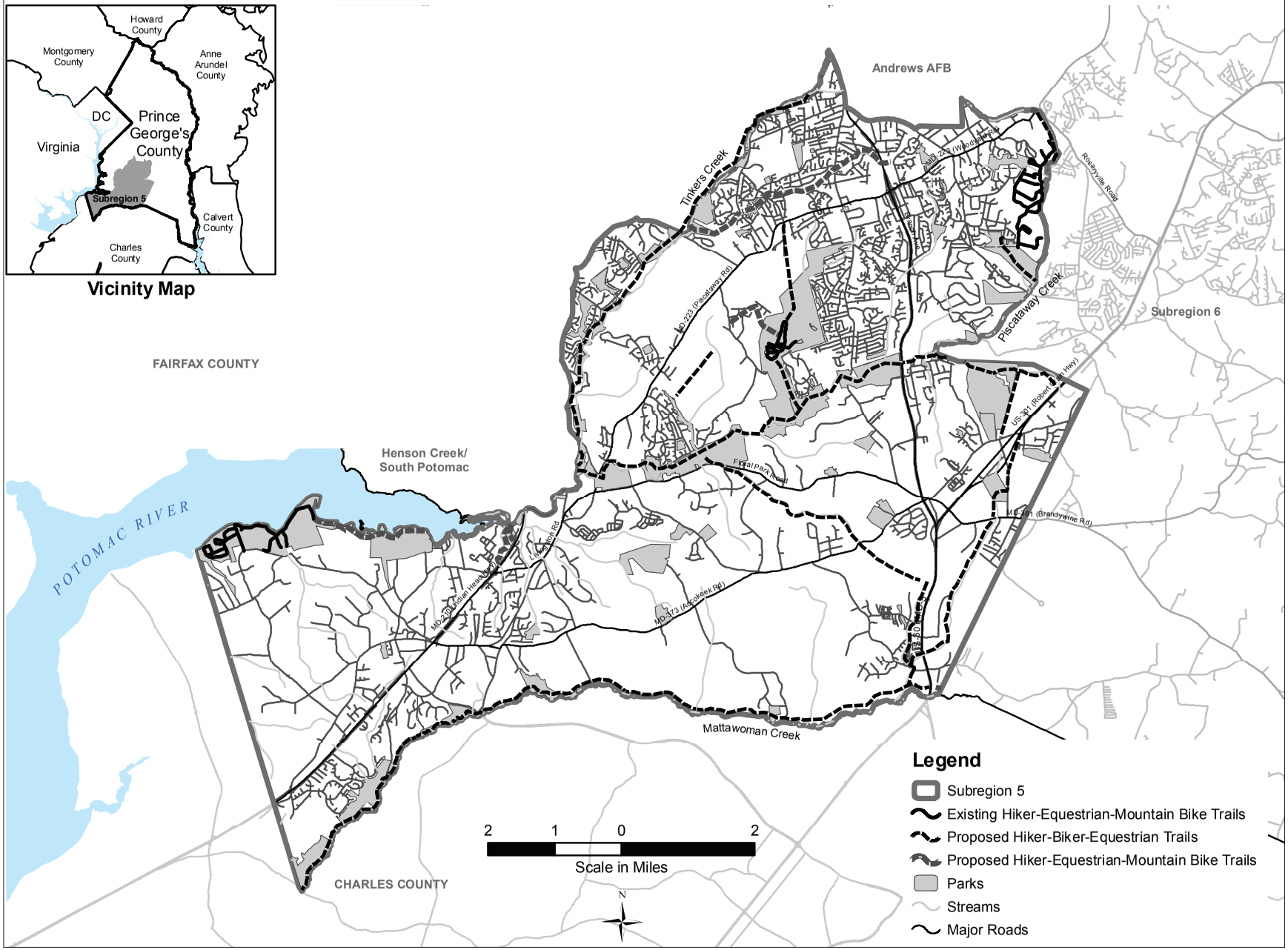
* **Timothy Branch Steam Valley Trail:** This trail will stretch along Timothy Branch between Dyson Road and Mattawoman Creek. It will provide access to the Brandywine Community Center.

* **Butler Branch Stream Valley Trail:** This trail will provide trail access from the planned Piscataway Creek Trail to the extensive existing trails in Cosca Regional Park.

