



Countywide Master Plan of Transportation

Resolution CR-54-2009

Attachment Two

Amendment 2

[Insert for Chapter IV, Trails, Bikeways and Pedestrian Mobility, Commencing on Page 8]

Interpretative Trails and Long Distance Bicycle Routes in Prince George's County

In addition to the Potomac Heritage Trail, several other nationally significant trail and bicycle routes go through Prince George's County. The East Coast Greenway and the American Discovery Trail both run through Prince George's County. It is important that road improvements done along these routes include accommodations for bicyclists and that new off-road trails are built to further improve these corridors. Similarly, many recent planning efforts have identified interpretative trails in many areas of the county. Interpretative trails build upon a common theme and provide a continuous route accessing and interpreting related sites. In particular, the Adopted and Approved 2001 Anacostia Trails Heritage Area Management Plan and the Preliminary Subregion VI Master Plan identify a variety of thematic trails, interpretive tours, and recreational trails built upon a common theme.

The Rural Tier of Prince George's County includes an abundance of resources and features that make it uniquely suited for historic interpretation, recreational opportunities, and thematic trails. Much of the Patuxent River corridor has been acquired by M-NCPPC or the State of Maryland and includes trails, water access, scenic vistas, and stunning natural areas. Jug Bay is a unique natural area offering multiple opportunities for historic interpretation, nature observation, and trail use. This plan recommends building upon those many resources to promote recreational activities, interpretation, preservation, and eco-tourism.

Several different interpretative trails may be appropriate for development within the Rural Tier to emphasize and connect routes or sites related to a specific theme or idea. Several thematic trails are recommended in the draft Subregion VI Master Plan which complements the historic, cultural, and recreational resources of the Rural Tier.

Patuxent River Birding Trail

Some of the premiere birding watching and nature observation sites in the State are along the Patuxent River corridor. As noted in the Environment Chapter of this plan, Jug Bay has been designated as an Important Bird Area (IBA) by the American Bird Conservancy due to its significance as habitat for birds and other wildlife, not just locally, but on a national scale. Other attractive and significant sites exist along the Patuxent River in Prince George's County that include nature trails, water access, scenic vistas, and access to a wide range of habitats and wildlife. The Patuxent River Birding Trail will map and highlight the significance of these sites, their relationships to the Patuxent River, and the wide range of bird life and other wildlife that the corridor supports.¹

Eco-tourism is increasingly popular and many sites in Subregion 6 are appropriate for inclusion in a similar trail along the Patuxent River. In addition to mapping, this trail should also involve way finding signage, specific facility or site improvements, and possibly natural surface trail construction in some locations. Sites which may be appropriate for inclusion in this trail include:

- Mount Calvert
- Jug Bay
- Merkle Wildlife Management Area
- Milltown Landing Wildlife Management Area
- Magraders Ferry Park

¹ One national example of this concept is the Great Texas Coastal Birding Trail. This trail includes an attractive and informative map with information on site access, habitat, facilities such as trails or visitors centers, and habitat information. The trail also highlights the various birdlife and other wildlife that can be seen at each site. This trail has attracted millions of tourist dollars to the state and led to the establishment of similar trails across the Country.

- Aquasco Farm Park
- Cedar Haven Park. If sufficient interest exists in the county for this type of trail, it may be appropriate to extend its scope to cover all Prince George's County. Additional natural areas along the Potomac River and places such as Lake Artemesia, Schoolhouse Pond, Greenbelt Park, and Bladensburg Waterfront Park could be included in this more comprehensive trail.

Patuxent River Rural Legacy Area Bicycle Route

Roads within the Rural Tier are frequently used by recreational and long-distance cyclists. The scenic, rural, and relatively low volume roads are ideal for long distance cycling and can be used as routes to area parks, natural areas, and as part of long distance tours such as the Patuxent Rural Legacy Area Bicycle Route. However, as development occurs and traffic volumes increase, it is important that bicycle-compatible road improvements are incorporated into frontage improvements or road construction projects. Bicycle signage and safety improvements (if necessary) should be incorporated into any frontage improvements along designated shared-use roadways. Appropriate bikeway improvements may include paved shoulders, designated bike lanes, signage, and wide outside curb lanes.

Many of the roads in the Rural Tier are ideal for long distance bicycling due to their relatively low volumes, scenic nature, and access to parks and historic sites. Area bicycle groups frequently organize long distance tours in southern Prince George's County. Rides focusing on the Patuxent River Rural Legacy Area have been organized in the past. The Master Plan of Transportation recommends that the Patuxent Rural Legacy Area Bicycle Route be officially designated and signed. This bicycle route should identify the roads and routes most suitable for bicyclists, connect historic, scenic, and natural resources, provide access throughout the subregion, and highlight the importance of the continued preservation of the features that make the rural legacy area unique.

Most of the roads in the future rural legacy route are already identified as master plan bike routes in the Subregion 6 Master Plan. Major roads along this route are included in Table 1. Bicycle compatible road frontage improvements should be made as properties develop or road improvements are made. Designating an official bike route can further highlight the resources along the corridor and provide for a long distance bicycling route that is attractive both area bicycle groups and bicyclists visiting from other areas. In addition to the mapping and bicycle-compatible road improvements that may be necessary along the route, way finding signage may also be appropriate.

Policy 1: Promote and encourage cycling and walking as an alternative to the car for commuting and recreational purposes.

Strategies

1. Incorporate bicycle-compatible road improvements with future frontage improvements or road construction projects.
2. Provide bicycle signage and safety improvements (if necessary) concurrent with frontage improvements along designated shared-use roadways along the following roads and bikeways as listed in the table of Major Long-Distance Routes in Subregion 6.

