



PRINCE GEORGE'S COUNTY GOVERNMENT

Office of the County Executive

Angela D. Alsobrooks
County Executive

FEB 12 2019

Mr. Pete K. Rahn
Secretary
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, Maryland 21076

Dear Secretary Rahn:

Enclosed is Prince George's County's Priority Projects List for the FY 2019-2024 State Consolidated Transportation Program (CTP). The list reflects the County's priorities regarding State highway construction projects, transit, project planning starts, safety improvements, system preservation and gateway projects. Further, the Priority Projects List advances the County's objectives related to Transit Oriented Development (TOD), and pedestrian and bicycle safety.

Each year, we evaluate what has transpired since we submitted the previous letter. We are pleased to see progress on the Purple Line and look forward to assuring that it is more than just a light-rail train but a means to advance safe multi-modal access, economic opportunity, mobility, and equity. As this vital transit link comes on line, it will play a key role in helping to spur economic development in the region and promote more sustainable transportation solutions to reduce congestion.

As the I-95/I-495 Managed Lanes Study is moving through the National Environmental Protection Act (NEPA) process, it is important to advance alternatives that support sustainability and that bring balance to the region, through transportation options that emphasize how best to move people safely while promoting equity and economic development. The County believes that the transit options presented over the summer in series of Open Houses should be retained for detailed study as well as those advancing Travel Demand Management (TDM) or Transportation Systems Management (TSM). We want there to be serious consideration of alternatives that serve to minimize impact, avoid takings and remain within the existing right-of-way. We are also concerned with the disproportionate burden that tolling may place on County residents and potentially exacerbate the regional divide between housing locations and employment centers. In addition, we know that newly constructed traffic lanes often only serve as a magnet for future congestion and by their nature, make the conditions ripe for one of the root causes of congestion itself: sprawl development. These issues must be examined as part of the study process.

In reviewing the Baltimore-Washington Superconducting MagLev (SCMagLev) documentation to date, the County continues to have several concerns. The project solely traverses the county and does not offer the benefits to residents that would come from having a

station located in the county. It could bring adverse impacts due to construction, takings, and the burden of the train and its infrastructure. The County will want to work closely with the State to address potential impacts to communities, and the environment. These issues must be satisfactorily addressed as a prerequisite for advancing the potential project. Having said that, we continue to believe that any resources devoted to this project are better spent elsewhere.

As for our expressed priorities, the list represents projects that will provide Prince George's County with the greatest benefits in terms of community revitalization, economic development, transit access, congestion relief and safety improvements. They will help in delivering an integrated, multi-modal transportation network for residents and visitors alike. Marylanders in the capital region deserve nothing less than a comprehensive approach to transportation enables them to move about more freely, regardless of what mode of transportation they choose.

In addition to addressing the important issues related to transportation infrastructure, I would like to call attention to the treatment of medians on state roads in the county and that we too often find them in an unacceptable condition. People look upon these passageways as the County's calling card, without thinking about which agency oversees their upkeep. We must maintain these roadways in better condition through better and more frequent maintenance and trash removal.

Several key projects from previous lists are advancing so this list highlights projects that are needed (FY 2019-2024 CTP):

- **Pedestrian Safety Enhancements on State-maintained Roadways:** Projects that are intended to address safety, specifically those designed to reduce pedestrian crashes in Prince George's County, are paramount and can be found in several categories of the list including System Preservation and Project Planning. The State must continue efforts to implement safety features on and along State-maintained roadways including installing continuous street lighting, crosswalks, sidewalks, as well as other measures. Prince George's County commends the State for safety programs such as the Pedestrian Road Safety Audits, Community Enhancement projects, and for beginning to address specific danger areas such as MD210. However, much more remains to be done, and we emphasize the necessity of continued focus and vigilance on this initiative.
- **MD 210, Indian Head Highway (Palmer Road at Livingston Road West Interchange):** Advancing the current work at Kerby Hill Road further South along the MD 210 corridor is of paramount importance to Prince George's County. The County looks forward to working with the State on advancing the next intersection, Palmer Road at Livingston Road West or an alternative project that will bring relief to this congested corridor. The MGM facility opened in late 2016 and additional planned economic development within the MD 210 Corridor is coming. Advancing this project will benefit the State, Region and County by improving mobility from Southern Maryland into and

through the County. Funding for work along the corridor will be supplemented by revenue provided from the passage of Senate Bill 1- second special session of 2012.

