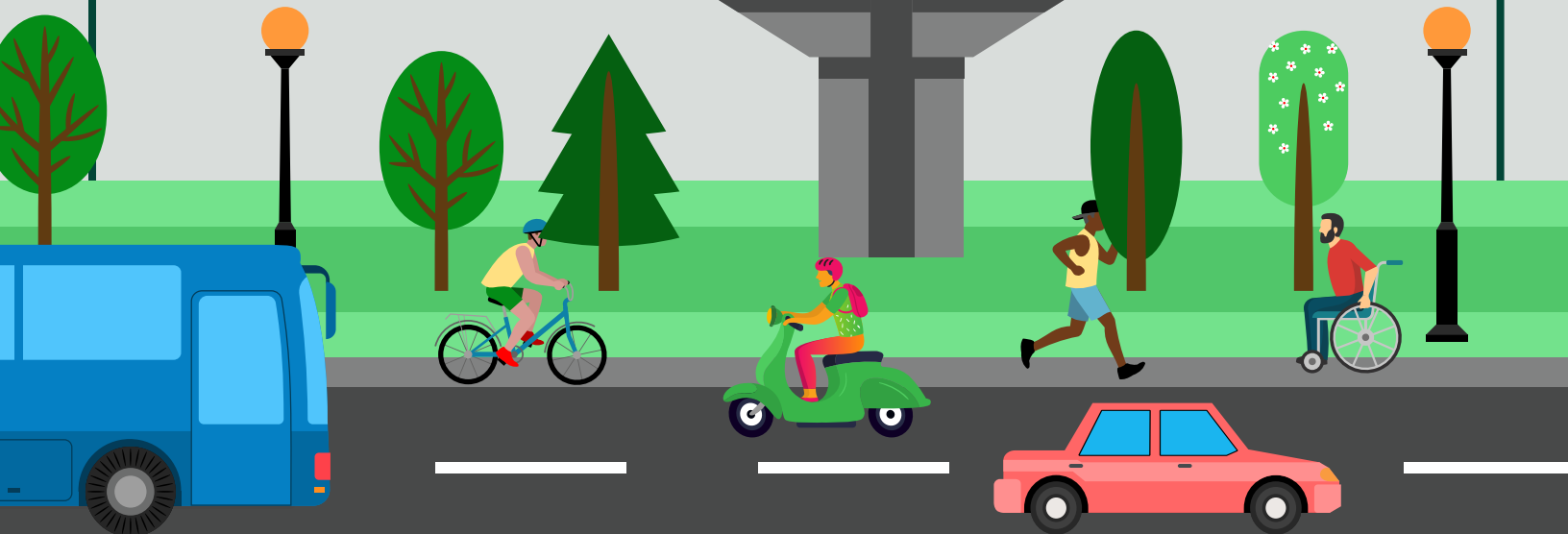
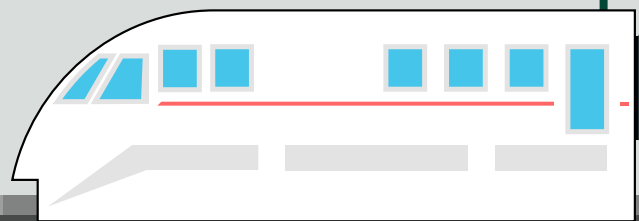


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PRINCE GEORGE'S

PRELIMINARY PLAN
COUNTYWIDE MASTER PLAN OF TRANSPORTATION
FEBRUARY 2025

 THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
Prince George's County Planning Department



Abstract

Date	February 2025
Title	Go Prince George's: Preliminary Plan
Author	The Maryland-National Capital Park and Planning Commission
Subject	Countywide Master Plan of Transportation
Source of copies	The Maryland-National Capital Park and Planning Commission 1616 McCormick Drive Largo, MD 20774
Series number	992252405
Number of pages	270

Go Prince George's is the functional master plan for transportation, mobility, and accessibility within those portions of the Maryland-Washington Regional District in Prince George's County, Maryland. Upon approval, Go Prince George's will supersede and replace the 2009 *Countywide Master Plan of Transportation*, the Transportation and Mobility Element in Plan 2035, and transportation facility recommendations in all area master plans, sector plans, transit district development plans, and functional master plans approved prior to the date of approval of this plan.

This functional master plan was formulated over a four-year period and guided by a public participation plan that included engagement with residents, property owners, business owners, public agencies, and many other stakeholders. This functional master plan contains Prince George's County's vision for fundamentally transforming its multimodal transportation network to implement Plan 2035 and other County plans by increasing access to opportunities and advancing economic development, housing, and environmental goals by creating a twenty-first century multimodal mobility network. The plan contains goals, policies, and strategies to implement the plan vision safely, sustainably, and equitably. Go Prince George's also includes an implementation framework illustrating the timeline, partnerships, and action items critical to achieving the County's vision for its future.



February 2025

The Maryland-National Capital Park and Planning Commission
Prince George's County Planning Department
1616 McCormick Drive
Largo, MD 20774

www.pgplanning.org

The Maryland-National Capital Park and Planning Commission

Artie L. Harris, Jr., Chair
Peter A. Shapiro, Vice Chair

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Debra Borden, General Counsel

The Maryland-National Capital Park and Planning Commission (M-NCPPC) is a bicounty agency, created by the General Assembly of Maryland in 1927. The Commission's geographic authority extends to the great majority of Montgomery and Prince George's Counties: the Maryland-Washington Regional District (M-NCPPC planning jurisdiction) comprises 1,001 square miles, while the Metropolitan District (parks) comprises 919 square miles, in the two counties.

The Commission has three major functions:

- The preparation, adoption, and, from time to time, amendment or extension of the General Plan for the physical development of the Maryland-Washington Regional District.
- The acquisition, development, operation, and maintenance of a public park system.
- In Prince George's County only, the operation of the entire county public recreation program.

The Commission operates in each county through a Planning Board appointed by and responsible to the County government. All local plans, recommendations on zoning amendments, administration of subdivision regulations, and general administration of parks are responsibilities of the Planning Boards.

The Prince George's County Planning Department:

- Our mission is to help preserve, protect, and manage the County's resources by providing the highest quality planning services and growth management guidance, and by facilitating effective intergovernmental and citizen involvement through education and technical assistance.
- Our vision is to be a model planning department of responsive and respected staff who provide superior planning and technical services and work cooperatively with decision makers, citizens, and other agencies to continuously improve development quality and the environment and act as a catalyst for positive change.

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The County Council has three main responsibilities in the planning process: setting policy, plan approval, and plan implementation. Applicable policies are incorporated into area plans, functional plans, and the general plan. The Council, after holding a hearing on the plan adopted by the Planning Board, may approve the plan as adopted, approve the plan with amendments based on the public record, or disapprove the plan and return it to the Planning Board for revision. Implementation is primarily through adoption of the annual Capital Improvement Program, the annual Budget, the water and sewer plan, and adoption of zoning map amendments.

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Table of Contents

PAGE

10

Section I: Introduction & Background

- 13 Introduction
- 14 Value, Vision, Themes, Priorities
- 26 Who We Are
- 30 Agency Partners and Municipalities
- 32 Community Engagement
- 34 Implementing Plan 2035
- 39 Existing Transportation Network
- 52 Equity
- 54 Legal Context
- 56 Glossary

PAGE

60

Section II: Policies & Strategies

- 64 Sidewalks and Pedestrian Mobility (PR)
- 67 Bikeways, Paths, and Trails (BK)
- 82 Transit (TR)
- 88 Micromobility (MI)
- 92 Complete and Green Streets (CG)
- 98 Roads and Highways (RH)
- 100 Special Roadways and County Heritage (SH)
- 106 Waterways (WW)
- 108 Aviation (AV)
- 110 Goods Movement (GM)
- 112 Smart Infrastructure (SI)
- 115 Sustainability (SS)

PAGE

118

Section III: Facility Recommendations

120 Functional Classification

122 Facility Tables

206 Facility Maps



**FIND
MORE AT
pgplan.org/go**

PAGE

246

Section IV: Monitoring & Evaluation

248 Performance
Measures

249 Additional
Indicators of
Success

PAGE

258

Section V: Appendices

260 Sources

264 Acknowledgments



Foreword

The Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission is pleased to make available the 2025 Preliminary Draft of Go Prince George's for your review and comment. This functional master plan provides a blueprint for implementing the vision of Prince George's County's General Plan, *Plan Prince George's 2035*, and the County's area master plans, sector plans, transit district development plans, and other policy plans and planning studies by tackling difficult challenges collaboratively and innovatively to transform Prince George's County into the community of choice in the Washington, D.C. region, where all want to live, work, play, learn, shop, recreate, and visit.

In addition to establishing a vision for a safe, sustainable, and equitable multimodal transportation network that connects Prince Georgians and visitors to opportunities, amenities, and critical services throughout the County and beyond for the next 25 years, Go Prince George's addresses a variety of challenges and opportunities related not only to how we get around, but why we travel in the ways we do, the importance of transportation choices, and how we must extend the benefits of accessibility and mobility to all Prince Georgians. Achieving the vision of Plan 2035 to focus future growth in walkable, mixed-use, sustainable Centers requires a complete transformation of the mobility network in and around those Centers while providing opportunities for all Prince Georgians and our treasured visitors to access new and existing jobs, housing options, educational opportunities, cultural, historical, and recreational amenities, and dining, entertainment, and nightlife options that make Prince George's County the destination of choice in the 21st century.

We invite you to carefully review this preliminary draft and encourage you to attend an upcoming joint public hearing to present your views. We encourage you to also submit testimony in writing to the Clerk of the County Council. The Planning Board will review all comments presented at the joint public hearing in our deliberations prior to our adoption of the plan and transmittal to the County Council for action. We look forward to hearing from you soon!

Sincerely,

Peter Shapiro, Chair

Prince George's County Planning Board

Go Prince George's is a functional master plan

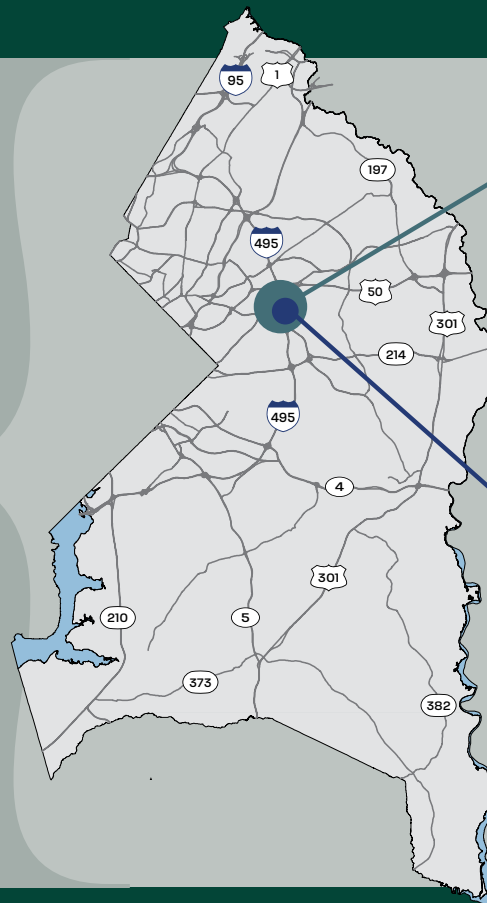
Go Prince George's is designed to implement Plan 2035. Functional master plans contain more detailed policies and strategies for specific areas of planning (in this case, transportation and mobility) incorporating such factors as community input, demographic trends, travel patterns, trends in placemaking, population forecasts, and market analyses.

GENERAL PLAN

Plan Prince George's 2035 (Plan 2035) provides long-range guidance for the future growth of the County. It covers the Regional District and all the Planning Areas.

FUNCTIONAL MASTER PLAN

Covers the Regional District and addresses specific planning such as school sites, trail areas, mobility, and public facilities.



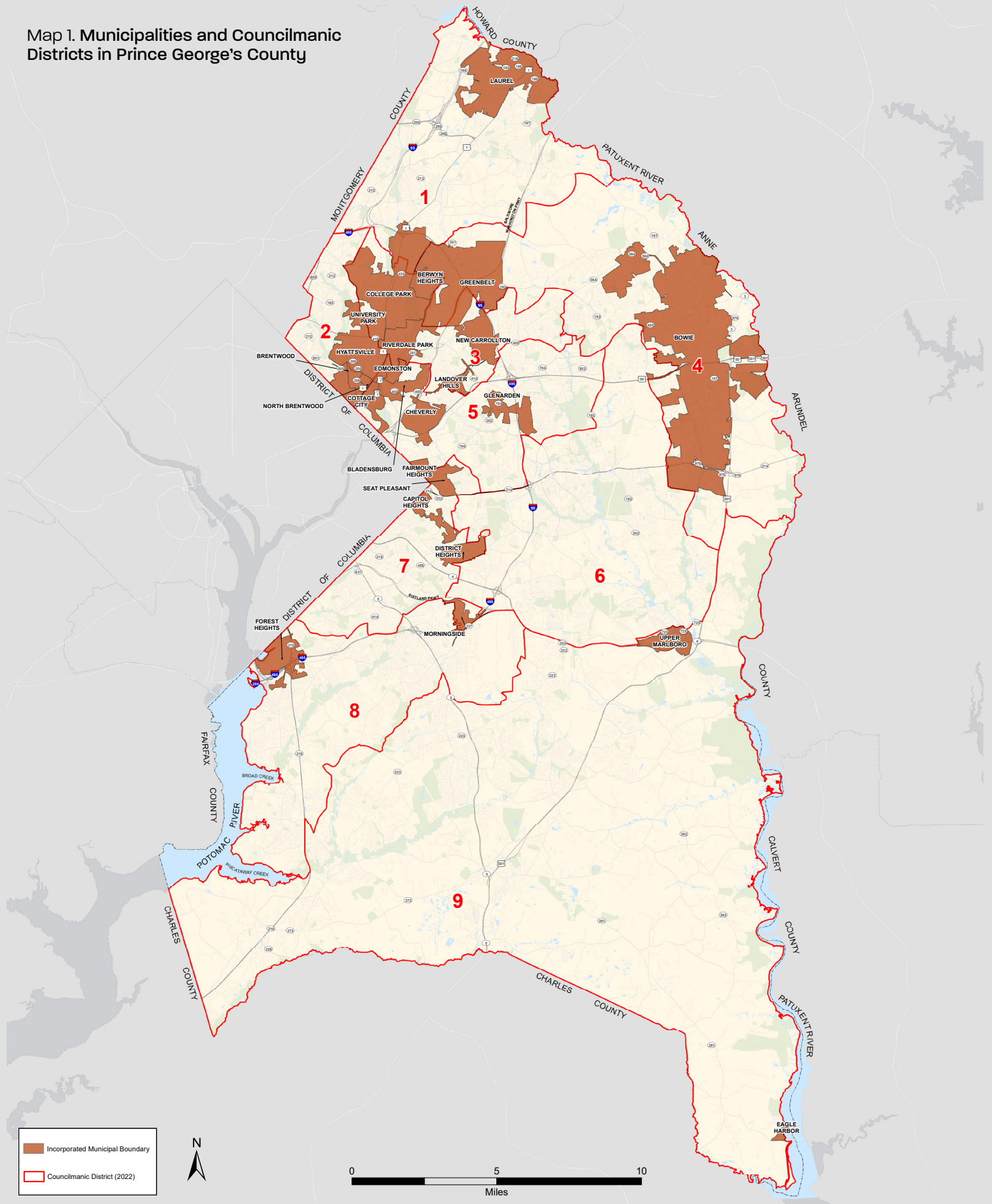
MASTER PLAN

Guides how the Planning Areas should be developed. Master Plans amend the General Plan for a specific area within the County.