Table 1: Major Long-Distance Bicycle Routes in Subregion 6 Portion of the Rural Tier

Table 1: Major Long-Distance Bicycle Routes in Subregion 6 Portion of the Rural Tier		
Bikeway	Extent	Description
MD 382 (Croom Road) Bikeway	US 301 to MD 381	Primary route through Rural Tier, provides access to parkland and historic sites along the Patuxent River.
MD 381 (Aquasco Road) Bikeway	US 301 to Swanson Creek at the Charles County line.	Heavily used corridor for long distance cyclists, provides access to Eagle Harbor, Aquasco, and destinations in Charles County.
Croom Station Road Bikeway	Old Crain Highway to MD 382	Access from Upper Marlboro to the Rural Tier, important access point for cyclists traveling from the north.
Croom Airport Road Bikeway	MD 382 to the Chesapeake Bay Critical Area Driving Tour between Jug Bay Park and Merkle Wildlife Management Area.	Access to the Jug Bay Visitor's Center and surrounding natural areas. This route also provides access to the Chesapeake Bay Critical Area Driving Tour, which runs between Jug Bay and Merkle Wildlife Management Area.
St. Thomas Church Road Bikeway	MD 382 to Fenno Road.	Access to Merkle Wildlife Management Area and the southern part of the Chesapeake Bay Critical Area Driving Tour.
Nottingham Road Bikeway	MD 382 to Watershed Drive	Access to area historic sites and the Patuxent River.
Tanyard Road Bikeway	MD 382 to Watershed Drive	Access to area historic sites and the Patuxent River.
Fenno Road Bikeway	St. Thomas Church Road to Nottingham Road	Important scenic connection for cyclists in the vicinity of Merkle Wildlife Management Area.
Candy Hill Road Bikeway	Molly Berry Road to Nottingham Road.	Access between Molly Berry and Nottingham Roads.
Baden Naylor Road Bikeway	MD 381 to MD 382	Access through the central portion of the Subregion.
Baden Westwood Road Bikeway	MD 381 to MD 382	Access through the central portion of the Subregion.
North Keys Road Bikeway	MD 381 to Molly Berry Road	Access through the central portion of the Subregion.
Molly Berry Road Bikeway	MD 382 to Baden-Naylor Road.	Access through the central portion of the Subregion.

Table 1: Major Long-Distance Bicycle Routes in Subregion 6 Portion of the Rural Tier		
Bikeway	Extent	Description
Van Brady Road Bikeway	Old Indian Head Road to Molly Berry Road.	Access through the central portion of the subregion south of Marlton.
Cedarville Road Bikeway	US 301 to MD 381.	Access to Brandywine and Cedarville State Forest.
Duley Station Road	MD 382 to Wallace Lane.	Access between the Southwest Branch area and Croom Road.

This plan also recommends enhancing existing trails through additional parkland acquisitions and creating unified thematic interpretation programs. These trails include:

Patuxent River Water Trail

The M-NCPPC Department of Parks and Recreation (DPR) and the Maryland Department of Natural Resources (DNR) have done significant work towards establishing a water trail or blueway along the Patuxent River for kayaks and canoes. Work on this trail should build upon improvements that have already been made. M-NCPPC has recently implemented site improvements to the Mount Calvert site that include parking, interpretative signage, and a new boat ramp. Similar improvements may be necessary elsewhere. Sites which may be appropriate for inclusion on this trail include, but are not limited to:

- Mount Calvert
- Selby Landing and Jackson Landing at Jug Bay
- Magruder Ferry
- Milltown Landing
- Cedar Haven Park
- Mattaponi Creek
- Black Swamp Creek

Patuxent River Hiker/Equestrian Trails

Extensive networks of natural surface trails exist at several existing M-NCPPC parks and DNR parks along the Patuxent River. These trails are utilized by hikers and equestrians, as well as those seeking to explore the natural environment or other historic or cultural resources. Jug Bay, Merkle Wildlife Management Area, Milltown Landing Wildlife Management Area, and Aquasco Farms Park all include extensive systems of trails, paths and farm lanes. These trails can be used for hiking and equestrian activity, but can also be utilized and enhanced as part of the proposed thematic trails by providing access to resources and features within the corridor.

Policy 2: Work with the state and other stakeholders to develop recreational and interpretative programs, facilities, and thematic trails that build upon the recreational, natural, historic, and scenic attributes of the Rural Tier.

Strategies

1. Convene a work group to study the feasibility of creating the following thematic trails:
 - Patuxent Rider Birding Trail
 - Patuxent River Rural Legacy Area Bicycle Route
2. Provide maps and other way-finding guides for established corridors which include facility information (such as hours of operation, facilities, and trail access) where applicable, as well as information on natural, historic, scenic, and other resources along designated routes.
3. Build upon the on-going work of M-NCPPC and Maryland DNR to enhance the Patuxent River Water Trail.
 - Create and market maps to show public land, water access points, facilities such as camping, water, or restrooms, and other scenic, historic, or natural features that can be explored from the river.
 - Consider additional water access points.
 - Provide water-resistant maps along the trail to highlight features along the corridor.
4. Expand the Patuxent River Hiker/Equestrian Trails along the Patuxent River. If additional land is purchased or otherwise placed into public ownership from willing sellers, connectivity between parks and existing trails should be a priority for future land acquisition.
5. Utilize the Lower Patuxent Scenic Byway Corridor Management Plan and develop implementation strategies under this policy.

Policy 3: Promote the equestrian heritage of Prince George’s County, focusing on trails which facilitate access to the Prince George’s Equestrian Center, Jug Bay, and Rosaryville State Park.

Equestrian trails form a major component of the trails network in the Rural Tier, as well as many other areas of Prince George’s County. Many of the planned equestrian trail connections are proposed within M-NCPPC parkland or other public lands. Within the Rural Tier, another type of trail is important to the overall trail network. Walking, jogging, and riding trails need to be preserved which, although in public use, are not owned by the government and for which the trail users normally provide the maintenance². These types of trails are particularly important in the Rural Tier, where equestrian use is widespread. It is important to preserve these trail corridors, a number of which are used by the community to reach nearby park facilities such as Jug Bay and Rosaryville State Park. In some areas these trails can be accommodated on dedicated parkland. However, in areas of large lot development where dedication is not required, trail easements should be acquired to accommodate the equestrian and walking connection. Major trail corridors that need to be preserved or acquired include those listed below.

“Marlboro Country” Equestrian Trails – This master plan recommends the preservation of existing equestrian trails in the vicinity of the Prince George’s Equestrian Center and the Rosaryville State Park. These proposed trail connections link the surrounding communities with the existing equestrian facilities located at the equestrian center and state park.

“Croom Country” Equestrian Trails – This master plan recommends the preservation of existing equestrian trails that link the Prince George’s Equestrian Center with Jug Bay and

² Adopted and Approved 1993 Subregion VI Master Plan, page 201.

Patuxent River Park. The Charles Branch Stream Valley will serve as the primary trail corridor between the extensive trail networks in both Rosaryville State Park and Jug Bay.

Policy 4: Preserve existing equestrian trail corridors within the Rural Tier. The provision and preservation of equestrian trail connections to existing parkland and trail systems should be a priority.

Strategies:

1. Develop equestrian user maps for the Rosaryville and Croom communities.
2. Preserve equestrian trail connections in the Rural Tier as development occurs.

