



CITY COUNCIL WORK SESSION AGENDA

CITY OF GREENBELT
25 Crescent Road
Greenbelt, MD 20770

SEPTEMBER 29, 2025
7:30 PM

I. Work Session - Go Prince George's County (Draft Master Plan of Transportation)

1. Work Session — Go to Prince George's County (Draft Master Plan of Transportation)

Suggested Action: Meeting Agenda:

- 1.) Welcome & Introductions
- 2.) Project Purpose and Outreach
- 3.) Go! Prince George's / Draft Master Plan of Transportation Overview
 - a.) Introduction and Background
 - b.) Policies and Strategies
 - c.) Facility Recommendations
 - d.) Monitoring and Evaluation
 - e.) Appendix
- 4.) Timeline and Resources
- 5.) Council Discussion
- 6.) Questions and Answers

MEMORANDUM

TO: Greenbelt City Council

FROM: Ryan Sigworth, AICP
Community Planner II

DATE: September 29, 2025

SUBJECT: Preliminary Staff Review and Comments, Draft 2025 Go! Prince George's Countywide Master Plan of Transportation

MASTER PLAN OVERVIEW

Prince George's County includes multiple incorporated areas and communities of choice for families, businesses, and visitors. The Draft 2025 Go! Prince George's Countywide Master Plan of Transportation ("Master Plan" or "MPOT") replaces the 2009 Countywide Master Plan of Transportation and includes the vision, goals, policies, and strategies for enhancing the vast transportation network of the County.

This plan reconciles and consolidates transportation recommendations and policies from the master and sector plans approved since 2009 to provide a more comprehensive and concise plan. It further supports the robust countywide transportation network, which serves unincorporated areas and 27 municipalities. The Master Plan embraces access and connections between places of interest, regional activity centers, schools, innovation corridors, and special roadways from established communities to rural areas. The County's connections between goods and services and the highway system are key in the Washington metropolitan region.

The County's road network spans several thousand miles and includes, but is not limited to, major arterial streets, expressways, and freeway. The transportation network throughout the County includes ways to move by commuter buses, transit, bicycling, walking, and as a motorist.

The Master Plan outlines policies to advance transportation planning including integrated transportation and land-use planning strategies, transit-oriented development, concurrency and adequate public facility requirements, and corridor congestion management.

The Master Plan also seeks to enhance and expand trails, bikeways, sidewalks, transit, and the road network to equitably move people; support transportation network companies and micromobility; efficiently transport goods and services; create safer streets; improve curbside management; and expand mobility by air and water.

The Master Plan consists of three primary elements: Policies & Strategies, Facility Recommendations, and Monitoring & Evaluation. Together, these elements provide the framework

to achieve the Master Plan's goal to "connect Prince Georgians to an integrated, safe, sustainable transportation network that provides access to diverse communities, jobs, good and services, and place of interests".

The Master Plan addresses seven Greenbelt-owned roads: Cherrywood Lane, Ivy Lane (Between MD 201 and Cherrywood Lane), Mandan Road, Edmonston Road, Greenbelt Station Parkway, Brae Brooke Drive, and Hanover Parkway. In addition, the Master Plan makes recommendations on roadways owned and operated by the State of Maryland such as MD 193, I-495, MD 201, and the Baltimore-Washington Parkway.

ANALYSIS

Policies & Strategies

The Policies & Strategies element of the Master Plan breaks down all the transportation modes and types into sub-categories with independent policies and strategies to pursue:

- Sidewalks and Pedestrian Mobility (PR) - Seeks to expand sidewalks and improve pedestrian mobility to support the development of a comprehensive multimodal transportation network and "15-minute communities".
- Bikeways, Paths, and Trails (BK) – Recommends the creation of an integrated bicycle network and shared-use path network that is organized and constructed to function similar to the County's road and highway network.
- Transit (TR) – Provides an opportunity to advance policies, strategies, and street typologies to further enhance ridership while provide access to other places of interest.
- Micromobility (MI) – Provides policies and strategies to expand first-mile/last mile trips to create access to transportation choices to ultimately achieve 15-minute communities.
- Complete and Green Streets (CG) – Sets policies and strategies to construct and reconstruct streets to provide multimodal options to facilitate walking, bicycling, transit ridership, micromobility and driving for all users.
- Roads and Highways (RH) – Enhances policies and strategies to maintain, preserve, and enhance the County existing road and highway infrastructure.
- Special Roadways and County Heritage (SH) – Sets policies to preserve and enhance the County's historic and scenic roadways and trails.
- Waterways (WW) – Seeks to expand and preserve the County's waterways trail system and passenger options.
- Aviation (AV) – Ensures continued operations of general aviation in the County and support urban air mobility practices.
- Goods Movement (GM) – Focuses on a multi-pronged approach to enhance the transportation network for economic development and commerce.
- Smart Infrastructure (SI) – Implements the use of technology in the management of rights-of-way, communication with transportation users, and facilitate more efficient travel.
- Sustainability (SS) – Establishes policies and strategies to make the overall transportation system more sustainable in the County.

