



PRINCE GEORGE'S COUNTY GOVERNMENT

OFFICE OF THE COUNTY EXECUTIVE

Aisha N. Braveboy
County Executive

September 29, 2026

Ms. Katie Thomson
Secretary, Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, Maryland 21076

Dear Secretary Thomson,

On behalf of Prince George's County Executive Branch and County Council, we submit our Fiscal Year 2027-2032 Consolidated Transportation Program (CTP) priority letter and project list for your consideration as the State finalizes the draft CTP. These priorities reflect our shared vision for addressing the County's most pressing transportation needs and advancing its economic potential.

We thank the Moore-Miller Administration for its continued partnership and support for investments that strengthen Prince George's County. This commitment is evident in the Administration's emphasis on transit-oriented development (TOD) and support for County-based businesses. The State's assistance in navigating and implementing the New Carrollton Better Utilizing Investments to Leverage Development (BUILD) award has been instrumental in advancing this critical transit hub. We also appreciate the State's continued leadership in urging the federal government to fulfill its commitment to locate the FBI headquarters in Greenbelt.

Prince George's County's transportation network provides a strong foundation for economic growth. With 15 Metro stations, eight MARC stations, one Amtrak station, and 11 forthcoming Purple Line stations, the County has a significant opportunity to connect communities, expand access to jobs, and help shift the Washington region's economic center of gravity eastward. Projects such as Sphere, the redevelopment of Six Flags, the Blue Line corridor, and New Carrollton illustrate the scale of this opportunity. Their success can benefit the entire State. We look forward to working with the State to build an integrated, multimodal transportation system that connects these investments and prioritizes the movement of people.

Our partnership also extends to the maintenance and appearance of our roadways. Upon taking office, County Executive Braveboy launched the Project Elevate Beautification initiative, mobilizing a countywide Strikeforce to strengthen litter removal, median maintenance, mowing and beautification efforts. These activities remain a top priority for the Braveboy Administration and will require additional resources and sustained coordination, particularly along State roads and medians, where conditions are highly visible to residents and visitors.

Close collaboration with the Maryland Department of Transportation (MDOT) and State Highway Administration (SHA) is essential to delivering these improvements promptly and effectively. We appreciate the strong working relationship established around this shared priority, including SHA's assistance following the September 3 storm that left hundreds of downed trees throughout the County.

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Continued coordination on regional planning initiatives, including the Transportation Planning Board's Visualize 2050 plan, is equally important to ensuring that interstate transportation investments reflect the interests of Prince George's County and Maryland. This coordination will be especially consequential as the Virginia Department of Transportation continues to pursue the proposed Southside Express Lanes project. Our ongoing partnership must ensure that any changes to the I-95/I-495 corridor and Woodrow Wilson Bridge serve the needs of County and State residents.

The Purple Line represents another major opportunity to strengthen regional connectivity. As the project approaches passenger service, we must redouble efforts to ensure safe access to stations and safe travel along and across the corridor. This work should include improvements to existing plans wherever necessary to protect pedestrians, bicyclists, transit riders, and motorists.

The County recognizes the fiscal constraints facing the State and supports efforts to establish a more structured and transparent project prioritization process through updates to Chapter 30. We also support a stronger connection between County priority letters, project scoring, and the CTP capital program.

As an active participant in this process, the County believes the revised framework must accommodate a forward-looking vision and direct investments toward areas with the greatest opportunity for growth. Project evaluation criteria should recognize the relationship between transportation and economic development, expand transportation choices, and address historic inequities in infrastructure investment and access.

The proposed schedule also places the deadline for County priority letters too close to the submission deadline for projects to be scored. Local jurisdictions need sufficient time to evaluate submissions and develop priority letters that meaningfully reflect the revised process. We therefore respectfully request continued flexibility in the proposed deadlines.

To build on this progress, we must seamlessly connect our transportation investments with our broader economic, environmental, and safety goals.