Chesapeake Beach Rail Trail

This rail-trail project will utilize the former right-of-way of the Chesapeake Beach railroad to provide a major east/west trail connection through central Prince George's County. In Subregion 6, the trail has already been constructed through the Winshire, Kings Grant, and Fox Chase subdivisions. The City of Seat Pleasant has also completed initial planning work for the trail between MD 214 and MD 704. The trail will link residential communities in the Developed, Developing, and Rural Tiers with existing and planned trails in the Westphalia area and Jug Bay. Additional right-of-way acquisition is required. This is a long-term trail project due to the extent of the right-of-way acquisition necessary.

Cross-County Trail Connection

Several important stream valley trail corridors have been identified in the Adopted and Approved Subregion V and Subregion VI Master Plans, which cover much of southern Prince George's County. These planned trails will connect to important recreational areas such as Jug Bay, Rosaryville State Park, and Fort Washington National Park. They will also provide trail connections between residential communities. Several of these trails have been identified as a potential cross-county route upon their completion. These three stream valleys are Dower House Branch, Piscataway Creek, and Charles Branch.

Dower House Branch Stream Valley Trail – This trail will preserve equestrian access to Rosaryville State Park from surrounding residential communities.

Piscataway Creek Stream Valley Trail – This stream valley runs through the middle of a rapidly developing portion of southern Prince George's County. It is one of the primary recommendations in this part of the county and crosses through both Subregions 5 and 6. Significant segments of the stream valley have been acquired by The Maryland-National Capital Park and Planning Commission as development has occurred. In conjunction with the Charles Branch Trail in Subregion 6, the Piscataway Creek Trail will provide part of a planned "cross-county" connection linking the Potomac River at Fort Washington with the Patuxent River Greenway near Jug Bay. This trail will also provide non-motorized access to the extensive trail system and recreational facilities at Cosca Regional Park.

Charles Branch Stream Valley Trail – This trail will connect from Dower House Road and Rosaryville State Park to the Patuxent River. This is a long term project where much land remains to be acquired. The trail will provide access to Rosaryville State Park and the Patuxent River, as well as serve as part of the cross-county connection with the Piscataway Creek Stream Valley Trail. The Charles Branch corridor serves as an important connection for equestrians to the state park.

Rhode Island Avenue Trolley Trail

Several segments of this planned rail-trail have been implemented by the City of College Park. This multi-use trail links surrounding neighborhoods with schools, parks and provides a safe and attractive alternative to US 1 for pedestrians and cyclists. The existing trail should be extended to the north into Subregion 1 at Quimby Avenue. To the south, the Town of Riverdale Park and the City of Hyattsville are actively pursuing the development of the Trolley Trail in their jurisdictions. In areas where the trolley right-of-way is undeveloped, a multi-use trail should be provided. In areas where the right-of-way is utilized for Rhode Island Avenue, wide sidewalks, bikeway signage, and/or designated bike lanes (or other bicycle-friendly road improvements) should be incorporated. This trail is a unique opportunity to connect various communities with parks, schools, the US 1 corridor, the Paint Branch Trail, and the Riverdale Park Town Center.

American Discovery Trail (ADT)

The American Discovery Trail was designated as a national Millennium Trail in 2000 and traverses the United States from San Francisco, California to Lewes, Delaware. It is a collection of hundreds of local and regional trail that connects more than 10,000 sites of historic, cultural, or national significance. It crosses a wide variety of urban, rural, and natural landscapes and is being designed to be as accessible as possible. The route is continually refined and expanded as new trail improvements are made. Information on the ADT in Prince George's County and elsewhere can be found at www.discoverytrail.org. More specifically, information on the Maryland portion of the ADT can be found at <http://www.discoverytrail.org/states/maryland/index.html>.

East Coast Greenway (ECG)

The East Coast Greenway runs from Maine to Key West, Florida. The ECG was also designated as a National Millennium Trail. It crosses Prince George's County along a route very close to, and in many cases concurrent with the ADT. The ECG route was officially designed through most of the County in 2000. This trail will ultimately connect cities, towns, and natural areas along the entire east coast corridor. Additional information on the East Coast Greenway in Prince George's County and Maryland can be found at <http://www.greenway.org/md.php>. This site also contains the latest CUE sheets and maps.

Little Paint Branch Trail Extension

The extension of the Anacostia Tributaries Trail System outside the Capital Beltway has long been a goal of Prince George's County. The need for and benefit of this extension was highlighted in the Adopted and Approved 2001 Anacostia Tributaries Trails Area Management Plan. The Anacostia Tributaries Trails System is one of the primary trail networks in Washington Metropolitan Region. Although a trail directly along the stream valley of Little Paint Branch may not be feasible or practical at this time due to environmental and site access concerns, an on-road route has been identified that can be implemented to connect existing trail segments. This route will connect the ICC corridor and the Beltsville community with the Anacostia Tributaries Trails System. The proposed trail segments that complete this route are explained in detail below.

Several trail segments exist between Fairland Regional Park and the northern terminus of the Paint Branch Trail in College Park. 1) The Cross Creek subdivision has completed a trail north to Fairland Regional Park from Briggs Chaney Road. 2) The Virginia Manor/Ammendale Road project has provided a sidepath along Gunpowder Road from MD 212 to Denim Road. 3) M-NCPPC has constructed the

Little Paint Branch Trail north of Sellman Road. This trail segment (with associated service roads) connects with MD 212 at Gunpowder Road. 4) The existing Paint Branch Trail in College Park begins at Cherry Hill Road and continues to the south and the Northeast Branch Trail and Bladensburg Waterfront Park.

Policy 5: Extend the Anacostia Tributaries Trails System outside the Capital Beltway to connect to the existing Little Paint Branch Trail and provide the Laurel to Bladensburg trail connection envisioned in the ATHA Management Plan.

Strategies: The Master Plan of Transportation proposes sidepaths along several roads to provide connectivity between these existing trails and to accommodate a continuous trail connection from the ICC corridor to the Paint Branch Trail to the south. In order to complete the current gaps, the Master Plan of Transportation proposes the following improvements (See Table 2: Trails and Bikeways Recommendations):

1. Provide a sidepath along Gunpowder Road south of the taper off the bridge over I-95 to Denim Road
2. Provide a new pedestrian bridge over the Beltway along but outside of the ultimate R-O-W for the Cherry Hill Road bridge
3. Provide a sidepath along the south side of Sellman Road from the entrance to the Beltsville Community Center to Cherry Hill Road
4. Provide a sidepath along the east side of Cherry Hill Road from Sellman Road to the bridge for I-495
5. Provide a trail from Sellman Road to the Beltsville Community Center, and
6. Provide a sidepath along the east/north side of Cherry Hill Road from the bridge over I-495 to the existing Paint Branch Trail.