Facility Recommendations

The Facility Recommendations section of the Master Plan focuses on recommendations to specific roadways, bicycle/pedestrian facilities, and trails. In order to achieve this, the Master Plan creates a new paradigm of functional classification from the lowest level residential street to highways. Some of these classifications are not defined in the Master Plan which has been noted in the staff comments.

This Master Plan establishes new Transportation Service Areas (“TSA”) for the entire County. The City of Greenbelt is location within TSA 2 which is characterized as “suburban areas with constrained road right-of-ways that could limit future roadway widening”.

Within this element of the Master Plan there are many specific recommendations on roadways the City Council should be aware of. The Master Plan addresses seven Greenbelt owned roads: Cherrywood Lane, Ivy Lane (Between MD 201 and Cherrywood Lane), Mandan Road, Edmonston Road, Greenbelt Station Parkway, Brae Brooke Drive, and Hanover Parkway. In addition, the Master Plan also makes recommendations on roadways owned and operated by the State of Maryland such as MD 193, I-495, MD 201, and the Baltimore-Washington Parkway.

The Master Plan also includes multiple tables organized by functional classification with “recommendations” for many local roadways. In a few cases, the table recommends more traffic lanes than currently exist on some roadways or misstates the number of existing travel lanes. The City of Greenbelt has voiced opposition to these recommendations in the previous 2009 plan and supported a plan to maintain the current conditions. The recommended changes proposed in the Master Plan include the following:

- Cherrywood Lane – supports the recommendation on the 4-lane section with barrier separated shared bicycle facilities from MD 193 to Breezewood.
- Greenbelt Station Parkway – 2 lanes with a barrier separated bicycle facility from MD 193 to Miner Street (portions are unbuilt).
- Brae Brooke Drive – continues to recommend the extension of Brae Brooke Drive to Hanover Parkway even though a portion of the right-of-way has been vacated.
- Ivy Lane – recommends expanding Ivy Lane to a 4-lane section
- Mandan Road – classified as a 4-lane section but is currently a two-lane section
- Edmonston Road – recommends the inclusion of a shared-use path to Springhill Drive
- Hanover Parkway – listed as a 4-lane section, need to be corrected to reflect current conditions with a 2-lane section.

Recommendations for State of Maryland owned and operated roadways:

- MD 193 – recommends a shared-use path.
- MD 201 – no recommendation for future projects.
- I-495 – recommends construction of full interchange at the Greenbelt Metro Station.
- Baltimore-Washington Parkway – no recommendation for future projects.

Other recommendations of note within the Master Plan:

- Proposes a shared-use path on MD 193.
- On MD 193, it proposes reconfiguring the Baltimore-Washington Parkway ramps to have a T-junction rather than sweeping ramps and improving pedestrian access to and within Greenway Center by constructing sidewalks, crosswalks, and pathways.
- Branchville Road to have a shared-use path and incorporate recommendations from the *Berwyn Heights Bicycle and Pedestrian Safety Improvement Action Plan* with wide sidewalks and street trees on both sides to enhance the arrival experience to Lake Artemesia.

Monitoring & Evaluation

The final chapter of the Master Plan purposes monitoring and evaluation strategies to act as a guide to assist transportation partners, municipalities, and other stakeholders. Its goal is to

leverage resources in a fiscally responsible way to fund, prioritize, and implement a safe and broadly accessible multimodal transportation network.