- **US 1, Baltimore Avenue (College Avenue to I-95/495):** This is a unique opportunity to improve this showcase for the State's flagship college campus. Ensuring that this project is well designed and timely constructed is critical. This project will bring much needed streetscaping, and enhanced safety measures including sidewalk improvements to this highly congested and challenged section of US 1 in College Park. While it is understood that the corridor is complicated, especially when it comes to utility work that is needed, the current timeline for construction of the first phase of this project goes well beyond what can be considered acceptable. The County looks forward to working with the State in dramatically reducing the timeframe for this project and then beginning the necessary work to move the subsequent phases forward.
- **MD 5, Branch Avenue/Southern Maryland Rapid Transit:** The Branch Avenue Project, which will provide improved traffic flow and new interchanges in the Branch Avenue corridor, and the Southern Maryland Rapid Transit Project, proposed fixed guideway transit along the MD5/US-301 corridor extending from the Branch Avenue Metrorail Station in Prince George's County to Waldorf and White Plains in Charles County, are critical projects to alleviate congestion and promote economic development on the MD-5/US-301 corridor. We strongly urge the State to finalize the remaining project planning and design elements for both projects and move these projects forward into construction.
- **I-95/ Greenbelt Metro Access:** Although the Trump Administration needlessly halted the relocation process for the FBI, this intersection project remains critical to the County and the region. Safe and efficient access to the metrorail station from I-95 will stimulate continued economic development in the area and assure that this site is able to fulfill its potential as a major TOD location for spurring the economic health and vitality in the State of Maryland.
- **MD 197, Collington Road (US 50 to MD 450):** Widening MD 197 from US 50 to MD 450 is important for relieving congestion, improving safety, and supporting economic development in the Bowie area. This is a major access and conveyance point for an important economic and residential center within the County.
- **MD 4 Corridor, Pennsylvania Avenue Interchanges (Westphalia Rd, Dower House Road and MD 223 Woodyard Road).** In addition to the construction of the MD 4 at Suitland Parkway project, it is imperative to advance design for the remaining interchanges along Pennsylvania Avenue just outside of the Beltway. This will address mission related needs at Joint Base Andrews, relieve congestion, and help enhance development projects in the area. In addition, interim improvements at the MD 4 and

Westphalia Road intersection are needed to address existing conditions because of BRAC movements at Andrews and the burgeoning needs of the corridor.

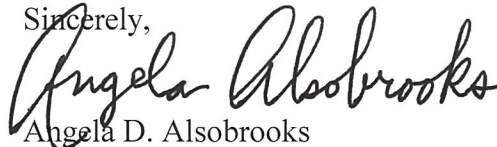
- **WMATA Funding:** Robust funding for the WMATA system is absolutely necessary to assure needed capacity and effective transit services throughout Prince George's County and we applaud the actions taken recently to put WMATA on a sounder financial footing. Both the Metrorail and a soundly funded Metrobus network are essential to the County for addressing mobility needs and providing sustainable alternatives to single occupancy vehicles. The County is very pleased with the regional commitment to dedicated funding for WMATA. However, additional funding is needed for programs like expanding the Priority Corridor Network (PCN) for routes in Prince George's County, to help support Transit Oriented Development around the 15 Stations in the County, and enhanced transit connectivity between activity centers. It is also important for the County to have a strong voice in WMATA governance through Board representation.
- **The Bus:** As Prince George's County operates a transit system separate from WMATA, additional funding is needed to help provide expanded service to meet existing needs and accommodate future growth. The County is advancing its 5-year Transit Vision Plan which lays out the foundation for providing enhanced local transit service in Prince George's County. Robust Locally Operated Transit System (LOTS) funding is crucial to deliver these critical local services.
- **Transit Oriented Development:** Prince George's County strongly supports infrastructure investment to support the vital economic development in transit-oriented communities. In 2014, the County Council approved Plan 2035 Prince George's as our General Plan. It designates eight Regional Transit Districts, three of which are being designed as Downtown's; Prince George's Plaza, New Carrollton and Largo. The County appreciates the strong support and collaboration from the State to date and looks forward to efforts such as advancing such efforts as the road diet on MD 410 in front of the Prince George's Plaza Metro and will want to continue these important investments to promote economic development.
- **Purple Line Extended (New Carrollton to Largo):** With the construction of the Purple Line well underway we look forward to our continued work with MTA, SHA and the concessionaires building the project to ensure that construction impacts are well managed, reasonable and are always professionally and comprehensively communicated to our residents. With this progress in mind, it is critical to advance study of the next logical phase of circumferential transit linking the spokes of the Nation's Capital. Further study is needed of the segment identified in the Washington Council of Governments Transportation Land Use Study identifying corridors for a Countywide Transitway of

