POLICY 5: Implement a bicycle-friendlier roadway system in conformance with the latest standards and guidelines, including the 1999 AASHTO Guide for the Development of Bicycle Facilities.

POLICY 6: 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 7: Plan new development to help achieve the objectives of this master plan.

POLICY 8: Ensure funding to achieve the objectives of this master plan and the state’s priority list.

POLICY 9: Develop safety and accessibility improvements for major hiker/biker/equestrian trails and bicycle-commuting routes.

POLICY 10: Develop a safe school routes strategy as an integral part of a comprehensive Prince George’s County complete streets policy.

POLICY 11: 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 12: 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 13: Provide trail connections within and between communities as development occurs, to the extent feasible and practical.

POLICY 14: Promote the use of walking and bicycling for some transportation trips.

POLICY 15: Develop theme-based marketing of major hiker/biker/equestrian trails and bicycle-commuting routes.

POLICY 16: Develop a safe school routes strategy as an integral part of a comprehensive Prince George’s County complete streets policy.

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 roadfrontage 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 5: Encourage the development of bicycle-friendly roadways in the Developed and Developing Tiers to encourage the use of bicycling for some transportation trips.

POLICY 6: Provide trail connections within and between communities as development occurs, to the extent feasible and practical.

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.

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POLICY 15: Develop theme-based marketing of major hiker/biker/equestrian trails and bicycle-commuting routes.

POLICY 16: Develop a safe school routes strategy as an integral part of a comprehensive Prince George’s County complete streets policy.
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 interpretive 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 National 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 Waldorf 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 WhiA 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.