

**COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND**  
**SITTING AS THE DISTRICT COUNCIL**  
**2009 Legislative Session**

Resolution No. CR-54-2009  
Proposed by The Chairperson – (by request – Planning Board)  
Introduced by Council Members Bland and Knotts  
Co-Sponsors \_\_\_\_\_  
Date of Introduction July 21, 2009

**RESOLUTION**

1 A RESOLUTION concerning

2 Prince George's Countywide Master Plan of Transportation

3 For the purpose of proposing amendments to the Adopted Countywide Master Plan of  
4 Transportation, and directing that a public hearing be held to receive testimony on the proposed  
5 amendments.

6 WHEREAS, on October 2, 2007, the County Council of Prince George's County,  
7 Maryland, sitting as the District Council, directed The Maryland-National Capital Park and  
8 Planning Commission to reinstate the update to the Prince George's Countywide Master Plan of  
9 Transportation, in order to develop a comprehensive approach to implementing the  
10 recommendations of the 2002 General Plan and to ensure that future development is consistent  
11 with County policies and the endorsed the goals, concepts and guidelines prepared by the  
12 Planning Board pursuant to Section 27-643 of the Zoning Ordinance; and

13 WHEREAS, the Planning Board granted permission to print the Preliminary Countywide  
14 Master Plan of Transportation on December 11, 2008; and

15 WHEREAS, pursuant to Section 27-645(b) of the Zoning Ordinance, the plan proposals for  
16 public facilities were referred to the County Executive and the District Council for review, and  
17 were subsequently endorsed for inclusion in the Master Plan proposal; and

18 WHEREAS, the District Council and the Planning Board held a duly-advertised joint public  
19 hearing on the Preliminary Countywide Master Plan of Transportation on February 3, 2009; and

20 WHEREAS, the Planning Board held work sessions to consider the public hearing  
21 testimony on April 9<sup>th</sup> and 16th, 2009; and

1 WHEREAS, on April 23, 2009, the Planning Board, in consideration of the public hearing  
 2 testimony, adopted the master plan and endorsed the sectional map amendment with revisions, as  
 3 described in Prince George's County Planning Board Resolution PGCPB No. 09-61, and  
 4 transmitted the plan and sectional map amendment to the District Council on May 7, 2009; and

5 WHEREAS, the District Council held a work session on June 9, 2009 and considered  
 6 hearing testimony and proposed amendments to the adopted plan and endorsed sectional map  
 7 amendment, and decided to hold a second joint public hearing to allow public comment on  
 8 proposed amendments to the adopted plan, as described in this resolution.

9 NOW, THEREFORE, BE IT RESOLVED by the County Council of Prince George's  
 10 County, Maryland, sitting as the District Council for that part of the Maryland-Washington  
 11 Regional District in Prince George's County, Maryland, that at the forthcoming joint public  
 12 hearing, testimony shall be accepted concerning the following amendments proposed by the  
 13 District Council:

## **AMENDMENTS TO THE ADOPTED COUNTYWIDE MASTER PLAN OF TRANSPORTATION**

### **AMENDMENT 1**

Chapter IV, *Trails, Bikeways and Pedestrian Mobility*

- Add to the Table 1 and the corresponding maps of recommendations the additional trail, bikeway and pedestrian facilities contained in **Attachment One** to this Resolution, attached hereto and incorporated as if fully expressed herein.

### **AMENDMENT 2**

Chapter IV, *Trails, Bikeways and Pedestrian Mobility*

- Commencing on page 8, delete the section entitled "Potomac Heritage Scenic Trail."
- At the point of this deletion, add the section included in **Attachment Two** to this Resolution, attached hereto and incorporated as if fully expressed herein.

### **AMENDMENT 3**

Chapter VII, *Strategic Transportation Policy and Master Plan Implementation*

- Delete Chapter VII, *Strategic Transportation Policy and Master Plan Implementation*, as contained in the Adopted *Countywide Master Plan of Transportation*.
- Replace with Chapter VII, *Strategic Transportation Policy and Master Plan Implementation* as contained in **Attachment Three** to this Resolution, attached hereto and incorporated as if fully expressed herein.

