

Preliminary Bowie-Mitchellville and Vicinity Master Plan

Public Facilities Report

July 29, 2021

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Public Facilities Report

The public facilities report is submitted pursuant to Section 27-645(b)(1) of the Prince George's County Code which requires that prior to adoption or amendment of any preliminary plan, the Planning Board shall submit its proposals for public facilities in the plan to the District Council and County Executive to review, provide written comments, and identify any inconsistencies between the public facilities proposed in the plan and any existing or proposed state or county facilities including roads, highways, and other public facilities. The tables below identify the proposed public facilities to implement the vision and goals of the master plan. Most of the proposed public facilities are not included in the county's Capital Improvement Program (CIP) or state's Consolidated Transportation Program (CTP) for funding.

This report includes a review of all recommended state and County facilities and whether they are included in the current six-year capital improvement program (CIP) for the County. There are a variety of CIP projects that are designated as "Countywide" projects. These projects include Countywide ADA right-of-way modifications, bridge repair and rehabilitation, access to bus and Metrorail transit, pedestrian safety improvements, traffic congestion improvements, and transportation enhancements, among others. These Countywide CIP projects could be components of, or contribute to, this plan's recommended transportation facilities, however, since the specific locations of these projects are not included in the CIP project descriptions, the recommended transportation facility is not considered to be in the CIP.

This also applies to state capital programs, such as the Maryland Consolidated Transportation Program (CTP) or the State Capital Improvement Program for Bowie State University, and to the Capital Improvement Programs for the Washington Suburban Sanitary Commission or the Maryland-National Capital Park and Planning Commission.

It is important to remember: a Capital Improvement Program is generally a six-year program; this master plan contains recommendations for new and improved public facilities over a 25-year period.

LEGEND:

M-NCPPC: The Maryland-National Capital Park and Planning Commission

TBD: Specific jurisdiction of a proposed project will be determined as they advance through a planning or development process. Section XIV: Implementation Framework, of the Preliminary Master Plan contains more information about potential lead and supporting implementation partners.

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Table 1: Parks and Recreation Facilities

New/ Existing	Implementation Action	State/County/ M-NCPPC/ Other/TBD	Anticipated Timeframe	In Current County CIP/State CTP Y/N
New	Utilize mandatory park dedication process and Formula 2040 Urban Park Typology to develop park facilities at BSU MARC Campus Center at the following locations. See Figure 2: BSU MARC Campus Center Proposed Concept Plan (Three-Dimensional View) and Map 49: Recommended Public Facilities: <ul style="list-style-type: none"> a. Community plazas within University Village b. Linear parks in University Village c. Linear parks in North Village d. Community park in the Office and Research Campus 	TBD	Long-Term	N
New	Carry forward Bowie State MARC Station Sector Plan-recommended parkland acquisitions: Addition to Horsepen Branch Neighborhood and Stream Valley Park (approximately 65 acres). See Strategy PF 7.2.	M-NCPPC	Mid-Term	N
New	Carry forward Bowie State MARC Station Sector Plan-recommended parkland acquisitions: Addition to Adnell Neighborhood Park (approximately 7 acres).	TBD	Mid-Term	N
New	Secure 20-acre parkland dedication from National Capital Business Park development along Leeland Road, with trail connections north through the Collington Branch Stream Valley Park, and to the future South Lake and Liberty Sports Park Developments.	M-NCPPC	Mid-Term	N
New	Develop community park facilities at M-NCPPC-owned property (Tax ID 3422599) adjacent to Liberty Sports Complex to complement athletic facilities and connect with the Collington Local Employment Area.	TBD	Mid-Term	

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New/ Existing	Implementation Action	State/County/ M-NCPPC/ Other/TBD	Anticipated Timeframe	In Current County CIP/State CTP Y/N
New	Evaluate the feasibility of developing trail connections within Archer Tract Park (Tax IDs 1571819, 1658590) to connect Free State Shopping Center and Hilltop Plaza along MD 450. See Table 35: Recommended Parks, Recreation, and Open Space Improvements.	M-NCPPC	Mid-Term	N
New	Construct the planned Green Branch Multifield Sports Complex adjacent to Prince George’s Stadium on M-NCPPC-owned land at 4101 Robert Crain Highway (Tax IDs 2827715, 0796979, and 0801191). DPR will produce a master park development plan that will feature additional athletic fields, youth sports programming, and tournament sports opportunities.	M-NCPPC	Mid-Term	Y CIP # 4.99.0069
New	Explore paved trail opportunities along the Patuxent River edge of the Bowie Race Track site to connect the WB&A Trail, and the M-NCPPC-owned Patuxent River Park facilities at Horsepen Branch Park (Tax ID 1700954) and Saddlebrook East Park (Tax ID 2928711).	M-NCPPC	Mid-Term	N
New	Support partnership between the State of Maryland, the City of Bowie, Bowie State University, and the owners of the Bowie Race Course and Training Center, approximately 180.844 acres consisting of all of the land located at 8311 Race Track Road (Tax ID 1679893) 8406 Race Track Road (Tax ID 1679851) 8408 Race Track Road (Tax ID 1679844) 8410 Race Track Road (Tax ID 1661099) to facilitate adaptive reuse or redevelopment of the Bowie Race Track for public or university recreational purposes pursuant to a Joint Use Agreement between BSU and the City of Bowie. The Joint Use Agreement was approved by the Bowie City Council through Resolution R-87-20 on December 7, 2020.	Other	Ongoing	N

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New/ Existing	Implementation Action	State/County/ M-NCPPC/ Other/TBD	Anticipated Timeframe	In Current County CIP/State CTP Y/N
Existing	Add 20,000 nonaquatic square footage to the Bowie Community Center (3209 Stonybrook Drive) and 20,000 nonaquatic square footage to the South Bowie Community Center (1717 Pittsfield Lane) to meet Formula 2040 Level of Service needs for Park Service Areas 3 and 6. Specific property acquisition to be determined.	M-NCPPC	Mid-Term	N
Existing	Expand Glenn Dale Community Center (11901 Glenn Dale Blvd) into multigenerational facility to meet Formula 2040 LOS needs for Park Service Area 3 (outside plan area boundary).	M-NCPPC	Mid-Term	Y CIP # 4.99.0066
New	Construct a new multigenerational facility on M-NCPPC property near Randall Farm to meet Formula 2040 LOS needs for Park Service Area 6 (outside plan boundary).	M-NCPPC	Mid-Term	N
Existing	Complete park renovation of Sandy Hill Park.	M-NCPPC	Short-Term	Y CIP # 4.99.0151
New	Determine the feasibility of creating a linear active recreation park from Bowie Gateway (in Bowie Local Town Center) to Prince George's Stadium (in the Established Communities), including a pedestrian crossing of the F-10 freeway. This park should include playgrounds, shared-use paths, exercise equipment, and other outdoor recreation uses, such as a climbing wall. This park would include city-owned parcels at 16401 Harbour Way (Tax ID 0818773), 4220 Robert Crain Highway (Tax ID 0818765), and 4400 Mitchellville Road (Tax ID 2976868) and a privately-owned parcel east of US 301 (Tax ID 3149275). See Figure 1: Bowie Gateway Concept Plan and Table 35: Recommended Parks, Recreation, and Open Space Improvements.	TBD	Long-Term	N
New	Utilize mandatory park dedication process and Formula 2040 Urban Park Typology to develop a plaza at Bowie Town Center. See Map 49: Recommended Public Facilities.	TBD	Long-Term	N

