



# PRINCE GEORGE'S COUNTY GOVERNMENT

## OFFICE OF THE COUNTY EXECUTIVE

Rushern L. Baker, III  
County Executive

November 2, 2017

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



Dear Secretary Rahn:

Enclosed is the Prince George's County Priority Projects List for the FY 2018-2023 State Consolidated Transportation Program (CTP). The list reflects the County's priorities with regard to State highway construction projects, transit, project planning starts, safety improvements, system preservation and gateway projects. Further, it advances the County's objectives related to Transit Oriented Development (TOD) and pedestrian and bicycle safety.

Each year, as we begin this process, we evaluate what has transpired since the last letter, and like you, we are very pleased to see the Purple Line finally moving forward. We appreciate the State's support in securing the Full Funding Grant Agreement from the federal government and enabling real work on the project to begin in Prince George's County. Breaking ground on this public-private partnership marks the beginning of the most important phase of a project that is highly needed, extensively studied and well planned. As this vital transit link comes on line, it will play a key role in increasing regional connectivity and relieving congestion.

While it is wonderful to see challenges being overcome to bring the Purple Line to reality, it is also critically important that the same thing happen for WMATA. The WMATA Compact partners must do what is necessary to assure that WMATA is well managed, capably staffed, and securely funded in order to fulfill its role in the regional transportation network. Its role as a regional transportation provider will become even more important as the region continues to grow and economic opportunities continue to expand.

We are also aware that Governor Hogan just recently announced plans to pursue public-private partnerships to expand capacity by adding toll lanes to MD 295, I-270, and I 95-495. While we are very interested in exploring additional measures to address congestion, we do not directly address this idea in our priority list because we have not yet received information on key issues such as the cost of the project, toll rates, traffic projections, environmental impacts, effect on existing properties, acquisitions, etc., that are necessary to evaluate the concept. Similarly, the County is concerned with the lack of substantive information on both the proposed Maglev and Hyper loop projects. We look forward to being provided with additional information so that we can determine how these proposals may fit within our transportation priority process.

Taken collectively, the Priority 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 which enables them to move about more freely, regardless of what mode of transportation they choose.

Because several key projects from previous lists are advancing, this list addresses other needed projects. Among them, for the FY 2018-2023 CTP, we highlight the following:

- **Pedestrian Safety Enhancements on State-maintained Roadways:** Projects that are intended to address safety, in particular those designed to reduce pedestrian crashes in Prince George's County, are paramount and can be found in a number of the different categories of the list including System Preservation, and Project Planning. Prince George's County strongly emphasizes that the State must continue to further efforts to implement safety features on and along State-maintained roadways. This must include the installation of continuous street lighting, crosswalks, sidewalks, as well as other measures. Prince George's County commends the State for implementing rapidly improving safety programs through such efforts as the Pedestrian Road Safety Audits, Community Enhancement projects. However, much more remains to be done, and we emphasize the need for continued focus and vigilance on this initiative.
- **MD 4 Corridor, Pennsylvania Avenue Interchange at Suitland Parkway:** This is one of Prince George's most important construction projects. Its original design with a flyover ramp was fully funded for construction and had even been advertised. However, the redesign of this project as presented by the State remains unacceptable and will not adequately serve the multiple demands of existing mission related growth at Joint Base Andrews, relieve congestion, and burgeoning development projects in the area.
- **MD 210, Indian Head Highway (Palmer Road @ Livingston Road West Interchange):** Advancing the work beginning at Kerby Hill Road further South along the MD 210 corridor is Prince George's County's number one priority for project planning. The County requests that the next intersection, Palmer Road at Livingston Road West, be advanced to construction as quickly as possible. 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 as a result of the passage of Senate Bill 1 during the 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 constructed is critical. This project will bring much needed streetscaping, and improved safety measures including sidewalk improvements to this highly congested and challenged section of US 1 in College Park.