fixed guideway alignments. This segment will be particularly critical to support the New Regional Hospital in Largo.

- **Prince George’s County Transitway:** Advancing study of a fixed guideway network with emphasis on priority corridors is important for sustainable economic development and enhanced mobility within the County and the region. Priority corridors provide links to neighboring jurisdictions, and between activity centers within Prince George’s County.
- **Arena Drive Interchange:** What was initially constructed as an additional entry point to the stadiums in the area for high volume events, this interchange has become the front door for the new regional medical center, the rebirth of the area surrounding the hospital well as a gateway to the new downtown Largo. This infrastructure needs to be expanded in order to suitably provide access to these locations and to ensure uninhibited travel to the regional medical center.

While we may not see eye to eye on every issue, Prince George’s County continues to value the cooperative relationship we have with you and your staff. We appreciate their knowledge and professionalism and look forward to working closely with you to advance our transportation priorities for the betterment of the County, the region and the State of Maryland.

Sincerely,



Angela D. Alsobrooks
County Executive



Todd M. Turner
Chair, County Council

Enclosure

- cc: The Honorable Joanne C. Benson, Chair, Prince George’s County Senate Delegation
The Honorable Michael A. Jackson, Chair, Prince George’s County House Delegation
The Honorable Tawanna Gaines, Chair, Transportation and Environment Subcommittee
Maryland House Appropriations Committee
The Honorable Todd M. Turner, Chair, Prince George’s County Council
The Honorable Rodney C. Streeter, Vice Chair, Prince George’s County Council
The Honorable Thomas E. Dernoga, Member, Prince George’s County Council
The Honorable Deni L. Taveras, Member, Prince George’s County Council
The Honorable Dannielle M. Glaros, Member, Prince George’s County Council

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The Honorable Jolene Ivey, Member, Prince George's County Council
The Honorable, Derrick Leon Davis, Member, Prince George's County Council
The Honorable Monique Anderson-Walker, Member, Prince George's County Council
The Honorable Sydney J. Harrison, Member, Prince George's County Council
The Honorable Calvin S. Hawkins, Member, Prince George's County Council
The Honorable Mel Franklin, Member, Prince George's County Council
Major F. Riddick, Jr., Acting Chief Administrative Officer, Office of the County Executive
Floyd E. Holt, Deputy Chief Administrative Officer, Office of the County Executive
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Terry L. Bellamy, Acting Director, Prince George's Department of Public Works and Transportation
Martin L. Harris, Deputy Director, Prince George's Department of Public Works and Transportation
Gwendolyn T. Clerkley, Deputy Director, Prince George's Department of Public Works and Transportation
Elizabeth Hewlett, Chair, Prince George's County Planning Board, M-NCPPC
Andree Green Checkley, Prince George's County Planning Department, M-NCPPC
Darin Conforti, Deputy Director, Department of Parks and Recreation, M-NCPPC
Gregory Slater, Administrator, Maryland State Highway Administration
Kevin Quinn, Administrator, Maryland Transit Administration

**Criteria for
Priority State Projects within
Prince George's County**

The State Consolidated Transportation Program (CTP) Priority Projects List is developed by staff of the Department of Public Works and Transportation in coordination with the staff of the Maryland-National Capital Park and Planning Commission (M-NCPPC). Based on the collective input received by the relevant sister agencies, and internal analysis, the CTP List is forwarded to the County Executive and Council for review, approval and transmittal to the Maryland State Department of Transportation through a joint signature letter.