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New/ Existing	Implementation Action	State/County/ M-NCPPC/ Other/TBD	Anticipated Timeframe	In Current County CIP/State CTP
New	Evaluate the potential of acquiring properties east of MD 3 (Robert Crain Highway) north of Forest Drive for the protection of the Patuxent River (See Table 35: Recommended Parks, Recreation, and Open Space Improvements.)	M-NCPPC	Short-Term	Y/N N

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Table 2: Fire/Emergency Medical Services Facilities

New/ Existing	Implementation Action	State/County/ M-NCPPC/ Other/TBD	Anticipated Timeframe	In Current County CIP/State CTP
				Y/N
New	Carry forward the recommendations of the 2008 <i>Approved Public Safety Facilities Master Plan</i> to construct a new Beechtree fire/EMS facility near the intersection of US 301 (Robert Crain Highway) and Leeland Road.	Prince George's County Fire/EMS Department	Mid-Term	Y CIP # 3.51.0003
New	Inventory fire suppression water supply, such as ponds, water tanks, and fire hydrants in the or serving Rural and Agricultural Area to determine if additional infrastructure is necessary and where it should be located (Prince George's County CIP ID# 3.51.0029).	Prince George's County Fire/EMS Department	Ongoing	Y CIP # 3.51.0029
New	Carry forward the recommendations of the 2008 <i>Approved Public Safety Facilities Master Plan</i> to construct a new fire/EMS station near the intersection of Woodmore and Mount Oak Roads.	Prince George's County Fire/EMS Department	Mid-Term	Y CIP # 3.51.0026

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Table 3: Public Water and Sewer Facilities

New/ Existing	Implementation Action	State/County/ M-NCPPC/ Other/TBD	Anticipated Timeframe	In Current County CIP/State CTP Y/N
New	Extend public water and sanitary sewer service to serve new development at the BSU MARC Campus Center. Amend the 2018 Prince George’s County Water and Sewer Plan to clarify that the entire BSU MARC Campus Center is in Water and Sewer Category 5 or below. Public water and sanitary sewer service should only be provided to this area from the BSU campus, or along utility or road rights-of-way, and under no circumstances should properties in the Rural and Agricultural Areas along or abutting such water and sewer extensions have access to public water and sewer, nor should they be considered eligible for reclassification out of the Rural and Agricultural Area because of the presence of water and sewer transmission lines serving BSU or the BSU MARC Campus Center.	WSSC, Property Owner(s)	Short-Term	N

Table 4: Other Public Facilities

New/ Existing	Implementation Action	State/County/ M-NCPPC/ Other/TBD	Anticipated Timeframe	In Current County CIP/State CTP Y/N
New	Construct a Convocation Center for BSU in the University Village area.	BSU	Mid-Term	N
Existing	Acquire and adaptively reuse public facility buildings, wherever possible, including those that have been declared surplus by government agencies, for recreational purposes, as a means of redevelopment or economic revitalization, and to meet future public facility needs.	PGOCS	Ongoing	N

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Table 5: Transportation Facilities (Specific)

New/ Existing	ID	Name	Implementation Action	From	To	Min ROW	Right-of- Way Type	Lanes	Juris- diction	Anticipated Timeframe	In Current County CIP/ State CTP Y/N
Existing	A-23	MD 450 (Annapolis Road)	Expand or contract roadway to four lanes	Entire Plan Area		120'	Arterial	4	State	Mid- to Long-Term	N
			Improve signage to discourage regional traffic from using MD 450 (Annapolis Road) to bypass US 50 (John Hanson Highway).							Short-Term	N
			Add Minimum 10-foot side Shared Use Paths on both sides of MD 450	Race Track Road	MD 3					Mid-Term	N
			Add Minimum 10-foot side Shared Use Paths on both sides of MD 450	MD 193	Moylan Drive					Mid-Term	N
			Redesign the intersection of MD 450 (Annapolis Road) and Millstream Drive/Stonybrook Drive as a roundabout to slow traffic and enhance a sense of place for travelers entering Free State Shopping Center and Bowie Marketplace.	MD 197	Race Track Road					Short- to Mid-Term	N
Redesign the intersections of MD 450 (Annapolis Road) and Race Track Road; MD 450 and Superior Lane; MD 450 and Bel Air Drive; and MD 450 and Moylan Drive as fully protected intersections to reduce illegal speeding, clarify routes for people driving, walking, and bicycling, and to enhance a sense of place for travelers.	Moylan Drive	Race Track Road	Short- to Mid-Term	N							

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New/ Existing	ID	Name	Implementation Action	From	To	Min ROW	Right-of- Way Type	Lanes	Juris- diction	Anticipated Timeframe	In Current County CIP/ State CTP Y/N
Existing	A-23	MD 450 (Annapolis Road)	Install minimum eight-foot-wide sidewalks and separated bicycle lanes in both directions along MD 450 (Annapolis Road) from Moylan Drive to Racetrack Road.	Moylan Drive	Race Track Road	120'	Arterial	4	State	Short- to Mid-Term	N
			Provide shared-use paths, wide sidewalks, and designated bicycle lanes at appropriate locations along MD 450 (Annapolis Road) from Free State Shopping Center and Bowie Marketplace to West Bowie Village. This will provide safe and convenient pedestrian and bicycle access to Free State Shopping Center and Bowie Marketplace from the MD 197 corridor and West Bowie Village.	Race Track Road	Church Road					Mid-Term	N