Economic Growth & Strategic TOD Integration

Connecting our vast multi-modal network—15 Metro stations, 8 MARC stations, 1 Amtrak station, and 11 upcoming Purple Line stations—presents an incredible opportunity to shift the Washington region's economic engine eastward. Key developments like the Sphere, Six Flags, the Blue Line Corridor, and New Carrollton will boost economic vitality across Maryland. To support this growth, MDOT should officially add **Downtown Largo** and four additional priority sites to the State-Designated TOD list. Furthermore, we request restored design funding for the Medical Center Drive bridge, traffic-calming redesigns for MD 214 (Central Avenue), and advancing full construction on the I-95/Greenbelt Metro interchange.

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Modal Choice & Public Transit Infrastructure

Driving economic development requires an integrated transit system focused on moving people efficiently. We recently rebranded our local bus system to **GoPGC** (including *GoPGC Link*, *Plus*, and upcoming *Express* lines). Because GoPGC operates in tandem with WMATA, we request that the State increase Locally Operated Transit Systems (LOTS) funding at the same rate as WMATA. Additionally, we ask the State to secure long-term WMATA funding, accelerate Bus Rapid Transit (BRT) improvements along Silver Hill Road, fully fund the Southern Maryland Rapid Transit (SMRT) project along MD 5/US 301 into construction, and ensure older Purple Line plans are updated to protect surrounding communities.

Vision Zero & Roadway Safety Upgrades

Transit improvements only succeed if riders can safely reach their destinations. Prince George's County leads the state in traffic injuries and fatalities, and because all 20 of our highest-risk corridors are State roads, MDOT must accelerate safety investments. We request urgent corridor safety redesigns—including continuous lighting, road diets, protected bike lanes, pedestrian refuge islands, and accelerated sidewalk construction. With the Purple Line opening in under two years, immediate pedestrian and bicycle access improvements are critical along high-crash state corridors like MD 193, MD 201, MD 410, and MD 450.

Corridor Maintenance & State Highway Improvements

Beyond targeted safety projects, maintaining overall roadway health and efficiency remains essential for daily commuters. Through *Project Elevate*, our local Strikeforce is tackling median mowing, litter pickup, and beautification. Because these efforts often cover State-maintained roads, close coordination with MDOT/SHA is critical—similar to SHA's vital assistance following the September 3 storm. Additionally, we urge the State to advance key highway priorities, including fast-tracking MD 210 interchange construction, finishing MD 4 at Suitland Parkway while adding Dower House and Westphalia road interchanges, advancing Phases II and III on US 1, widening MD 197, and moving forward on MD 223.

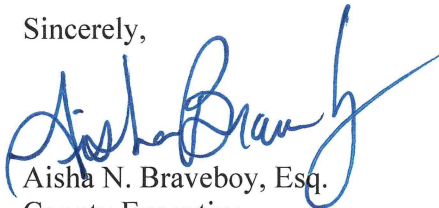
Regional Planning, Policy Alignment & Major Concerns

Maintaining clean, safe, and efficient corridors inside the County requires equal diligence regarding regional planning and state administrative processes. As we align with regional initiatives like *Visualize 2050*, we urge MDOT to protect Maryland residents regarding Virginia's proposed I-495 Southside Express Lanes (SEL) by requiring thorough public outreach, protecting local neighborhoods, and prioritizing rail transit solutions over toll lanes. Finally, regarding Chapter 30 updates, we ask MDOT to refine project scoring criteria to prioritize equity and modal choice, while offering flexible submission deadlines so local jurisdictions can develop fully aligned plans.

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We are One County United and are excited to work closely with the State in advancing opportunities of mutual benefit in support of a comprehensive multimodal transportation program that is financially stable and sustainable that places safety and equity as paramount in moving forward to the future. The expeditious advancement of the priorities expressed in this letter and attached list are designed to advance and strengthen the transportation interests of the County, the State and the Region. Thank you very much for your partnership and consideration of our expressed priorities.