SECTOR PLAN

Guides how a portion of a defined Planning Area should be developed.

Map 1. Municipalities and Councilmanic Districts in Prince George's County



Section I

Introduction & Background



12

About



14

Values



16

Themes



19

Priorities



26

Our Community



30

Partners



32

Community
Engagement



34

Implementing
Plan 2035



39

Modes
of Transit



54

Legal Context



56

Glossary

How We Got Here



Introduction

Prince George's County includes multiple incorporated areas and communities of choice for families, businesses, and visitors. Go Prince George's 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.

Go Prince George's 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 several thousands of miles of the road network throughout Prince George's County comprise major arterial streets, expressways, and freeways. The transportation network throughout the County includes ways to move by commuter buses, transit, bicycling, walking, and as a motorist.

Since 2009, more than 100,000 new residents moved into Prince George's County. In that time, many corridors throughout the County have experienced high levels of traffic congestion paired with limited to no transit service. Demand has increased for a variety of housing types in walkable neighborhoods near transit.

Go Prince George's contains policies for advancing transportation planning including funding recommendations, integrated transportation and land-use planning, transit-oriented development,

Vision

Go Prince George's strives to connect Prince Georgians to an integrated, safe, sustainable transportation network that provides access to diverse communities, jobs, goods and services, and places of interest.

concurrency and adequate public facility strategies, and corridor congestion management.

Go Prince George's is a plan 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, and provide better commutes, safer streets and curbside management, and expanded mobility via air and water.

Go Prince George's reflects the input and ideas received from engaging the community and collaborating with transportation partners.

Our Values

A successful plan must center around a set of shared values. This countywide functional master plan was created in partnership with the community, stakeholders, and implementing agencies, with a focus on these five values:



PRIORITIZING PEOPLE

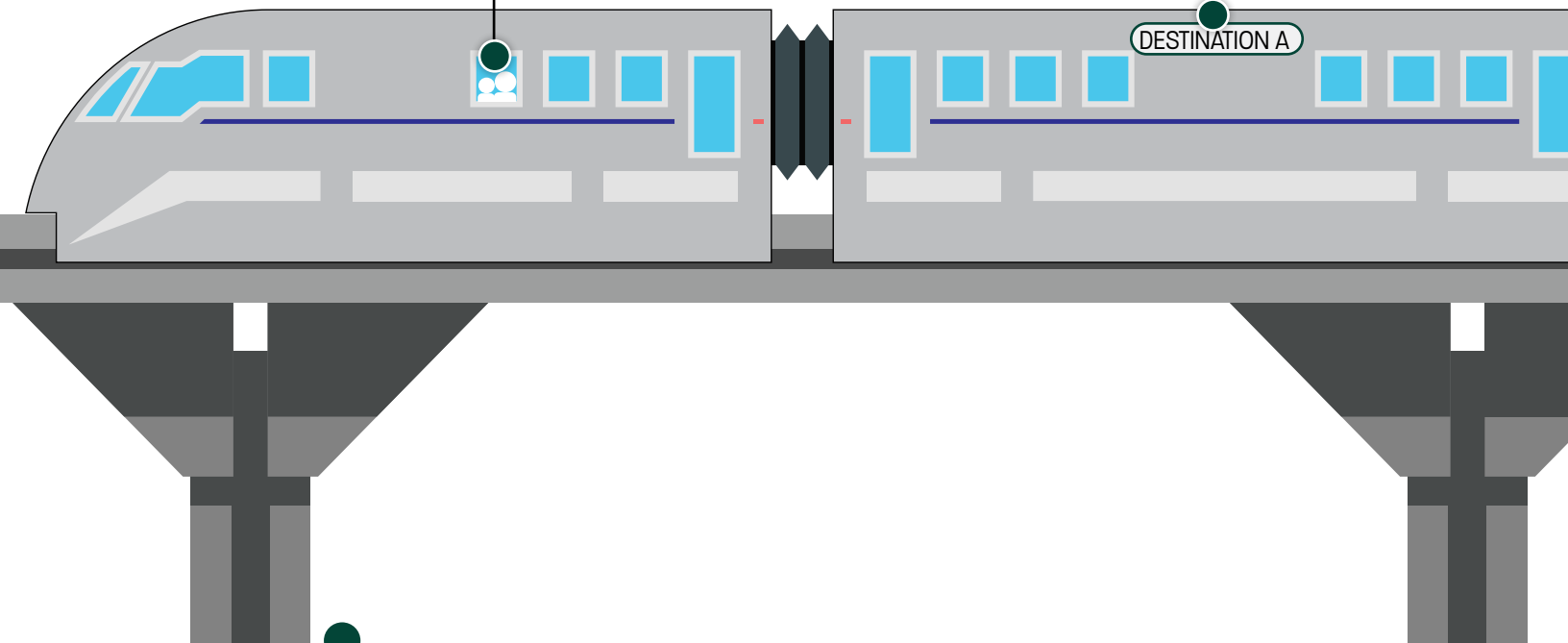
Places that attract workers, students, residents, and visitors are built at the human scale and prioritize the public realm with an emphasis on complete streets for walking, bicycling, micromobility, and transit. All Prince Georgians have a right to access the street in a safe, equitable, efficient way. The movement of people takes precedence over the movement of vehicles.



CREATING GREAT PLACES

Prince George's County is in a prime location in the Washington, D.C. area, and is home to one of the most active interstate highways (I-95) and a highly supported passenger rail corridor (Amtrak's Northeast Corridor).

Prince George's County has unique communities of very dense urban and suburban residential areas, employment centers, agricultural farm lands, and rural areas. Providing adequate safe infrastructure to sustain communities is essential to supporting the creation of great places to live, work, shop, recreate, and visit while providing adequate transportation management for communities inside and outside the County.





EQUITY MEANS SAFE ACCESS FOR ALL

Safety must be integrated into all modes of travel. Prince Georgians must have a robust transportation and mobility network that provides safe and equitable access to the maximum number of destinations locally, regionally, and beyond, with a variety of mobility choices.



PRINCE GEORGIANS COME FIRST

An interconnected transportation network will connect Prince Georgians to places of interest and diverse communities.

Mobility decisions are prioritized to benefit Prince Georgians, visitors to the County, and those conducting business in our County while balancing the access of cross-county commuters and interstate motorists.

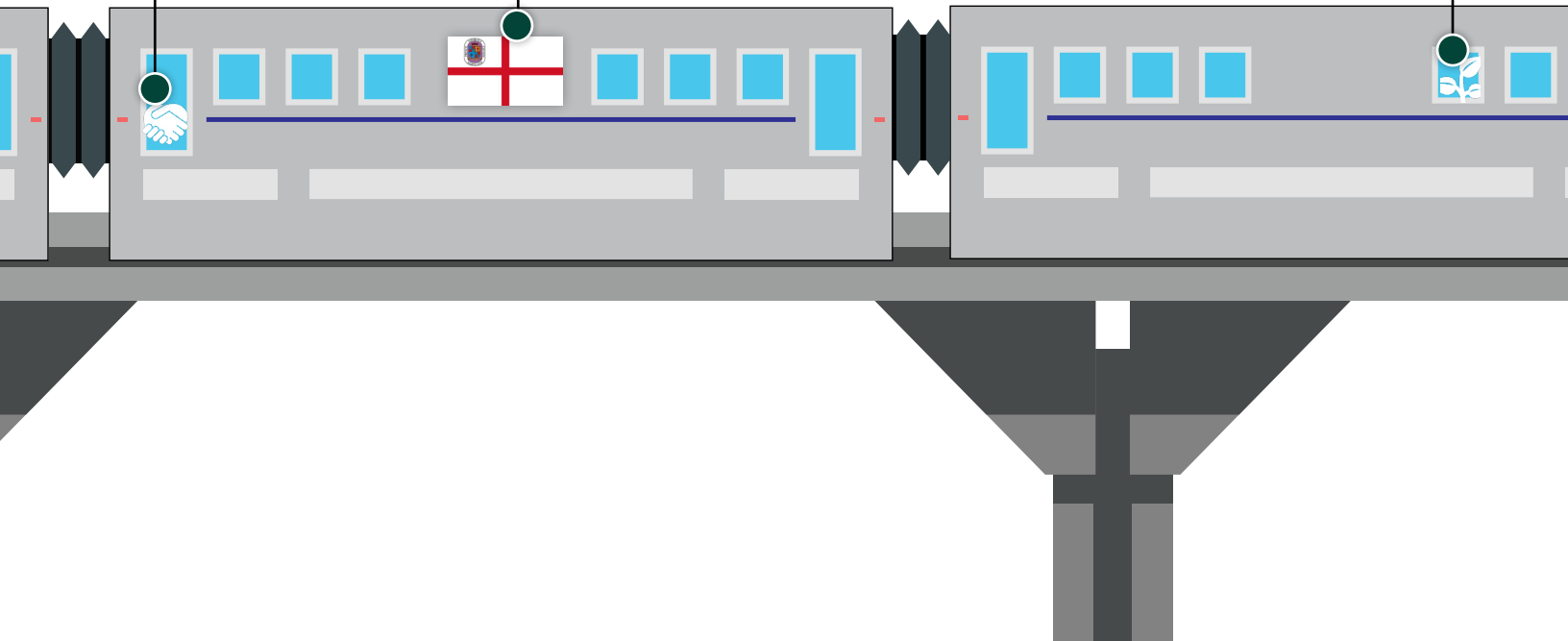


SUSTAINABILITY IS PARAMOUNT

Sustainable infrastructure will minimize the impact on the environment. Hosting a variety of non-vehicular options, including a robust transit system, bicycle, micromobility, and other active transportation will reduce greenhouse gas emissions.

Every Prince Georgian should live within 15 minutes of the region's transit or park-and-ride lots.

Access to the robust trails, pathways, and award-winning parks further supports sustainability for our natural resources.



Our Themes

To advance its transportation vision and goals, Go Prince George's establishes policies and recommendations to achieve a complete, integrated transportation system.

Each of the Go Prince George's policies and recommendations incorporates at least one of its six overarching themes.



SAFETY

Prioritize projects that improve safety for all Prince Georgians. Eliminate transportation-related fatalities and serious injuries to make our streets safe for everyone. Safety is at the foundation of a Complete Streets policy—to design and operate streets in a way that enables safe access for all users, regardless of age, ability, or transportation mode choice. Safety consistently ranks as a top priority for Prince Georgians.



EQUITY

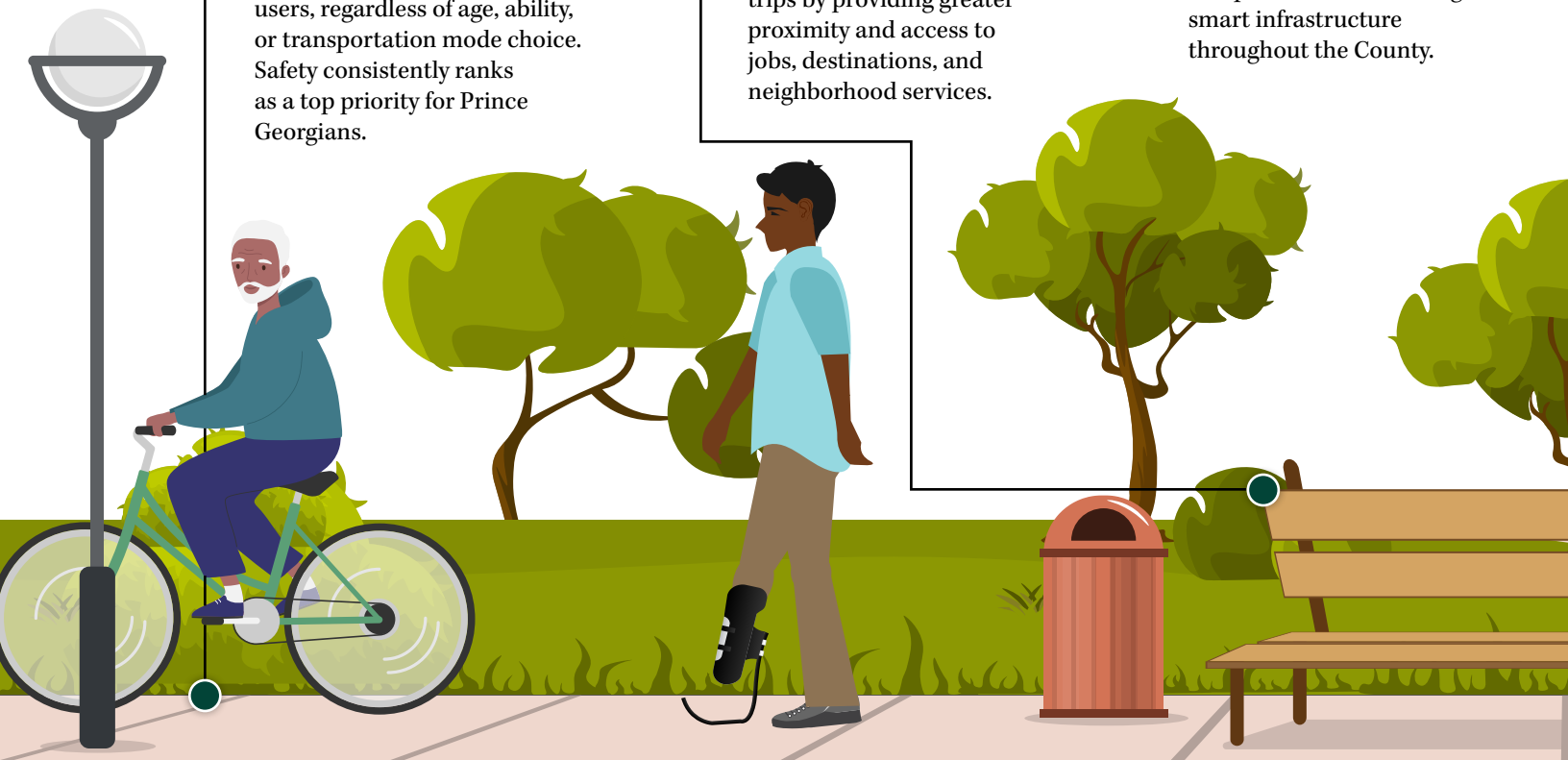
Increase investment and access to support equitable and affordable mobility options in our communities that historically lacked investment.