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New/ Existing	ID	Name	Implementation Action	From	To	Min ROW	Right-of- Way Type	Lanes	Juris- diction	Anticipated Timeframe	In Current County CIP/ State CTP Y/N
Existing	A-24	MD 197 (Collington Road)	<p>To maximize connectivity and cohesion within Bowie Local Town Center, implement a variety of pedestrian enhancements to MD 197 (Collington Road) between US 50 (John Hanson Highway) and US 301 (Robert Crain Highway), including, but not limited to:</p> <ol style="list-style-type: none"> 1. Leading Pedestrian Interval at all intersections. 2. Median refuge areas consistent with Americans with Disabilities Act, AASHTO, and County standards to provide sufficient space for persons with disabilities and families with small children. 3. Sufficient crossing times 4. Curb extensions <p>Reduce to four lanes, 8-foot-wide Sidewalks, Barrier-separated bicycle lanes</p>	US 301	Northview Drive	120'	Arterial - Plan Center	4	State	Long-Term	N

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New/ Existing	ID	Name	Implementation Action	From	To	Min ROW	Right-of- Way Type	Lanes	Juris- diction	Anticipated Timeframe	In Current County CIP/ State CTP Y/N		
Existing	A-24	MD 197 (Collington Road)	Reduce to four lanes, Minimum 10-foot-wide Shared-Use Path on both sides	Northvie w Drive	US 50	120'	Arterial	4	State	Long-Term	N		
			Add 12-foot minimum Shared-Use Path (both directions), Add Bicycle lanes (both directions)	US 50	Old Annapolis Road					2 to 4	State	Mid-Term	N
			Widen Sidewalks/Sidepath to 12-foot Shared-Use Path, Bicycle Lanes (Both directions)	Old Annapolis Road	MD 450					2 to 4	State	Mid-Term	N
Existing	A-24	MD 197 (Laurel Bowie Road)	Entire Plan Area	Entire Plan Area		120'	Arterial	4	State	Long-Term	N		
			Minimum 8-foot-wide Sidewalks	MD 450 (Annap olis Road)	Old Chapel Road					Mid-Term	N		
			Construct separated bicycle lanes in both directions along MD 197 (Laurel Bowie Road) from MD 450 (Annapolis Road) to Old Chapel Road.	MD 450	Old Chapel Road					Mid-Term	N		
			Minimum 10-foot-wide Shared-Use Paths in both directions	Old Chapel Road	Old Laurel Bowie Road					Mid-Term	N		
			Construct pedestrian and bicycle facilities along each side of the MD 197 (Laurel Bowie Road) overpass and safe, barrier-separated pedestrian facilities on the bridge.	BSU	Lemons Bridge Road					Long-Term	N		

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Existing	A-25	Mitchellville Road	Barrier-separated Bicycle Lanes, 10-foot-wide Shared-Use Path (north side), 6-foot-wide sidewalk (south side)	MD 197	Mount Oak Road	120'	Arterial	4	County	Long-Term	N
Existing	A-26	Mount Oak Road	Minimum 10-foot-wide Shared-Use Path (both directions)	Mitchellville Road	Church Road (C-300)	120'	Arterial	4	County	Mid-Term	N
Existing	A-27	MD 193 (Enterprise Road)	10-foot-wide minimum Shared-Use Paths (both directions)	Entire Plan Area		100'	Arterial	4	State	Mid-Term	N
			10-foot-wide minimum shared-use paths in both directions	MD 214	MD 450				State	Mid-Term	N
			10-foot-wide minimum Shared-Use Paths (both directions)	MD 450	US 50				State	Mid-Term	N
			10-foot-wide minimum Shared-Use Paths (both directions)	US 50	Woodmore Road				State	Mid-Term	N
			10-foot-wide minimum Shared-Use Paths (both directions)	Woodmore Road	MD 214				State	Mid-Term	N
		MD 193 (Watkins Park Drive)	10-foot-wide minimum Shared-Use Paths (both directions)	MD 214	Oak Grove Road	100'	Arterial	4	State	Mid-Term	N

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New/ Existing	ID	Name	Implementation Action	From	To	Min ROW	Right-of- Way Type	Lanes	Juris- diction	Anticipated Timeframe	In Current County CIP/ State CTP Y/N
New	A-61		Construct a four-lane arterial road (A-61) west of, and parallel to F-10 from Mount Oak Road south toward Upper Marlboro to replace Robert Crain Highway and to provide access to properties that currently access or front the west side or median of US 301 (Robert Crain Highway).	Leeland Road	Mount Oak Road	120	Arterial	4	TBD	Long-Term	N
			Construct bicycle lanes with a landscaping buffer and eight-foot sidewalks on both sides of A-61							Long-Term	N
Existing	C-300	Church Road	Sidewalks, Bicycle lanes	MD 450	Church Road 90-degree turn	80'	Collector	2	County	Mid-Term	N
			Road diet from 4 to 2 lanes with turn lanes when necessary	Old Church Road	Mt Oak Road	90'				Short-Term	N
			Create 10-foot-wide minimum shared-use paths in both directions along Church Road from Oak Grove Road to Old Church Road.	Old Church Road	Oak Grove Road					Mid-Term	N
			10-foot-wide minimum Shared-Use Paths (both directions)	Mt Oak Road	MD 214	90'				Mid-Term	N
			10-foot-wide minimum Shared-Use Paths (both directions)	MD 214	Oak Grove Road	90'				Mid-Term	N

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Existing	C-300	Old Church Road	Create sidewalks and a shared roadway (sharrows) along Old Church Road from Church Road to Old Annapolis Road.						County	Long -Term	N
New	C-300		Create a 12-foot-wide shared-use path from Loganville Street to Old Church Road, crossing the utility corridor.	Loganville Street	Old Church Road	20'			County	Long-Term	N
Existing	S-301		Rename the section of Church Road between Old Annapolis Road to Church Road 90-degree turn, approximately 700 feet north of Fairwood Parkway, as Old Church Road.	Old Annapolis Road	700 ft. N of Fairwood Pkwy.				County	Short-Term	N
Existing	C-301	Chestnut Avenue	Sidewalks, Buffered bicycle lanes	Steeple-chase Road	12th Street	80'	Collector	2	County	Mid-Term	N
		Highbridge Road	10-foot-wide minimum Shared-Use Paths (both directions)	MD 450	Old Chapel Road					Mid-Term	N
		Highbridge Road/Chestnut Ave	10-foot-wide minimum Shared-Use Paths (both directions)	Old Chapel Road	Steeple chase Road					Mid-Term	N
Existing	C-302	Fairwood Parkway	8-foot-wide minimum Sidewalks, Bicycle lanes	MD 450	Church Road	80'	Collector	3	County	Mid-Term	N
Existing	C-303	Old Chapel Road	Sidewalks, Bicycle lanes	High-bridge Road	MD 197	80'	Collector	2	County	Mid-Term	N
Existing	C-304	Mitchellville Road	Buffered bicycle lanes, 10-foot-wide Shared-Use Path, 6-foot-wide sidewalk	Mount Oak Road	US 301	80'	Collector	4	County	Mid-Term	N