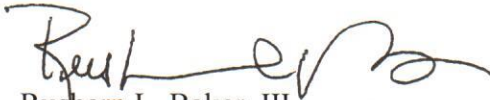
- **I-95/ Greenbelt Metro and Landover Mall Site Access:** These intersection projects remain critical to the County and the region. Safe and efficient access to the Greenbelt Metrorail station and the Landover Mall site from I-95 will stimulate continued economic development in these areas and assure their competitiveness once the FBI relocation process resumes.
- **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 center within the County.
- **MD 5, Branch Avenue:** The Branch Avenue Project, will provide improved traffic flow and new interchanges in the Branch Avenue corridor, in coordination with necessary fixed guideway transit is pivotal to relieving traffic congestion on MD 5. We strongly urge the State to finalize the remaining planning and design elements and move the Project forward into construction.
- **MD 4 Corridor, Pennsylvania Avenue Interchanges (Westphalia Rd, Dower House Road and MD 223 Woodyard Road).** In addition to moving forward with the construction of the MD 4 at Suitland Parkway project based on the original design with the flyover ramp, 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 as a result 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. 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. Further, funding is needed for additional Priority Corridor Network (PCN) routes in Prince George's County, for Transit Oriented Development around the 15 Stations in the County, and enhanced transit connectivity between activity centers.
- **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.

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- **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 areas; Prince George's Plaza, New Carrollton and Largo. The County appreciates the strong support and collaboration from the State to date on 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 advance economic development.
- **Purple Line Extended (New Carrollton to Largo):** With construction of the Purple Line to New Carrollton finally underway, 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.
- **Southern Maryland Transit:** Moving forward toward fixed guideway transit, and coordinating closely with the State Highway Administration on the MD 5 highway and interchange project will provide better regional connectivity and help relieve congestion in this very congested corridor.
- **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.

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,



Rushern L. Baker, III  
County Executive



Derrick Leon Davis  
Chairman, County Council

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cc: The Honorable James C. Rosapepe, Chair, Prince George's County Senate Delegation  
The Honorable Jay Walker, Chair, Prince George's County House Delegation  
The Honorable Tawanna Gaines, Chair, Transportation and Environment Subcommittee  
Maryland House Appropriations Committee  
The Honorable Dannielle M. Glaros, Vice Chair, Prince George's County Council  
The Honorable Mary A. Lehman, Member, Prince George's County Council  
The Honorable Deni Taveras, Member, Prince George's County Council  
The Honorable Todd M. Turner, Member, Prince George's County Council  
The Honorable Andrea Harrison, Member, Prince George's County Council  
The Honorable Karen R. Toles, Member, Prince George's County Council  
The Honorable Obie Patterson, Member, Prince George's County Council  
The Honorable Mel Franklin, Member, Prince George's County Council  
Nicholas A. Majett, Chief Administrative Officer, Office of the County Executive  
Barry Stanton, Deputy Chief Administrative Officer, Office of the County Executive  
Darrell B. Mobley, Director, Prince George's Department of Public Works  
and Transportation  
Bradley W. Frome, Assistant Deputy Chief Administrative Officer, Office of the County  
Executive  
David S. Iannucci, Assistant Deputy Chief Administrative Officer, Office of the County  
Executive  
Elizabeth Hewlett, Chair, Prince George's County Planning Board, M-NCPPC  
Gregory Slater, Administrator, Maryland State Highway Administration  
Kevin Quinn, Acting Administrator, Maryland Transit Administration