Sincerely,


 Aisha N. Braveboy, Esq.
 County Executive


 Hon. Krystal Oriadha
 County Council Chair

Attachments

Cc: Eric C. Olson, Vice Chair, Prince George's County Council
 Sen. Ronald L. Watson, Vice Chair, Prince George's Senate Delegation
 Del. Nicole Williams, Chair, Prince George's County House Delegation
 Maxene M. Bardwell, Chief Administrative Officer, Office of the County Executive
 Mike Ashe, Chief of Staff, Office of the County Executive
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 Oluseyi A. Olugbenle, Acting Director, Department of Public Works and Transportation
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 Kevin Anderson, Chair, Prince George's County Planning Board, M-NCPPC
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 Darius A. Stanton, Director, Parks and Recreation, M-NCPPC
 Joe McAndrew, Assistant Secretary, Maryland Department of Transportation
 Drew Morrison, Assistant Secretary, Maryland Department of Transportation
 Geoff Anderson, Chief of Planning, Programming and Project Delivery, MDOT
 William Pines, Administrator, State Highway Administration, MDOT
 Tony Bridges, Administrator, Maryland Transit Administration, MDOT
 Victor Weissberg, Manager, Transportation Partnerships and Strategic Initiatives, DPW&T
 Kenneth Battle, Director, TIEE Committee, Prince George's County Council

**PRINCE GEORGE'S COUNTY
2026 PRIORITY PROJECTS LIST
MARYLAND DEPARTMENT OF TRANSPORTATION
CRITERIA FOR PRIORITY STATE PROJECTS**

The Maryland State Coordinated Transportation Program (CTP) Priority Projects List (the "List") is developed by staff of the Prince George's County Department of Public Works and Transportation (DPW&T) in consultation with the staff of the Maryland-National Capital Park and Planning Commission (M-NCPPC). The List is based on the collective input received by partner agencies and internal analysis. The CTP List is forwarded to the Prince George's County Executive and Prince George's County Council for review, approval, and transmittal to the Maryland Department of Transportation (MDOT) through a joint signature letter. Criteria used to prioritize the CTP List are as follows:

Safety Improvements – Employing the Safe Systems approach -- Each project is evaluated to determine the safety enhancements to be achieved for all users, with priority towards vulnerable road users and equity, in response to data and determined needs.

Revitalization, Resilience and Sustainability – Each project is reviewed to determine the project's contribution to Prince George's County's (the County's) revitalization, resilience and sustainability initiatives and improvements to each community's well-being and environmental sustainability through advancing pro-active, current, sound, and sensitive practices.

Economic Development – Each project is evaluated to determine the project's contribution to enhancing the County's economic development policies and goals as supportive of Prince George's County's General Plan, Plan 2035.

Transit – Each project is evaluated to determine the project's contribution to enhanced multimodal choices and mobility to improve transit services with emphasis on connecting people to places while addressing sustainability.

Equity and Access - Each project is evaluated to determine address of equity, and access for those in greatest need and where single occupancy vehicle ownership is the lowest. Recommended corridors and based upon utilizing existing recognized metrics.

Capacity/Congestion Mitigation Improvements – Each project is evaluated to determine the capacity improvements to be provided for the transportation facility users in response to needs such as significant congestion.

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. Project emphasis and priority is also considered on the basis of the positive trajectory of each project in order to ensure progress for the County.

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.

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

A. Transit Expansion and Funding:

1. Purple Line Corridor

Ensure timely and expeditious completion of construction of this vital project which is critical for New Carrollton to Bethesda access, mobility, regional connectivity and economic development. Maintain corridor aesthetics, safety and existing road and sidewalks during construction. Minimize any impacts of construction, business retention or displacement. Advance safety and spot improvements, with focus on improving safe access to and from TOD/Station areas as well as new connecting routes to the Purple Line. Partner with the County on additional improvements to provide enhanced safety, accessibility, identify bus bay/transfer locations, aesthetics and multi-modal and community connectivity. Provide coordination of transition from construction to operations.

2. GoPGC/LOTS Funding/Transit Vision Plan

Modernize, Implement, Maintain and Expand Community-Based Bus Services to address unmet or underserved transit demands (i.e., enhanced service for National Harbor/South County, Areas of Persistent Poverty and Historically Disadvantaged Communities).

- Climate Change Initiatives: Funding for a new transit facility and related zero emission buses (ZEB) and associated infrastructure and acquisitions. Identify locations and provide support for on-route charging stations along the Purple Line Corridor.