Criteria used to prioritize the List are as follows:

Safety Improvements - Each project is evaluated to determine the safety enhancements to be achieved for all users in response to data and determined needs.

Capacity Improvements - Each project is evaluated to determine the capacity improvements to be provided for the transportation facility users in response to the needs.

Revitalization - Each project is reviewed to determine the project's contribution to the County's revitalization initiatives and improvements to each community's well-being and environmental sustainability through the implementation of current, sound and sensitive practices.

Economic Development - Each project is evaluated to determine the project's contribution to the County's economic development policies and goals.

Mass Transit - Each project is evaluated to determine the project's contribution to the County's Master plans for implementation of transit services with emphasis on intra-community transit needs.

Project Schedule - Each project schedule is evaluated to assure the progression of projects from the planning stage into the construction phase for each subsequent year. The availability of projects for the construction phase assures that county projects are available to compete for construction funding each year.

Other Funding Sources - Each project is evaluated to determine the availability of "other" funding sources to supplement State and federal funding provided in the CTP.

**PRINCE GEORGE'S COUNTY
2019 PRIORITY PROJECTS LIST
MARYLAND DEPARTMENT OF TRANSPORTATION PROJECTS**

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

A. Transit Expansion and Funding:

1. *TheBus* Expand community-based bus services to address unmet or underserved transit demands (i.e. enhanced service for National Harbor/South County). Enable fulfillment of the County's recently completed Transit Vision Plan.
2. WMATA Funding With the passage of The Maryland Metro/Transit Funding Act (SB277/HB 372), much needed maintenance and capacity improvements are required to deliver effective transit throughout the County with emphasis on MetroBus, MetroRail, additional PCN routes, enhanced investment in TOD, and improved connectivity between activity centers.
3. Southern Maryland Transit Expansion of fixed guideway transit services from Branch Avenue Metrorail Station south along the MD 5/US 301 Corridor to Charles County to relieve congestion in Prince George's County. Project needs to be continued and entered into the NEPA process.
4. Prince George's County Transitway (Priority Corridors from COG TLC Study)
 - Purple Line Extension (Inner and Outer alignments) (in phases) Initiate formal study process of potential alignments for developing a regional circumferential line.

- New Carrollton to Largo, Enhances long-term, regional,
- Largo to Branch Ave. sustainable economic development.
- Branch Ave. to Nat. Harbor

Inner: New Carrollton to Virginia via
Garrett Morgan, Suitland and Nat'l Harbor
(In phases)

- Mount Rainier to Langley Park
Phase I: Langley Park to Riverdale Park
via Prince George's Plaza
Phase II: Riverdale Park to Mount Rainier
(connecting to future DC Streetcar)

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| 5. MARC Growth and Investment Plan | Expand and enhance service along the MARC Camden and Penn lines (i.e., MARC Growth and Investment Plan). |
| 6. Rail Line connecting Southern Green Line to Virginia | Expand rail from the Yellow Line in Virginia to the Southern Green Line of Metrorail (Branch Avenue or Suitland) via the Woodrow Wilson Bridge (WWB) and National Harbor to provide transit connection between Maryland and Virginia; help address region divided; relieve congestion; promote economic development. |
| 7. Full WMATA Metrorail Service On Yellow Line to Greenbelt | Extend current Metrorail service on the Yellow Line to full service for Fort Totten to Greenbelt segment; help address region divided; relieve congestion; promote economic development. |

B. Transit Oriented Development:

Support State funding for Transit Oriented Development (TOD) in Prince George's County as it is vital for economic development and smart growth.