Promote equitable development projects that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and neighborhood services.



INNOVATION

Integrate emerging mobility solutions and technologies to move people and goods through our County in cleaner, safer, more affordable, and efficient ways. This includes supporting transportation network companies and increasing smart infrastructure throughout the County.





RESILIENCE AND SUSTAINABILITY

Increase access to sustainable and zero-carbon transportation modes and mobility options to support our strategic energy and sustainability goals. This includes maintaining trails, pathways, and scenic highways.



COLLABORATION

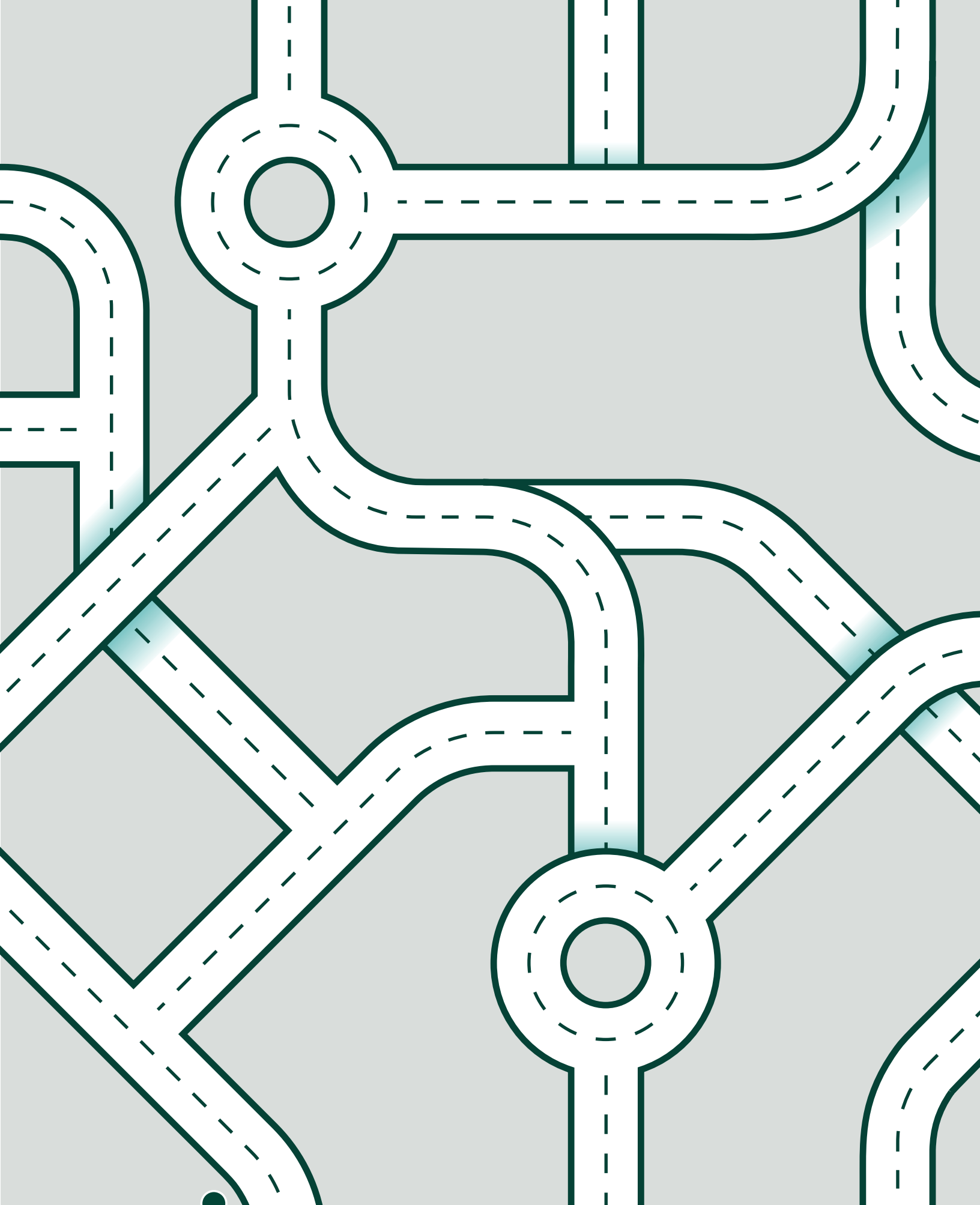
Support real-time information, open-source data, transparency, monitoring, reporting, departmental and agency cooperation, database management, and options for parking, loading and unloading, and goods movement. Technology is a vital tool for collaboration, ensuring that the policies and programs guiding our region's future are closely coordinated and well integrated.



COMMUNITY OF CHOICE

A well-maintained and connected network of streets, paths, bikeways, trails, and more provides Prince Georgians with the optimum variety of mode choices. This plan supports a Complete Streets Road Network enhanced for a particular mode (pedestrians, bicycles, transit, vehicles, trucks). It also focuses on the benefits of flexible design standards, and needed infrastructure improvements to connect to the County's communities of choice.





Our Priorities

GO Prince George's is a plan for how Prince George's County transportation partners and incorporated areas prioritize projects

to ensure that Prince George's County is a viable place to live, work, play, learn, shop, recreate, and visit. The most important role of Go Prince George's is to protect and preserve public health, safety, and welfare. Investing in projects, programs, and people that save lives and prevent injury in the transportation network is Prince George's County's highest priority.

With a land mass area of almost 500 square miles, the County's transportation network is vast and varied. From air, water, and land, Prince George's County's mobility trends balance large commuter traffic with intra-state motorists.

While many Prince Georgians still commute to work as single-occupant vehicle motorists, the County is among the nation's leading suburbs when it comes to commuting in other ways. The United States Census Bureau estimates that 35.2 percent of Prince Georgians do not commute to work by driving alone. Each of these trips is a car off the road, reducing traffic congestion, carbon emissions, roadway wear and tear, and potential safety challenges for other travelers. There are five transportation priorities.





Ensuring great communities

to live, work, play,
learn, shop, and recreate

This priority includes providing access to healthy foods and quality health care, as part of neighborhood-serving uses to support 15-minute communities. All stakeholders are requested to partner in the transformation of the integrated transportation system from one that conveys vehicles through and out of the County. The opportunity to safely travel throughout the County on a variety of reliable, accessible modes of transportation is an achievable goal.

To continue to support this effort, Plan 2035's Strategic Investment Program identifies five "downtowns" in the County for prioritization:

- Hyattsville Crossing (Prince George's Plaza)
- New Carrollton
- Downtown Largo
- Suitland
- Branch Avenue Metro

Investing in our "downtowns" will attract jobs, businesses, and amenities for Prince Georgians, while focusing on deploying smart infrastructure to advance access management in those areas.

Go Prince George's uses five measures to identify which communities will benefit most when new mobility, accessibility, and connectivity investments are made, which include:

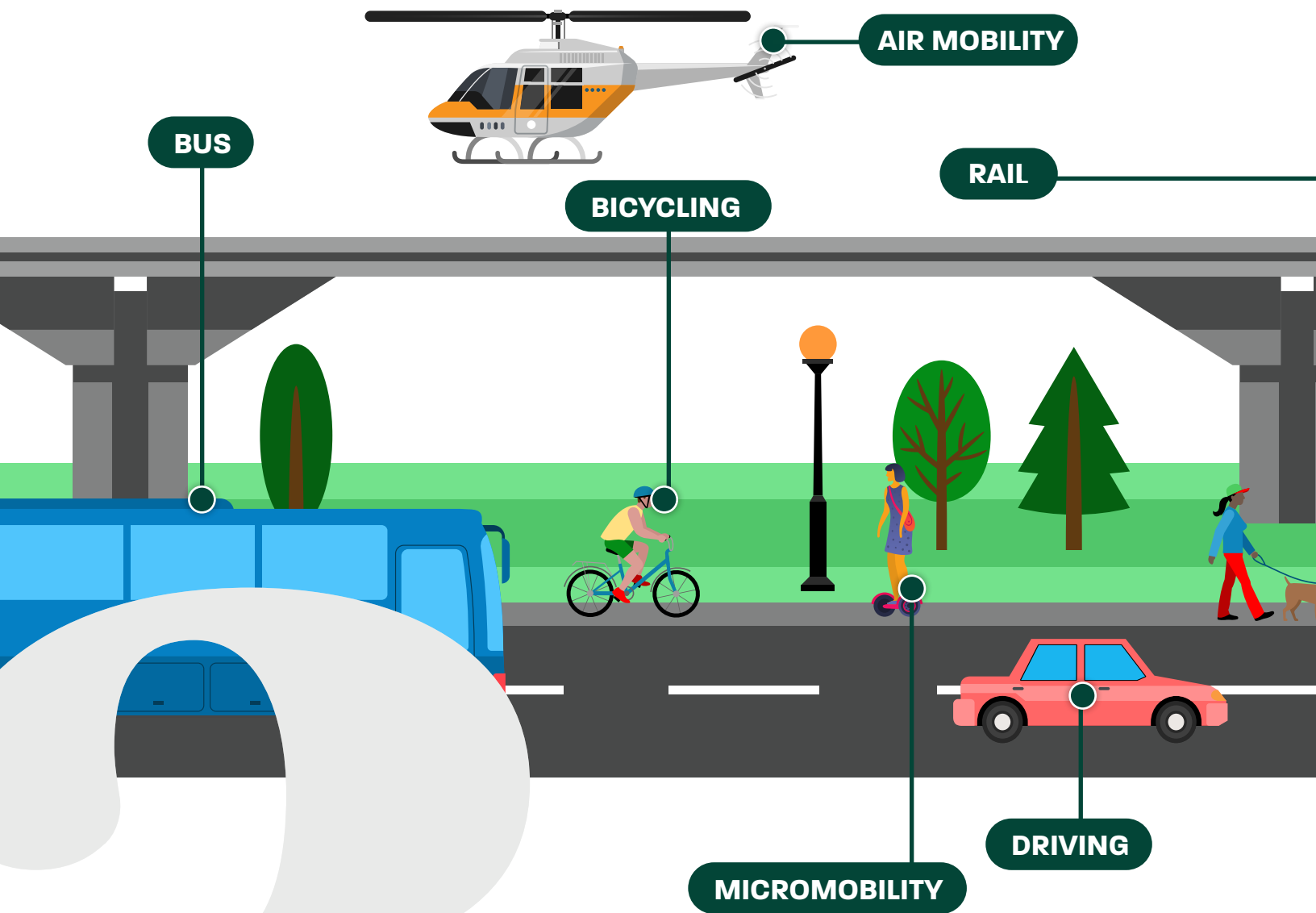
- The Metropolitan Washington Council of Governments' (MWCOG) Equity Emphasis Areas
- The federal government's Justice40 Communities Initiative and its Climate and Economic Justice Screening Tool
- Plan 2035's Neighborhood Investment Areas
- The County's Capital Improvement Program
- General Plan Centers where 50 percent or more of the Center is within one or more of the areas above