This connection will link the Paint Branch Trail inside the Beltway with the Little Paint Branch Trail north of Sellman Road in Beltsville, thereby providing a significant addition to the trail system and complete a crucial gap in the “Bladensburg to Laurel” connection envisioned in the ATHA Plan.

The Washington, Baltimore & Annapolis Recreational Trail

The 5.6 mile-long WB&A Trail is located on the site of the former Washington, Baltimore & Annapolis Railroad. This former electric railroad line served a commuter function, with trains running every ½ hour between destinations. Long abandoned, the last train ran in 1935. Today, the beautiful semi-rural corridor provides an ideal site for a recreation trail.

The WB&A Trail currently extends from the Patuxent River near Bowie to the MD 450 Sidepath in Seabrook. The M-NCPPC Department of Parks and Recreation is currently working with the State of Maryland and Anne Arundel County to extend the trail across the Patuxent River. Upon its completion, this trail connection will link Prince George’s County with Anne Arundel County, the existing B&A Trail, and the existing BWI Trail.

West of MD 450, the former WB&A railroad lies under the right-of-way of Martin Luther King Jr. Highway (MD 704). This plan recommends that MD 704 be improved with a sidepath or wide sidewalk and designated bike lanes along MD 704. This will provide bicycle and pedestrians access to Washington Business Park and Bald Hill Branch, as well as provide a bicycle and pedestrian route to the west from the eastern terminus of the existing WB&A Trail. In conjunction with the WB&A Trail, comprehensive bicycle and pedestrian facilities along MD 704 will provide a continuous bicycle and pedestrian facility across central Prince George’s County.

Policy 6: Continue to work with the State of Maryland and Anne Arundel County to extend the existing WB&A Trail across the Patuxent River in order to provide an inter-jurisdictional trail connection and an important link in the regional trail network.

The Anacostia Tributary Trail System

The Anacostia Tributary Trail System provides miles of uninterrupted trails along the tributaries of the Anacostia River. The continuous greenway traverses a variety of natural environments from woodlands to open fields, including many wetlands. It is a wonderful place to experience nature and provides opportunities to make some trips by walking and bicycling. Recreational activities along the trail include fishing, bird watching, biking, jogging, walking, horseback riding, and in-line skating. Features along the trail include the College Park Airport and Museum, Linson Pool, Wells Ice Rink, Lake Artemesia, Bladensburg Waterfront Park, and Adelphi Mill. The system also accommodates segments of both the American Discovery Trail and East Coast Greenway.

The trail is designed to wind through the stream valley accentuating the natural environment. Although it does not necessarily provide the most direct route to various destinations, the trail does serve a commuting function. The system links many neighborhoods to Metro stations providing an alternative to transportation by automobile for some trips. Many local trail connections have also been planned or constructed to further the accessibility of the system and improve access to Metro and other destinations. Including the portion of the system within Montgomery County, the Anacostia Tributary Trail System extends for over 25 miles.

Anacostia Trails Heritage Area

The Anacostia Trails Heritage Area Management Plan was adopted and approved in 2001 as a means of promoting heritage tourism and promoting the many cultural, historical, and recreational assets that the region has to offer. Even the name of the heritage area reinforces the importance of the many existing trails within the area and promotes the expansion of this network. Two basic approaches to the concept of trails were included in the ATHA Plan: multiuse recreational trails and interpretative (or thematic) trails. Either kind of trail links historical sites, natural resources, or other places that have a story to tell or an experience to provide. These trails may either be on or along a road or off road in a dedicated park or easement.

As with the Rural Tier, the potential to attract and promote bicycling in ATHA is considerable. The stream valley trail network is already largely in place and the ATHA community is active in attempts to expand the trails system and make more walkable, livable communities. With the completion of a few key connections into Washington, D.C. and outside the Capital Beltway, ATHA could become one of the premier bicycling destinations in the Washington, D.C. region. The advantage of emphasizing bicycling is that bicyclists can go where cars can go, within limits, and so interpretive driving tours should also accommodate the needs of bicyclists to the maximum extent possible. In addition, combined recreational/interpretive tours designed exclusively for bicyclists can also be developed. The new trails supported here for the purposes of tourism can also improve opportunities to use bicycling as a transportation alternative for residents.

The concept of ATHA was inspired in part by the Anacostia Tributary Trail System. This trail system was built by M-NCPPC along numerous tributaries of the Anacostia River and encompasses over 25 miles of multiuse trails in both Prince George's and Montgomery Counties. The potential exists to extend the Paint Branch Trail north through Beltsville to Laurel and into Washington, D.C. along the Anacostia River and in West Hyattsville. The recently completed pedestrian bridge at Bladensburg

Waterfront Park connects Bladensburg with the Anacostia Tributary Trail System and sets the stage for the extension of the trail system into Washington, D.C. along the east side of the Anacostia River. In order to promote the use of trails as linkages, the Master Plan of Transportation supports the following strategies:

Policy 7: Produce an ATHA Trail Development Strategic Plan. This plan should be created through cooperation with a variety of constituency groups and community representatives and should build upon the trail planning already provided by M-NCPPC. The Trail Development Strategic Plan should be reviewed by the County's Bicycle and Trails Advisory Group and integrated into county master plans, as appropriate.

Strategies:

1. Provide amenities to the Anacostia Tributary Trails System, either on the trail or in nearby communities. Improvements can include trailhead parking area, restrooms, bicycle racks and lockers, drinking fountains and public art. Interpretive panels and signs explaining the natural and historic features should be installed at appropriate points, similar to the recently installed signage along the Woodrow Wilson Bridge Trail.
2. Obtain national designation for a trail spur along the Anacostia River, starting from Bladensburg or Colmar Manor, to connect to the Potomac Heritage National Scenic Trail.
3. Support the construction of new trails that are environmentally sensitive. Alternative routes to trail alignments in stream valleys and other potentially sensitive areas should be explored wherever possible.
4. Implement the extension of the Anacostia Tributaries Trails System into Washington, D.C. along the Anacostia River and the Prince George's Connector and outside the Capital Beltway.
5. Support the expansion of the Rhode Island Avenue Trolley Trail to both the north and south of College Park. Upon its completion, this trail will provide a continuous bike and pedestrian route from Armentrout Drive in Hyattsville to Beltsville.

Interpretive Trails

Interpretive trails can be used for walking tours, driving/biking tours, or actual off-road paths. Paths, however, are often designed more with recreation and ease of alignment in mind than interpretation. The primary purpose of an interpretive trail is to educate (and entertain) its users, with some healthy recreation along the way.