3. WMATA Funding

Maintain and enhance system improvements to deliver effective transit throughout the County and Region with emphasis on maintaining MetroBus and MetroRail service in the County, including, high-capacity transit routes, enhanced investment in TOD / Joint Partnerships, improved connectivity between activity centers. Advance and adequately fund recommendations from DMVMoves Initiative. The County appreciates partnering with WMATA to improve bus transit connectivity and securing additional state and federal investments to implement a strong, lasting system that safely, efficiently and equitably serves Prince Georgians.

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4. Southern Maryland Transit

Expand fixed guideway transit services. Branch Avenue Metrorail Station via National Harbor, south along the MD 5/US 301 Corridor to Charles County to relieve congestion in Prince George's County utilizing programmed funding and the authorized mechanism. With sufficient funds to enter this project into the NEPA process, this project must now be advanced through the formal planning and design process to achieve a preferred alternative and record of decision. State mandates need to be implemented.

5. Bus Rapid Transit (BRT)/High-Capacity Transit (HCT)

Utilize State Transit Priority Initiative Funding to advance fixed guideway/bus rapid transit/high-capacity transit treatments and services, beginning in FY '27. Avail existing funding including the State's bus priority initiative to further study and implement the Silver Hill Road (MD 458) Tactical Bus Lanes project, Annapolis Road corridor and New Carrollton/Largo corridor. Important for equity, mobility and sustainability as is vital for connecting communities.

6. I-95/I-495 Transit Connectivity

Connect transit Virginia to National Harbor and beyond via the Woodrow Wilson Bridge (WWB) for more robust transit connections between Maryland and Virginia. Improve multimodal mobility and related infrastructure within affected/impacted areas. This should include feasibility to connect rail (path to rail) including SMRT and extension of the Purple Line. Funding is needed to improve High-capacity transit with multiple connections to Prince George's County and short-term implementation strategies in coordination with WMATA/MDOT and the Virginia Department of Rail and Public Transportation (DRPT)/ Virginia Department of Transportation (VDOT).

6. MARC

Expand and enhance service along (Cornerstone / Growth & Investment Plan) the MARC Camden and Penn Lines and continued through service at Union Station connecting to Virginia Rail Express (VRE). Restore funding for the MARC Cornerstone / Growth and Investment Plan, as well as accelerated improvements for the Penn and Camden Lines (including major initiatives at New Carrollton, station / platform work at Laurel, as well as the Bowie and Seabrook MARC Stations).

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B. Transit Oriented Development:

State funding is needed for Transit Oriented Development (TOD) in Prince George's County as it is vital for economic development and smart growth. All of the TOD Centers on this list are important for the economic health and vitality of the State and the County and require significant support. However, it is imperative that the TOD's noted below that are not currently on the State's Designated List be added as soon as possible and in the priority order as provided.

Five critical TOD's in the County are not a part of the State's Designated List, The County requests that the following be expeditiously added and emphasized for funding:

- **Downtown Largo Metrorail Station/Blue Line Corridor Improvements Suitland Metro Station**
- **Hyattsville Crossing**
- **College Park Metro/Innovation Corridor/Discovery District**
- **Northern Gateway (Langley Park) Purple Line Stations**
- **West Hyattsville**

In addition, it is essential that the following State Designated TOD's receive funding and emphasis:

- **New Carrollton Transit Station**
- **Greenbelt Metro Station**
- **Branch Avenue Metrorail Station**
- **Bowie MARC Station**
- **Southern Avenue Metro Station**
- **Laurel MARC**
- **Naylor Road Metro**

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 ensure actual construction takes place. The recommended projects have been prioritized from a strategic planning effort to provide: (1) the greatest benefit to areas inside or adjacent to the Beltway; (2) priority safety improvements; and (3) economic development growth within the County. Historically, projects currently funded for construction in the 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:

1. MD 210 Piscataway Highway/Indian Head Highway Interchange and Intersection Improvements Phase II: Palmer Road / Livingston Road in hybrid with Old Fort Road. To be followed by subsequent interchanges as previously identified.	<i>Advance design and construction of remaining intersections</i> to improve safety for all modes including bike-ped facilities, relieve existing and projected congestion in the corridor and to support economic development. In coordination with the County, leverage alternative mechanisms to expedite, evaluate, and advance the next steps on interchanges and best allocations of revenues collected through the Video Lottery Terminal Fund or other funding avenues that can be directed towards transportation improvements in the MD 210 corridor.
2. I-95 / Greenbelt Metro Access	Complete the full interchange from I-95 / I-495 to the Greenbelt Metro Station and FBI relocation, support mixed use development and micromobility access around the Station. Improvements and funding are critical to realize the potential of this vital development opportunity.

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3. I-95 / I-495 at Medical Center Drive Widening / Interchange and Blue Line Corridor Improvements	Advance into construction the revised design for the Medical Center Drive Interchange and improvements for all Blue Line Corridor Stations to support the County platform for economic development including a bike-ped facility connecting the west side of I-495 to the Largo Metro/Medical Center Campus as part of the Central Avenue Connector Trail, by Restoring and Providing funding in order to: 1) Improve interchange capacity/reduce congestion; (2) Improve multi-modal corridor connectivity, safety and mobility; (3) Improve safety for vehicles, bicycles, and pedestrians; and Best assist in enabling economic development serving as a gateway for Downtown Prince George's County.
4. US 1 – Baltimore Avenue Roadway Reconstruction Phase II: MD 193 to Hollywood Rd. Phase III: Hollywood Road to I-95/I-495 To be advance through Planning and Design Process	Fund completion of planning and advance design of Phase II / III into construction to improve safety, provide streetscaping for community revitalization, improve transit access, bicycle and pedestrian safety and upgrade the Cherry Hill Road intersection.
5. MD 197 – Collington Rd. (US 50 to MD 450)	<i>Advance planning and design and provide funding for construction.</i> Improve safety, support roadway widening and economic development and provide safe bicyclist and pedestrian crossing treatments.
6. MD 717 – Water St. Bridge and Roadway Reconstruction	<i>Advance expedition of design completion and into construction.</i> Improve safety and resilience in the Upper Marlboro area by widening the bridge to accommodate pedestrian and bicycle facilities and raise to the maximum extent practicable to minimize flooding impacts.
7. US 301 – MD 197 Interchange (To be constructed in phases)	<i>Re-enter project into the CTP and advance design & construction.</i> Improve safety and relieve congestion in this rapidly developing commercial area also improve bicycle and pedestrian facilities.
8. MD 223 – Woodyard Rd./ Piscataway Rd. (MD 4 to Steed Rd.) Roadway	<i>Advance planning, design and construction.</i> Improve safety; relieve congestion; economic development; improve bicycle and pedestrian facilities. Advance critical improvements at intersection with Brandywine Rd./Old Branch Ave.

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Widening Bike/Ped Side Path	
9. MD 5 / US 301 to Charles County Lane Interchanges and Widening Surratt's Road Burch Hill Rd. (A-65)	<i>Provide funding to advance planning, design and construction</i> of this major multi-modal corridor project to relieve congestion to Charles County line, improve safety for all modes provide accommodation for bicyclists and pedestrians and enhance economic development.
10. MD 202 – Landover Road at Brightseat Road	<i>Advance planning, design and construction</i> Critical improvement for development of the former Landover Mall site.
11. MD 450 – Annapolis Road (Stonybrook Drive to MD 3)	<i>Advance design completion and fund construction.</i> Improve safety, support streetscaping, relieve congestion and enhance economic development.