Enhancing multi-agency coordination and public-private partnerships

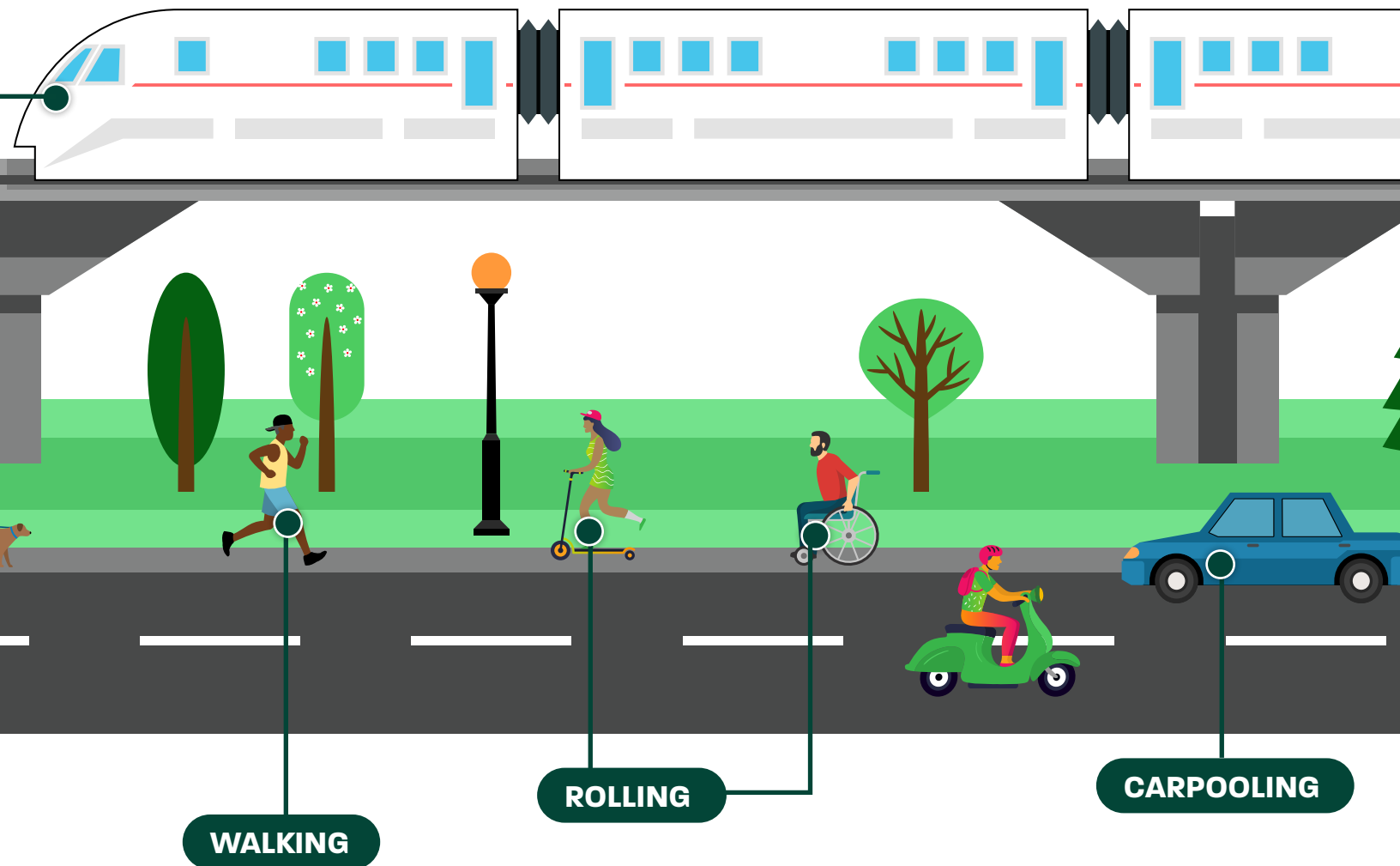
The Prince George's County Innovation Corridor “has the highest concentrations of economic activity in our four targeted industry clusters [healthcare and life sciences; business services; information, communication, and electronics (ICE); and the federal government] and has the greatest potential to catalyze future job growth, research, and innovation in the near- to mid-term. This area is well positioned to capitalize on the synergies that derive from businesses, research institutions, and incubators locating in close proximity to one another and on existing and planned transportation investment, such as the Purple Line,” per Plan 2035.

Prince George's County hosts the nation's leading research institutions in a variety of fields. Capitalizing on research and innovation conducted at existing campuses, such as the Henry A. Wallace Beltsville Agricultural Research Center (BARC), the University of Maryland, College Park, the Discovery District, the National Aeronautics and Space Administration Robert Goddard Space Flight Center (NASA Goddard), and other research firms and institutions in the County is a clear way to increase public-private partnerships to support various transportation options for long-term success, including addressing first-mile/last-mile strategies.





Providing multimodal transportation choices



Providing the ability for all Prince Georgians to use public transit instead of driving is one of the most important things Go Prince George's can do for the environment, the economy, and the County's future.

Go Prince George's envisions a future where transportation demand management is integrated in all communities. This will support rideshare, carshare, and bikeshare, which can create better connection nodes to transit for equitable transportation options.

The Regional Transit Districts and Local Centers are those areas in Prince George's County where the development of transportation hubs and transfer points can occur more seamlessly. Plan 2035 establishes the goal that 65 percent of future housing and jobs will be located in Regional Transit Districts and the Local Centers served by rail transit.

An additional 10 percent of new dwelling units and 5 percent of jobs will be located in the Town Centers—those suburban and auto-oriented centers that have a mix of uses.

There are hundreds of miles of new bicycle facilities, sidewalks, and shared-use paths. These new facilities increase connectivity and accessibility, but also create network gaps where neighborhoods are close to these facilities, but residents cannot quite get to them. The next priority is completing the County Bikeways Network and closing pedestrian and bicycle gaps.

WMATA, DPW&T, and other bus service providers in the County are encouraged to constantly collect, update, refine, and analyze data to determine which services and improvements to rider experience are working, which ones are not, and what services are needed.

Growing and traveling sustainably

Similar to its peer jurisdictions around the Capital Beltway, much of Prince George's County consisted of low-density neighborhoods without access to the County's multimodal network. A majority of Prince Georgians lived in these areas.

Sustainable infrastructure in Existing Communities allows residents to walk, roll, bicycle, and ride transit safely and effectively. Go Prince George's identifies strategic investments and an approach to ensuring our Existing Communities complement our growth centers.

Placemaking investments have transformed our designated Centers into destinations of choice for residents of surrounding communities and the broader region. Creating a County Bikeways Network is a high priority. Making sure that bicyclists and shared-use path users can cross the expansive road network is key to having a comprehensive, continuous facility.

Prince George's County can enhance its transportation facilities with a focus on advancing green infrastructure and green streets. The County and its partners must work to construct the next generation of major transportation projects. They include, but are not limited to:

- Extensions of Metrorail and other fixed-guideway transit services,
- Capacity enhancements on interstates, where feasible,
- Interchange upgrades, and
- Conducting planning, preliminary engineering, and final design for these facilities.





Figure 1.

PRINCE GEORGE'S COUNTY Who lives here

482.6

square miles, making it the sixth-largest county in the State.

Bordered by Montgomery, Anne Arundel, Howard, Charles, and Calvert Counties in Maryland; City of Alexandria, Virginia; Fairfax County, Virginia; and the District of Columbia.



967,201

Total County population



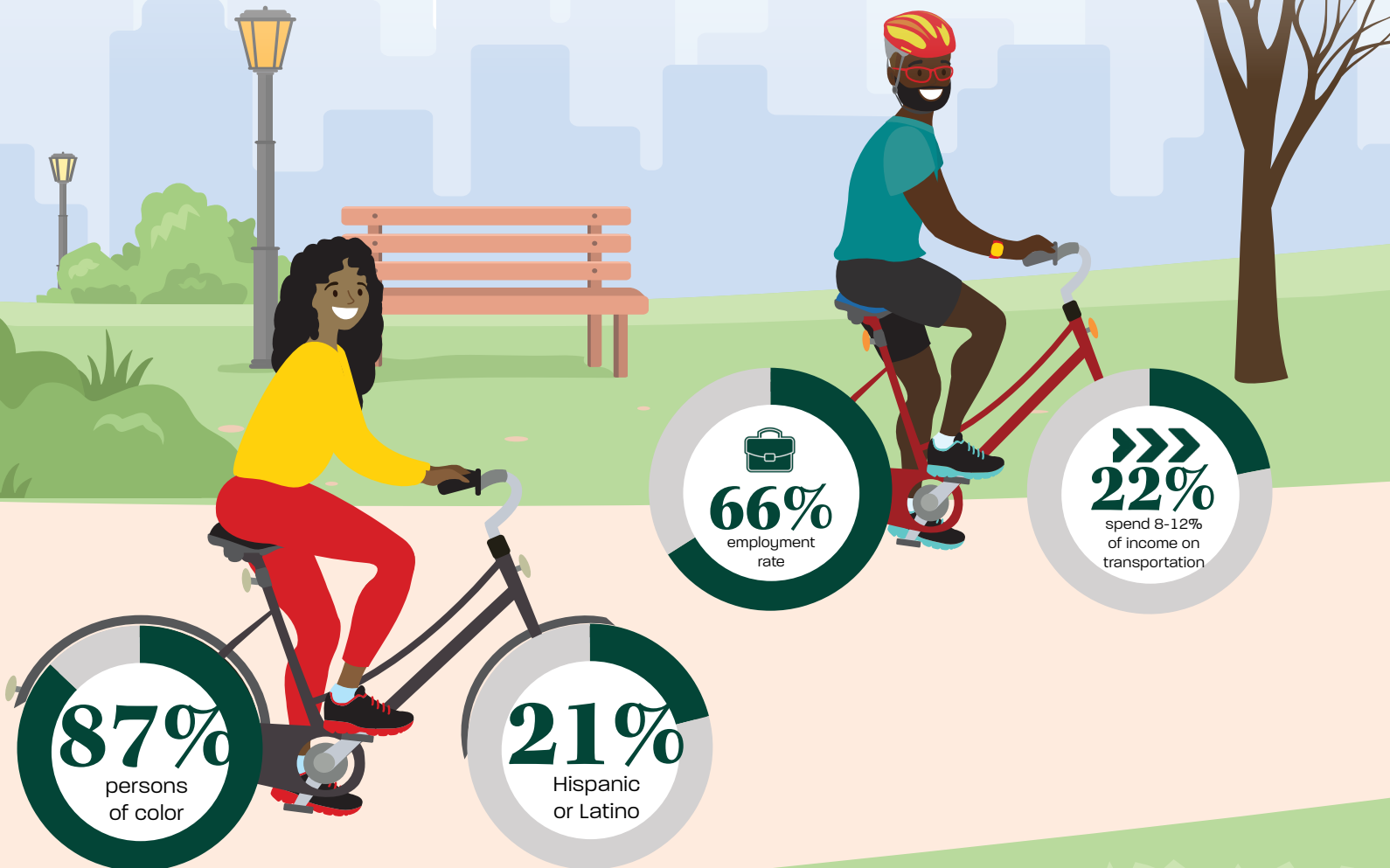
39

Median age



\$98,027

Median Household income





48%

of greenhouse gas emissions in the County in 2018 came from the transportation sector, specifically driving



120

fatal crashes in 2023, the most in the region



39

pedestrians killed in vehicle crashes in 2023



38%

have a Bachelor's degree or higher



11%

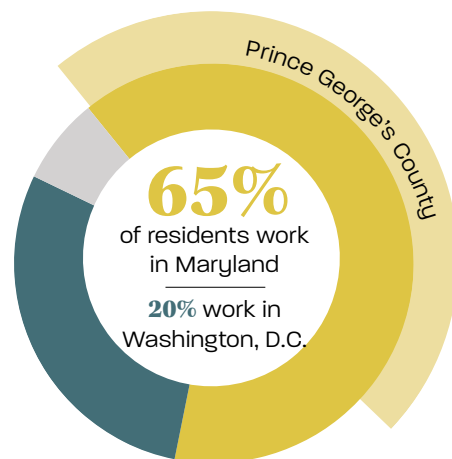
are without health insurance



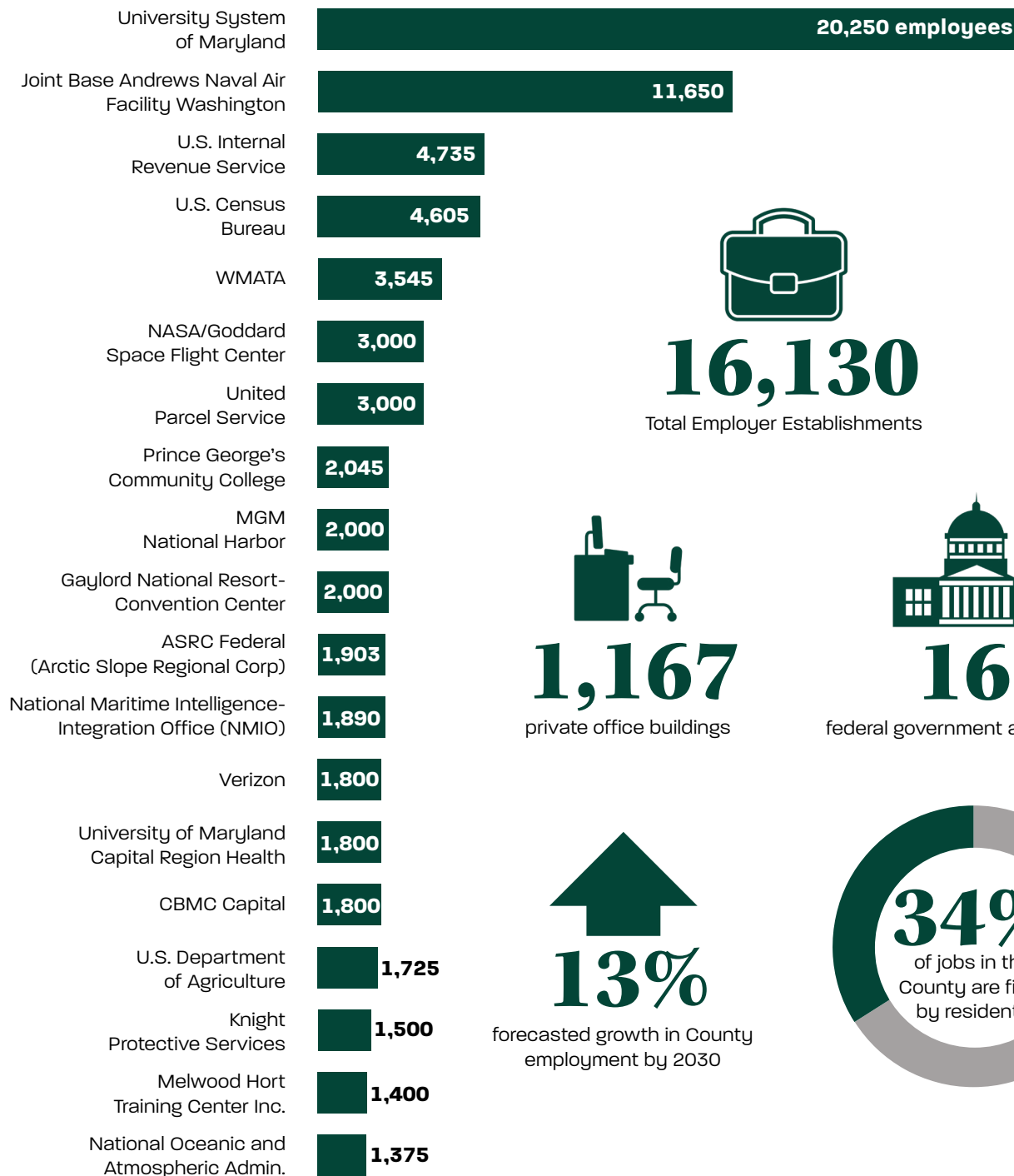
Sources: The U.S. Census Bureau, The Center for Neighborhood Technology

Figure 2.