The route chosen to link various interpretive sites and features in a given theme is less important than the stops along the way but it is desirable that the route be attractive and easily traveled. When it is not possible to meet one or both of these tests, trail designers should incorporate explanations of the trail's surroundings as part of the interpretation. For example, if US 1 through Beltsville is to be followed for a small towns theme, users could be advised to watch carefully for the beautiful red brick church at the corner of Powder Mill Road or aided in imagining how the road once appeared when it was the 1812 Baltimore Pike. Helping users know what to expect, or to understand the underlying causes of what they experience today, reduces their anxiety or impatience and increases their interest.

To be successful, an interpretive trail must be easy to follow (requiring good directional signs, maps, and explanatory brochures, as discussed below in the section on way finding), offer a variety of experiences, and make sense thematically, so that a story emerges along the way. Although the idea of making sense is important, it is also useful to remember that unusual combinations, rather than more obvious ones, may make a trail more interesting. For example, a science and environment theme here has some of the most varied possibilities: from dinosaurs to space flight to recycled lands to stream

restoration. Not every site on such a trail will capture everyone's interest, but it can be an intriguing experience nevertheless.

A final ingredient in the success of these trails is the interpretation itself, and the media chosen at each stop to convey the story and the strength of the story and exhibits themselves. Research, writing and exhibit design will be required. All trail design should consider visitor comfort guides and signs should direct visitors to places to eat, comfort facilities, connections to public transit, and other amenities.

A significant number of interpretative trails were proposed in the approved ATHA Plan. The "Boat Trail" proposed in the ATHA plan has been largely implemented as the Kingfisher Canoe Trail by the Anacostia Watershed Society, which provides maps and tours, as well as improvements by M-NCPPC at the Bladensburg Waterfront Park. This scenic water trail goes from Bladensburg Waterfront Park and into Washington, D.C. where it winds by the scenic Kenilworth Aquatics Gardens and National Arboretum. The following are trail possibilities that were also recommended in the ATHA Plan and are reiterated here:

Research Trail - develop and create an on-road bicycle route on roads through federal research lands. Working in conjunction with the visitor centers at Beltsville Agricultural Research Center and Patuxent Research Refuge, the appropriate roadways (i.e., those with wide shoulders or low volume) will be designated for bicycle use, and interpretive signage installed along the entire length of the trail. This designated route could form a portion of at least three interpretive driving/biking trails: the Natural History Trail, Science and Environmental Trail, and the Agricultural History Trail.

African-American Heritage Trail - develop and create a trail that focuses on African-American history and presence in ATHA. Features and highlights along this trail may include Abraham Hall, St. Mark's United Methodist Church (in Laurel), the Town of North Brentwood, the community of Lakeland (in College Park), and other sites as appropriate (e.g., Montpelier Mansion, Bostwick, Riversdale). Later, any sites identified in studies of the Underground Railroad will be interpreted and included.

New Nation Trail - develop and create a trail that includes Montpelier Mansion and Riversdale, as well as Bostwick and other sites in Bladensburg. Early industrial and commercial sites may also be identified (e.g., the Snowden family forge near Montpelier Mansion/Snow Hill, the site of the powder mill on Powder Mill Road, the Adelphi Mill [a gristmill], Brown=s Tavern, or the Rossborough Inn).

Agricultural History Trail - develop and create a trail that includes the Beltsville Agricultural Research Center, The University of Maryland, Riverdale, and the Port of Bladensburg. A combination driving/biking trail, it would include (at a minimum) existing portions of the Paint Branch and Indian Creek stream valley trails, the proposed Trolley Trail, and the Research Trail. The octagonal barn to be constructed at Riversdale would be featured at one end of this trail, with the research center at the other end.

Natural History Trail - develop and create a trail that connects the Kenilworth Aquatic Gardens and the National Arboretum in the District of Columbia to the National Wildlife Visitor Center, the Beltsville Agricultural Research Center and Greenbelt Park. While this trail would share some of the same interpretation as the proposed Science and Environment Trail described below, its interpretive focus would be on the appreciation and use of the educational resources of ATHA's natural sites. As a component, develop a wetlands boardwalk for environmental education.

Science and Environment Trail - develop and create a trail that connects sites illustrating science, discovery, and the use of technology to improve the environment. It would link the prehistoric (e.g., fossil bearing site at the proposed Dinosaur Park) to the historic (e.g., all aviation sites, including NASA

Goddard Space Flight Center, College Park Aviation Museum, Balloon Park) to the present (e.g., Mount Rainier Nature/Recreation Center, ERCO plant, Colmar Manor, and Brentwood Rain Gardens) to the future (e.g., The University of Maryland's proposed technology park). Where important to interpretation, the trail would include walks along the Anacostia Tributary Trails System. The trail would also closely relate to the Natural History Trail by sharing some of the interpretation

Linking the Nation Trail - a walking/driving trail connecting sites such as the Bladensburg Waterfront Park, Bladensburg Balloon Park, Riversdale, College Park Aviation Museum, NASA Goddard Visitor Center and the Spacecraft Magnetic Test Facility, Brown's Tavern, the Rossborough Inn, the B&O Railroad Station in Laurel, and Duvall Bridge.

Weary Traveler Trail - a trail linking remains of the early post road and turnpike system along the US 1 corridor and the 18th and 19th-century taverns that developed along the way, such as Brown's White House Tavern, the Rossborough Inn, and the George Washington House.

Main Street Trail - a trail celebrating the Nation's Main Street, US 1 from Maine to Florida, linking the sites that tell the story of US 1 and the main street communities along it, including the downtowns of Laurel, Vansville, College Park, Riverdale Park, Hyattsville, Mount Rainier, Brentwood, North Brentwood and Bladensburg. Individual sites that illustrate 20th century development relating to the automobile can be included, from the 1930s filling station in Mount Rainier to the Tastee Diner in Laurel.

Streetcar Suburbs Trail - a trail celebrating the beginning of the Washington, D.C., suburbs as a result of the construction of the Washington to Mount Rainier trolley line in 1897. The streetcar suburbs include Mount Rainier, Brentwood and North Brentwood on one end and extend up US 1 to Laurel.

Balloon to the Moon Trail (segment of the national History of Flight Trail) - The entire span of American aviation history is represented within ATHA, including the Bladensburg Balloon Park, College Park Airport and Aviation Museum, the ERCO plant in Riverdale Park, and NASA Goddard Visitor Center.