This Master Plan carries forward six performance measures from the *Plan Prince George's 2035 Approved General Plan* and establishes 24 new performance measure toward implementation of the Master Plan's goal. These measures are as follows:

Measures Carried Over from Plan Prince George's 2035 Approved General Plan

- Bicycles and Pedestrian Facilities Constructed
- Commuting Patterns
- County Greenhouse Gas Emissions
- Housing and Transportation Affordability
- Mode Split: Walk, Bike, Transit, and Auto Trips
- Vehicle Miles Traveled (per Capita)

New Measures Established in the Preliminary Go! Prince George's 2025 Countywide Master Plan of Transportation

- Vision Zero Strategies in reducing fatalities
- Sidewalk Miles Constructed or Reconstructed
- School Route Analyses Conducted
- Arterial Corridor Bicycle Accommodations
- Bikeway (Trails and Paths) Miles Constructed
- Bike Lane Miles Constructed
- Separated Bike Facilities
- Natural Surface Trail Miles Constructed
- Transit Mode Share
- Transit Accessibility in the Established Communities
- Micromobility Options
- Progress on Urban Street Implementation
- Construct Urban Streets
- Miles of Street Reconstructed or Built to Urban Street Standards (Total)
- Miles of Existing Streets Reconstructed or Built to Urban Street Standards (Annual)
- Existing Streets Reconstructed in Designated Downtowns
- Carbon Emissions
- Sidewalks Provided in and near Healthy Food Access Areas

CONCLUSION/ COMMENTS

The Preliminary 2025 Go! Prince George's Countywide Master Plan of Transportation includes many priorities and strategies shared by the City of Greenbelt, including support for the proposed shared-use path along MD 193/Greenbelt Road, reconfiguration of ramps off of the Baltimore-Washington Parkway at MD 193, and a shared-use path along Edmonston Road.

The Master Plan also recommends some projects that the City does not support. These are primarily road projects that require expanding or extending local roadways. In particular, the widening of Ivy Lane to a 4-lane section.

There will be several opportunities for Council, staff, and residents to respond to the Preliminary Go! Prince George's Master Plan of Transportation. A public hearing will be held in the future as this plan proceeds toward adoption. Staff will also prepare written testimony for Council's review.

Staff has reviewed the draft Master Plan and provides these preliminary comments regarding the contents of the plan and its structure:

- The City of Greenbelt applauds the draft Master Plan's increased focus on transit, last mile transportation, and micromobility.
- What criteria are used to determine whether or not a municipally owned and/or operated roadway is included in this plan?
- Page 38 – The City appreciates the creation of new Traffic Service Areas (TSA) but doesn't understand their purpose within this plan. Neither the policies and strategies section, nor any other section, tailors or prioritizes policies or strategies to specific TSAs to emphasize their greatest needs for these geographic areas. The plan appears to create an implementation strategy that is "one-size fits all" which is likely not the best approach for a successful plan. For example, the needs of the rural areas are different than the urban areas, and the policies and strategies should reflect those needs.
- Page 38 – In defining TSA 2, "Suburban areas with constrained road right-of-ways that could limit future roadway widening" appears to mean that roadway widening is the preferred option to improve transportation. Because widening roadways typically induces demand for vehicular traffic, staff suggests defining TSA 2 as "Suburban areas with a maximized roadway network in need of additional transit options".
- Page 40, Map #4 – The Greenbelt MARC station is not shown on this map.
- Page 120 – This section should include the definitions for the functional classifications/typologies. Additionally, the *2024 Prince George's Urban Street Design Standards* do not contain definitions for all functional classifications referenced in this plan such as Residential. What is the difference between a Neighborhood Connector and a Residential Street?
- Page 130, UC-229, Greenbelt Station Parkway – As a Neighborhood Connector there is no matching cross section for the existing conditions with a center median. The City has no plans for a separated bike facility on this roadway. This roadway deserves more discussion with the City.
 - Consider UC-229, Greenbelt Station Parkway, as a different classification. Perhaps Residential depending on the definition.
- Page 13, UC-233 – Remove the note discussing the widening of Ivy Lane to 4 lanes. The City does not support the widening of this roadway.
- Page 131 and Map 27 – The roadway classification for Ivy Lane between the table on Page 131 and Map 27 do not match. Please revise both to be a Neighborhood Connector (UC).
- Page 135 – The City strongly supports the recommendations for UI-257 Branchville Road to have a shared-use path and all other recommendations.
- Page 155 – Support recommendations for A-16, Greenbelt Road (Sector Plan Boundary to Frankfort Drive) to reconfigure the Baltimore-Washington Parkway ramp to have a T-junction. The City of Greenbelt supports all the other recommendations as well.
- Page 164, MC-201 – Hanover Parkway is not owned by DPW&T, it's owned by the City of Greenbelt.
 - Page 164, MC-201 – 4 lanes is an error, it should be listed at 2 lanes.