- Develop bicycle facilities in conformance with the 1999 AASHTO Guide for the Development of Bicycle Facilities.
- Expand the on-road and off-road facilities that connect the major population centers with transit-related facilities as shown on Table **VI-4 (page 101)**.
- Complete sidepaths and bike lanes in areas of higher population to increase connectivity in Subregion 5. Emphasize the following roads: MD 223, Piscataway Road, Temple Hill Road, Livingston Road, Old Branch Avenue, Steed Road, Allentown Road, Old Fort Place, and Gallahan Road.

- Develop street and sidewalk/trail connections between adjacent subdivisions as new development occurs.
- Coordinate with the National Park Service to provide bicycle compatible road improvements along the Potomac Heritage National Scenic Trail On-Road Bicycle Route:
    * Build bikeway improvements and signage along Farmington Road West and Bryan Point Road.
    * Facilitate bicycles and pedestrians crossings of MD 210 as improvements are made along MD 210.
    * Identify suitable trail alignments through the historic district from Oxon Hill Road to Fort Washington Road, with priority given to providing safe bicycle and pedestrian access.
- Develop recreational and interpretative programs, facilities, and thematic trails that build on the recreational, natural, historic, and scenic attributes of the subregion.
- Encourage developers at employment destinations to provide new sidewalks, bicycle trails, lockers, and bike friendly intersection improvements, and trail connections as part of their development proposals.
- Provide bicycle parking at all major transit locations and within all new employment-related developments.
- Construct pedestrian and bicycle facilities as part of new development in the Brandywine Community Center.
- Install bicycle signage and safety improvements along designated shared-use roadways when development occurs or roadways are upgraded. Bikeway improvements may include paved shoulders, painted bike lanes, and bike signage.
- When possible, all on- and off-road facilities should be designed and constructed according to the recommendations of the *Manual on Uniform Traffic Control Devices* (MUTCD), *Millennium Edition*, *2000,* and the *Guide for the Development of Bicycle Facilities, 1999. American Association of State Highway and Transportation Officials* (AASHTO).

Map VI-5: Trails



D. Conservation and Enhancement of Special Roadways

The preservation of existing roads as historic and scenic assets is important in retaining the heritage and community character of the county. 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, functional master plans, or through separate resolutions of the County Council.

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, historic roadways proposed for designation with the *Preliminary Countywide Master Plan of Transportation*, and scenic roadways proposed for designation under this plan are shown on **Map VI-4 (page 131)** and provided in **Table VI-7 (page 127)**.

Scenic and Historic Roads

A scenic road is defined in Subtitle 23 of the County Code 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."

An 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 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 5 with the approval of the 1993 master plan. The Historic Roads designated in the prior Subregion 5 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 countystill exist. This evaluation was used during preparation of the *Preliminary Countywide Master Plan of Transportation* as the basis for recommending the designation of additional historic roads segments.

A review of candidate roadways listed in previous scenic road inventories and recommendations of staff were used to compile a listing of scenic road segments which are proposed for designation.

The guidelines for scenic and historic roadways previously contained in the Historic Preservation Chapter of the 1993 Subregion V 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 include scenic-historic road sections from the DPW&T standards for development proposals along scenic and historic roadways.

The "Master List of Scenic and Historic Roads" is a listing of roads which have been designated as scenic or historic by the County Council. The list is maintained by the Department of Planning, 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 abovementioned DPW&T design guidelines 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, the placement of new development out of the viewsheds as much as possible, and 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.

Policies

- Conserve and enhance the scenic and historic values along special roadways.
- Conserve and enhance the viewsheds along designated roadways.

Strategies

- Designate scenic or historic roads for protection and enhancement.
- 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.
- 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 the DPW&T standards when evaluating applications within the rights-of-way of scenic and historic roadways.
- Consider a variety of techniques to protect the scenic and historic qualities of the designated roads during the review of development 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.

- 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.
- Maintain a database and a GIS layer of designated roadways.
- Utilize existing County Code provisions for scenic easement tax credits by establishing a voluntary easement program to protect viewsheds along designated roadways.
- Prepare corridor management plans for significant designated roadways.
- Implement the recommendations of established corridor management plans.
- 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.
- 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.
- Develop guidelines for the design of activities adjacent to designated roadways to include building setbacks, landscaping, scenic easements, and utility clearing.

General Aviation

Potomac Airfield, a general aviation airport, is located east of Allentown Road, between Steed Road to the north and Old Fort Hills Road to the south. An airport has operated at this location since the 1960s. Small, general aviation aircraft provide an alternate means of travel to and from the region for the business and recreational small plane owner or operator.