Mail-order Houses Trail - a trail featuring Victorian pattern book and mail-order houses built in the area, including the O'Dea House, the Chlopicki House, the Kleiner Dillon House, the McEwen House, the Rizzo House and the Holbrook House, among others. As mail-order houses are found throughout the area, this trail would include sites in Mount Rainier, Brentwood, Hyattsville, Bladensburg, Cottage City, College Park, Laurel, North Brentwood, Riverdale Park, and University Park.

Greenbelt Trail - this trail would feature the City of Greenbelt and its existing walking/biking trail system. Key sites include the Greenbelt Museum, the Greenbelt Center School, and the Roosevelt Center, which includes the historic movie theater, but it is possible to enjoy a large part of this National Historic Landmark planned community on foot. Outdoor interpretive signs have been installed.

Stones and Bones Trail - tours of early church buildings and cemeteries could be offered throughout ATHA, including St. Mary's of the Mill, St. Phillip's, the First United Methodist, Abraham Hall, Queen's Chapel, St. Joseph's, St. James, Mount Rainier Methodist, North Brentwood AME Zion, St. Paul's/Free Hope Baptist, Evergreen Cemetery, St. John's, the College Park Woman's Club, Ivy Hill Cemetery in Laurel, the Calvert Family Cemetery in Riverdale Park, and the George Washington Memorial Cemetery.

Champion Tree Trail - a trail linking the 10 champion trees in ATHA: a Winged Elm, a Pig Nut Hickory, a Star Magnolia, a Bradford Pear, a Long Leafed Pine, a Pitch Pine, a Red Pine, a London Plane Tree, a Caucasian Zelkova (a member of the elm family), and a Chestnut Oak. Some of these trees are on private land; others, however, are readily accessible.

War of 1812 Trail (in support of the Star Spangled Banner National Historic Trail) - a walking and driving trail interpreting the Battle of Bladensburg in Bladensburg, Colmar Manor, and Cottage City, and linking buildings that were present during the battle, including Bostwick, the George Washington House, the Market Master's House, and the Magruder House.

Policy 5: Develop thematic or heritage trails that build upon the historic, cultural, and natural resources in the Port Towns area.

Strategies:

1. Develop the Battle of Bladensburg Trail in Port Towns.
2. Utilize streetscape improvements along US 1 and MD 450, existing trails at Bladensburg Waterfront Park, and sidewalk and trail improvements along 48th Street and to the Bostwick House.
3. Develop way finding and interpretative signage along all trails, as well as route maps and more detailed interpretative material.

Industry and Labor Trail - a trail to link sites related to the history of industry in the area, including Laurel Mills, Laurel Museum, Adelphi Mill, Bostwick House, Muirkirk Iron Furnace, and the ERCO plant.

Education and Research Trail - a trail expanding upon the Research Trail that would link such nationally recognized research sites as The University of Maryland at College Park, Archives II, the Beltsville Agricultural Research Center and Agricultural Library, the Patuxent Research Refuge and National Wildlife Visitor Center, and the NASA Goddard Space Flight Visitor Center.

Potomac Heritage National Scenic Trail

BACKGROUND

The Potomac River has long been recognized as a natural, historical, and cultural corridor of national significance. The Potomac Heritage National Scenic Trail (PHT) is the metropolitan area's only congressionally designated long-distance trail corridor. People use the trails and parks along the entire length of the Potomac River to recreate and relax, as well as to learn about the events that shaped our Country. Many unique and scenic natural areas are preserved along the river that serve as valuable habitat for wildlife, green space for communities, and educational opportunities for residents.

The idea for the PHT first arose in 1965, when President Johnson called for a national system of trails to promote public enjoyment of outdoor recreation. The idea has developed for a continuous trail route along the Potomac River between the Chesapeake Bay and the Allegheny Highlands. Responding to this interest, a corridor for the Potomac Heritage National Scenic Trail was designated by Congress in 1983 as an amendment to the National Trails System Act. It was left to the local governments to determine the exact route and type of trail. However, the intent of the national trails system is summarized by the National Capital Planning Commission as,

“National trails are part of a federally designated system of trails incorporating recreational, scenic, and historic trails. The U.S. Congress established the system to incorporate existing trail systems and add connections between them” (Parks and Open Space Element, National Capital Planning Commission (NCPC), page 122).

REGIONAL FRAMEWORK

The National Capital Planning Commission adopted the Comprehensive Plan for the National Capital in August 2004. The Parks and Open Space Element provides background regarding the regional importance of the Potomac River and guidance regarding appropriate policies and recommendations along the entire Potomac River corridor. This element includes the following policies regarding rivers and waterways (Parks and Open Space Element, NCPC, page 121):

- Protect the scenic and ecological values of waterways and stream valleys
- Restore the forested buffers along waterways and stream valleys
- Protect, restore, and enhance the Anacostia and Potomac Rivers as great open space resources and as recreational amenities, including shorelines and waterfront areas along rivers.
- Improve the quality of water in the Anacostia and Potomac Rivers to allow for both restored natural habitats and increased recreational use.
- Manage all lands along the Anacostia and Potomac Rivers in a manner that encourages the enjoyment and recreational use of water resources, while protecting the scenic and ecological values of the waterways.
- Encourage swimming, boating, and fishing facilities, as well as water-oriented tourist activities, on the Anacostia and Potomac Rivers.
- Ensure that the shorelines and waterfronts of the Anacostia and Potomac Rivers remain mostly publicly owned and that privately owned parks provide shoreline continuity through parks and promenades.

The Parks and Open Space Element also contains the following policies related to trails (Parks and Open Space Element, NCPC, page 124):

- Develop new trails and complete partial trails that connect to parks, schools, business, and other community amenities to provide a system of contiguous regional trails for extensive recreational and transportation use. Examples to be completed include the Potomac Heritage Trail.
- Develop a “blue trail” on Washington’s waterways.

These policies highlight the importance of the Potomac River corridor to the regional open space and trail network. They also provide guidance for future land use and trail implementation decisions to be made within the Potomac River corridor. The policies place a priority on the conservation of the natural features that make the Potomac River unique, as well as improving public access to the existing and planned recreational facilities along or near the river.

PLANNING BACKGROUND WITHIN PRINCE GEORGE’S COUNTY

Since 1975 the idea of a trail parallel to the Potomac River has been incorporated into various County trail plans and master plans in Prince George's County. A study of the concept of the Potomac River Trail in Prince George's County was evaluated in 1987. The study examined the feasibility of a trail along the Potomac River corridor and explored potential routes in Prince George's County between the District of Columbia and Piscataway Park. In 1999 a subcommittee of the Prince George's County Bicycle and Trails Advisory Group (BTAG) began to explore further routes for both an on-road bicycling route and potential trail alignments away from traffic to serve the needs of walkers, joggers, equestrians, and cyclists. The Potomac River is a corridor of historical, cultural, and natural significance. Prince George's County includes many features and sites that contribute to the unique character and attributes of the stream valley. Natural resources, sensitive environmental features, historic and cultural sites, and recreational opportunities are found along the entire length of the river in Prince George's County.