**PRINCE GEORGE'S COUNTY  
2018 PRIORITY PROJECTS LIST  
MARYLAND DEPARTMENT OF TRANSPORTATION PROJECTS**

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

**A. Transit Expansion and Funding:**

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| 1. | WMATA Funding   | Maintain needed capacity and effective transit services throughout the County with emphasis on more robust funding for MetroBus, MetroRail, additional PCN routes, enhanced investment in TOD, and improved connectivity between activity centers. |
| 2. | <i>TheBus</i>   | Expand community-based bus services to address unmet or underserved transit demands (i.e. enhanced service for National Harbor/South County).  |
| 3. | Prince George's County Transitway<br>(Priority Corridors from<br>COG TLC Study) | Study of expanded fixed guideway transit services along identified corridors to meet economic development at Largo, Branch Avenue, and MGM National Harbor   |
- Purple Line Extension (Inner and Outer alignments)  
Outer: New Carrollton to Virginia in phases
    - New Carrollton to Largo,
    - Largo to Branch Ave.
    - Branch Avenue to National HarborInner: New Carrollton to Virginia via  
Garrett Morgan, Suitland and National 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 to DC Streetcar
  - Greenbelt to Konterra

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| 4. | 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 Alternatives Analysis.  |
| 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. Greenbelt Metro Station
2. New Carrollton Transit Station
3. Largo Metrorail Station
4. Branch Avenue Metrorail Station
5. Prince George's Plaza Metro Station
6. Suitland Metro Station

7. College Park Metro Station/M-Square Purple Line Station
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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| 1. | 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 through a completed interchange, and support mixed-use economic development around the Station. |
| 2. | US 1, Baltimore Avenue<br>(College Avenue to I-95/495)<br>Roadway Reconstruction<br>(To be completed in phases)<br>Phase I- College Avenue to MD 193<br>Phase II – MD 193 to Hollywood Rd.<br>Phase III – Hollywood Rd. to I-95/I-495 | Improve safety; provide streetscaping for community revitalization; improve transit access; and upgrade Cherry Hill road intersection.  |
| 3. | MD4, Pennsylvania Avenue<br>Widening and Interchange Improvements<br>Suitland Parkway (flyover ramp)  | Relieve congestion; Improve safety; and provide access to at employment centers in MD 4 corridor  |



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| 4.  | MD 197, Collington Road<br>(US 50 to MD 450)   | and for Joint Base Andrews.<br>Relieve congestion; improve<br>safety; and support<br>Roadway Widening; economic<br>development.                     |
| 5.  | MD 5, Branch Avenue<br>Interchanges and Widening <ul style="list-style-type: none"> <li>• Surratts Road</li> <li>• Burch Hill Road (A-65)</li> </ul> | Relieve congestion; improve<br>safety; and support<br>economic development.   |
| 6.  | MD 450, Annapolis Road<br>(Stonybrook Drive to MD 3)   | Relieve congestion;<br>improve safety; and support<br>roadway widening; economic<br>development.  |
| 7.  | US 301/MD 5 (TB-Charles Co. Line)  | Upgrade existing corridor to relieve<br>congestion  |
| 8.  | MD 223, Woodyard Road<br>(Steed Road to MD 4)<br>Roadway Widening  | Relieve congestion; improve<br>safety; and provide<br>capacity for economic development;<br>intersection improvements.                              |
| 9.  | MD 201, Kenilworth Avenue<br>Extended (I-95/495 to US 1)   | Relieve congestion;<br>improve safety; and provide<br>access for economic<br>development and the Greenbelt<br>Metrorail Station from US 1 Corridor. |
| 10. | US 301 - MD 197 Interchange<br>(To be constructed in phases)   | Improve safety and relieve<br>congestion in this rapidly developing<br>commercial area.   |