- Page 169, C-21, Hanover Parkway – The City of Greenbelt is in the design phase for a shared-use path from Good Luck Road to Mandan Road. Change “Bicycle or Share Use Facility” column from “Future Study” to “Shared-use path”.
- Page 169, C-120, Sunnyside Avenue – The City is opposed to any further widening beyond the existing conditions and does support redesigning existing roadway to support pedestrian and bike improvements.
- Page 169, C-210A – A portion of Brae Brooke Drive is owned by City of Greenbelt. A significant portion of Brae Brooke Drive ROW was vacated for this extension. The City does not support extending this roadway, please remove Brae Brooke Drive from the plan.
- Page 214, Map 27 – The “planned” extension of Brae Brooke Drive/Mandan Road should be removed from this map. The City of Greenbelt advocated for it to be taken out of reservation during the Doctors Hospital’s PPS application, and we believe it was a condition of the Planning Board’s resolution.
- Page 169, C-212, Mandan Road – The City does not support this extension.
- Page 170, C-212, Mandan Road – This is not a 4-lane roadway. Please list as a 2-lane roadway.
- Page 185 – Edmonston Road (P-200) north of Greenbelt Road is owned by the City of Greenbelt, not DPW&T. Another row should be added to reflect this difference in the master plan.
- Page 185, P-200, Edmonston Road – The City supports the inclusion of a shared-use path from MD 193 to Springhill Drive. However, the City questions this section of Edmonston Road being classified as a Primary roadway.
- Page 197, E-2, Kenilworth Avenue – Given proximity to Purple Line stations, a shared-use path should be added to recommendation to connect Last Mile transportation to transit options.
- Page 199, Table 14 – Add Hanover Parkway from Mandan Road to Good Luck Road as a planned shared-use path.
- Page 201, Table 14 – Add WMATA Trail at the Greenbelt Metro as a planned facility in the table
- Page 164 MC-201, Hanover Parkway – DPW&T does not own any portion of Hanover Parkway. Hanover Parkway is owned by the City of Greenbelt in its entirety (Mandan Road to Good Luck Road). Why are there different functional classifications for the two segments of Hanover Parkway that are south of Greenbelt Road?
- Page 214 – The “E-2” label to comingled with “P-200” is a bit confusing. Consider moving the “E-2” label under Keniliworth Avenue.
- Page 214, Map 27 – Please ensure that any revisions to functional classifications based on comments above are reflected on this map.
- The term “pedestrian scramble” mentioned on Page 251 is not defined. The layperson and/or other planners will not know what that is. More attention should be paid to defining terms within the plan.
- Page 248-249 – Indicated 24 new performance measures but Table 18 only has 18 performance measures. Please clarify and adjust as needed.

Attachments:

Map 1: Greenbelt Roadway Functional Classification

Map 2: Trails, North Area

Map 3: Transportation Service Areas

Functional Classification

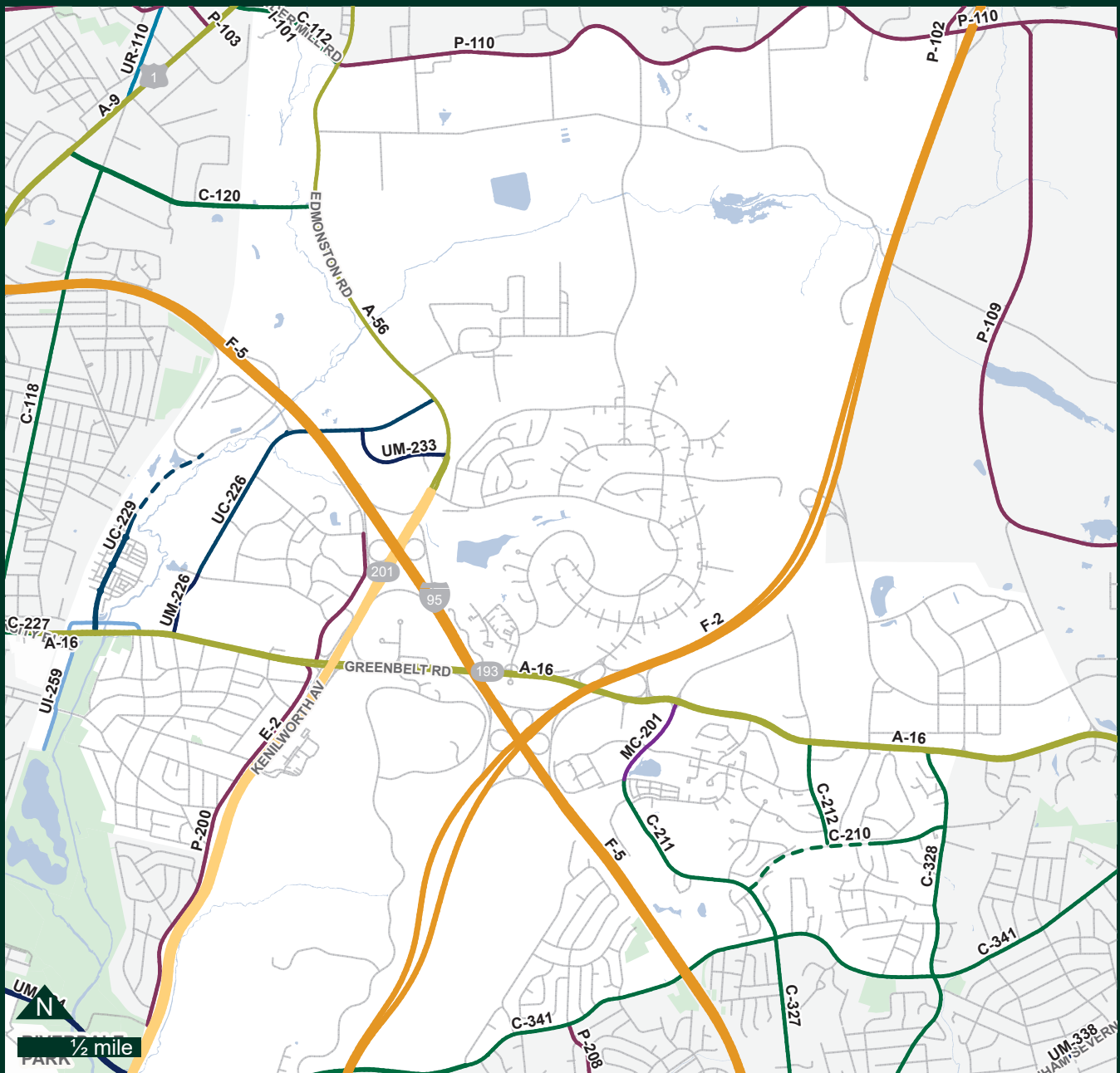
Greenbelt & Vicinity

Sources:
Prince George's County GIS Open Data Portal, 2022;
Maryland's GIS Data Catalog, 2022

Legend

- | | |
|---|--|
|  Freeway |  Neighborhood Connector |
|  Expressway |  Neighborhood Residential |
|  Arterial |  Shared Street |
|  Major Collector |  Urban Industrial |
|  Collector |  Industrial |
|  Primary |  Other Roads |
|  Residential |  Existing |
|  Urban Center |  Planned |
|  Mixed-Use Boulevard |  Planned (alignment to be determined) |