**AMENDMENT 4**

Chapter III, *Introduction*

Page 3:

Correct last full sentence in the left column to read: “The Developed Tier consists of 86 square miles[,] bounded on the west by the District of Columbia and Montgomery County, and on the north and east by the Capital Beltway, but including . . .”

**AMENDMENT 5**

Chapter IV, *Trails, Bikeways and Pedestrian Mobility*

Page 6:

Add the following to the Introduction:

**Bike Facility Definitions**

1. Bike Lanes - On-road dedicated one-way bicycle facilities. Roads are signed and signalized for bicycle use.
2. Buffered Bike Lanes - On-road & off-road dedicated one-way bicycle facilities. Roads are signed and signalized for bicycle use.
3. Bicycle Buffers - A combination of physical space and horizontal elements, such as stone, brick, concrete, berms, fences or walls, and on-road striping, established to mitigate tension between vehicles, bicycles, and pedestrians.
4. Sidepaths and Multi-Use Pathways – Off-road bi-directional multi-use facilities adjacent to major roads.
5. Shared Use Roads – Roads and shared space used by bicycle and vehicles. Shared use roads can contain painted markings on travel lanes, or bicyclists can utilize wide outside lanes and wide shoulders or on-road shared space that can be signed and/or signalized)
6. Hard Surface Trails - Recreational trails and other multi-use bi-directional trails.
7. Natural Surface Trails – Unpaved trails and footpaths for hiker, biker and equestrian use.
8. Equestrian trails - Trails for equestrians and hikers only (bicycles prohibited).
9. Water Trails – Kayak, boat, and canoe trails for water craft.
10. Bicycle-Compatible Road – Roads that are designed to be compatible with bicycle and pedestrian facilities and that facilitate these modes of transportation. A “bicycle compatible” road recommendation means that the road should incorporate the appropriate or feasible bicycle facility. Appropriateness is evaluated by the Planning Board and the implementing agency for each specific project depending on community needs,

environmental constraints, and right-of-way constraints, with final determination by the County Council. Due to site-specific constraints, the road agencies frequently need flexibility when determining the most effective way to accommodate bikes along a particular road.

11. Walkable Nodes – Areas that support a dynamic mix of uses and that serve as a destination for pedestrians, bicyclists, and drivers who want to park their cars once and walk to their destinations. Walkable nodes contain “complete streets” as defined in this plan.
  12. Bicycle (Bike) Route: A segment of a system of bikeways designated by the jurisdiction or agency having authority with appropriate directional and informational markers and signage, with or without a specific bicycle route number.
  13. Bikeway: A thoroughfare or trail suitable for bicycles that may either exist within the right-of-way of other modes of transportation, such as highways, or along separate and independent corridors.
- Add the following footnote to “Bike Facility Definitions”:  
Note: All facilities evaluated according to the standards approved by the Planning Board, with final determination by the County Council. Facilities on roads owned and maintained by the Maryland State Highway and the Prince Georges County Department of Public Works and Transportation are subject to review by the respective agency for consistency with their agency standards.

## **AMENDMENT 6**

Chapter IV, *Trails, Bikeways and Pedestrian Mobility*

Page 6:

Under Policy #1, between the word “features” and “in,” add the clause, to the extent practical and feasible.

## **AMENDMENT 7**

Chapter IV, *Trails, Bikeways and Pedestrian Mobility*

Page 7, Add

Policy 12:

Develop a safe school routes strategy as an integral part of a comprehensive Prince George's County Complete Streets Policy.

Strategies:

Coordinate the county Complete Streets policy with school route analysis and planning by the Prince George's County Planning Department, Prince George's County Board of Education and Prince George's County Department of Public Works and Transportation.

**AMENDMENT 8**

Chapter IV, *Trails, Bikeways and Pedestrian Mobility*

Page 7, Reword Policy 11, Strategy 5 to read:

Develop tours of the full range of county historical, cultural and natural resources and other significant features along and near major commuting and recreational streets, roads and highways throughout Prince George's County through cooperative efforts with local, municipal, private, and federal historical and other agencies.

**AMENDMENT 9**

Chapter IV, *Trails, Bikeways and Pedestrian Mobility*

Page 8:

Under Policy #1, include the words where practical and feasible at the end of the sentence.