**B. Project Planning Start Priorities:**

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| 1. | MD 210, Indian Head Highway<br>Interchange and Intersection<br>Improvements<br>(To be redesigned and constructed in phases)<br>Phase II – Palmer Road/<br>Livingston Road<br>Phase III – Oxon Hill Rd. /<br>Old Fort Rd. | Redesign and construction is<br>needed of seven failing intersections<br>to relieve existing and projected<br>congestion, as well as<br>support economic<br>development. |
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| <p>2. MD 193, University Blvd.<br/>(to be completed in phases)<br/>Phase I (MD 650 to Adelphi Rd.)<br/>Phase II (US 1 to Hanover Pkwy.)</p>  | <p>Improve pedestrian and vehicular safety, intersection improvements, provide street lighting, community enhancement. It is absolutely critical to improve pedestrian safety as the Purple Line project is constructed.</p> |
| <p>3. MD 4 Corridor, Pennsylvania Avenue<br/>Widening and Interchange Improvements</p> <ul style="list-style-type: none"> <li>• Westphalia Road Interchange</li> <li>• Dower House Road Relocation /Interchange and short term improvements</li> <li>• MD 223 Interchange</li> </ul> | <p>Relieve congestion; improve safety; and provide access to employment centers in MD 4 corridor and for Joint Base Andrews mission related growth.</p>  |
| <p>4. MD 458 Silver Hill Road</p> <ul style="list-style-type: none"> <li>• MD 5 to Suitland Rd.</li> <li>• Suitland Rd. to MD 4<br/>MD 4 to Walker Mill Rd.</li> </ul>   | <p>Improve safety for all users and provide streetscaping; revitalization; an continuous overhead lighting for community intersection improvements</p>   |
| <p>5. MD 410, East-West Highway/<br/>Riverdale Road<br/>(To proceed in phases)<br/>Phase I: MD 212 to MD 500 (road diet)<br/>Phase II: MD 201 to MD 650<br/>Phase III: Veterans Pkwy to MD201</p>  | <p>Improve safety, provide streetscaping for community and economic development, provide continuous overhead lighting.</p>   |
| <p>6. US 50/MD 201<br/>(East of MD 704 to South Dakota Avenue)<br/>Interchange and Corridor<br/>Improvements</p>   | <p>Gateway beautification, relieve flooding, congestion, and improve safety on these key inter-state links.</p>  |
| <p>7. MD 717, Water Street<br/>Geometric Roadway Reconstruction<br/>Upgrades</p>   | <p>Improve safety in Upper Marlboro area by raising MD 717 out of floodplain.</p>  |
| <p>8. MD 202 @ I-95/495 &amp; Brightseat Road</p>  | <p>Improve for economic development, safety, community enhancement and congestion relief</p>   |
| <p>9. MD 212, Powder Mill Road<br/>(Pleasant Acres Drive to I-95)<br/>Roadway and Intersection</p>   | <p>Improve safety and support economic development.</p>  |

Reconstruction

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|-----|---|---|
| 10. | Ritchie Marlboro Road @ I-95/495                                    | Relieve congestion; address capacity issues; and support economic |
| 11. | US 50, John Hanson Highway<br>(MD 704 to MD 197)<br>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. US 50/MD 201 John Hanson Highway/Kenilworth Ave. (new)
3. MD 214, East Capitol Street
4. MD 210, Indian Head Highway
5. Alt US 1, Bladensburg Road
6. MD 332, Old Central Ave.
7. MD 500, Queens Chapel Road
8. MD 4, Pennsylvania Avenue
9. MD 212, Riggs Road
10. MD 650, New Hampshire Avenue
11. US 1, Rhode Island Avenue
12. I-295

**D. System Preservation/Safety and Neighborhood Conservation Construction Priorities:**

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

1. MD 500, Queens Chapel Road  
(DC line to MD 208)
2. MD 704, Martin Luther King Hwy  
(Hill Road to MD 450)
3. MD 410 East-West Highway  
(Ager Road to Adelphi Road/  
Queens Chapel Road)
4. Alt. US 1 MD @ 450 Annapolis Road  
(Specific to Peace Cross) Geometric improvements  
for vehicular, bicycle and  
pedestrian safety
5. MD 218 Suitland Road  
(DC Line to MD 458)
6. MD 4, Pennsylvania Avenue  
(DC Line to Silver Hill Road)
7. MD 214, Central Avenue  
(DC line to Pepper Mill Drive) Sidewalk, bicycle and safety  
improvements, signals at Metro  
Access entrance and 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 Norton Rd.)

14. MD 414, Oxon Hill Road  
(Brinkley 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 Oxon Hill Bike Trail)
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) (6)
  - 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 - Forestville Road 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. Connector Trail (Marvin Gaye Trl./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)