

**PRINCE GEORGE'S COUNTY  
2023 PRIORITY PROJECTS LIST  
MARYLAND DEPARTMENT OF TRANSPORTATION PROJECTS  
CRITERIA FOR PRIORITY STATE PROJECTS WITHIN  
PRINCE GEORGE'S COUNTY**

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

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

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

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

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

**Equity** - Each project is evaluated to determine address of equity, utilizing existing metrics including, but not limited to Equity Emphasis Areas, Areas of Persistent Poverty, and Historically Disadvantaged Communities.

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

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

**Other Funding Sources** – Each project is evaluated to determine the availability of “other” funding sources to supplement State and federal funding provided in the CTP.

## STATE TRANSIT PROGRAMS AND PROJECTS IN PRINCE GEORGE'S COUNTY

### A. **Transit Expansion and Funding:**

#### 1. **Purple Line**

*Ensure timely and expeditious completion of construction of this vital project which is critical for New Carrollton to Bethesda access, mobility, regional connectivity and economic development. Maintain corridor aesthetics, safety and existing road and sidewalks during construction. Advance safety and spot improvements, with emphasis on intersections during construction.*

#### 2. **TheBus/LOTS Funding/ZEB Transition**

*Modernize, Maintain and Expand Community-Based Bus Services to address unmet or underserved transit demands (i.e., enhanced service for National Harbor / South County, Areas of Persistent Poverty, Equity Emphasis Areas and Historically Disadvantaged Communities). Enable development and implementation of an innovation driven Vision Plan, conversion to zero emission buses (ZEB) and associated infrastructure, planning for a new facility and re-organization of services to provide a more effective and efficient system which will require enhanced Locally Operated Transit System (LOTS) funding Any funding distribution or criteria changes should not be primarily centered on existing service. Equity and aspirational growth to meet local needs should be considered.*

#### 3. **WMATA Funding**

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

#### 4. **Southern Maryland Transit**

*Expand fixed guideway transit services.* Branch Avenue Metrorail Station south along the MD 5 / US 301 Corridor to Charles County to relieve congestion in Prince George's County utilizing programmed funding and the authorized mechanism. The Project needs to be entered into the first phase of NEPA and advanced through the planning and design process. State mandates need to be implemented.

**5. Bus Rapid Transit/High Capacity Transit**

*Advance further Study of expanded fixed guideway / bus rapid transit services* using as the recent feasibility Study that identified five corridors for further study / Purple Line Extended / Transit Beltway as the basis. BRT routes studied in the DEIS for the paused section of the I-495 / I-270 Managed Lanes project must proceed along with similar treatment of transit in the American Legion Bridge Corridor. Important for equity, mobility and sustainability as is vital for connecting communities.

**6. Fixed Guideway Transit/Blue Orange Silver Study**

*Connect transit from the Blue Line in Virginia to National Harbor* via the Woodrow Wilson Bridge (WWB) and to Suitland and or Branch Avenue to provide for more robust transit connections between Maryland and Virginia. High capacity transit should be a part of the VDOT / DRPT 1-95 / I-495 Southside study currently underway.

**7. MARC**

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

**B. Transit Oriented Development:**

State funding is needed for Transit Oriented Development (TOD) in Prince George's County as it is vital for economic development and smart growth. All of the TOD Centers on this list are important for the economic health and vitality of the State and the County and require significant support.

Five critical TOD's in the County are not a part of the State's

Designated List, The County requests that the following be expeditiously added and emphasized for funding:

- Downtown Largo Metrorail Station/Blue Line Corridor Improvements
- Suitland Metro Station
- Prince George’s Plaza Metro Station/Hyattsville Crossing
- College Park / Discovery District Metro / Northern Gateway Purple Line Stations
- West Hyattsville

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

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

**II. STATE HIGHWAY ADMINISTRATION (SHA) PRIORITY PROJECTS**

The SHA Priority Projects List is intended to provide guidance to SHA on the order in which Prince George's County's elected officials desire project planning to ensure actual construction takes place. The recommended projects have been prioritized from a strategic planning effort to provide: (1) the greatest benefit to areas inside or adjacent to the Beltway; (2) priority safety improvements; and (3) economic development growth within the County. Historically, projects currently funded for construction in the CTP are expected to proceed to construction based on the published funding schedule, which, ordinarily would be excluded from this Priority List.