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Existing	C-305	Mount Oak Road	Buffered bicycle lanes, Sidewalks	Mitchellville Road	US 301	90'	Collector	4	County	Mid-Term	N
Existing	C-306	Northview Drive	Minimum 10-foot-wide Shared-Use Paths on both sides	Mitchellville Road	New Haven Drive	90'	Collector	4	County	Mid-Term	N
Existing	C-307	Excalibur Road	Separated Bicycle Lanes, 10-foot-wide Shared-Use Path on north side, 6-foot-wide sidewalk on south side	Evergreen Parkway	US 301	80'	Collector	2	County	Mid-Term	N
Existing	C-308	Mitchellville Road	Separated bicycle lanes, 8-foot-wide minimum Sidewalks, on-street parking	US 50	MD 197 (Collington Road)	100'	Collector - Plan Center	2	County	Mid-Term	N
Existing	C-309	Melford Boulevard	Separated bicycle lanes, 8-foot-wide minimum Sidewalks, on-street parking	US 301	Curie Drive	100'	Collector - Plan Center	2	County	Mid-Term	N
Existing	C-310	Race Track Road	10-foot minimum Shared-Use Paths (both directions), Bicycle lanes	Idlewild Drive	Old Chapel Road	90'	Collector	2	County	Mid-Term	N
			10-foot minimum Shared-Use Paths (both directions)	MD 450	Idlewild Drive	90'	Collector	4	County	Mid-Term	N
Existing	C-311	Old Chapel Road	Sidewalks, Bicycle lanes	MD 197 (Laurel Bowie Road)	Race Track Road	80'	Collector	2	County	Mid-Term	N
Existing	C-312	6th Street/Ducket town Road	Minimum 10-foot-wide Shared-Use Path on north side	130 feet east of Horsepen Road	Springfield Road	80'	Collector	2	County	Mid-Term	N

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Existing	C-313	Old Laurel Bowie Road	Minimum 10-foot-wide Shared-Use Paths	Maple Avenue	MD Route 197	90'	Collector	2	County	Mid-Term	N
Existing	C-314	Race Track Road	10-foot minimum Shared-Use Paths (both directions), Bicycle lanes	Jericho Park Road	MD 197 (Laurel Bowie Road)	90'	Collector	2	County	Mid-Term	N
Existing	C-314	MD 564 (11th Street/Race Track Road)	Minimum 10-foot-wide Shared-Use Path, Bicycle lanes	Elm Avenue		100'	Collector	2	State	Mid-Term	N
Existing	C-314	MD 564 (Chestnut Avenue/11th Street)	6-foot-wide Sidewalks, Bicycle Lanes	9th Street	Elm Avenue	90'	Collector	2	State	Mid-Term	N
			Provide marked crosswalks on all legs of the intersection of 11th Street and Chestnut Avenue						County, State, City of Bowie	Short-Term	N
			Work with State to make the Chestnut Avenue/11th Street bridge more welcoming with the addition of murals or use of translucent materials to create more pleasant active transportation experience.						TBD	Short-Term	N
			Widen the Chestnut Avenue/11th Street bridge to facilitate a safer, more comfortable pedestrian and bicycle crossing, by providing a barrier-separated pedestrian and bicycle pathway connecting Old Town Bowie. See Figure 10: Bridge Addition and Existing Bridge.						State	Long-Term	N

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Existing	C-314	MD 564 (9 th Street)	Minimum 10-foot-wide Shared-Use Path, Sidewalks, Bicycle Lanes, on-street parking Provide marked crosswalks on all legs of the intersections of Old Town Bowie along the MD 564 corridor at the intersections of: <ul style="list-style-type: none"> MD 564 (9th Street) and Chestnut Avenue MD 564 (9th Street) and Chapel Avenue 	Chestnut Avenue	10 th Street	90'	Collector	2	State	Mid-Term	N
									County, State, City of Bowie	Short-Term	N
Existing	C-314	MD 564 (Lanham Severn Road)	Minimum 10-foot-wide Shared-Use Path, Sidewalks, Bicycle Lanes, on-street parking	MD 564 (9th Street)	Springfield Road	90'	Collector	2	State	Mid-Term	N
	C-315	Jericho Park Road	8-foot minimum Sidewalks, Barrier-separated bicycle lanes, on-street parking	MD 197 (Laurel Bowie Road)	Race Track Road	93'	Collector - Urban	2	County	Mid-Term	N
	C-315	Race Track Road	10-foot minimum Shared-Use Paths (both directions), Bicycle lanes	Old Chapel Road	Jericho Park Road	90'	Collector	2	County	Mid-Term	N
	C-342	Fletchertown Road	10-foot minimum Shared-Use Paths (both directions)	High-bridge Road	Hill-meade Road	80'	Collector	2	County	Mid-Term	N

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	C-377	Fairmont Drive	Sidewalks, Bicycle lanes	Summit Point Blvd.	Market Place	80'	Collector	2	County	Short-Term	N
	C-377	Summit Point Boulevard	Sidewalks, Bicycle lanes	Old Central Avenue	Fairmont Drive	80'	Collector	2	County	Short-Term	N
	C-378	Gwynn Brook Way	Sidewalks, Bicycle lanes	US 301	Fairmont Drive	80'	Collector	2	County	Short-Term	N
	E-1	MD 214 (Central Avenue)	10-foot-wide minimum Shared-Use Paths (both directions)	US 301	Queen Anne Bridge Road	100'	Expressway	2	State	Long-Term	N
	E-1	MD 214 (Central Avenue)	10-foot-wide minimum Shared-Use Paths (both directions)	MD 193 (Watkins Park Drive) (A-27)	Church Road (C-300)	150'	Expressway	4	State	Long-Term	N
	E-1	MD 214 (Central Avenue)	10-foot-wide minimum Shared-Use Paths (both directions)	Church Road (C-300)	US 301	150'	Expressway	4	State	Long-Term	N
Existing	E-8	MD 3	Reclassify MD 3 north of Belair Drive as an Expressway	Belair Drive	Anne Arundel County	250'	Expressway	4 to 6	State	Long-Term	N
Existing	F-10	US 301	Construct minimum 12-foot-wide shared-use paths in both directions with wide landscaping buffers to separate the shared-use path from motor vehicle traffic by at least 15 feet along US 301 (Robert Crain Highway) from Belair Drive to Leeland Road. As	Belair Drive	Leeland Road				State	Long-Term	N