In Prince George's County there are special exception requirements for airports in Section 27-333 of the County Zoning Ordinance. The Special Exception for Potomac Airfield (SE-1130) was approved in 1965 when county airport regulations were less restrictive. In 2002, the Prince George's County District Council enacted legislation that established aviation policy areas surrounding all of the county's general aviation airports. The intent of the legislation is to ensure the safe operation of the airports by mitigating the risks of loss of life or damage to property in the event of crashes. Through zoning and subdivision regulations aviation policy areas limit the exposure to risk within a mile of the airport runway and also require disclosure of the airport's presence in the community to prospective purchasers of property.

Table VI-7. Subregion 5 Designated and Proposed Scenic and Historic Roads

Road Name	Limits of Roadway	Functional Class	Source	Designated Historic	Designated Scenic	Proposed Historic	Proposed Scenic
Accokeek Road (MD 373)	Bealle Hill Road to 0.9 mi W of Branch Avenue (MD 5)	Arterial Parkway	1992 HS & D Plan	Yes			
Accokeek Road (MD 373)	0.9 mi W of MD 5 to 0.4 mi west of Branch Avenue (MD 5)	Expressway/ Arterial	1992 HS & D Plan	Yes			
Accokeek Road (MD 373)	0.4 mi west of Branch Avenue (MD 5) to MD 5	Expressway/ Arterial	1992 HS & D Plan	Yes			
Accokeek Road West	Livingston Road to End	Arterial	1828 Levy Court Survey			Yes	Yes
Bealle Hill Road	Charles County to Livingston Road	Primary	1828 Levy Court Survey	Yes			
Bealle Hill Road	Accokeek Rd (MD 373) to Livingston Rd	Primary	1993 Subregion V	Yes			
Bealle Hill Road	Bensville Rd (MD 228) to Accokeek (MD 373)	Primary	1993 Subregion V	Yes			
Berry Road	Livingston Road to Accokeek Road	Collector C-350	1828 Levy Court Survey			Yes	
Brandywine Road (MD 381)	Thrift Road to Surratts Road	Collector	1828 Levy Court Survey			Yes	
Brandywine Road (MD 381)	Marbury Road to Piscataway Road/ Woodyard Road	Collector C-613	1828 Levy Court Survey			Yes	
Brandywine Road (MD 381)	Marbury Road to Kathleen Lane	Collector C-513	1828 Levy Court Survey			Yes	
Bryan Point Road	Main Boulevard to Accokeek Road East/ Livingston Road	Local	1828 Levy Court Survey			Yes	
Bryan Point Road	800 Bryan Point Road to 1900 Bryan Point Road	Local	1828 Levy Court Survey	Yes	Yes		
Bryan Point Road	Farmington Road W to National Colonial Farm	Local	1993 Subregion V	Yes	Yes		
Bryan Point Road	Main Boulevard to Farmington Road West	Local	CR-113-1992		Yes		
Cactus Hill Road	Old Marshall Hall Road to Bryant Point Road	Local	Staff Recommendation				Yes
Cedarville Road	Betty Boulevard (A-63) to Chalk Point RR	Collector	1992 HS&D Plan	Yes			

Road Name	Limits of Roadway	Functional Class	Source	Designated Historic	Designated Scenic	Proposed Historic	Proposed Scenic
Cedarville Road	Chalk Point RR to Brandywine Rd (MD 381)	Collector	1992 HS&D Plan	Yes			
Cedarville Road	US 301 to Betty Boulevard (A-63))	Collector	1992 HS&D Plan	Yes			
Cedarville Road/ / McKendree Road (Same as 5-17B)	A-63 to Accokeek Road	Primary	1828 Levy Court Survey	Yes			
Danville Road	Accokeek Rd (MD 373) to Floral Park Road	C-521 Rural Collector (1993)	1993 Sub V	Yes			
Farmington Road /West	Livingston Road to 650 Farmington Road West	Rural collector	1993 Sub V	Yes	Yes		
Farmington Road East	MD 210 to Livingston Road	Collector	1993 Sub V	Yes			
Floral Park Road	Livingston Road to Piscataway Road (MD 223)	Local	1828 Levy Court Survey	Yes			
Floral Park Road	Piscataway Road (MD223) to Brandywine Road	Collector	1993 Sub V	Yes	Yes		
Gallahan Road	Piscataway Road (MD 223) to 12600 Gallahan Road/Old Piscataway	Collector C-519	1828 Levy Court Survey		Yes	Yes	
Gallahan Road	12600 Gallahan Road to Old Fort Road	Collector C-519	1828 Levy Court Survey		Yes		
Gardener Road	Accokeek Road (MD 373) to Charles County	Local	Staff Recommendation				Yes
Livingston Road	Accokeek Road West to Charles County	Collector & Arterial	1828 Levy Court Survey			Yes	
Livingston Road	Bealle Hill Road to Floral Park Road		1828 Levy Court Survey	Yes			
Livingston Road	Farmington Road West to Indian Head Highway	Collector	1828 Levy Court Survey			Yes	
Livingston Road	Bealle Hill Road to Farmington Road East	Collector	1993 Sub V	Yes			
Livingston Road	Farmington Road East to Floral Park Rd	Arterial	1993 Sub V	Yes			
Livingston Road	Swan Creek Road to Ft. Washington Road	Collector C-724	1992 HS&D Plan	Yes			