**A. Construction Priorities:**

<p><b>1. I-95 / I-495 at Medical Center Drive Widening / Interchange and Blue Line Corridor Improvements</b></p>	<p><i>Provide funding to:</i>                  (1) Improve interchange capacity/reduce congestion;                  (2) Improve corridor connectivity and mobility;</p>
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	<p>(3) Improve safety for vehicles, bicycles, and pedestrians; and</p> <p>(4) Promote economic development serving as a gateway for Downtown Prince George's County.</p> <p>Advance improvements for all Blue Line Corridor Stations to support the County platform for economic development including an iconic bike-ped facility connecting the west side of I-495 to the Largo Metro / Medical Center Campus as part of the Central Avenue Connector Trail.</p>
<p><b>2. MD 210 – Piscataway Highway/Indian Head Highway Interchange and Intersection Improvements</b> (Next interchange could be redesigned and constructed in accommodations.)</p> <p>Phase II: Palmer Road / Livingston Road Phase III: Oxon Hill Road / Old Fort Road</p>	<p><i>Advance redesign and construction of remaining intersections to relieve existing and projected congestion, as well as support economic development. Promote alternatives to relieve congestion and improve safety for all modes including bike-ped facilities in the corridor.</i></p>
<p><b>3. US 1 – Baltimore Avenue Roadway Reconstruction</b></p> <p>Phase I: College Avenue to I-95/I-495 Phase II: MD 193 to Hollywood Rd. Phase III: Hollywood Road to I-95/I-495</p>	<p><i>Complete construction on Phase I and fund completion of planning and advance design of Phase II / III into construction to improve safety, provide streetscaping for community revitalization, improve transit access, bicycle and pedestrian safety and upgrade the Cherry Hill Road intersection.</i></p>
<p><b>4. I-95 / Greenbelt Metro Access</b></p>	<p><i>Provide necessary State / other construction funding for completion of the full interchange from I-95 / I-495 to the Station and support mixed use development around the Station. Improvements and funding are critical for the potential GSA / FBI Headquarters.</i></p>
<p><b>5. MD 5 / US 301 to Charles County Lane Interchanges and Widening</b> Surratt's Road Burch Hill Road (A-65)</p>	<p><i>Provide funding to advance planning, design and construction of this major multi-modal corridor project to relieve congestion to Charles County line, improve safety for all modes provide accommodation for bicyclists and pedestrians and enhance economic</i></p>

	development.
<b>6. MD 197 – Collington Road</b> (US 50 to MD 450)	<i>Advance planning and design and provide funding for construction.</i> Improve safety, support roadway widening and economic development and provide safe bicyclist and pedestrian crossing treatments.
<b>7. MD 717 / Water Street Bridge and Roadway Reconstruction</b>	<i>Fund and advance completion of construction.</i> Improve safety in the Upper Marlboro area by raising MD 717 out of the floodplain.
<b>8. MD 202 – Landover Road at Brightseat Road</b>	<i>Advance planning, design and construction</i> Critical improvement for development of the former Landover Mall site.
<b>9. MD 450 – Annapolis Road</b> (Stonybrook Drive to MD 3)	<i>Advance design completion and fund construction.</i> Improve safety, support streetscaping, relieve congestion and enhance economic development.
<b>10. MD 223 – Woodyard Rd./ Piscataway Rd.</b> (MD 4 to Steed Rd.) Roadway Widening Bike/Ped Side Path	<i>Advance planning, design and construction.</i> Improve safety; relieve congestion; economic development; improve bicycle and pedestrian facilities. Advance critical improvements at intersection with Brandywine Rd./Old Branch Ave.
<b>1.</b>	
<b>11. US 301 – MD 197 Interchange</b> (To be constructed in phases)	<i>Re-engage and advance design &amp; construction with the opening of the new Nice Bridge.</i> Improve safety relieve congestion in this rapidly developing commercial area and improve bicycle and pedestrian facilities.