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			US 301 transitions into a controlled-access freeway (F-10), this shared-use path should be a parallel and separate facility.									
New	F-10	US 301/MD 3 (Robert Crain Highway)	Construct a limited-access freeway to replace US 301/MD 3 (Robert Crain Highway). This freeway should be constructed generally within and to the east of the current northbound right-of-way of US 301. Minimum 12-foot-wide Shared-Use Path (Both directions), Landscaping buffer (Both directions).	Belair Drive	Leeland Road	200'	Freeway		State	Long-Term	N	
			This freeway should be constructed generally within and to the east of the current northbound right-of-way of US 301. Minimum 12-foot-wide Shared-Use Path (Both directions), Landscaping buffer (Both directions).	Mitchellville Road	Belair Drive					6 to 8	Long-Term	N
			Until the freeway is constructed, improve existing crossings at Harbour Way and Ballpark Road to improve safety for pedestrians and cyclists. This includes wider, better defined walking and bicycle space as well as shorter crossing distances, improved waiting areas, and protected crossing times.	US 50	MD 197						Mid-Term	N
		US 301 (Robert Crain Highway)	This freeway should be constructed generally within and to the east of the current northbound right-of-way of US 301. Minimum 12-foot-wide Shared-	Mitchellville Road	Leeland Road					4 to 8	Long-Term	N

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New/ Existing	ID	Name	Implementation Action	From	To	Min ROW	Right-of- Way Type	Lanes	Juris- diction	Anticipated Timeframe	In Current County CIP/ State CTP Y/N
			Use Path (Both directions), Landscaping buffer (Both directions).								
New	F-10	US 301/MD 3 (Robert Crain Highway)	Construct all interchanges with, and crossings over and under, US 301/MD 3 (Robert Crain Highway) to include full pedestrian and bicycle amenities, including, but not limited to, barrier-separated shared-use paths and signalized crosswalks.	Entire Plan Area		200'	Freeway		State	Long-Term	N
			Construct shared-use paths along both sides of US 301 and A-61. Where US 301 (F-10) and A-61 abut, a single shared-use path can be provided between the roadways.						TBD	Long-Term	N
			Identify opportunities to consolidate access points to F-10 and A-61, including driveway consolidation and service roads.						TBD	Mid-Term	N
			The right-of-way for F-10 should lie east of the right-of-way for A-61; any property acquired as part of this freeway right-of-way should be generally to the east of the current US 301 northbound right-of-way and should minimize property impacts to the current median of US 301 (Robert Crain Highway).						State	Long-Term	N

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New	F-10	US 301/MD 3 (Robert Crain Highway)	Construct complete interchanges at -Trade Zone Avenue/Claggett Landing Road -MD 214 (Central Avenue) (including interchange with A-61) -Mitchellville/Queen Anne Bridge Roads -MD 197 (Collington Road) Evaluate the potential for innovative interchange designs that minimize the need to acquire significant rights-of- way.	Entire Plan Area		200'	Freeway		State	Long-Term	N
			Evaluate the potential for partial access points at Governor's Bridge Road, Mill Branch Crossing, and Leeland Road.						State	Mid-Term	N
Existing	F-4	US 50 (John Hanson Highway)		Entire Plan Area		200'	Freeway	10	State		N
Existing	I-314	Commerce Drive	Sidewalks, Shared Roadway (Sharrows), on-street parking	Prince George's Boulevard	Prince George's Boulevard	80'	Industrial	2	County	Mid-Term	N

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Existing	I-315	Queen's Court	Sidewalks, Shared Roadway (Sharrows)	US 301	Prince George's Boulevard	70'	Industrial	2	County	Mid-Term	N
Existing	I-316	Trade Zone Avenue	Sidewalks, Shared Roadway (Sharrows), on-street parking	US 301	Commerce Drive	80'	Industrial	2	County	Mid-Term	N
Existing	MC-301	Marketplace Boulevard	8-foot minimum Sidewalks, buffered bicycle lanes, on-street parking	US 301	Prince George's Boulevard	100'	Major Collector	4	County	Short-Term	N
Existing	MC-302	Prince George's Boulevard	Sidewalks, Bicycle lanes, on-street parking	Southern terminus	Marketplace Blvd.	100'	Major Collector	4	County	Mid-Term	N
Existing	MC-600	Leeland Road	10-foot-wide minimum Shared-Use Paths (both directions)	Oak Grove Road	US 301	90'	Major Collector	2	County	Short-Term	N
Existing	MC-600	Oak Grove Road	10-foot-wide minimum Shared-Use Paths (both directions)	MD 193 (Watkins Park Drive)	Church Road	90'	Major Collector	2	County	Mid-Term	N
Existing	MC-600	Oak Grove Road	10-foot-wide minimum Shared-Use Paths (both directions)	Church Road	Leeland Road	90'	Major Collector	2	County	Mid-Term	N
Existing	P-304	Major Lansdale Blvd	12-foot minimum Shared-use Path on north side, 6-foot minimum sidewalk on south side	Northview Drive	Western Terminations	70'	Primary	2	County	Mid-Term	N
Existing	P-305	Governors Bridge Road	Minimum 10-foot-wide Shared-Use Path (south side)	Long Leaf Court	Patuxent River	60'	Primary	2	County	Mid-Term	N
Existing	P-306	Hillmeade Road	Sidewalks, Bicycle lanes, on-street parking	MD 450 (Annapolis Road)	Fletcher Road/Prospect Road	70'	Primary	2	County	Mid-Term	N
Existing	P-307	Mill Branch Road	Bicycle Lanes on shoulder (rural cross-section)	US 301	Queen Anne	60'	Primary	2	County	Mid-Term	N

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New/ Existing	ID	Name	Implementation Action	From	To	Min ROW	Right-of- Way Type	Lanes	Juris- diction	Anticipated Timeframe	In Current County CIP/ State CTP Y/N
					Bridge Road						
Existing	P-308	Old Annapolis Road	Shared-Use Path, Bicycle Lanes	MD 197 (Colling- ton Road)	MD 450	60'	Primary	2	State	Mid-Term	N
Existing	P-309	Queen Anne Bridge Road Shared-Use Bikeway	Bicycle Lanes on shoulder (rural cross-section)	US 301	MD 214	60'	Primary	2	County	Short-Term	N
New	P-310	New Road N	Construct a master planned road to provide vehicular access to properties on the east side of US 301 (F-10) between the new interchanges at MD 197 (Collington Road) and Queen Anne Bridge Road. This can be a service road or can access properties directly from Hideout Lane or Mill Branch Road. 5-foot-wide sidewalk, Buffered Bicycle Lanes	Ballpar k Road	Hideou t Lane	60'	Primary	2	TBD	Long Term	N
Existing	P-311	6th Street/ Duckettown Road	5-foot-wide Sidewalks, Sharrows	Chestnut Avenue	130 ft east of Horsepe n Road	60'	Primary	2	County	Mid-Term	N
Existing	P-312	Old Laurel Bowie Road	5-foot-wide Sidewalks, Shared Roadway (Sharrows), on-street parking	6th Street/ Ducket- town Road	Maple Avenue	60'	Primary	2	County	Mid-Term	N
Existing	P-313	Chestnut Avenue	5-foot-wide Sidewalks, Sharrows, on-street parking	MD 564 (Lanham	6th Street/	60'	Primary	2	County	Mid-Term	N