**AMENDMENT 10**

Chapter IV, *Trails, Bikeways and Pedestrian Mobility*

Table 1, Pages 13-29:

Each time in the chart that a sidewalk is recommended for an open section, include the words if practical and feasible for that sidewalk recommendation.

**AMENDMENT 11**

Chapter IV, *Trails, Bikeways and Pedestrian Mobility*

Table 1, Page 23:

Add to the entry for Powder Mill Road (Project #118): "Continuous sidewalks and designated bike lanes recommended."

**AMENDMENT 12**

Chapter IV, *Trails, Bikeways and Pedestrian Mobility*

Amend the text and corresponding table and map entries for the following items as shown below:

1. Page 13, Table 1 Trails and Bikeways Recommendations. No. 4 Gunpowder Road Shared-Use Path and Bike Lanes. Add after the second sentence (ending with "... West Laurel"): "The bike lanes should extend north on Bond Mill Road to Brooklyn Bridge Road. The bike lanes should then extend west to the Montgomery County line and east to the City of Laurel." Conform Map 1, Trails, Bikeways and Pedestrian Mobility Recommendations, page 61, to show the bike lanes from Route 198 to Powder Mill Road.
2. Page 21, Table 1, Trails and Bikeways Recommendations. No. 87 Contee Road. Delete the phrase "if right-of-way constraints allow" at end of the "Comments". Add "From US 1 west to Cherry Lane there shall be sidewalks and designated on-road Bike Lanes".

3. Page 21, Table 1, Trails and Bikeways Recommendations. No. 88 Odell Road.  
Reword the Project Limits entry to indicate that:
  - (a) This discontinuous road is interrupted by the CSX rail tracks and US 1
  - (b) Part of the Project Limits is through an industrial park.
4. Page 21, Table 1, Trails and Bikeways Recommendations. No. 89 Sellman Road.  
Change "Project Limits" to end at US 1. Add to "Comments" "Designated Bike Lanes shall be provided". Conform Map 2, Trails, Bikeways and Pedestrian Mobility Recommendations, page 62, to show the Project Limits extending to Cherry Hill Road.
5. Page 21, Table 1, Trails and Bikeways Recommendations. No. 91 Beaverdam Road.  
Change "Facility Type" to "Designated On-Road Bike Lanes". Change the "Comments" entry to "Designated bike lanes shall be provided."
6. Page 23, Table 1, Trails and Bikeways Recommendations. No. 111 Muirkirk Road.  
The "Project Limits" should extend west to "A-3". Add to "Comments" "... and to A-3 south of the Konterra Town Center". Conform Map 1, Trails, Bikeways and Pedestrian Mobility Recommendations, page 61, to show the Project Limits extending to A-3.
7. Page 23, Table 1, Trails and Bikeways Recommendations. No. 112 Van Dusen Road.  
Change "Facility Name" to "Contee Road Extended (A-6)". Change "Facility Type" to "Sidewalks and Designated On-Road Bike Lanes". Change "Project Limits" to "Old Gunpowder Road to Van Dusen Road".
8. Page 23, Table 1, Trails and Bikeways Recommendations.  
New Project Van Dusen Road Realigned.
  - Add "Facility Name" as "Van Dusen Road". Add "Facility Type" as "Sidewalks and Designated On-Road Bike Lanes".
  - Add "Project Limits" as "Old Gunpowder Road to Konterra Town Center".
  - Add to the "Comments" entry: "The existing portion of Van Dusen Road across this area will be realigned as part of the planned Konterra project and is expected to connect directly to the Town Center over I-95. No alignment is set at this time. These facilities will improve access to Fairland Regional Park and the planned Konterra Town Center."
  - Conform Map 1, Trails, Bikeways and Pedestrian Mobility Recommendations, page 61, to show the Project crossing I-95 into the Town Center and connecting to A-3.
9. Page 23, Table 1, Trails and Bikeways Recommendations. No. 113 Virginia Manor Road.  
Change "Facility Name" to A-56. Extend the project limits to Sunnyside Road.
10. Page 23, Table 1, Trails and Bikeways Recommendations. No. 115 Odell Road. Change "Facility Type" to "Designated Bike Lanes". Change the "Comments" entry to "Designated bike lanes shall be added to this road."