**B. Project Planning Priorities:**

<b>1. I-95 / I-495 at Medical Center Drive Widening / Interchange Improvements Reconstruction / Blue Line Corridor Improvements</b>	<i>Expediently advance planning, design, and construction.</i> Improve interchange construction and capacity, reduce congestion and provide enhanced safety for vehicles, pedestrians, and bicycles, promote economic development serving as a flagship for the County and provide
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	<p>optimal accommodation for multimodal transportation.</p> <p>Advance planning and design of the Central Avenue Connector Trail in an iconic structure and improvements for all Blue Line Corridor Stations to support the County's platform for economic development.</p>
<p><b>2. MD 193 – University Boulevard</b>  Phase I: US 1 to Hanover Parkway  Phase II: County Line to Adelphi Road  Phase III: Hanover Parkway to MD 564 (Lanham-Severn Road)</p>	<p><i>Move all phases into planning.</i> Improve pedestrian, bicycle and vehicular safety, intersection improvements, provide continuous LED street lighting and landscaping and community enhancement – critical as part of the Purple Line. Advance M-NCPPC Study (SPACES) identifying MD 193 Corridor Improvements. Short term improvements at key intersections are critical to address existing safety crisis. Phase III important to create new bike/ped corridor in shoulder, connecting to the WB&amp;A Trail.</p>
<p><b>3. MD 410 - East-West Highway / Riverdale Road / Veterans Parkway</b>  Phase I: MD 212 to US 1  Phase II: MD 212 to MD 650</p>	<p><i>Complete planning of all phases.</i> Improve safety (road diet), provide streetscaping for community and economic development, provide continuous overhead lighting and side paths on both sides of MD 410, provide safe bicycle and pedestrian crossings, including a signal and safety upgrade for two Sligo Creek Trail crossings (with MD 212 and MD 410) with overhead lighting.</p>
<p><b>4. MD 4 Corridor, Pennsylvania Ave Widening and Interchange Improvements</b>  Suitland Parkway Interchange  Dower House Road Interchange relocation &amp; short-term improvements.  Westphalia Road Interchange</p>	<p><i>Provide funding to advance planning.</i> Widening and Interchange <i>and construction</i>, relieve congestion, improve safety and enhanced access to employment centers in the MD 4 corridor and for Joint Base Andrews. Expedited construction of the MD 4 at Suitland Parkway Interchange with flyover ramp.</p>
<p><b>5. MD 458 – Silver Hill Road</b></p>	<p><i>Advance into project planning.</i> Improve</p>

MD 5 to Suitland Road Suitland Road to MD 4 MD 4 to Walker Mill Road	safety for all users and provide streetscaping, revitalization and continuous overhead lighting for community intersection improvements. Advance and maintain tactical bus lane treatments.
<b>6. US 50 – John Hanson Highway</b> (MD 704 to MD 197) New Interchange on MD 197 and MD 450	<i>Initiate project planning.</i> Relieve congestion and improve safety.
<b>7. MD 212 – Riggs Road/Powder Mill Road</b> Phase I: DC Line to Adelphi Road Phase II: Adelphi Road to Cherry Hill Road.	<i>Advance into planning.</i> Improve safety for all users and provide streetscaping, revitalization, continuous overhead lighting and community intersection improvements.

**C. Gateway Beautification Projects:**

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

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

**D. Urban Reconstruction Priorities:**

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

1. MD 704, Martin Luther King Highway (Hill Road to



MD 450), provide enhanced safety and bike ped corridor as continuation of WB&A trail.