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				Severn Road)	Ducket- town Road						
Existing	S-300	Old Chapel Road	Sidewalks, Shared Roadway (Sharrows), on-street parking	Hillmea de Road	High Bridge Road	50'	Secondary	2	County	Mid-Term	N
Existing	S-301	Old Church Road	Sidewalks, Shared Roadway (Sharrows)	Church Road	Old Annapolis Road	50'	Secondary	2	County	Long-Term	N
Existing	S-303	Bowie Heritage Trail / Crutchfield Avenue	Shared-Lane Markings, Bicycle Boulevards, on-street parking	Falling Water Court	Chestnut Avenue	50'	Secondary	2	County	Short-Term	Y CTP# PG8681
Existing	S-304	Bowie Heritage Trail / Chestnut Avenue	Shared-Lane Markings, Bicycle Boulevards, on-street parking	Crutchfield Avenue	6th Street	50'	Secondary	2	County	Short-Term	Y CTP# PG8681
Existing	S-305	Bowie Heritage Trail; Pheasant Ridge	Shared Lane Markings, on-street parking	Pheasant Ridge Court/ Fletcher- town Road	High Bridge Road	50'	Secondary	2	County	Short-Term	Y CTP# PG8681
New	T- 300	Park and Ride West Connection	12-foot minimum Shared-Use Path connection connecting the Major Lansdale Blvd, the western edge of the park and ride parking lot, the hotel parking lot, and the East Coast Greenway	Major Lansdale Blvd	East Coast Greenway	20'	Shared- Use Path		TBD	Long-Term	N
New	T- 301	Park and Ride Central Connection	12-foot minimum Shared-Use Path that runs through the center of the Park and Ride parking lot, connecting Major Lansdale Blvd at the restaurants, the	Major Lansdale Blvd	East Coast Greenway	20'	Shared- Use Path		TBD	Long-Term	N

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			bus loops at the center of the Park and Ride, and the East Coast Greenway								
New	T-302	Ballpark Road Shared-Use Path	12-foot minimum Shared-Use Path	Ball Park Road Eastern Terminus	Governor Bridge Road	20'	Shared-Use Path		M-NCPPC	Mid-Term	N
New	T-303	Church Road Shared-use Path Extension	12-foot-wide Shared-Use Path	Loganville St	Old Church Road	20'	Shared-Use Path		County	Long-Term	N
New	T-304	MD 564 (Old Laurel Bowie Road/Lloyd Station Road)	Build Planned 12-foot minimum Sidepath to Connect WB&A trail to Bowie Heritage Trail	MD 564 (11th Street)	WB&A Trail	20'	Shared-Use Path		State	Mid-Term	N
New	T-305	Normal School Road	12-foot-minimum Shared-Use Path	MD 197 (Laurel Bowie Road) at BSU MARC Campus Center	MD 564 (11th Street)	20'	Shared-Use Path		TBD	Mid-Term	N
New	T-307	Bowie Heritage Trail	Shared-Use Path	Falling Water Court	Old Jericho Park Rd	20'	Shared-Use Path		TBD	Mid-Term	Y CTP# PG8681

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					wester n termin us						
New	T-307	Bowie Heritage Trail	Shared-Use Path	Jericho Park	Bowie MARC station	20'	Shared-Use Path		TBD	Long-Term	Y CTP# PG8681
New	T-307	Bowie Heritage Trail; Tanglewood Park	Shared-Use Path	High Bridge Road	Pheasant Ridge Court	20'	Shared-Use Path		TBD	Mid-Term	Y CTP# PG8681
Existing	UC-300	Ballpark Road	8-foot minimum Sidewalks, Buffered bicycle lanes, on-street parking	US 301	End of Ballpark Road	116'	Mixed Use Boulevard (B) 4 Travel Lanes	4	County	Mid-Term	N
Existing	UC-301	Chestnut Avenue/MD 564 (11th Street)	Sidewalks, Shared Roadway (Sharrows), on-street parking	12th St	9th Street	60'	Neighborhood Residential	2	County	Mid-Term	N
Existing	UC-302	Evergreen Parkway	8-foot-wide minimum Sidewalks, Shared Roadway (Sharrows), on-street parking	Northview Drive	Excalibur Road	66'	Neighborhood Connector (B)	2	County	Mid-Term	N
Existing	UC-303	Evergreen Parkway	Separated bicycle lanes, 8-foot-wide minimum Sidewalks, on-street parking	Excalibur Road	MD 197	83'	Neighborhood Connector (A)	2	County	Mid-Term	N
Existing	UC-304	Governors Bridge Road	Minimum 8-foot-wide Sidewalks, Barrier-separated bicycle lanes in both directions, on-street parking	US 301	Long Leaf Court	83'	Neighborhood	2	County	Mid-Term	N

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							Connector (A)				
Existing	UC-305	Harbour Way	8-foot minimum Sidewalks, Buffered bicycle lanes, on-street parking	Mitchellville Road	US 301	116'	Mixed Use Boulevard (B) 4 Travel Lanes	4	County	Mid-Term	N
Existing	UC-306	Heritage Boulevard	8-foot minimum Sidewalks, Barrier-separated bicycle lanes, on-street parking	Mitchellville Road	US 301	119'	Mixed Use Boulevard (A) 4 Travel Lanes	4	County	Mid-Term	N
Existing	UC-307	Lemons Bridge Road	Construct eight-foot-wide minimum sidewalks and separated bicycle lanes along Lemons Bridge Road from MD 197 to BSU MARC Campus Center with on-street parking.	MD 197 (Laurel Bowie Road)	North End of BSU MARC Campus Center	93'	Mixed Use Boulevard (A) Center Turn Lane	2	County	Mid-Term	N
Existing	UC-308	MD 450 (Annapolis Road)	Minimum 10-foot-wide Shared-Use Paths	MD 197 (Laurel Bowie Road) (A-24)	Moylan Drive	120'	Mixed Use Boulevard (A) 4 Travel Lanes	4	County	Mid-Term	N
Existing	UC-309	MD 450 (Annapolis Road)	Minimum 8-foot-wide Sidewalks, Barrier-separated bicycle lanes in both directions	Moylan Drive	Race Track Road	120'	Mixed Use Boulevard (A) 4 Travel Lanes	4	County	Mid-Term	N