11. Page 23, Table 1, Trails and Bikeways Recommendations. No. 117 Powder Mill Road. Change “Facility Type” to “Designated Bike Lanes”. Change the “Comments” entry to “Designated bike lanes shall be added to this road.”
12. Page 23, Table 1, Trails and Bikeways Recommendations. No. 118 Powder Mill Road. Add to “Comments” after the first sentence “Designated bike lanes shall be added to this road.”
13. Page 23, Table 1, Trails and Bikeways Recommendations. No. 119 Springfield Road. Change “Facility Type” to “Designated Bike Lanes”. Change the “Comments” entry to “Designated bike lanes shall be added to open sections where feasible.”
14. Map 1, Trails, Bikeways and Pedestrian Mobility Recommendations, page 61, delete the proposed park trail parallel to the ICC from US 1 to east of A-3.
15. Page 24, Table 1, Trails and Bikeways Recommendations. No. 122 Rhode Island Trolley Trail. Change “Facility Type” to include “Designated Bike Lanes”. In the “Comments” add “Designated Bikes Lanes shall be provided from Greenbelt Road north to Quimby Avenue.” Conform Map 1, Trails, Bikeways and Pedestrian Mobility Recommendations, page 61, to show the Project Limit as Quimby Avenue.
16. Table 1, Trails and Bikeways Recommendations. Unnumbered. Edgewood Road. Add a Project for Bike Lanes on Edgewood Road from US 1 east to 53<sup>rd</sup> Avenue.
17. Table 1, Trails and Bikeways Recommendations. Unnumbered. Montgomery Road. Add a Project for Bike Lanes on Montgomery Road from US 1 west to Powder Mill Road consistent with the existing CIP Project.
18. Delete recommendation added to Map 2, Trails, Bikeways and Pedestrian Mobility Recommendations, page 62, and Table 1, Bikes and Trails, page 13, by Provision (“bullet”) 5 of Prince George's County Planning Board Resolution PGCPB 09-61: Pedestrian bridge from College Park

### **AMENDMENT 13**

Chapter IV, *Trails, Bikeways and Pedestrian Mobility*

Page 8, After Policy 6, add:

Policy 7

Konterra streets and trail system.

- a. Primary roads are to have sidewalks and designated bike lanes.
- b. Town Center streets should reflect the County Complete Streets Policy.
- c. The trail system on the perimeter of the Town Center should connect to Ammendale Road as a shared-use sidepath along Van Dusen Road Extended (A- 3)

- Conform Map 1, Trails, Bikeways and Pedestrian Mobility Recommendations, page 61, to:
  - a. Reflect the amendment, immediately above.
  - b. Show the Konterra streets and trail system with a perimeter trail around the Town Center and connecting to Van Dusen Road Extended (A-3) and south along Van Dusen Road Extended (A-3) to Ammendale Road.

## **AMENDMENT 14**

Chapter IV, *Trails, Bikeways and Pedestrian Mobility*:

Page 6, Add to the end of the Introduction:

### **Maryland State Highway Administration**

The Maryland State Highway Administration (SHA) has developed a statewide network of bicycle routes using on-road and off-road facilities. The routes are contained in *Maryland's Bicycle Map* produced by the SHA. The SHA recognizes bicycling as a legitimate mode of transportation and recreation and addresses the needs of cyclists on all roadway improvement projects where appropriate and feasible to do so. In 2003 the SHA developed a statewide network of bicycle routes, and many of these routes are in Prince George's County. The stated purpose of the effort was to provide long-distance touring cyclists direction and guidance when crossing the state. The routes were developed in cooperation with Maryland's Bicycle and Pedestrian Advisory Committee and input from local cycling organizations and citizen members. The State's effort is being phased in until all of the routes as indicated on *Maryland's Bicycle Map* are complete. In Maryland, the bicycle is defined as a vehicle and as such is required to operate under the same rules and regulations as a motorized vehicle. Cyclists are required to obey all traffic signals and signs.

For safety, the SHA recommends:

- Riding in the same direction as motorized traffic.
- Stopping for all pedestrians.
- Yielding to equestrians.
- Sharing the road and trail.
- Being courteous
- Wearing an approved bicycle helmet
- Using lights at night

All persons in Maryland under the age of 16 are required by law to wear a bicycle helmet when on public property. Some local jurisdictions carry their own restrictions for helmet use. In Prince George's County, the State law prevails for bicycle helmet use.