2. Alt. US 1 MD @ MD 450 Annapolis Road (Specific to The Peace Cross), provide enhanced safety.
3. MD 218 Suitland Road (DC Line to MD 458), provide enhanced safety, support economic development.
4. MD 4, Pennsylvania Avenue (DC Line to Silver Hill Road), provide enhanced safety.
5. MD 450, Annapolis Road
  - Finns Lane / Harkins Road to MD 564, (Lanham-Severn Road) and extending the limits from MD 410 (Veterans Parkway) to MD 564 (Lanham-Severn Road) Bladensburg
  - Green / Complete Street Project (The Peace Cross to MD 202)

**E. Vision Zero High Injury Network**

Critical to the Vision Zero Safe Systems approach is the emphasis on a data driven solutions. In an effort to prioritize countermeasures, the County developed the High Injury Network (HIN) in partnership with the SHA's Office of Traffic & Safety Office (OOTS). The HIN represents one-mile roadway segments with the highest number of serious and fatal pedestrian and bicycle crashes. The County, as part of Vision Zero strongly encourages the State to focus on the HIN as developed through state data for addressing safety in Prince George's County. A link to the HIN is as follows: [Hin Top 10 For Each \(1\) \(princegeorgescountymd.gov\)](https://princegeorgescountymd.gov/hin-top-10-for-each-1)

**F. Bicycle and Pedestrian Corridor Priorities:**

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

1. MD 704 (multi-use side path and protected bike lanes - MD 450/WB&A trail to Hill Road)
2. MD 193 (sidewalks, designated bike lanes and safety improvements from the Montgomery County Line to MD 564, to be done in phases)
  - Phase I: Montgomery County Line to Adelphi Road (incl. SPACES program)

- Phase II: US 1 to Hanover Parkway
  - Phase III: Hanover Parkway to MD 564, connecting to the WB&A trail.
3. US 1 (DC line to Howard County Line to be done in phases)
    - Phase I: Guilford Drive to I-95 / I-495 (College Ave. to MD 193, currently under construction)
    - Phase 2: Guilford Drive to DC Line (includes the Trolley Trail)
    - Phase 3: Contee Road to Howard County Line
    - Phase 4: I-95 / I-495 to Odell Road
  4. Oxon Hill Road / MD 414 / National Harbor – Bike lanes and sidewalk safety improvements; facility and access improvements along MD 414 from MGM / National Avenue to Bald Eagle Road, including improvements for over / under passes and connecting Oxon Hill Cove Park
  5. MD 450 (road diet, restriping for designated bike lanes – west of 410 to the Baltimore-Washington Parkway)
  6. Bowie Heritage Trail
  7. MD 223 (multi-use side path MD 4 to Livingston Road, in phases)
    - Phase I: Steed Road to MD 5
    - Phase II: MD 5 to MD 4
    - Phase III: Livingston Road to Steed Road
  8. Pedestrian Bridge over MD 214 - Construct a new pedestrian bridge over MD 214 in the vicinity of Hall Road.

**G. Park Trails Priorities:**

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

1. WB&A Trail Connections (Anne Arundel County to the Anacostia River)
  - Phase I: Bicycle / pedestrian bridge over Patuxent River connecting Prince George's and Anne Arundel Counties
  - Phase II: Cheverly to Bladensburg Waterfront Park

(Euclid Street Park to Lloyd Street)

2. Central Avenue Connector Trail (Marvin Gaye Trail / Capitol Heights Metro to Largo Metro)
3. Rhode Island Avenue Trolley Trail Extension
  - Phase I: Armentrout to Farragut Street
  - Phase II: DC Line to Armentrout Drive
4. Suitland Parkway Trail (DC Line to Westphalia Central Park)
5. Little Paint Branch Trail Extension
  - Phase I: Along Old Gunpowder Road (Denim Road to 900 feet north of Denim Road and facility gaps north of Konterra Drive)
  - Phase II: Multi-Use Facility across I-495 / I-95 (Cherry Hill Road)
6. Piscataway Creek Trail (MD 223 to the Potomac River)
7. Oxon Run Trail (Southern Avenue to Naylor Road)
8. Henson Creek Trail Extension (Temple Hill Road to Suitland Parkway) including cross-Beltway access.