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New	UC-310	New Road A - BSU (north side of BSU MARC Campus Center)	Construct a mixed-use boulevard New Road-A from the railroad tracks to the northwestern edge of the BSU MARC Campus Center with eight-foot-wide minimum sidewalks and separated bicycle lanes with on-street parking.	Railroad Tracks	Northwest Edge of BSU MARC Campus Center	99'	Mixed Use Boulevard (A) 2 Travel Lanes	2	County	Short-Term	N
New	UC-311	New Road B - BLTC	8-foot minimum Sidewalks, Barrier-separated bicycle lanes, on-street parking	West edge of 2035 Plan Center	New Road D	93'	Mixed Use Boulevard (A) Center Turn Lane	2	Property Owner(s)	Long-Term	N
New	UC-312	New Road C - BLTC	8-foot minimum Sidewalks, Barrier-separated bicycle lanes, on-street parking	West edge of 2035 Plan Center	New Road D	93'	Mixed Use Boulevard (A) Center Turn Lane	2	Property Owner(s)	Long-Term	N
New	UC-313	New Road D - BLTC	Construct a mixed-use boulevard New Road-D from New Road-B to MD 197 (Collington Road) with eight-foot-wide minimum sidewalks, separated bicycle lanes, and on-street parking.	New Road B - BLTC	MD 197	83'	Neighborhood Connector (A)	2	County	Long-Term	N
New	UC-314	Old Jericho Park Road	8-foot minimum Sidewalks, Barrier-separated bicycle lanes, on-street parking	Lemons Bridge Road	MD 197	99'	Mixed Use Boulevard (A) 2 Travel Lanes	2	County	Short-Term	N
New	UC-315	New Road F - OTB	Formalize the existing alley that separates 8602 Chestnut Avenue and 13030 Railroad Avenue into a shared street that facilitates development or	11th Street	Railroad Avenue	30'	Shared Street	1	County	Short-Term	N

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New/ Existing	ID	Name	Implementation Action	From	To	Min ROW	Right-of- Way Type	Lanes	Juris- diction	Anticipated Timeframe	In Current County CIP/ State CTP Y/N
			active use of the undeveloped parcels at 13030 Railroad Avenue (Tax ID 1652452).								
New	UC-316	New Road G - BSU	8-foot minimum Sidewalks, Barrier-separated bicycle lanes, on-street parking	MD 197 (Laurel Bowie Road)	Old Jericho Park Road	99'	Mixed Use Boulevard (A) 2 Travel Lanes	2	County	Short-Term	N
New	UC-317	New Road H - BSU	8-foot minimum Sidewalks, Barrier-separated bicycle lanes, on-street parking	Old Jericho Road	Old Jericho Park Road	83'	Neighborhood Connector (A)	2	County	Short-Term	N
New	UC-318	New Road I - BSU	8-foot minimum Sidewalks, Barrier-separated bicycle lanes, on-street parking	Lemons Bridge Road	New Road H	83'	Neighborhood Connector (A)	2	County	Short-Term	N
New	UC-319	New Road J - BLTC	8-foot minimum Sidewalks, Barrier-separated bicycle lanes, on-street parking	Mitchellville Road	New Road D	83'	Neighborhood Connector (A)	2	County	Long-Term	N
New	UC-320	New Road K - BLTC	8-foot minimum Sidewalks, Buffered bicycle lanes, on-street parking	Northview Drive	New Road L	86'	Mixed Use Boulevard (B) Center Turn Lane	2	TBD	Long-Term	N
New	UC-321	New Road L - BLTC	8-foot minimum Sidewalks, Shared Roadway (Sharrows)	New Road K	Evergreen Parkway	66'	Neighborhood Connector (B)	2	County	Mid-Term	N

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New	UC-322	New Road M - BLTC	8-foot minimum Sidewalks, Shared Roadway (Sharrows)	New Road K	Evergreen Parkway	66'	Neighborhood Connector (B)	2	County	Mid-Term	N
New	UC-323	Northview Drive	8-foot-wide Sidewalks, Barrier-separated bicycle lanes	New Haven Drive	Old Collington Road	130'	Mixed Use Boulevard (A) 4 Travel Lanes	4	County	Mid-Term	N
New	UC-324	Old Jericho Park Road (extension)	Extend Old Jericho Park Road to the northwest edge of the BSU MARC Campus Center.	Existing Terminus	Edge of BSU MARC Campus Center	TBD	TBD	TBD	County	Short-Term	N
			Construct eight-foot-wide minimum sidewalks and separated bicycle lanes along the new section of Old Jericho Park Road to the edge of BSU MARC Campus Center with on-street parking.						County	Short-Term	N

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New/ Existing	Implementation Action	Jurisdiction	Anticipated Timeframe	In Current County CIP/ State CTP Y/N
New/ Existing	Include on-street parking on all new and reconstructed streets at Bowie Local Town Center and BSU MARC Campus Center.	TBD	Mid- to Long-Term	N
New	Replace surface parking at the Bowie State MARC Station with structured parking.	State	Short-Term	N
New/ Existing	Incorporate traffic-calming devices and facilities into roadway designs that enhance safety for all people and increase accessibility, especially in areas where people traveling by different modes are expected to interact.	All	Ongoing	N
Existing	<p>Reconstruct all existing streets in the following locations to the appropriate urban street design standard within the 2017 Prince George’s County Urban Street Design Standards or most up-to-date County-approved urban street standards. Roadways maintained by the Maryland Department of Transportation State Highway Administration are to follow context-driven design guidelines for urban areas:</p> <ul style="list-style-type: none"> - Bowie Local Town Center - BSU MARC Campus Center - All streets in a commercial zone or with commercial frontage - All streets in a multifamily zone or with multifamily frontage - All streets with mixed-use frontage - Superior Lane - Ballpark Road - Marketplace Boulevard - Governors Bridge Road (between US 301 and Long Leaf Court) - MD 564 (Chestnut Avenue/11th Street) between 12th Street and 9th Street - MD 450 (Annapolis Road) between Moylan Drive and Race Track Road - Evergreen Parkway between Northview Drive and MD 197 (Collington Road) 	County, State, BSU, City of Bowie, Property Owner(s)	Mid- to Long-Term	N
Existing	Implement on-street parking where sufficient right-of-way exists along MD 564 (9th Street), 8th Street, and 7th Street from Maple Avenue to Chestnut Avenue to calm traffic and add convenience for shoppers and visitors.	State, County	Short-Term	N
Existing	Install angled parking along Railroad Avenue.	County	Short-Term	N