Road Name	Limits of Roadway	Functional Class	Source	Designated Historic	Designated Scenic	Proposed Historic	Proposed Scenic
Marshall Hall Road	Livingston Road to Old Marshall Hall	Local					Yes
McKendree Road	US 301 to 0.6 mi W of US 301	Major collector	1993 Sub V	Yes			
McKendree Road	0.2 N of Mister Rd to 0.6 mi W of US 301	Local	1993 Sub V	Yes			
McKendree Road	Accokeek Road to 0.2 N of Mister Rd	Local		Yes			
Old Branch Avenue	Brandywine Road to Baldwin Avenue	Collector	1828 Levy Court Survey			Yes	
Old Branch Avenue	St Barnabas Road to (Just short of) Woodyard Road/ Piscataway Road	Collector	1828 Levy Court Survey			Yes	
Old Farmington Road West	650 Old Farmington Road West to Livingston Road	Collector	1828 Levy Court Survey			Yes	
Old Fort Road	Gallahan Road to Allentown Road		1828 Levy Court Survey			Yes	
Old Marshall Hall Road	Cactus Hill Road (?) to Charles County	Local	1828 Levy Court Survey			Yes	
Old Marshall Hall Road	Livingston Rd to Old Colonial Lane	Local	1984 Scenic Roads		Yes		
Piscataway Road (MD223)	Floral Park Road to Brandywine Road	Arterial	1992 HS&D Plan	Yes			
Sharperville Road	Accokeek Road to Charles County	Local	1828 Levy Court Survey			Yes	
Steed Road	Piscataway Road MD 223 to Allentown Road	C-516 Major Collector	1828 Levy Court Survey			Yes	
Thrift Road	Tippett Road to Brandywine Road	Collector				Yes	
Wharf Road	Farmington Road W to Piscataway Bay	Local	1993 Sub V		Yes		
Windbrook Drive	Floral Park Road to Thrift Road	Collector	1828 Levy Court Survey			Yes	
Woodyard Road	Rosaryville Road to Old Alexandria Ferry Road	Arterial A-53	1828 Levy Court Survey			Yes	
Woodyard Road	Old Branch Avenue to Old Alexandria Ferry Road		1828 Levy Court Survey			Yes	

At general aviation airports, a standardized air traffic circulation pattern is used to regulate air traffic movement to, from, and around airports. The airport traffic pattern is the typical route an airplane will use to depart from or land at an airport. Upon departure an aircraft is in the airport traffic pattern until it has achieved pattern altitude, when it can fly horizontally toward its destination. An aircraft landing at an airport will enter the traffic pattern at a certain altitude and remain in the pattern until it is on the ground. An aircraft is either ascending or descending while in the pattern. The airport manager establishes the pattern of the airport; it is approved by the FAA and published on navigation maps.

Policies

- Provide land uses in the vicinity of general aviation airports that are compatible with flight operations.
- Ensure that the community is aware of the location of the airport and the occurrence and attendant risk associated with low flying aircraft.

Strategies

- Maintain compatible land use designations, appropriate zoning, and subdivision design in aviation policy areas.
- Implement notification requirements for prospective purchasers of property within one mile of the airport and mitigate potential hazards to air navigation, pursuant to aviation policy area regulations in the Prince George's County Zoning Ordinance.

Map VI-4: Special Roadways