This plan recommends the provision of safe and convenient access to existing parkland via sidewalk and trail connections along public rights-of-ways and within existing parkland. Streets linking established communities with existing parkland should be upgraded to include continuous sidewalks to safely accommodate pedestrians from existing communities. The plan also recommends bicycle compatible improvements along the designated Potomac Heritage National Scenic Trail On-Road Bicycle Route. These improvements may include designated bike lanes, bikeway signage, paved shoulders, and spot safety improvements if necessary. Necessary improvements to provide bicycle and pedestrian access along the corridor are discussed in relation to some of the major attractions. These improvements are also incorporated into the strategies listed under the recommended policies.

In the fall of 2000 the first Potomac Heritage Trail On-Road Bicycle Route Map was published. This route connects parks, public facilities, and existing multi-use trails. It provides access to various sites along the river and also provides scenic vistas of the Potomac along various sites along the Prince George's County shoreline. In 2005, the on-road bicycle route was officially designated by the National Park Service as part of the Potomac Heritage National Scenic Trail. The existing bike route combines outdoor recreation, community-based heritage tourism, education, and conservation, all of which contribute to the County's Livable Communities Initiative. The route highlights the many locations along the Potomac River such as Fort Foote and Fort Washington that make Prince George's County unique. Significant natural, cultural, historical, and recreational resources along the corridor include:

Oxon Cove Park (Oxon Hill Children's Farm): This site is owned by the National Park Service and includes a network of natural surface trails and a paved trail connection into the District of Columbia. Access to the waterfront is provided along Oxon Cove. Oxon Cove Park was purchased by the National Park Service as an example of a small, working farm that represents the time when farming was mostly non-mechanized and much of the work was completed using horses.

Planned connections or enhancements to improve access to Oxon Cove Park include:

- Continuous sidewalks and designated bike lanes along Oxon Hill Road

- Safe accommodations for bicycles and pedestrians across MD 210 as improvements are made along the MD 210 corridor.



Existing trail along Oxon Cove, Oxon Cove Park



Oxon Hill Farm, Oxon Cove Park.

Woodrow Wilson Bridge Project: This new bridge includes a pedestrian trail along the north side of the westbound span. This trail will connect National Harbor with Alexandria and the existing Mount Vernon Trail. This trail, which is scheduled to open in mid-2009, will provide views into Washington along the Potomac River. The bridge project will also include a “deckover” facility on Rosalie Island that will function as part of the trail connection across the river and as an urban park affording expansive views of Washington.

National Harbor: This new mixed-use development provides a waterfront promenade along the Potomac River, as well as land for a waterfront M-NCPPC park. Non-motorized trips to National Harbor will be accommodated with:

- Continuous sidewalks and designated bike lanes along Oxon Hill Road
- The trail along the Woodrow Wilson Bridge project
- The planned trail through the Beltway parcel of National Harbor.

Oxon Hill Manor: Oxon Hill Manor is a significant historic site and property owned by M-NCPPC. The property was formerly owned by the Addison family, which is one of the most noted colonial families in Prince George’s County. This family played an important role in the history of Prince George’s County and the State of Maryland. The current mansion was initially constructed in 1928. It has recently been reopened after repairs were made due to the damages caused by a fire. Access to the site is from Oxon Hill Road. Oxon Hill Road currently includes minimal and fragmented provisions for pedestrians and bicyclists. Necessary improvements to provide safe non-motorized access to Oxon Hill Manor include:

- Designated bike lanes and continuous sidewalks are recommended along this corridor along Oxon Hill Road to improve access to this site and other destinations along the corridor.



Oxon Hill Manor is another historic destination along the Potomac River in Prince George's



Oxon Hill Road currently has fragmented and missing sidewalks in many areas.

Fort Foote National Park: This Park includes several internal trails that take visitors through the woodlands along the Potomac River, by the historic cannons, and to the Potomac River shoreline. This park provides access to the Potomac River for the Fort Foote community. Although this park is located directly off Fort Foote Road, community access is minimal due to limited facilities onsite and fragmented sidewalk and bike facilities from surrounding facilities. Additional improvements have been discussed for the park such as a visitor's center and interpretive features.

Improvements necessary to enhance access to Fort Foote include:

- Continuous sidewalks and designated bike lanes along Fort Foote Road.



There are existing natural surface trails at Fort Foote Park that provide access to the river.



Several cannons are on display at Fort Foote



Existing facilities for pedestrians and bicyclists are fragmented or missing in many areas. Continuous sidewalks and designated bike lanes are recommended.

Broad Creek Marsh: Much of the marsh is currently owned by M-NCPPC and the National Park Service. Broad Creek Marsh is currently the largest marsh on the Potomac River within Prince George's County. The parkland also includes a large amount of high quality riparian habitat surrounding the marsh and Broad Creek. The marsh supports a wide variety of wildlife, including several species of nesting marsh birds, nesting Bald Eagles, and a wide variety of wading birds and waterfowl.



Broad Creek Marsh.



Broad Creek Marsh.

Broad Creek Historic District: The historic district includes several sites and buildings of national significance, including St. John's Church, Piscataway House, Harmony Hall, and Want Water. The district provides unique opportunities to explore and interpret the early settlement of the region. The M-NCPPC Department of Parks and Recreation has worked with the historic district and other area residents to identify suitable trail alignments and surface types that complement the unique features in the district. Preliminary alignments have been identified, but further discussions, a feasibility analysis, and possibly additional land acquisition may be required.

Fort Washington Park: In addition to the restored fort and surrounding structures, this park also includes Prince George's County's only lighthouse, miles of natural surface trails, and expansive views of the Potomac River. Interpretive information is provided for the Fort and a

visitor's center is housed at one of the adjoining structures. Continuous accommodations for pedestrians and bicyclists are needed along Fort Washington Road and Old Fort Road to improve access to the park from surrounding communities. The portion of Fort Washington Road immediately outside the park lacks sidewalks. Nearby Fort Washington Marina also provides boat access to the north side of Piscataway Creek, as well as kayak rentals.



Fort Washington Park includes the only lighthouse in Prince George's County.



Trails in Fort Washington Park provide access to the Potomac River.