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New/ Existing	Implement pedestrian-priority improvements, including, but not limited to, tactile pavers and other special materials, painted intersections, raised intersections, and countdown clocks, or diagonal crossings at the following intersections: -All intersections on the BSU campus -All intersections in the University Village -The intersection of MD 450 (Annapolis Road) and Superior Lane -All intersections along MD 564 from Maple Avenue to 11th Street -Fairmont Drive and Summit Point Boulevard -MD 197 (Collington Road) and Town Center Boulevard -MD 197 (Collington Road) and Mitchellville Road -Mitchellville Road and Heritage Boulevard -Mitchellville Road and Harbour Way -MD 197 (Collington Road) on/off ramps at its interchange with US 50 (John Hanson Highway) -MD 197 and Old Chapel Road -All new intersections constructed in the Bowie Local Town Center -All new intersections within 1,000 feet of the Bowie State MARC Station	TBD	Short-Term	N
New/ Existing	Provide marked crosswalks on all legs of all intersections.	All	Short-Term	N
New/ Existing	Provide leading pedestrian intervals at signalized intersections.	All	Short-Term	N
New/ Existing	Enhance the existing pedestrian tunnel with signage, lighting, accessibility, and routine maintenance and cleaning.	State	Short-Term	N
New/ Existing	Increase lighting along all sidewalks and pedestrian facilities.	All	Short-Term	N
New/ Existing	Design pedestrian facilities that eliminate blind corners, unnecessary shadows, concealing vegetation, and other perceived unsafe conditions.	All	Short-Term	N
New/ Existing	Implement pedestrian safety measures throughout the campus, such as video surveillance and routine safety patrols, especially at night.	State	Short-Term	N
New	Construct a pedestrian overpass of the Northeast Corridor railroad at the Bowie State MARC Station. This overpass can be freestanding or can connect one or more buildings.	TBD	Long-Term	N

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New/ Existing	Implementation Action	Juris- diction	Anticipated Timeframe	In Current County CIP/ State CTP Y/N
New	Construct a pedestrian overpass of the Northeast Corridor railroad at or near the location indicated in Figure 2: BSU MARC Campus Center Proposed Concept Plan (Three-Dimensional View). The overpass should be constructed in such a way to avoid interference with the Baltimore Gas and Electric Company (BGE) electric transmission lines as well as catenary and other electric transmission lines along the railroad.	TBD	Short-Term	N
New/ Existing	Construct active transportation infrastructure including sidewalks, crosswalks, bus shelters, bicycle facilities, and other amenities for pedestrians, bicyclists, and transit riders on all streets within and connecting to the Collington Local Employment Area.	All	Short-Term	N
New/ Existing	Ensure all streets in Bowie-Mitchellville and Vicinity's Centers and Established Communities have sidewalks.	All	Mid-Term	N
New/ Existing	Provide mid-block crossings on all blocks greater than 800 feet in width in Centers and Focus Areas; provide mid-block crossings on all blocks greater than 1,000 feet in width in Established Communities. Signalize these crosswalks when appropriate.	All	Short-Term	N
New/ Existing	Provide shared-lane markings (sharrows) in combination with traffic calming devices along low-volume, low-speed local roads to create a comprehensive bicycle boulevard system areawide. At intersections with collector or arterial roads, appropriate bicycle facilities are necessary to enable people bicycling across larger roads between bicycle boulevard networks.	All	Mid-Term	N
New/ Existing	Within one-half mile of all schools, provide protected bicycle facilities, such as cycle tracks and shared-use paths, on all roadways classified as collector or above to facilitate student bicycle commuting.	All	Mid-Term	N
New/ Existing	Provide in-road bicycle facilities with separation from motor vehicle traffic on all roads within one-half mile of a school to facilitate bicycle commuting.	All	Mid-Term	N
New	Construct all new streets in the following locations to the appropriate urban street design standard within the 2017 Prince George's County Urban Street Design Standards or most up-to-date County-approved urban street standards. Roadways constructed by the Maryland Department of Transportation State Highway Administration are to follow context driven design guidelines for urban areas: -Bowie Local Town Center -BSU MARC Campus Center -Old Town Bowie -Collington Local Employment Area -Free State Shopping Center -Bowie Marketplace Shopping Center -South Lake	All	Short-Term	N

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New	Streets constructed to serve new commercial, multifamily, or mixed-use developments should contain, at a minimum: -Six-foot-wide sidewalks on both sides -Crosswalks on all legs of an intersection -Bicycle lanes or a separated facility -Street trees -Modern stormwater management best practices, such as bioswales	All	Short-Term	N
New/ Existing	Design all streets in Bowie Local Town Center and the BSU MARC Campus Center to allow operation at LOS E or the appropriate Plan 2035 Center Level of Service.	TBD	Ongoing	N
New/ Existing	Design all streets in the Established Communities of Bowie-Mitchellville and Vicinity to allow operation at LOS D.	All	Ongoing	N
New/ Existing	Design all streets in the Rural and Agricultural Area of Bowie-Mitchellville and Vicinity to allow operation at LOS C.	All	Ongoing	N
New/ Existing	Should the federal Surface Transportation Board permit abandonment of the CSX Pope's Creek Railroad, the right-of-way should be acquired for a shared-use path along the former rail right-of-way. If this occurs before construction of the Collington Branch Trail (T-9), portions of the Collington Branch Trail may be routed onto the rail right-of-way where possible. See Map 34: CSX Pope's Creek Railroad Trail Acquisition.	M-NCPPC	Long-Term	N
New/ Existing	Provide bus shelters at all bus stops on roadways classified collector or higher. Shelter amenities should include, but not be limited to, seating, trash receptable, and real-time passenger information.	TBD	Short-Term	N
New/ Existing	Provide bus shelters at all bus stops along streets that front on nonresidential property, including shopping centers, office buildings, and other businesses.	TBD	Mid-Term	N
New/ Existing	Provide a minimum six-foot-wide sidewalk along any street that has a bus stop.	TBD	Mid-Term	N
New/ Existing	Provide mid-block crosswalks at bus stops if the nearest intersection is 100 feet or more from the bus stop.	TBD	Mid-Term	N