### **Washington Metropolitan Area Transit Authority's "Metro Bike 'N Ride Bicycle Program"**

Metro offers cyclists the Bike 'N Ride program. Metro recognizes the bicycling can be an easy and inexpensive way to get to a Metro Station, a bus stop or park and ride lot. Metro is working to promote bicycling as a healthy, environmentally friendly way of getting around Prince George's County. Their efforts are an important part of the region's commitment to improving mobility and protecting the environment.



Many Metro stations have facilities for bicycle storage so you can ride your bicycle to a station, leave it there, and take Metrorail or Metrobus. Their storage facilities include bicycle parking racks for free and lockers for rent. These facilities are available on a first-come, first-serve basis. Two types of racks can be found at Metrorail stations, Inverted U racks and Rally III racks. For more information contact Metro at the following address:

Washington Metropolitan Area Transit Authority  
Bike 'N Ride Program  
Office of Marketing, 6th floor  
600 5th Street, NW  
Washington, DC 20001  
202-962-1116

#### **AMENDMENT 15**

Chapter IV, *Trails, Bikeways and Pedestrian Mobility*

Table 1, Trails and Bikeways Recommendations

Page 20, Item 79

- Dower House Road Sidewalks and Designated Bike Lane:  
Extend project limit to Melwood Hills Community Park.

#### **AMENDMENT 16**

Chapter IV, *Trails, Bikeways and Pedestrian Mobility*

Page 22, Item 102

Table 1, Trails and Bikeways Recommendations

- Dangerfield Road Sidewalks and Bikeway: Terminate sidewalks recommendation at Sonar Road.

#### **AMENDMENT 17**

Chapter IV, *Trails, Bikeways and Pedestrian Mobility*

Table 1, Trails and Bikeways Recommendations

Page 22, Item 104

- Surratts Road Sidewalks and Bikeway: Revise project limit for sidewalks recommendation to: “Brandywine Road to Dangerfield Road.”

#### **AMENDMENT 18**

Chapter IV, *Trails, Bikeways and Pedestrian Mobility*

Table 1, Trails and Bikeways Recommendations

Page 24, Item 130

Brandywine Road Sidewalks and Bike Trails: Add the following entry in the Comments section:

- Evaluate the need for sidewalks along MD 223 outside the segment within the Developing Tier. Otherwise project limits for sidewalks terminate at the Developing Tier—Rural Tier boundary.

#### **AMENDMENT 19**

Chapter V, *Fixed Guideway Transit*,

Page 32, Table 2

- Under US 1, Change “MPOT Recommendation” to read: “Metrorail Green Line extension from Greenbelt to the County line via stations at Powder Mill Road, Muirkirk Road and Laurel.”

#### **AMENDMENT 20**

Chapter V, *Fixed Guideway Transit*,

Page 33

- Delete the first two paragraphs of the section entitled “Transit-Oriented Development in Prince George's County.”
- Replace with the following:  
There is no one definition of “good” TOD. It varies greatly depending on the location, even within the same metropolitan area, or in this case, within the same county and can be influenced or defined by the types of transit service that are available, or planned, to support the development. It is essentially compact, transit-supporting, mixed-use development that integrates land use and density, site design, parking, and accessibility into a development pattern that is consistent with the General Plan vision for a particular area of the county. What is appropriate and desirable TOD at a General Plan Metropolitan Center such as New Carrollton may not be the optimum growth and development pattern for a Regional Center such as Naylor Road. For purposes of the strategic transportation systems and facilities planning on which this functional master plan is premised, TOD represents an opportunity to significantly increase transit use, reduce vehicle miles traveled and automobile trips or divert more of the latter to transit.

The General Plan places a high growth and development priority on those centers that also are Metrorail stations which represent the most substantial county and state investment in the regional transit system. Transit-oriented development at these centers present both an opportunity and a challenge to maximize return on that extensive public investment by creating cost-effective and environmentally sustainable multi-modal mobility options to the highest demand destinations in the county. TOD strategies and policies are discussed in greater detail as a strategic transportation planning strategy in Chapter VII: Strategic

Transportation Policy and Plan Implementation.