B. Concept/Priorities Study:

1. MD 193 – University Blvd/Greenbelt Rd Phase I: US 1 to Hanover Parkway (Greenbelt Road Streetscape Improvement) Phase II: County Line to Adelphi Road Phase III: Greenbelt East Trail - Hanover Parkway to MD 450 (Annapolis Road)	<i>Move all phases into planning.</i> Improve pedestrian, bicycle and vehicular safety, intersection improvements, provide continuous LED street lighting and landscaping and community enhancement – critical as part of the Purple Line. Improvements. Short term improvements at key intersections are critical to address existing safety crisis. Phase III/Greenbelt East Trail is important in order to create a new bike/ped corridor in shoulder, connecting to the WB&A Trail.
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<p>2. MD 410 - East-West Highway / Riverdale Road / Veterans Parkway</p> <p>Phase I: MD 212 to MD 201</p> <p>Phase II: MD 212 to MD 650</p> <p>Phase III: MD 201 to Veterans Pkwy.</p>	<p><i>Complete planning and construction of all phases.</i> Improve safety (road diet), provide streetscaping for community and economic development, provide continuous overhead lighting and side paths on both sides of MD 410, provide safe bicycle and pedestrian crossings, including a signal and safety upgrade for two Sligo Creek Trail crossings (with MD 212 and MD 410) with overhead lighting.</p>
<p>3. MD 4 Corridor, Pennsylvania Ave Widening and Interchange Improvements</p> <p>Dower House Road Interchange relocation & short-term improvements</p> <p>Westphalia Road Interchange</p>	<p><i>Provide funding to advance planning.</i> Widening and Interchange <i>and construction</i>, relieve congestion, improve safety and enhanced access to employment centers in the MD 4 corridor and for Joint Base Andrews.</p>
<p>4. MD 458 – Silver Hill Road</p> <p>MD 5 -Branch Avenue to Suitland Road</p> <p>Suitland Road to MD 4</p> <p>MD 4 to Walker Mill Road</p>	<p><i>Advance into project planning.</i> Improve safety for all users and provide streetscaping, revitalization and continuous overhead lighting for community intersection improvements. Advance and provide maintenance for tactical bus lane treatments.</p>
<p>5. MD 212 – Riggs Road/Powder Mill Road</p> <p>Phase I: DC Line to Adelphi Road (PSAP Project)</p> <p>Phase II: Adelphi Road to Cherry Hill Road.</p>	<p><i>Advance into planning.</i> Improve safety for all users and provide streetscaping, revitalization, continuous overhead lighting and community intersection improvements. Vital for safety improvements. Phase I should be added to the Pedestrian Safety Action Plan list and expedited.</p>
<p>6. US 50 – John Hanson Highway (MD 704 to MD 197) New Interchange between MD 197 and MD 704</p>	<p><i>Initiate project planning.</i> Relieve congestion and improve safety.</p>

C. Gateway Beautification Projects:

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Funding is needed for enhancements / clean-up of smaller scope projects to improve aesthetics, LED street lighting, Stormwater Management (SWM), sidewalk, beautification, streetscaping and bicycle facilities to enhance public, motorized and non-motorized transportation safety at the entrances of the County from the Nation's Capital.

1. MD 218, Suitland Road
2. MD 4, Pennsylvania Avenue
3. US 50 / MD 201, John Hanson Highway / Kenilworth Avenue
4. MD 214, East Capitol Street
5. MD 210, Piscataway Highway/Indian Head Highway

D. Urban Reconstruction Priorities:

Funding is needed for projects that improve pedestrian, bicycle, and vehicular safety and provide street lighting and streetscaping to support the Vision Zero strategy and community enhancement.

1. MD 704, Martin Luther King Highway (Hill Road to MD 450), provide enhanced safety and bike ped corridor as continuation of WB&A trail.
2. Alt. US 1 at MD 450 Annapolis Road (Specific to The Peace Cross), provide enhanced safety.
3. MD 218 Suitland Road (DC Line to MD 458), provide enhanced safety, support economic development.
4. MD 212 Riggs Road (DC Line to Merrimac Drive), provide enhanced safety and connectivity. Advance segment as a Pedestrian Safety Action Plan (PSAP) corridor.
5. MD 4, Pennsylvania Avenue (DC Line to Silver Hill Road), provide enhanced safety.
6. MD 450, Annapolis Road

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7. MD 410 (Veterans Parkway) to MD 564 (Lanham-Severn Road)
8. Bladensburg Complete Street Project (Peace Cross to MD 202)

E. Vision Zero/High-Priority Network

Critical to the Vision Zero Safe Systems approach is the emphasis on a data driven solutions. The County uses a High-Priority Network (HPN) to guide countermeasure and project prioritization processes. The current HPN, was developed through data from the State and identifies the most dangerous corridors for bicycle and pedestrians as identified in the 2026-2030 Road to Zero Action Plan. The County strongly encourages the State to embrace the Safe Systems Approach and use the HPN to address roadway safety in Prince George's County.