1. Largo Metrorail Station
2. New Carrollton Transit Station
3. Suitland Metro Station
4. Greenbelt Metro Station

5. Branch Avenue Metrorail Station
6. Prince George's Plaza Metro Station
7. College Park/Discovery District/Northern Gateway/ Metro/Purple Line Stations
8. Laurel MARC Station
9. Southern Avenue Metro
10. Naylor Rd. Metro
11. Bowie MARC Station

II. State Highway Administration (SHA) Priority Projects:

The SHA Priority Projects List is intended to provide guidance to SHA on the order in which Prince George's County's elected officials desire project planning to start and see actual construction take place. The recommended projects have been prioritized from a strategic planning effort to provide: the greatest benefit to areas inside or adjacent to the Beltway; much needed safety improvements; and economic development growth within the County. Historically, projects currently funded for construction in the Consolidated Transportation Program (CTP) are expected to proceed to construction based on the published funding schedule, which ordinarily would be excluded from this priority list.

A. Construction Priorities:

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| <ol style="list-style-type: none"> 1. MD 210, Indian Head Highway Interchange and Intersection Improvements
(Could be redesigned and constructed in one phase)
Phase II – Palmer Road/Livingston Road
Phase III – Oxon Hill Rd./Old Fort Rd. | <p>Redesign and construction is needed of seven failing intersections to relieve existing and projected congestion, as well as support economic development. Other alternatives to relieve congestion and improve safety should be explored.</p> |
| <ol style="list-style-type: none"> 2. US 1, Baltimore Avenue (College Avenue to I-95/495) Roadway Reconstruction
(To be completed in phases)
Phase I- College Avenue to MD 193
Phase II – MD 193 to Hollywood Rd.
Phase III – Hollywood Rd. to I-95/I-495 | <p>Expediently initiate construction and condense Phase I timeline, and concurrently begin Phase II/III planning and design to improve safety; provide streetscaping for community revitalization; improve transit access; and upgrade Cherry Hill Road intersection.</p> |

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| 3. | I-95/Greenbelt Metro Access | Provide complete State/Federal funding for safe and efficient access from I-95/I-495 to the Greenbelt Metrorail Station and support mixed-use economic development around the Station. |
| 4. | MD 197, Collington Road
(US 50 to MD 450) | Relieve congestion; improve safety; and support Roadway Widening; economic development. |
| 5. | MD 5, Branch Avenue
Interchanges and Widening <ul style="list-style-type: none"> • Surratts Road • Burch Hill Road (A-65) | Relieve congestion; improve safety; and support economic development. |
| 6. | US 301/MD 5 (MD 373-Charles Co. Line) | Upgrade existing corridor to relieve congestion, improve safety |
| 7. | MD 450, Annapolis Road
(Stonybrook Drive to MD 3) | Relieve congestion; improve safety; and support roadway widening; economic development. |
| 8. | MD 223, Woodyard Road
(Steed Road to MD 4)
Roadway Widening | Relieve congestion; improve safety; and provide capacity for economic development; intersection improvements. |
| 9. | US 301 - MD 197 Interchange
(To be constructed in phases) | Improve safety and relieve congestion in this rapidly developing commercial area. |
| 10. | MD 717, Water Street
Bridge and Roadway Reconstruction | Improve safety in Upper Marlboro area by raising MD 717 out of floodplain. |
| 11. | MD 201, Kenilworth Avenue
Extended (I-95/495 to US 1) | Relieve congestion; improve safety; and provide access for economic development and the Greenbelt Metrorail Station from US 1 Corridor. |