Where we work



Major Employers in Prince George's County

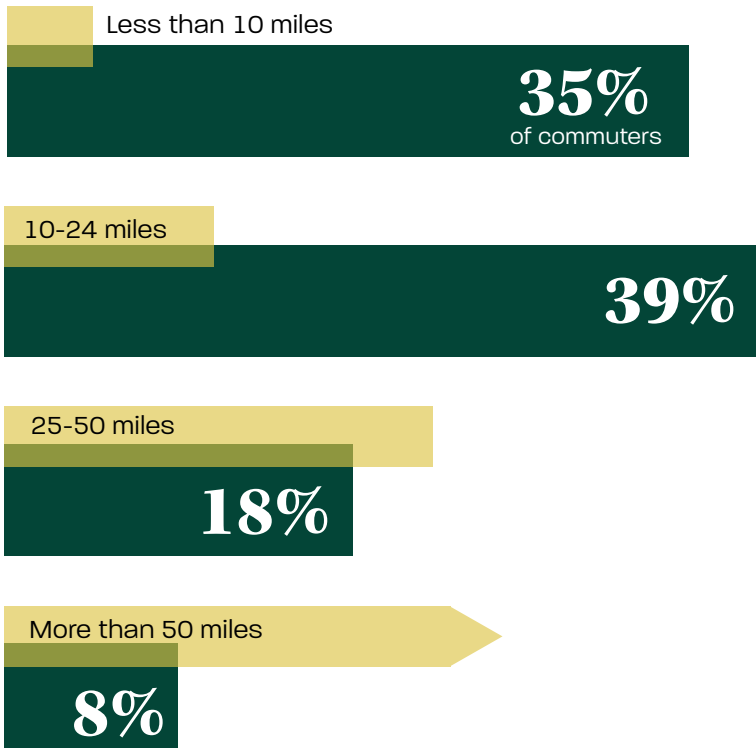


Sources: The U.S. Census Bureau; Maryland Department of Commerce

Figure 3.

& How we get there

Average commute distance

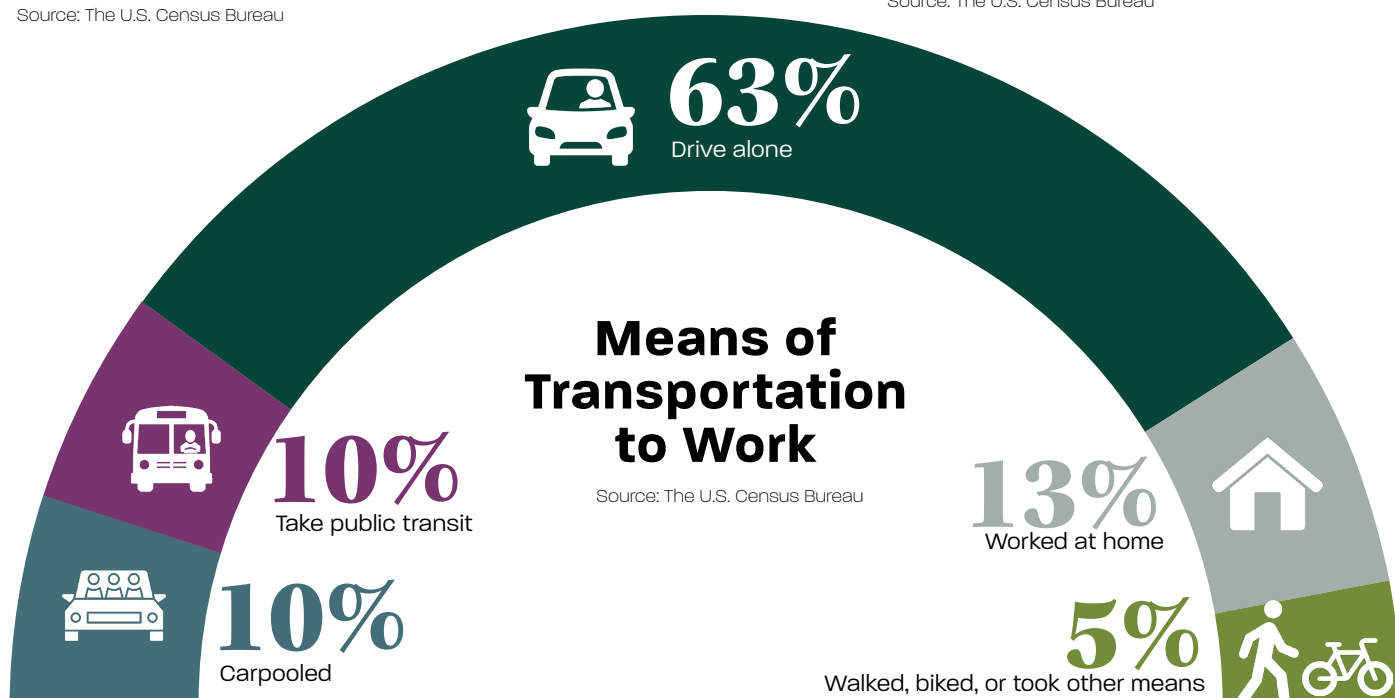


Source: The U.S. Census Bureau

Average commute time









Source: The U.S. Census Bureau



Source: The U.S. Census Bureau

Agency Partners and Municipalities

This is a plan for the future of Prince George's County's transportation network. Prince George's County has many partners that deliver an integrated system that gets people, goods, and services to, from, and through the County. The coordination between State, Regional, County, and local agencies is key to managing the robust transportation network that includes street and trail design, operation, planning, and maintenance. Below is a summarized list of the various partners who are integral in implementing the current and future changes envisioned by this plan.

 <p>National Park Service NPS</p> <p>Responsibility 430 national parks across the United States and its territories</p> <p>Jurisdiction and key facilities in Prince George's County Baltimore-Washington Parkway, Suitland Parkway, Greenbelt Park, Fort Washington Park, Piscataway Park, Oxon Hill</p> <p>Other jurisdictions served United States</p>	 <p>National Railroad Passenger Corporation Amtrak</p> <p>Responsibility Intercity passenger rail service in United States</p> <p>Jurisdiction in Prince George's County Northeast Corridor</p> <p>Key facilities in Prince George's County New Carrollton Transit Center</p> <p>Other jurisdictions served 46 States</p>	 <p>Maryland Department of Transportation, State Highway Administration SHA</p> <p>Responsibility All toll-free numbered roads in Maryland, including Interstate, U.S., and State Highways.</p> <p>Jurisdiction in Prince George's County 65 State Highways covering 379 miles</p> <p>Key facilities in Prince George's County I-95/495, US 50, US 301, US 1, MD 3, MD 4, MD 5, MD 210, MD 214</p>	 <p>Maryland Department of Transportation, Maryland Transit Administration MTA</p> <p>Responsibility Commuter rail, light rail, commuter buses, local buses, Baltimore Metro SubwayLink</p> <p>Jurisdiction in Prince George's County Purple Line, Commuter Buses</p> <p>Key facilities in Prince George's County 11 Purple Line stations, 7 MARC Stations</p>	 <p>Maryland Department of Transportation, Maryland Aviation Authority MAA</p> <p>Responsibility Support for all aviation facilities in the State of Maryland</p>	 <p>Prince George's County Department of Permitting, Inspections and Enforcement DPIE</p> <p>Responsibility Permitting, inspection, enforcement, floodplain, stormwater management, road operations</p>
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Washington Metropolitan Area Transit Authority

WMATA

Responsibility

Metrorail, Metrobus, MetroAccess

Jurisdiction in Prince George's County

Green, Blue, Orange, Silver Lines, 55 bus routes

Key facilities in Prince George's County

15 Metrorail stations

Other jurisdictions served

Montgomery, Fairfax, Arlington, Alexandria, Loudoun, District of Columbia



Prince George's County Department of Public Works and Transportation

DPW&T

Responsibility and Jurisdiction

1,890.5 miles of roads and streets in Prince George's County, TheBus, PGCLink

Key facilities in Prince George's County

Marlboro Pike, Adelphi Road, Sheriff Road, Medical Center Drive, Lottsford Road, Addison Road, Temple Hill Road



All County Municipalities

Responsibility

558.2 miles of municipal streets and roads

Berwyn Heights
Bladensburg
Bowie
Brentwood
Capitol Heights
Cheverly
College Park
Colmar Manor
Cottage City
District Heights
Eagle Harbor
Edmonston
Fairmount Heights
Forest Heights
Glenarden
Greenbelt
Hyattsville
Landover Hills
Laurel (has own land-use authority)
Morningside
Mount Rainier
New Carrollton
North Brentwood
Riverdale Park
Seat Pleasant
University Park
Upper Marlboro



M-NCPPC, Prince George's County Department of Parks and Recreation

DPR

Responsibility

Regional and local parks throughout Prince George's County

Jurisdiction in Prince George's County

165 miles of trails

Key facilities in Prince George's County

Northwest Branch Trail, Northeast Branch Trail, Henson Creek Trail, Anacostia River Trail, Washington, Baltimore, and Annapolis Trail, Woodrow Wilson Bridge Trail



CSX Transportation

CSX

Responsibility

Freight rail service throughout the United States

Jurisdiction in Prince George's County

All freight rail service in County

Key facilities in Prince George's County

CSX Capital Subdivision
CSX Alexandria Extension

Other jurisdictions served

25 states, the District of Columbia, and Ontario



Metropolitan Washington Council of Governments

COG & TPB

Responsibility

The National Capital Region Transportation Planning Board (TPB) is the federally designated metropolitan planning organization (MPO) for metropolitan Washington. TPB coordinates future plans, provides data and analysis to decision-makers, and coordinates regional programs to advance safety, land-use coordination, and more. The TPB is housed at and staffed by the Metropolitan Washington Council of Governments.

Community Engagement

This countywide functional master plan was created in partnership with the community, stakeholders, and implementing agencies. Go Prince George's reflects interviews with key stakeholders and partner agencies, office hours with residents, feedback received during and after public events, community surveys, and briefings with decision-makers and elected officials, including stakeholder conversations and other impromptu discussions of transportation issues during other planning and associated public events. Go Prince George's captures places of interest including connections to international airports, local colleges and universities, major job centers, surrounding counties and Washington, D.C., regional activity centers, park systems, and other tourist attractions, including National Harbor. During the public engagement for this plan, there were frequent issues shared on "growth management" coupled with "inadequate infrastructure." The additional comments received can be found at pgplan.org/go.

373

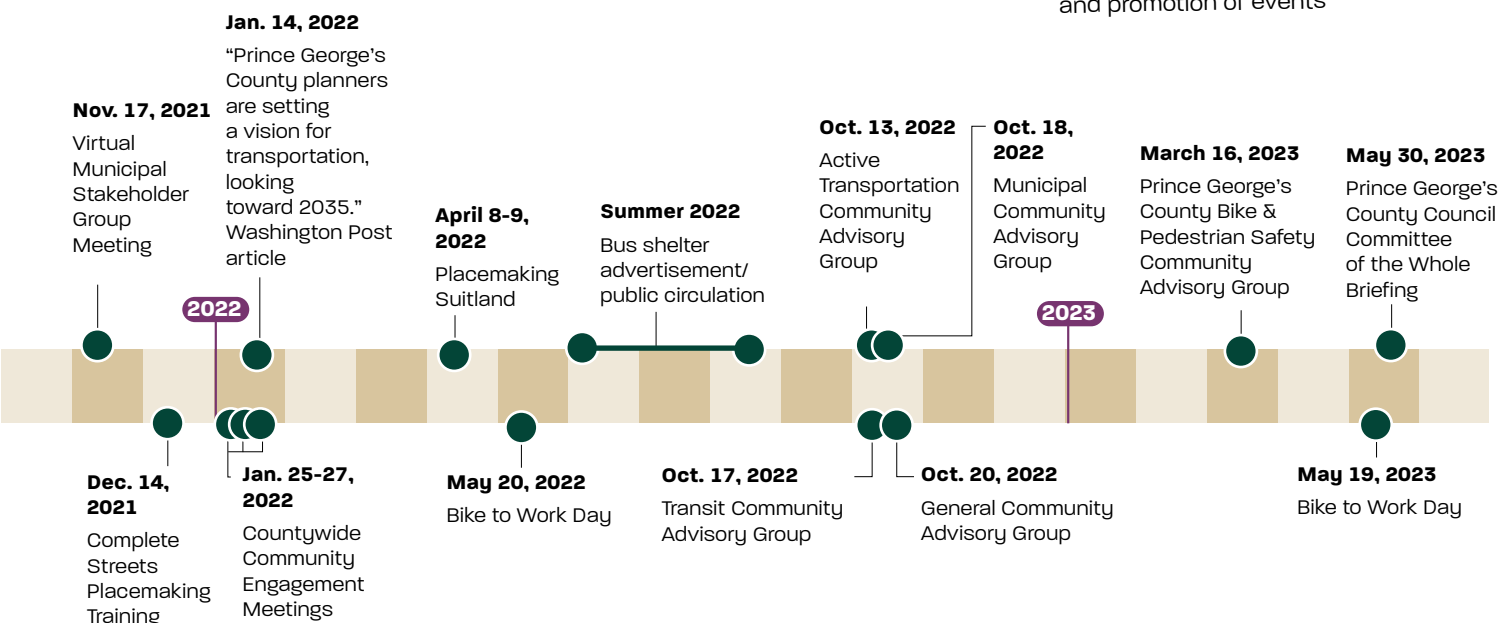
people registered for three countywide meetings offered in English and Spanish

43

community, stakeholder, and outside meetings that staff organized or attended to educate the public and receive feedback

38

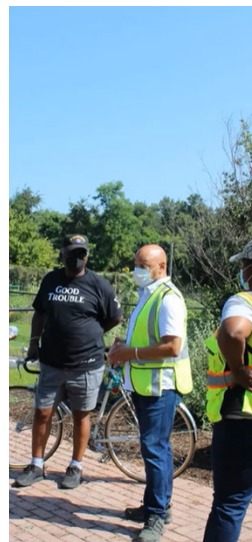
social media posts for education and promotion of events