Goal: Maximize benefits from public investment in the transit infrastructure to all users, while capitalizing on opportunities for attracting the quality TOD land use patterns prescribed in the General Plan.

- Renumber Policies 2—5 as Policies 1—4, respectively.

**AMENDMENT 21**

Chapter VI, *Streets, Roads and Highways*

Page 36:

Change “MD 200” to MD 200 (ICC).

**AMENDMENT 22**

Chapter VI, *Streets, Roads and Highways*

Page 36, Amend Policy 1 to read:

- Evaluate the operational and environmental feasibility of restoring A-58, or a functional operational equivalent, to the county highway network. The evaluation should consider the feasibility of restoring a state-maintained arterial facility to the county highway network, between an intersection with MD 197 in Prince George's County and with MD 424 in Anne Arundel County, and contingent upon the facility being added to the SHA Highway Needs Inventory and extended into Anne Arundel County.
- Evaluate the operational and environmental feasibility of an interchange ramp from John Hanson Highway (US 50) to Melford Boulevard (C-309), subject to the ramp being able to satisfy National Environmental Policy Act (“NEPA”) and FHWA interstate access permit requirements.

**AMENDMENT 23**

Chapter VI, *Streets, Roads and Highways*

Page 36

Add a Strategy 5 to Policy 2, as follows:

- Review street and road design standards, regulations and guidelines with both county and state operating agencies to ensure full and continual consideration of pedestrian mobility and safety requirements, particularly in the Developed and Developing Tiers, and within and near all General Plan Centers and corridor nodes.

**AMENDMENT 24**

Chapter VI, *Streets, Roads and Highways*

Page 37

Policy 5, Strategy 1

Add:

- The Maryland-National Capital Park and Planning Commission, Prince George's County Department of Public Works and Transportation and the City of Greenbelt should work collectively to address both (1) the failing levels of service (LOS) of Hanover Parkway and Cherrywood Lane, and (2) all other traffic and operational challenges associated with the buildout land use projected by the Master Plans for this part of Prince George's County.

## **AMENDMENT 25**

Chapter VI, *Streets, Roads and Highways*

Delete the following from the text, Table 3 and corresponding maps of recommendations:

- Crescent Road (C-216)
- Ora Glen Drive (C-217)
- Ridge Road (C-219)

## **AMENDMENT 26**

Chapter VI, *Streets, Roads and Highways*

Pages 34–46

Amend the text and corresponding table and map recommendations to read:

- For C-225, Cooper Lane – Old Landover Road to Annapolis Road:  
Amend configuration to read “2–4 lanes.”
- For C-338, Glenn Dale Road – Annapolis Road to Enterprise Road:  
Amend configuration to read “2–4 lanes.”
- For C-347, Ardmore-Ardwick Road – Martin Luther King, Jr., Highway to Lottsford-Vista Road:  
Amend configuration to read “2–4 lanes.”

## **AMENDMENT 27**

Chapter VI, *Streets, Roads and Highways*

Page 42

- Metzerott Road (C-218): Amend the text and corresponding table and map recommendations to read: “Two lanes between New Hampshire Avenue (MD 650) and University Boulevard (MD 193).”

## **AMENDMENT 28**

Chapter VI, *Streets, Roads and Highways*

Table 3, Streets, Roads and Highway Facility Recommendations

Pages 44

- Dangerfield Road (C-510): Amend the table and corresponding map recommendations to read: “Two

lanes. Four lanes only at approaches to the intersection with Woodyard Road.”

## **AMENDMENT 29**

Chapter VI, *Streets, Roads and Highways*

Map Identifier 15, Page 117

- Croom Road Relocated (MC-602): Amend the text and corresponding table and map recommendations to show the correct project limits between Old Crain Highway (C-603) and Croom Road (C-615).