B. Project Planning Priorities:

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| 1. | I-95/I-495 @ Arena Drive
Widening and Interchange Improvements/
Reconstruction | Improve interchange capacity; reduce congestion; provide enhanced safety for vehicles, bicycles and pedestrians; promote economic development serving as gateway for downtown of County. |
| 2. | MD 193, University Blvd.
(to be completed in phases)
Phase I County line to Adelphi Rd.)
Phase II (US 1 to Hanover Pkwy.) | Improve pedestrian, bicycle and vehicular safety, intersection improvements, provide street lighting, community enhancement, critical to improve pedestrian safety as part of Purple Line. |
| 3. | MD 4 Corridor, Pennsylvania Avenue
Widening and Interchange Improvements <ul style="list-style-type: none">• Westphalia Road Interchange• Dower House Road Relocation /Interchange and short-term improvements• MD 223 Interchange | Relieve congestion; improve safety; and provide access to employment centers in MD 4 corridor and for Joint Base Andrews mission related growth. |
| 5. | MD 458 Silver Hill Road <ul style="list-style-type: none">• MD 5 to Suitland Rd.• Suitland Rd. to MD 4
MD 4 to Walker Mill Rd. | Improve safety for all users and provide streetscaping; revitalization; an continuous overhead lighting for community intersection improvements |
| 5. | MD 410, East-West Highway/
Riverdale Road/Veterans Parkway
(To proceed in phases)
Phase I: MD 212 to US 1 (road diet, part)
Phase II: MD 212 to MD 650
Phase III: MD 201 to Veterans Parkway
Phase IV: Riverdale Road to Pennsy Drive | Improve safety, provide streetscaping for community and economic development, provide continuous overhead lighting. |
| 6. | US 50/MD 201
(East of MD 704 to South Dakota Avenue)
Interchange and Corridor
Improvements | Gateway beautification, relieve flooding, congestion, and improve safety on these key inter-state links. |
| 7. | MD 202 @ I-95/495 & Brightseat Road
(Barlow Road to Lottsford Road.) | Improve for economic development, safety, community enhancement and congestion relief |

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| 8. | MD 212, Powder Mill Road
(Pleasant Acres Drive to I-95)
Roadway and Intersection
Reconstruction | Improve safety and support
economic development. |
| 9. | Ritchie Marlboro Road @ I-95/495 | Relieve Congestion, address capacity
issues; and support economic
development. |
| 10. | US 50, John Hanson Highway
(MD 704 to MD 197)
New Interchange | Relieve congestion and
improve safety on MD 197
and MD 450. |

C. Gateway Beautification Projects:

Smaller scope projects to improve aesthetics, street lighting, SWM, sidewalk, beautification, streetscaping and bicycle facilities to enhance public, motorized and non-motorized transportation safety at the entrances to the County from the Nation's Capital.

1. MD 218, Suitland Road
2. MD 4, Pennsylvania Avenue
3. MD 5, Branch Avenue
4. US 50/MD 201 John Hanson Highway/Kenilworth Ave.
5. MD 214, East Capitol Street
6. MD 210, Indian Head Highway
7. Alt US 1, Bladensburg Road
8. MD 332, Old Central Ave.
9. MD 500, Queens Chapel Road
10. MD 212, Riggs Road
11. MD 650, New Hampshire Avenue
12. US 1, Rhode Island Avenue
13. I-295

D. Safety/System Preservation and Urban Reconstruction Priorities:

Improve pedestrian, bicycle and vehicular safety, provide street lighting, streetscaping to support community enhancement.

1. MD 704, Martin Luther King Highway
(Hill Road to MD 450)
2. MD 410 East-West Highway
(Ager Road to Adelphi Road/
Queens Chapel Road)
3. Alt. US 1 MD @ 450 Annapolis Road
(Specific to Peace Cross) Geometric improvements
for vehicular, bicycle and
pedestrian safety
4. MD 218 Suitland Road
(DC Line to MD 458)
5. MD 4, Pennsylvania Avenue
(DC Line to Silver Hill Road)
6. MD 5, Branch Avenue (New) Sidewalk, bicycle, and safety
improvements
(Suitland Parkway to Silver Hill Road (MD 458))
7. MD 214, Central Avenue Sidewalk, bicycle and safety
improvements, signal at Pepper
Mill Drive.
(DC line to Pepper Mill Drive)
8. MD 202, Landover Road
(MD 450, Annapolis Road to Barlow Road)
9. MD 210, Indian Head Highway
(DC Line to Livingston Road)
10. MD 450 Annapolis Road
 - MD 450, Annapolis Road
(Finns Lane/Harkins Road to MD 564, Lanham-Severn Rd.)
 - Bladensburg - Green/Complete Street Project
(Peace Cross to MD 202)
11. MD 201, Kenilworth Avenue
(Riverdale Road to River Road)
12. MD 223, Woodyard Road
(MD 5 to Pine View Lane)