F. Bicycle and Pedestrian Corridor Priorities:

Retrofitting existing State roadways to enhance and enable safe bicycle and pedestrian mobility in alignment with Vision Zero.

1. **Greenbelt East Trail:** Hanover Parkway to MD 450, with a connection to the WB&A trail.
2. **MD 193:** Provide sidewalks, designated bike lanes and safety improvements from the Montgomery County Line to MD 564, to be done in phases:
 - Phase I: Montgomery County Line to Adelphi Road (incl. SPACES program).
 - Phase II: US 1 to Hanover Parkway (Greenbelt Road Street Scape Improvement).
3. **MD 704:** Provide multi-use side path and protected bike lanes from MD 450/WB&A Trail Intersection at Business Parkway to Hargrove Road.
4. **MD 210 Pedestrian/Bicycle Study:** Bike lanes and sidewalk safety improvements; facility and access improvements along the MD 210 Corridor including MD 414 from MGM/National Avenue to Bald Eagle Road, and improvements for over / under passes and connecting Oxon Hill Cove Park.
 - *Advance the study into construction* that has identified and evaluated concepts for a pedestrian/bicycle facility adjacent or parallel to the MD 210 corridor between I-95/I-495 and Old Fort Road South.
 - *Advance the subsequent phases through full study and design process.*
5. **US 1:** Provide multimodal improvements from the DC line to the Howard County Line. The remaining locations to be done in following phases:

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- Phase I: MD 193 to I-95/ I-495
 - Phase II: Armentrout Drive to DC Line (extending the Trolley Trail)
 - Phase III: Contee Road to Howard County Line
 - Phase IV: I-95 / I-495 to Odell Road
6. **MD 450:** Provide road diet and restriping for designated bike lanes from west of MD 410 to the Baltimore-Washington Parkway.
 7. **MD 223:** Provide in phases multi-use side paths from MD 4 to Livingston Road:
 - Phase I: Steed Road to MD 5
 - Phase II: MD 5 to MD 4
 - Phase III: Livingston Road to Steed Road
 8. **Bowie Heritage Trail:** Completion of remaining elements, especially the section from the WB&A trail to Bowie State University (BSU) to coincide with TOD project at BSU/MARC Station.
 9. **Pedestrian Bridge over MD 214:** Construct a new pedestrian bridge over MD 214 in the vicinity of Hall Road.

G. Bike and Pedestrian Trail Priorities:

Dedicate funding for completion of and connection to trails to enhance the County and State railway network.

1. **Central Avenue Connector Trail** (Marvin Gaye Trail / Capitol Heights Metro to Largo Metro) Provide enhanced safety, connectivity and economic development in the County's top priority corridor. Advance the portion from Brightseat Road to Downtown Largo (bridge over I-95/I-495) through design and construction.
2. **Cheverly to Bladensburg Waterfront Park Trail**
3. **Suitland Parkway Trail** (DC Line to Westphalia Central Park)
4. **Little Paint Branch Trail Extension**
 - Phase I: Multi-Use Facility across I-495 / I-95 bridge (Cherry Hill Road)
 - Phase II: Along Old Gunpowder Road (Denim Road to 900 feet north of Denim Road and facility gaps north of Konterra Drive)
5. **The Fort Lincoln-Anacostia Riverwalk Trail connector** (Completion of the Maryland portion of this project, as District portion is funded)
6. **Piscataway Creek Trail** (MD 223 to the Potomac River)

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7. **Oxon Run Trail** (Southern Avenue to Naylor Road)
8. **Northern Prince George's East West Bikeway** (WB&A/Folly Branch connecting to the Northwest Branch Trail, as well as the East Coast Greenway)