Necessary improvements to enhance access to Fort Washington Park include:

- Continuous sidewalks and designated bike lanes along Fort Washington Road
- Continuous sidewalks and designated bike lanes along Old Fort Road. If segment of Old Fort Road remain open section, safety enhancements for bicyclists may be appropriate.

Piscataway Creek: The National Park Service has acquired a large amount of the shoreline of Piscataway Creek. Most recently, the land along the north side of Piscataway Creek between Fort Washington Marina and Piscataway Drive was acquired. The National Park Service has made some improvements to a natural surface trail that follows an existing utility right-of-way, and M-NCPPC has funding to make boardwalk or bridge improvements along this trail.



Trailhead located off King Charles Terrace.
of Piscataway Creek.



Existing natural surface trail along the north side

Necessary improvements to improve access along and around the north side of Piscataway Creek include:

- Continue work with the National Park Service and Critical Area Commission to implement the planned trail connection from King Charles Terrace to Piscataway Drive
- Evaluate options for using existing M-NCPPC parkland and vacant WSSC land to provide a trail connection from Piscataway Drive to the MD 210 service road south of Piscataway Creek. Currently, the only crossing of Piscataway Creek is along MD 210. This trail connection will provide a safe connection for bicyclists and pedestrians around Piscataway Creek.

Wharf Road: The National Park Service owns land at the end of Wharf Road that allows parking and water access to Piscataway Creek.

Piscataway Park (south side of Piscataway Creek): The National Park Service owns much of the shoreline of the south side of Piscataway Creek as well. These lands include natural surface trails, a waterfront boardwalk, and the National Colonial Farm. Existing trails are extensive, but gaps exist in the overall network. Bicycle access to these parklands is provided along Farmington Road West and Bryan Point Road, which currently function as relatively low-volume, shared use bikeways. Additional bikeway signage and some bicycle compatible roadway improvements may be appropriate.



Boardwalk leading to Mockley Point.



Existing trails provide access to the Potomac River and Piscataway Creek.

The improvements that are necessary to safely accommodate pedestrians and bicyclists to the existing parkland along the south side of Piscataway Creek include:

- Bikeway improvements along Farmington Road West.
- Bikeway improvements along Bryan Point Road.
- Work with the National Park Service to provide natural surface trail connections between the existing trails along the south side of Piscataway Creek. Possible trail connection will link the National Colonial Farm with the existing trail to Mockley Point, and Mockley Point with Wharf Road to provide a continuous trail along the portion of the south side of Piscataway Creek owned by the National Park Service.

PUBLIC USE TRAIL EASEMENTS

Public use trail easements were dedicated through the development process in a small number of subdivisions. These easements were dedicated in order to implement an off-road trail along or near the Potomac River shoreline per the 1985 Equestrian Addendum to the Adopted and Approved Countywide Trails Plan. It should also be noted that the 1987 feasibility study for the trail (A Proposed Plan for the Potomac Heritage National Scenic Trail in Prince George's County, Maryland) also recommended that M-NCPPC "continue securing trail easements and carefully review new developments to assure adequate trail provisions".

These easements were established in the 1970's and 1980's and predate many current environmental restrictions. In some cases, easements were located in areas that may not be buildable due to steep slopes. Another concern is potential conflicts due to having the trail located on small, private suburban density lots.

This plan does not recommend the use of the public use trail easements. However, as the easements were dedicated to public use and not to M-NCPPC in many cases, this plan does not support their abandonment. The appropriateness of additional trail connections and the use of the trail easements can be reevaluated as part of future master plan updates.

Policies and Strategies:

POLICY 1:

Provide bicycle compatible road improvements along the Potomac Heritage National Scenic Trail On-Road Bicycle Route.

Strategies:

1. Provide continuous sidewalks and designated bike lanes along Oxon Hill Road.
2. Provide continuous sidewalks and designated bike lanes along Fort Foote Road.
3. Provide continuous sidewalks and designated bike lanes along Fort Washington Road.
4. Provide bikeway signage to designate the shared use bikeway portion of the trail along Holly Bank Drive, Arrow Park Drive, and Tantallon Drive.
5. Provide continuous sidewalks and designated bike lanes along Old Fort Road. If segments of Old Fort Road remain open section, safety enhancements and signage for bicyclists may be appropriate.
6. Provide bikeway improvements along Farmington Road West. This will involve bikeway signage and possibly safety enhancements where necessary. The segments of Farmington Road West that are completely within the Developing Tier should include sidewalk construction along both sides to improve access to the Accokeek town center. The segments requiring sidewalk improvements extend from Reserve Road to Livingston Road and from Wharf Road to MD 210.
7. Provide bikeway improvements along Bryan Point Road. This will involve bikeway signage and possibly safety enhancements where necessary.
8. Provide safe accommodations for bicycles and pedestrians across MD 210 as improvements are made along the MD 210 corridor. This may involve the provision of sidewalk and bikeway improvements across MD 210 as the planned interchanges are completed.

POLICY 2:

Improve pedestrian and bicycle access to the existing parkland, natural features, historic sites, and recreational opportunities along the Potomac River corridor from surrounding communities.

Strategies:

1. Continue work with the National Park Service and Critical Area Commission to implement the planned trail connection from King Charles Terrace to Piscataway Drive.
2. Evaluate options for using existing M-NCPPC parkland and vacant WSSC land to provide a trail connection from Piscataway Drive to the MD 210 service road south of Piscataway Creek. Currently, the only crossing of Piscataway Creek is along MD 210. This trail connection will provide a safe connection for bicyclists and pedestrians around Piscataway Creek.
3. Work with the National Park Service to provide natural surface trail connections between the existing trails along the south side of Piscataway Creek. Possible trail connections will link the National Colonial Farm with the existing trail to Mockley Point, and Mockley Point with Wharf Road to provide a continuous trail along the portion of the south side of Piscataway Creek owned by the National Park Service.
4. Continue to work with the Broad Creek Historic District and surrounding communities to identify suitable trail alignments and surface types that complement the unique natural, cultural, and historic features within the district. Priority should be given to providing safe bicycle and pedestrian access through the historic district from Oxon Hill Road to Fort Washington Road.

POLICY 3:

Work with the National Park Service, Department of Public Works and Transportation, State Highway Administration, and the community to provide signage for the designated Potomac Heritage National Scenic Trail On-Road Bicycle Route as part of the national trail system.

POLICY 4:

No construction of the Potomac Heritage Trail is recommended within public use trail easements on private residential lots. Trail connections within this corridor shall be accommodated on public parkland and within public road rights-of-way. Notwithstanding this, trail easements are still necessary for the preservation of equestrian trails in the Rural Tier and for some master plan trails implemented on private homeowners' association land.