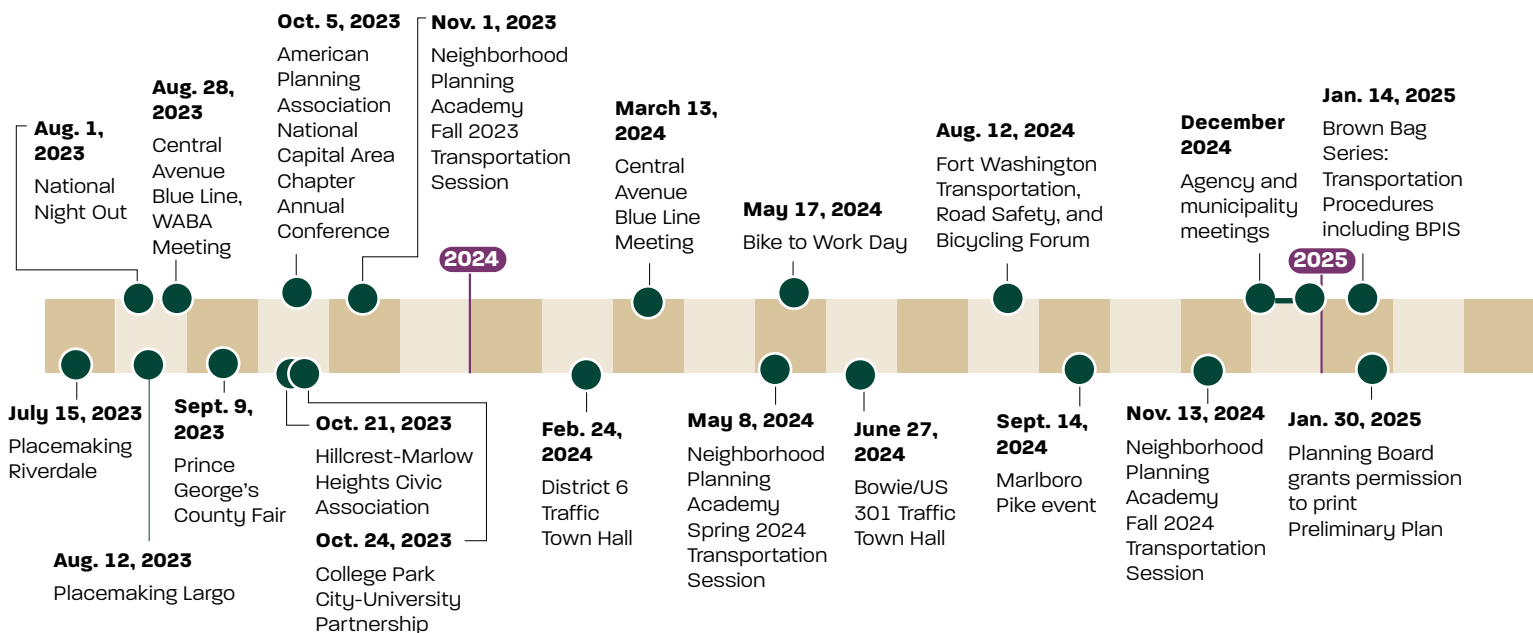
Join at
slido.com
#MPOT2035A

College park
Glenarden
brandywine
Unincorporated
Cheverly
Hyattsville
District Heights
Glenn Dale
Upper Marlboro
Seat Pleasant
Mitchellville
Laurel
Accokeek
Bowie
Largo
(Columbia)
Beltville
Fort Washington
Bowie/Mitchellville



ENGAGEMENT PROCESS

- Host a series of meetings with stakeholders to collect information on priorities, transportation needs, and opportunities.
- Use data from stakeholders, prior plans, and existing conditions analysis to prepare an existing conditions report.
- Present a draft MPOT to stakeholders and solicit input on how well it aligns with earlier feedback.
- Host a second series of meetings with stakeholders to confirm understanding of information and verify alignment with earlier input.
- Finalize the MPOT and present to Planning Board and County officials for approval.



Implementing Plan 2035



Plan 2035 seeks to strategically direct growth to designated Regional Transit Districts and Local Centers. Plan 2035 identified 26 Local Centers and 8 Regional Transit Districts.

The eight **Regional Transit Districts** are high-density, vibrant, and transit-rich mixed-use economic generator areas, envisioned to capture most future residential and employment growth and development in Prince George's County. These medium- to high-density areas are envisioned to provide multimodal transportation options such as:

- Continuous Sidewalk Network
- Bike Facilities
- Transit System (Metro, MARC, Amtrak)
- Car/Bike/Ride Share

Local Centers are focal points of concentrated residential development and limited commercial activity serving the County's Established Communities. The 26 Local Centers' designations are based on access or proximity to high-capacity transit services, universities, or significant public and private investments in infrastructure.

Established Communities are most appropriate for context-sensitive infill and low- to medium-density development, with a focus on enhancing existing infrastructure, primarily the sidewalk network.

Rural and Agricultural Areas comprise low-density residential communities served by well and septic, significant natural resources, and important agricultural uses, historic scenic roads, and viewsheds.

Innovation Corridor

Plan 2035 designates the US 1 (Baltimore Avenue) corridor between the Henry A. Wallace Beltsville Agricultural Research Center and the University of Maryland, College Park and the MD 193 Corridor between UMD and the NASA Goddard Space Flight Center as the County's Innovation Corridor.

Employment Areas were identified as a result of two major County plans: the 2013 *Strategic Economic Development Plan* and the 2014 *Southern Green Line Station Area Plan*. These designated employment areas have the highest concentrations of economic activity in our four targeted industry clusters:

- Business Services
- Federal Government
- Healthcare and Life Sciences
- Information, Communication, and Electronics (ICE)

Map 2. Plan 2035 Growth Policy Map



Regional Transit Districts

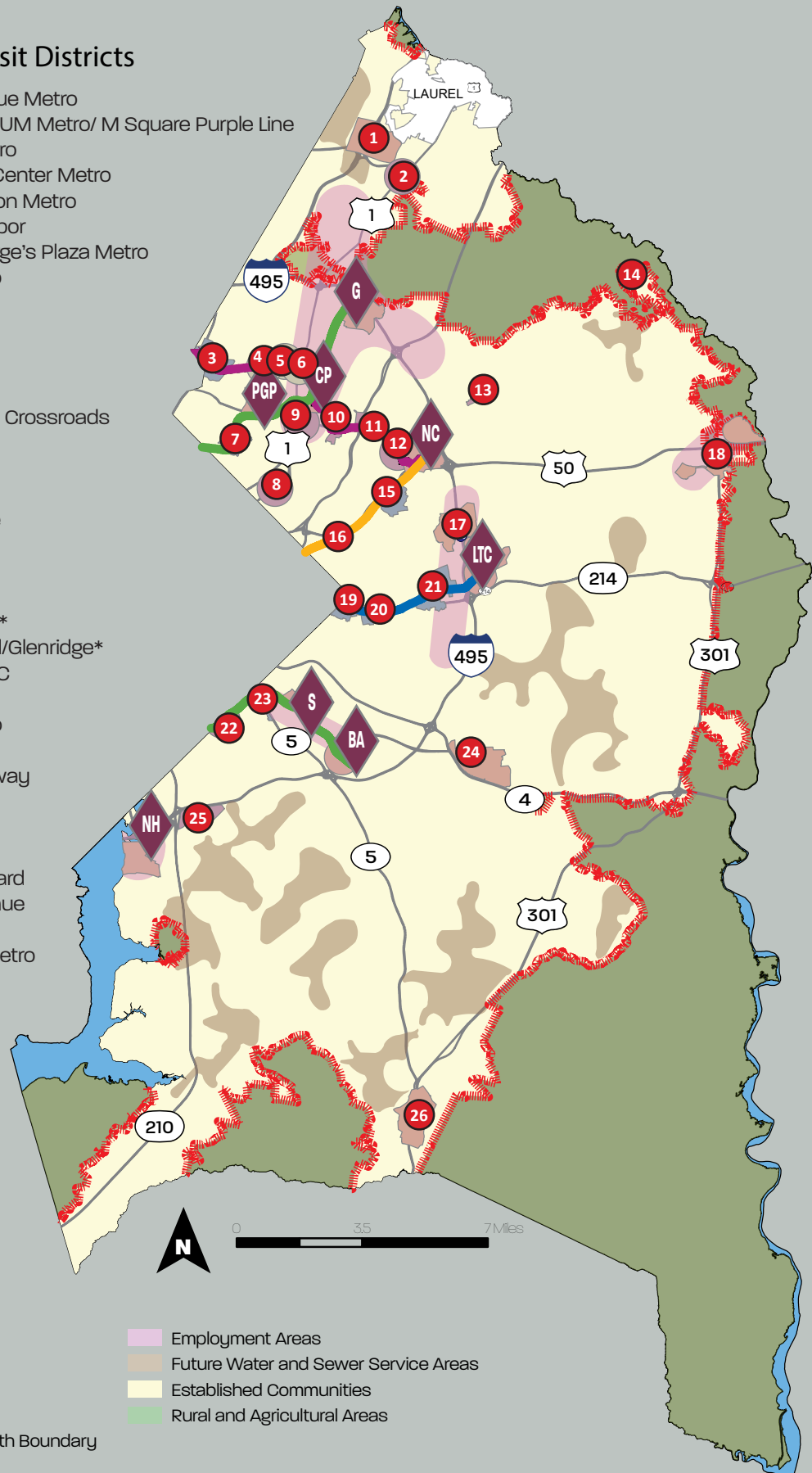
BA - Branch Avenue Metro
 CP - College Park/UM Metro/ M Square Purple Line
 G - Greenbelt Metro
 LTC - Largo Town Center Metro
 NC - New Carrollton Metro
 NH - National Harbor
 PGP - Prince George's Plaza Metro
 S - Suitland Metro



Local Centers

1. Konterra
2. Muirkirk MARC
3. Takoma/Langley Crossroads
4. UMD West*
5. UMD Center*
6. UMD East *
7. West Hyattsville
8. Port Towns
9. Riverdale MARC
10. Riverdale Park*
11. Beacon Heights*
12. Annapolis Road/Glenridge*
13. Seabrook MARC
14. Bowie MARC
15. Landover Metro
16. Cheverly Metro
17. Landover Gateway
18. Bowie
19. Capitol Heights
20. Addison Road
21. Morgan Boulevard
22. Southern Avenue Metro
23. Naylor Road Metro
24. Westphalia
25. Oxon Hill
26. Brandywine

*Future Purple Line Centers



- Blue Line
- Green Line
- Orange Line
- Purple Line
- Plan 2035 Growth Boundary
- Employment Areas
- Future Water and Sewer Service Areas
- Established Communities
- Rural and Agricultural Areas

Center Classification System

Regional Transit Districts (Regional)

- Branch Avenue Metro
- College Park/UM Metro/M Square Purple Line
- Greenbelt Metro
- Largo Town Center Metro
- National Harbor
- New Carrollton Metro
- Prince George's Plaza Metro
- Suitland Metro

Moderate- to high-density and intensity regional-serving centers. Destinations for regional workers and residents that contain a mix of office, retail, entertainment, public and quasi-public, flex, and medical uses; the balance of uses will vary depending on the center's predominant character and function. Walkable, bikeable, and well-connected to a regional transportation network via a range of transit options. Density and intensity are often noticeably greater within a quarter mile of Metro and light rail stations.

The recommended jobs-to-household ratio ranges from three jobs to one household (3:1) to six jobs to one household (6:1) for more mixed-use centers and six jobs to one household or greater (> 6:1) for larger employment centers. In employment centers, housing and retail uses are secondary, but essential to creating competitive and vibrant environments attractive to employers and employees.

New Housing Mix:	Predominantly high-rise and mid-rise apartments and condos, townhouses
Average Net Housing Density for New Development:	40+ Dwelling Units/Acre
FAR for New Commercial Development:	3+
Transportation Characteristics:	Metrorail with frequent local feeder connections (bus and shuttle service) and intermodal facilities—commuter rail (Amtrak and MARC service), fixed guideway (light rail and bus rapid transit), and interstate highways and arterials.

Local Transit Centers (Local)

- Addison Road Metro
- Capitol Heights Metro
- Cheverly Metro
- Landover Metro
- Takoma/Langley Crossroads
- Morgan Boulevard Metro
- Naylor Road Metro
- West Hyattsville Metro

Smaller-scale, mixed-use centers that are well connected by transit. Many of these areas are integrated with an established street grid and offer local-serving retail and limited office uses.

New Housing Mix:	Mid-rise and low-rise apartments and condos, and townhouses
Average Net Housing Density for New Development:	15-30 Dwelling Units/Acre
FAR for New Commercial Development:	1.5-3
Transportation Characteristics:	Metrorail or light rail with potential for localized parking and local transit connections with all types of bus service.

Neighborhood Centers (Local)

- Annapolis Road/ Glenridge*
- Beacon Heights*
- Muirkirk MARC (new designation)
- Oxon Hill
- Port Towns
- Riverdale MARC
- Riverdale Park*
- Seabrook MARC
- Southern Avenue Metro

**Future Purple Line centers*

Primarily residential areas that are often lower in density. These areas generally have fewer transit option and offer neighborhood-serving retail and office uses.

New Housing Mix:	Mid-rise and low-rise apartments and condos, townhouses, and small-lot single-family
Average Net Housing Density for New Development:	10-15 Dwelling Units/Acre
FAR for New Commercial Development:	0.5-2
Transportation Characteristics:	Typically light rail, commuter rail, or local bus hub with limited or no parking.

Campus Centers (Local)

- Bowie MARC
- UMD East*
- UMD Center*
- UMD West*

**Future Purple Line centers*

Transit accessible low- to medium-density, mixed-use development oriented toward supporting university research, as well as community housing and retail needs, and student housing needs at Bowie MARC.

New Housing Mix:	Mid-rise and low-rise apartments and condos, townhouses, and small-lot single-family
Average Net Housing Density for New Development:	10-15 Dwelling Units/Acre
FAR for New Commercial Development:	0.5-3
Transportation Characteristics:	Light or commuter rail, arterial roadways, and local/ express bus service.

Town Centers (Local)

- Bowie
- Brandywine
- Konterra
- Landover Gateway
- Westphalia

A range of auto-accessible centers that anchor larger areas of suburban subdivisions. Overall the centers are less dense and intense than other center types and may be larger than one-half mile in size due to their auto orientation.

New Housing Mix:	Low-rise apartments and condos, townhomes, and small, single-family lots.
Average Net Housing Density for New Development:	10-60 Dwelling Units/Acre
FAR for New Commercial Development:	1-2.5
Transportation Characteristics:	Largely automobile-oriented with access from arterial highways. Limited bus service along with on-demand bus service.