Locator Map



Primary Trails

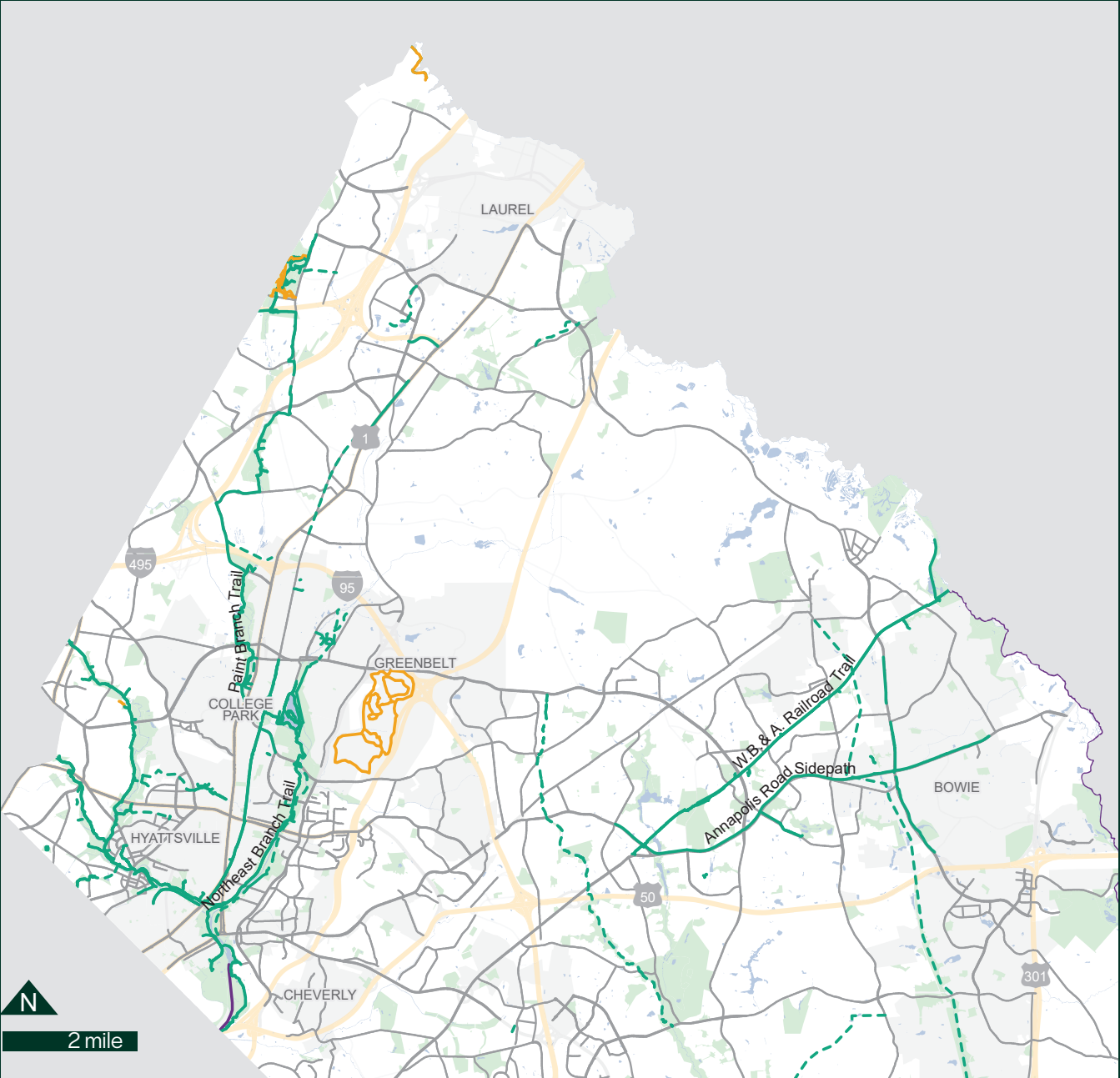
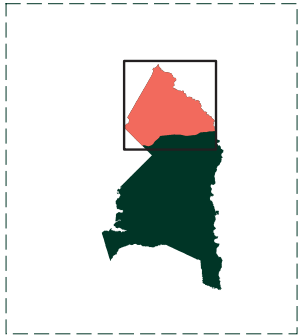
North Area

Sources:
Prince George's County GIS Open Data Portal, 2022;
Maryland's GIS Data Catalog, 2022

Legend

- Existing Hard Surface Trail
- Existing Natural Surface Trail
- Existing Water Trail
- Planned Hard Surface Trail
- Planned Natural Surface Trail
- Planned Water Trail
- Roadways with existing/planned bicycle facilities

Locator Map



Transportation Service Areas

Plan 2035 established Transportation Service Areas (TSAs) so that certain transportation policies, including the requirements for adequacy of road/highway facilities, could be assigned geographically.

Go Prince George's replaces those TSAs with new TSAs that reflect the limited ability to add road/highway lanes and to the fundamental differences between areas in the Transit-Oriented/Activity Center Zones and other areas of the County.

Map 3. New Transportation Service Areas

- | | | |
|---|--------------|---|
|  | TSA 1 | Established General Plan Local and Regional Centers |
|  | TSA 2 | Suburban areas with constrained road right-of-ways that could limit future roadway widening |
|  | TSA 3 | Suburban areas of the County |
|  | TSA 4 | The Rural and Agricultural Area |