## **AMENDMENT 30**

Chapter VI, *Streets, Roads and Highways*

Amend the text and corresponding table and map entries for the following items as shown below:

1. Page 39, Table 3, Streets, Road and Highways Facility Recommendations, A-1 Sandy Spring Road. Change “Lanes” from “6” to “4”.
2. Page 41, Table 3, Streets, Road and Highways Facility Recommendations, A-6 Contee Road Extended. Change “Lanes” from 6” from “Old Gunpowder Road to Baltimore Avenue” to “4” from “Old Gunpowder Road to Sweitzer Lane” and “6” from “Sweitzer Lane to Baltimore Avenue”. Reduce Right of Way for the western segment, between Old Gunpowder Road and Sweitzer Lane to “80 feet”.
3. Page 41, Table 3, Streets, Road and Highways Facility Recommendations, A-8 Powder Mill Road. Change “Lanes” from “6” from “Montgomery County to Baltimore Avenue” to “2” from “Montgomery County to Collier Road”, “6” from “Collier Road to Ammendale Road”. Reduce Right of Way to “80 feet”.
4. Page 42, Table 3, Streets, Road and Highways Facility Recommendations, C-110 Greencastle Road. Change “Lanes” from “4” to “2”.
5. Page 42, Table 3, Streets, Road and Highways Facility Recommendations, C-112 Powder Mill Road. Change “Project Limits” from “Old Gunpowder Road to Kenilworth Avenue Extended” to “Old Gunpowder Road to Baltimore Avenue” and “Baltimore Avenue to Kenilworth Avenue Extended”, and change the “Lanes” to conform from “4” to “2” and “4”, respectively.
6. Page 42, Table 3, Streets, Road and Highways Facility Recommendations, C-113 Bond Mill Road. Change “Lanes” from “4” to “2”.
7. Page 42, Table 3, Streets, Road and Highways Facility Recommendations, C-114 Cypress Street. Delete.
8. Page 42, Table 3, Streets, Road and Highways Facility Recommendations, C-117 Brooklyn Bridge Road. Change “Lanes” from “4” to “2”.

9. Page 42, Table 3, Streets, Road and Highways Facility Recommendations, C-118 Rhode Island Avenue. Change “Lanes” from “4” to “2”. Change “Project Limits” to “Greenbelt Road to Quimby Avenue”.
10. Page 42, Table 3, Streets, Road and Highways Facility Recommendations. Delete *C-119 Old Sandy Spring Road.* ”.
11. Page 42, Table 3, Streets, Road and Highways Facility Recommendations, C-132 Montpelier Drive. Change “Lanes” from “4” to “2”.
12. Page 42, Table 3, Streets, Road and Highways Facility Recommendations, C-133 Briggs Chaney Road. Change “Lanes” from “4” to “2”.
13. Page 42, Table 3, Streets, Road and Highways Facility Recommendations. Delete *C-135 Contee Road/Cherry Lane.* ”.
14. Page 42, Table 3, Streets, Road and Highways Facility Recommendations, C-207 Riggs Road. Change “Lanes” from “4” to “2” from the segment “Adelphi Road to Powder Mill Road.”
15. Page 46, Table 3, Streets, Road and Highways Facility Recommendations, P-200Autoville Drive. Change Project Limits from “Fox Street to Cherry Hil Road” to “Cherry Hill Road to Hollywood Road”.

**AMENDMENT 31**

Chapter VI, *Streets, Roads and Highways*

Map 6, Page 108:

Depict Hampton Park Boulevard (I-413) as completed from Central Avenue to Walker Mill Road.

1 BE IT FURTHER RESOLVED that, pursuant to Section 27-646 of the Zoning Ordinance, a  
2 public hearing shall be scheduled to receive testimony on these proposed amendments, and a  
3 copy of this Resolution shall be transmitted to the Prince George's County Planning Board, to  
4 request that its comments be submitted to the Council prior to action on the amendments.

5 BE IT FURTHER RESOLVED that the District Council, after holding a joint public  
6 hearing with the Planning Board, may reconsider each amendment, and may approve the  
7 Countywide Master Plan of Transportation with all, any one or more, or none of the proposed  
8 amendments.

Adopted this 21<sup>st</sup> day of July, 2009.

COUNTY COUNCIL OF PRINCE GEORGE'S  
COUNTY, MARYLAND, SITTING AS THE  
DISTRICT COUNCIL FOR THAT PART OF  
THE MARYLAND-WASHINGTON REGIONAL  
DISTRICT IN PRINCE GEORGE'S COUNTY,  
MARYLAND

BY: \_\_\_\_\_  
Marilynn M. Bland  
Chairperson

ATTEST:

\_\_\_\_\_  
Redis C. Floyd  
Clerk of the Council