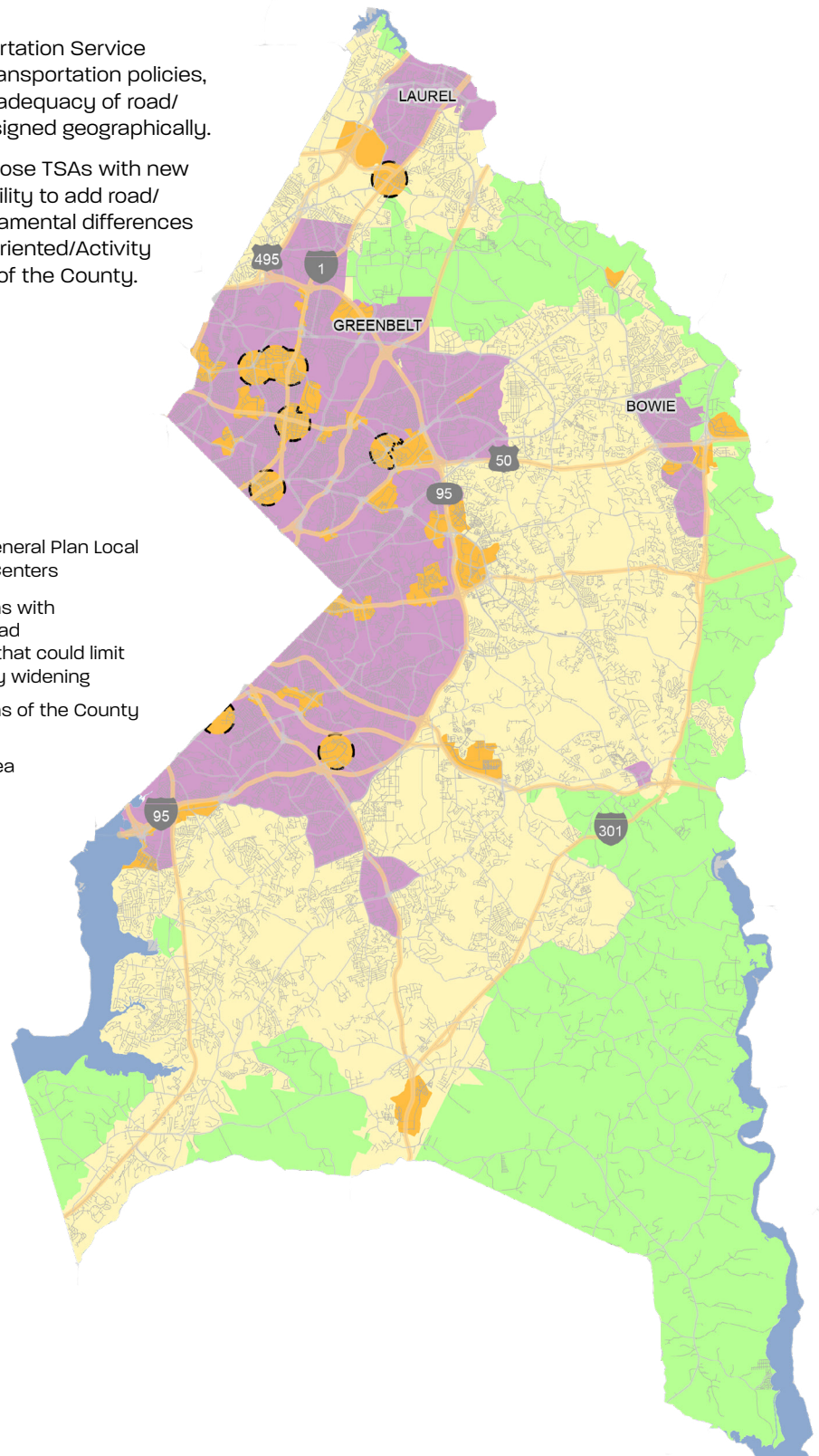
Transportation Service Areas

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

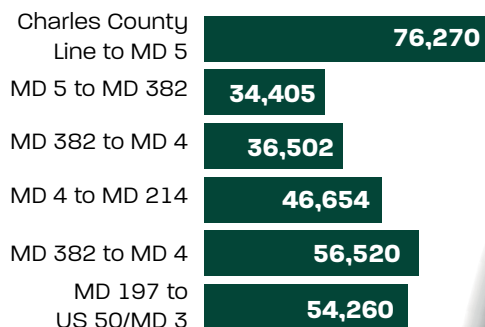


Roads

US 50 is the primary east-west highway from California to Maryland and is home to major regional attractions.

US 301 is the second-most heavily traveled north-south corridor in the County and runs between Bowie and Brandywine via Upper Marlboro.

Figure 4. **Traffic Volumes on US 301 in Prince George's County, 2022**



Suitland Parkway is a National Park Service facility connecting Westphalia with central Washington, D.C. It opened in 1944 to connect what is now Joint Base Andrews with other points of interest.



The County's strategic location along the I-95 corridor positions it as a leading destination for hospitality, tourism, transportation, logistics, and warehousing.



The Capital Beltway is the busiest highway in the Washington, D.C., region and the State of Maryland, and the second-busiest highway in Virginia.



The Baltimore-Washington Parkway is a 29-mile, limited-access highway that traverses Prince George's County.



US 1 largely serves local traffic and is the primary point of entry to the University of Maryland, College Park.

558

miles of municipal streets and roads

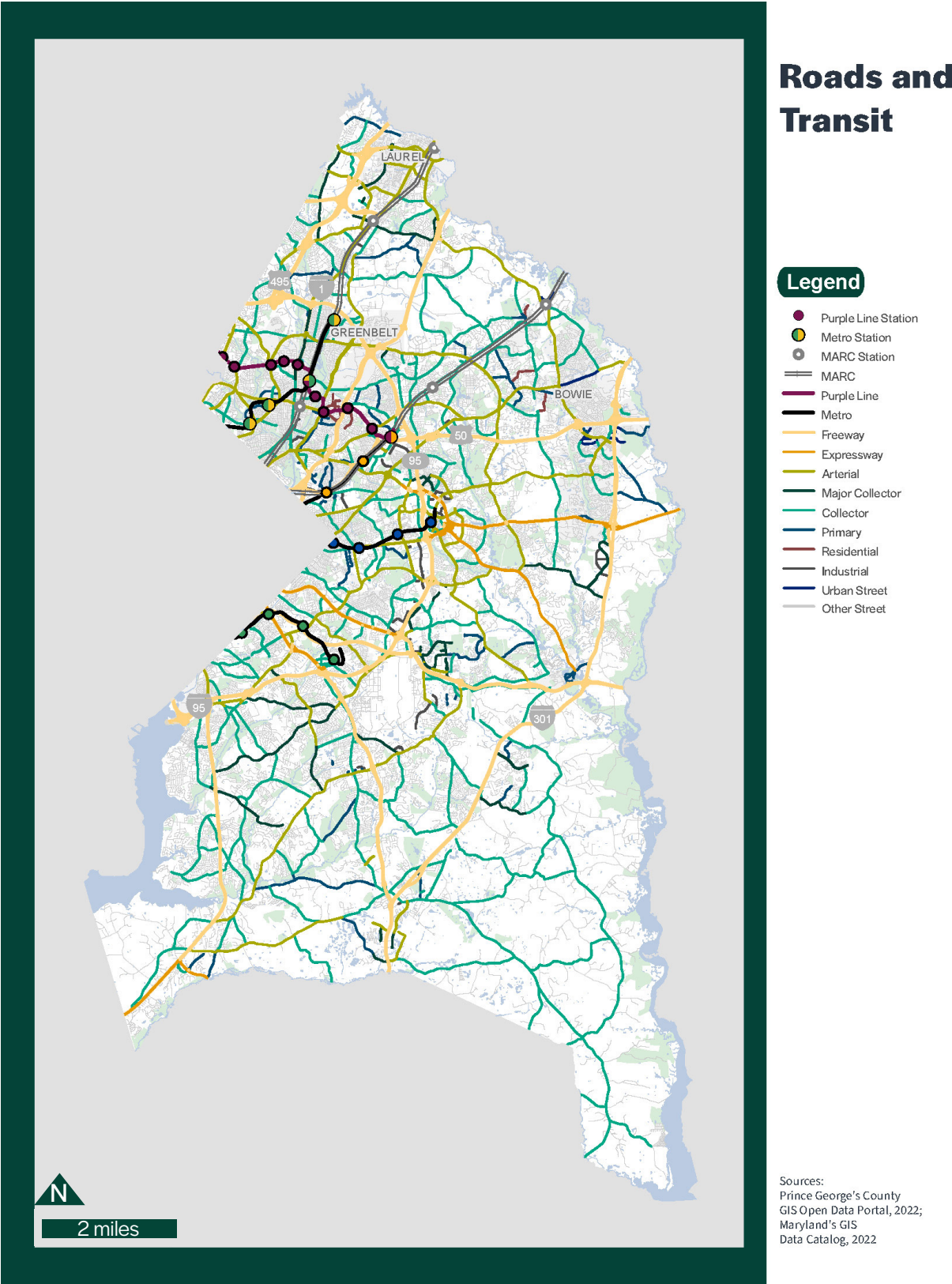
435

miles of highways

25,000

intersections

Map 4. Existing Conditions - Road and Transit, Countywide Overview



Map 5. Existing Conditions - Road and Transit, North Area

Roads and Transit

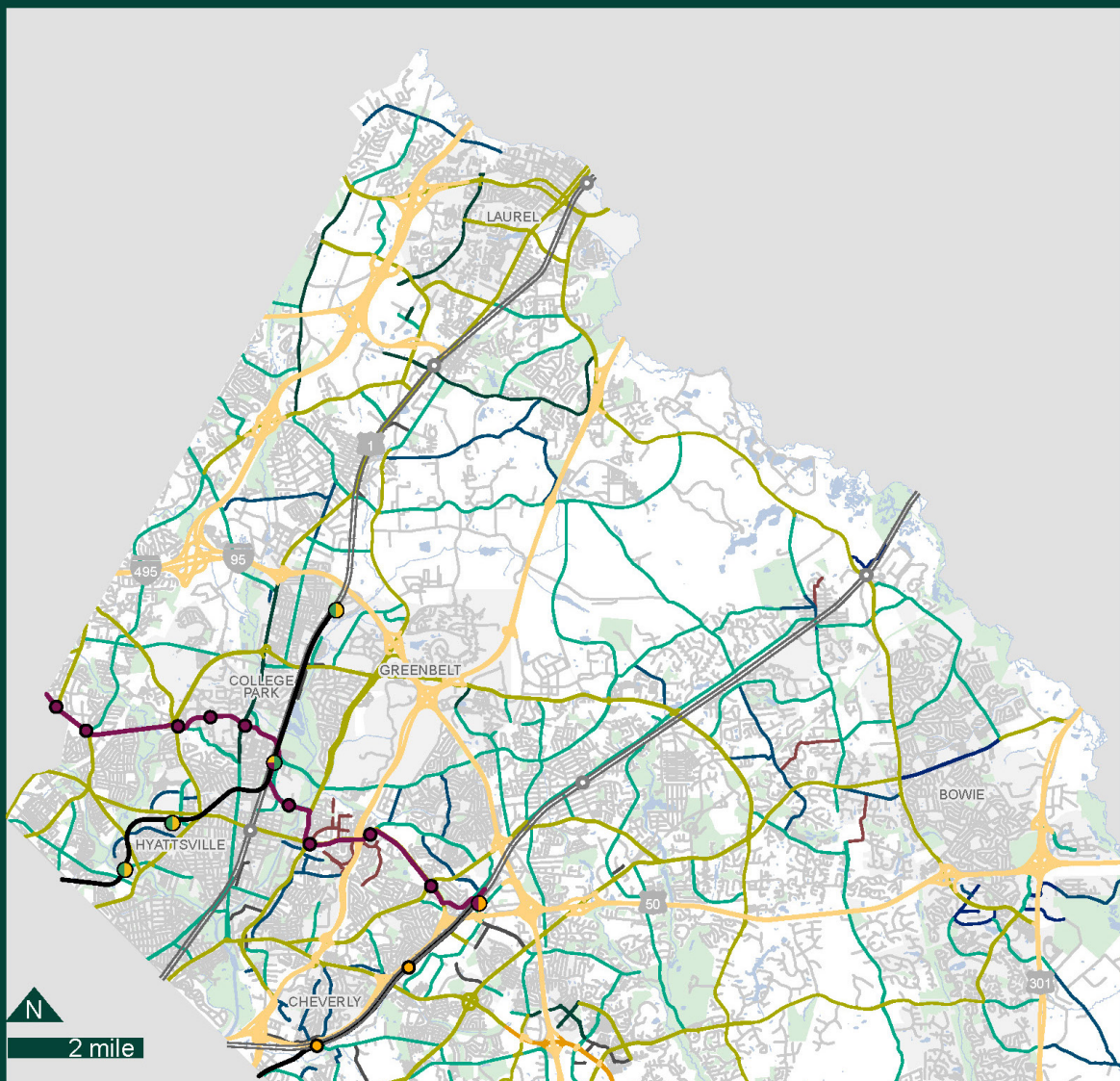
North Area

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

Legend

- Purple Line Station
- Metro Station
- MARC Station
- MARC
- Purple Line
- Metro
- Freeway
- Expressway
- Arterial
- Major Collector
- Collector
- Primary
- Residential
- Industrial
- Urban Street
- Other Street