13. MD 212, Riggs Road
(DC line to East-West Highway)
14. MD 414, St. Barnabas Road/Oxon Hill Road
(Temple Hill Road to MD 210)
15. MD 650, New Hampshire Avenue
 - Metzerott Rd. to MD 193
 - MD 410 to DC Line
16. US 1, Baltimore Ave.
(Montgomery Rd. to Prince George's Ave.)
17. MD 201, Edmonston Road
(Cherrywood Lane to Sunnyside Avenue) Improve vehicular safety
and relieve congestion

E. Bicycle Corridor Priorities:

1. MD 704 (multi-use sidepath and designated bike lanes - MD 450 to Hill Road)
2. MD 193 (sidewalks, designated bike lanes, and safety improvements - Montgomery County Line to MD 564, to be done in phases)
 - Phase I: Montgomery County Line to Adelphi Road
 - Phase II: US 1 to Hanover Parkway
 - Phase III: Hanover Parkway to MD 564
3. US 1 (DC line to Howard County Line, to be done in phases)
 - Phase I: Guilford Drive to I-95/I-495
 - Phase 2: Guilford Drive to DC Line
 - Phase 3: Contee Road to Howard County Line
 - Phase 4: I-95/I-495 to Odell Road
4. Oxon Hill Farm/National Harbor Connection
(MGM/National Harbor Ave./Tanger Blvd. to Bald Eagle Drive)
5. MD 414 (Oxon Hill Road) sidewalks, bike lanes and safety improvements
(MD 210 to St. Barnabas/Brinkley Road)

6. MD 223 (multi-use sidepath - MD 4 to Livingston Road, in phases)
 - Phase I: Steed Road to MD 5
 - Phase II: MD 5 to MD 4
 - Phase III: Livingston Road to Steed Road
7. MD 450 (road diet, restriping for designated bike lanes - just west of MD 410 to the Baltimore-Washington Parkway)
8. Bowie Heritage Trail
9. MD 4 (multi-use sidepath, sidewalk, and safety improvements - MD 458 to District Line)
10. MD 210 (multi-use sidepath - MD 414 to Henson Creek)

F. Park Trails Priorities:

1. WB&A Trail connections (Anne Arundel County to the Anacostia River Trail)
 - Phase I – Bike/ped bridge over Patuxent River connecting Prince George’s and Anne Arundel Counties
 - Phase II – Cheverly to Bladensburg Waterfront Park (Euclid Street Park to Lloyd St.)
2. Central Ave. (Blue Line Corridor) Connector Trail (Marvin Gaye Trail/Cap. Heights Metro to Largo Metro)
3. Rhode Island Avenue Trolley Trail (Armentrout Drive to Farragut Street)
4. Little Paint Branch Trail Extension
 - Phase I – Along Old Gunpowder Road (Denim Rd. to 900 ft. N. of Denim Road)
 - Phase II – multi-use facility across I-495/I-95 (Cherry Hill Rd.)
5. Piscataway Creek Trail (MD 223 to the Potomac River)
6. Oxon Run Trail (Southern Avenue to Naylor Road)
7. Henson Creek Trail Extension (Temple Hill Road to Suitland Parkway, including cross Beltway access)
8. Folly Branch Trail (MD 450 to Enterprise Golf Course)
9. Prince George’s Connector Trail (Chillum Road to Russell Avenue)
10. College Park Trolley Trail Extension (Greenbelt Road to Quimby Avenue)
11. Chesapeake Rail Trail (Seat Pleasant)