

Bikeways and Trails



Complete Streets Policies

POLICY 1: Provide standard sidewalks along both sides of all new road construction within the Developed and Developing Tiers.

POLICY 2: All road frontage improvements and road capital improvement projects within the Developed and Developing Tiers shall be designed to accommodate all modes of transportation. Continuous sidewalks and on-road bicycle facilities should be included to the extent feasible and practical.

POLICY 3: Small area plans within the Developed and Developing Tiers should identify sidewalk retrofit opportunities in order to provide safe routes to school, pedestrian access to mass transit, and more walkable communities.

POLICY 4: Develop bicycle-friendly roadways in conformance with the latest standards and guidelines, including the 1999 AASHTO Guide for the Development of Bicycle Facilities.

POLICY 5: Evaluate new development proposals in the Developed and Developing Tiers for conformance with the complete streets principles.

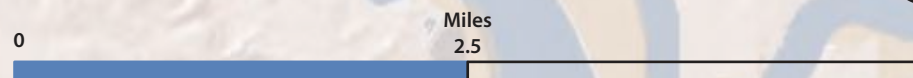
POLICY 6: Work with the State Highway Administration and the Prince George's County Department of Public Works and Transportation to develop a complete streets policy to better accommodate the needs of all users within the right-of-way.

POLICY 7: Konterra streets and trail system:

- Primary roads are to have sidewalks and designated bike lanes.
- Town center streets should reflect the county's complete streets policy.
- The trail system on the perimeter of the town center should connect to Ammendale Road as a shared-use sidepath along Van Dusen Road Extended (A-3).

LEGEND

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- Legend:**
- Existing Hard Surface Trails (Hiker/Biker/Equestrian)
 - Planned Hard Surface Trails (Hiker/Biker/Equestrian)
 - Existing Natural Surface Trails (Hiker/Mountain-Biker/Equestrian)
 - Planned Natural Surface Trails (Hiker/Mountain-Biker/Equestrian)
 - Existing Sideways
 - Planned Sideways
 - Existing Bike Lanes
 - Planned Bike Lanes
 - Existing Water Trails
 - Planned Water Trails
 - Existing Bike Routes, Shared Use Roads
 - Planned Bike Routes, Shared Use Roads
 - M-NCPPC Parks
 - State Protected
 - National Park System
 - Federal
 - Railroad
 - Metro Blue Line
 - Metro Green Line
 - Metro Orange Line
 - Purple Line Locally Preferred Alternative
 - Purple Line Locally Preferred Alternative Train Stations
 - MetroRail Train Stations
 - MARC Train Stations
 - Amtrak Train Stations



POLICY 1: Incorporate appropriate pedestrian-oriented and TOD features to the extent practical and feasible, in all new development within designated centers and corridors.

POLICY 2: Provide adequate pedestrian and bicycle linkages to schools, parks, recreation areas, commercial areas, and employment centers.

POLICY 3: Develop bicycle-friendly roadways in conformance with the latest standards and guidelines, including the 1999 AASHTO Guide for the Development of Bicycle Facilities.

POLICY 4: Identify sidewalk retrofit opportunities for small area plans within the Developed and Developing Tiers in order to provide safe routes to school, pedestrian access to mass transit, and more walkable communities.

POLICY 5: Plan new development to help achieve the objectives of this master plan.

POLICY 6: Ensure funding to achieve the objectives of this master plan and the state's priority list.

POLICY 7: Increase trail funding by one percent of the total county transportation budget (excluding developer funding). Give priority to trails that function as transportation facilities or as links to other transportation facilities.

POLICY 8: Design and construct master plan park trails to accommodate all user groups (pedestrians, bicyclists, equestrians, mountain bikers, and disabled users), to the extent feasible and practical.

POLICY 9: Provide trail connections within and between communities as development occurs, to the extent feasible and practical.

POLICY 10: Promote the use of walking and bicycling for some transportation trips.

POLICY 11: Develop theme-based marketing of major hiker/biker/equestrian trails and bicycle commuting routes.

POLICY 12: Develop a safe school routes strategy as an integral part of a comprehensive Prince George's County complete streets policy.

Potomac Heritage National Scenic Trail Policies

POLICY 1: Provide bicycle-compatible road improvements along the Potomac Heritage National Scenic Trail on-road bicycle route.

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.

POLICY 3: Work with the National Park Service, the Department of Public Works and Transportation, the 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.

Interpretative Trails and Long Distance Bicycle Route Policies

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

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.

POLICY 3: Promote the equestrian heritage of Prince George's County, focusing on trails that facilitate access to the Prince George's Equestrian Center, Jug Bay Natural Area, and Rosaryville State Park.

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.

POLICY 5: Extend the Anacostia Tributary Trail 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.

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 interjurisdictional trail connection and an important link in the regional trail network.

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 ATHA Trail Development Strategic Plan should be reviewed by the county's Bicycle and Trails Advisory Group and integrated into county master plans, as appropriate.

POLICY 8: Develop thematic or heritage trails that build upon the historic, cultural, and natural resources in the Port Towns area.

The Maryland-National Capital Park and Planning Commission
Prince George's County Planning Department
www.mncppc.org/pgco

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