Locator Map



















Map 6. Existing Conditions - Road and Transit, Central Area

Roads and Transit

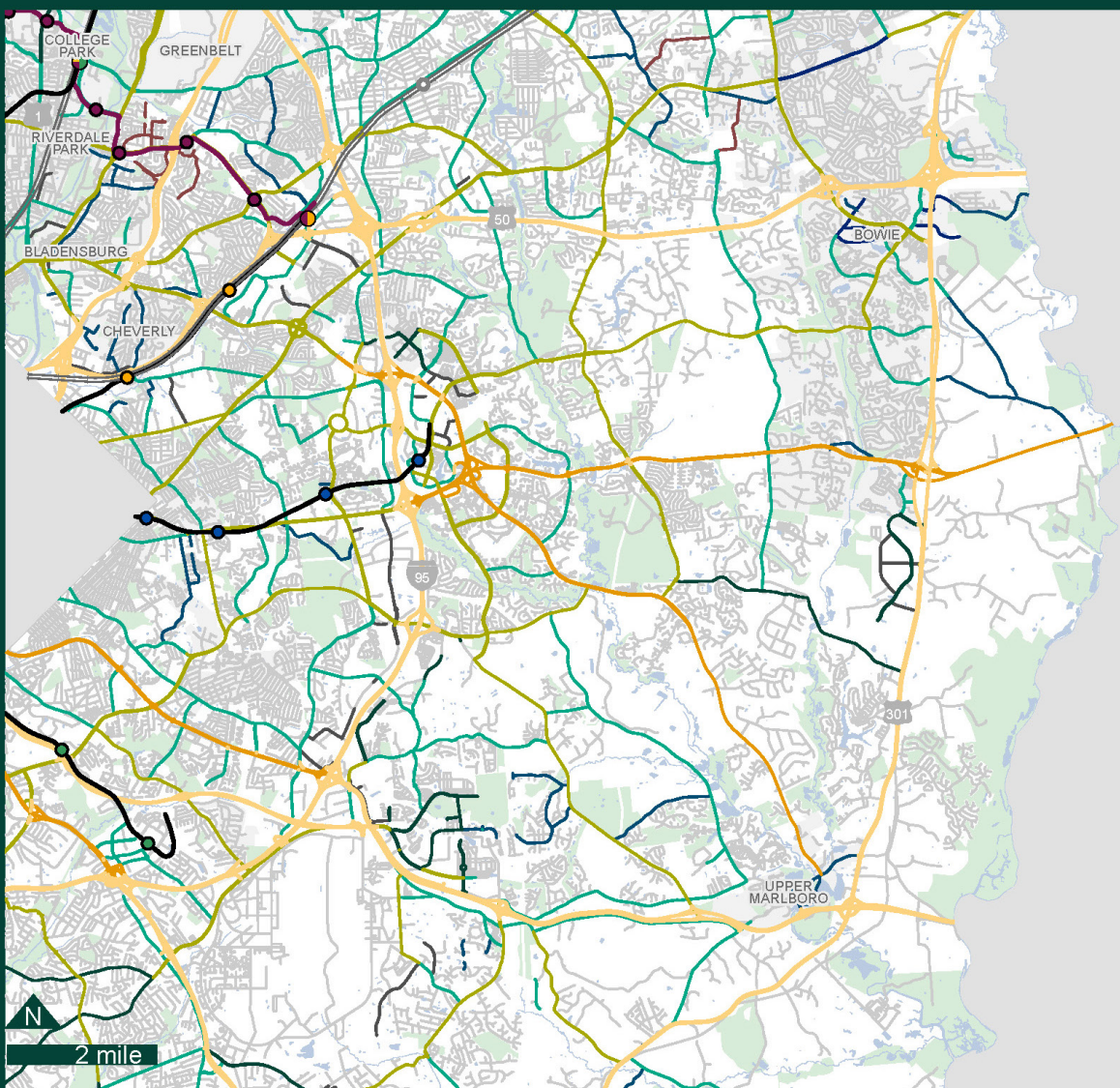
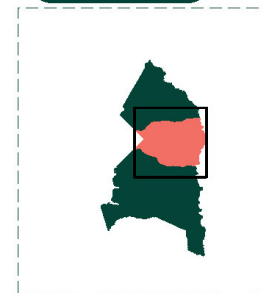
Central Area

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

Legend

- | | | | |
|---|---------------------|---|-----------------|
|  | Purple Line Station |  | Freeway |
|  | Metro Station |  | Expressway |
|  | MARC Station |  | Arterial |
|  | MARC |  | Major Collector |
|  | Purple Line |  | Collector |
|  | Metro |  | Primary |
| | |  | Residential |
| | |  | Industrial |
| | |  | Urban Street |
| | |  | Other Street |

Locator Map



Map 7. Existing Conditions - Road and Transit, South Area

Roads and Transit

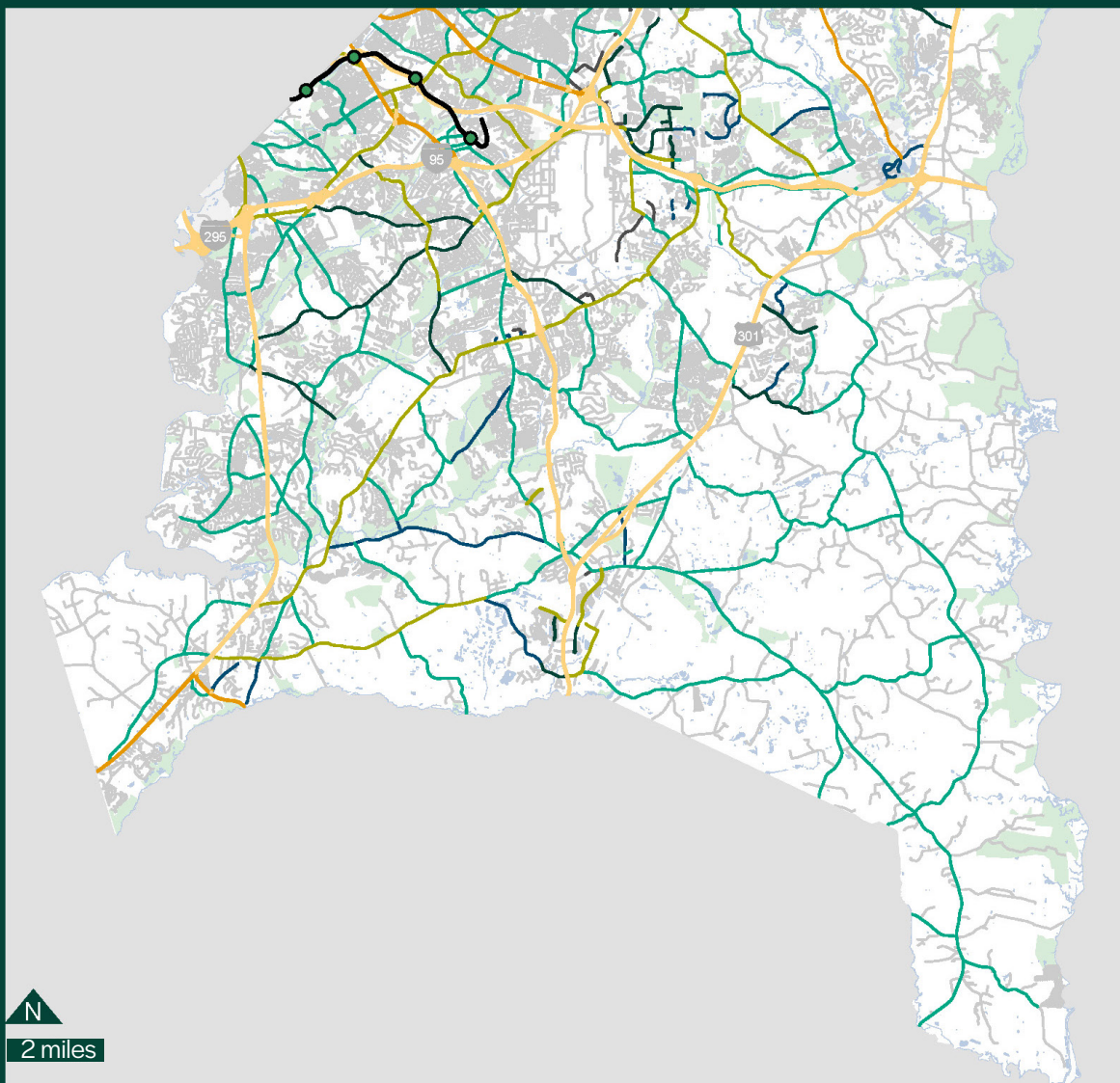
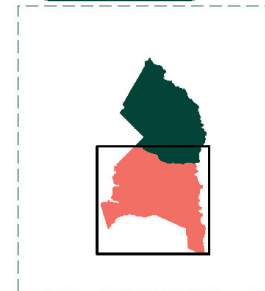
South Area

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

Legend

- Purple Line Station
- Metro Station
- MARC Station
- MARC
- Purple Line
- Metro
- Freeway
- Expressway
- Arterial
- Major Collector
- Collector
- Primary
- Residential
- Industrial
- Urban Street
- Other Street

Locator Map



Transit

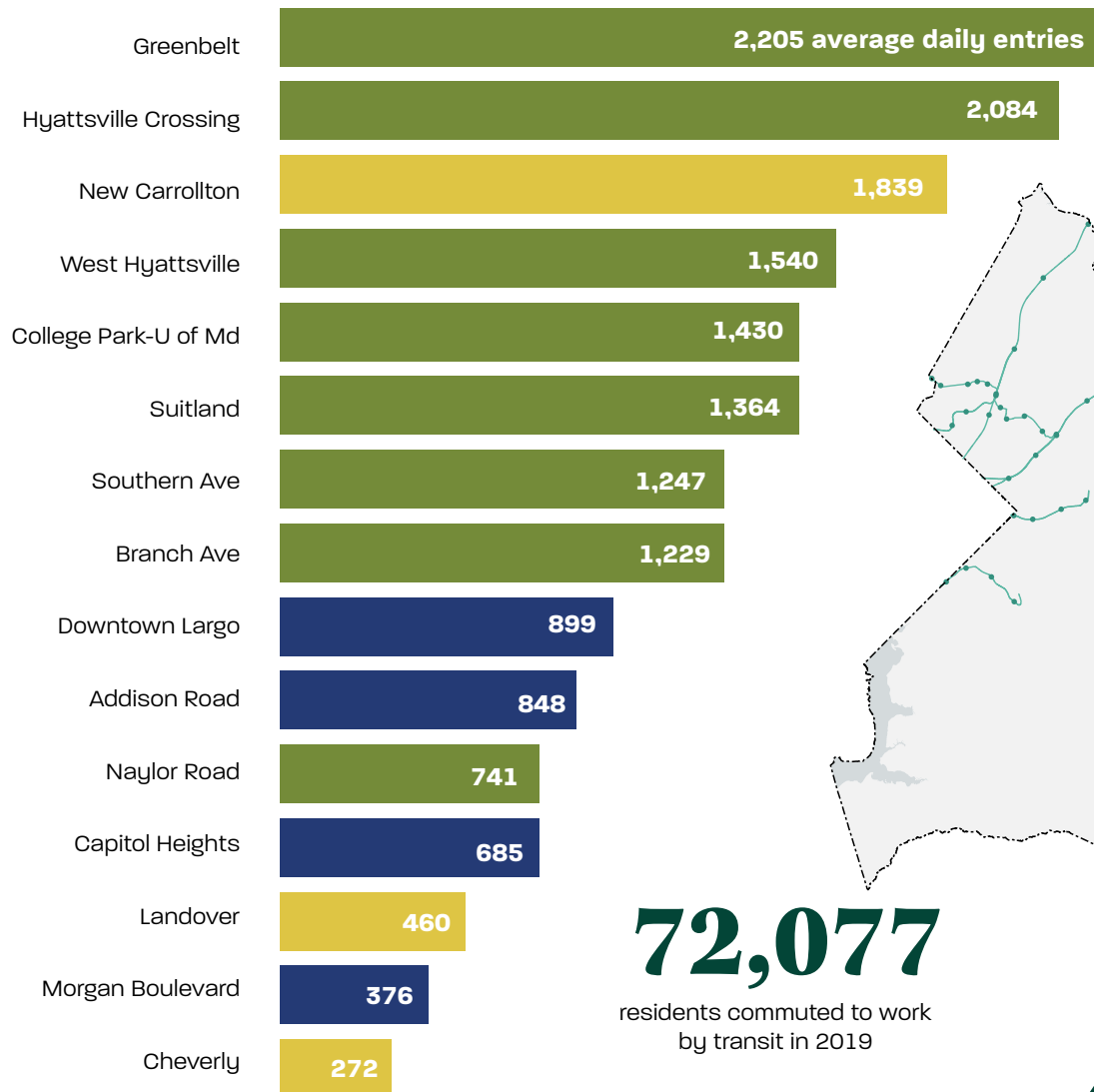
Prince George's County has unparalleled access to the regional and national transportation network, a key asset that positions the County for economic and cultural dominance over the next 25 years.

M
metro
15
Metro
stations

Purple Line
11
Purple Line stations
set to open in 2027

MARC
8
MARC
stations

AMTRAK
1
Amtrak
station

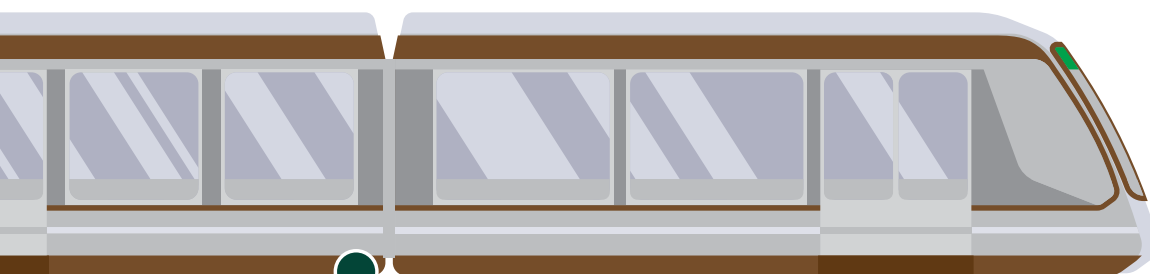


72,077

residents commuted to work
by transit in 2019

4th

in the nation in transit
ridership by counties
that do not contain their
region's largest city



Bus



83,505

students ride a Prince George's County Public School bus each day



7

local bus services in Prince George's County



3

intercity bus services serving various large cities north and south of Prince George's County, with stops in:

- Greenbelt
- College Park
- New Carrollton
- Laurel



7

commuter bus lines in the County operated by MTA serving Metro stations, MARC, various cities, and Charles and Calvert Counties with stops in:

- College Park
- Oxon Hill/National Harbor
- Accokeek
- Brandywine
- Suitland
- Show Place Arena

Metrobus

Metrobus is the region's primary local and express bus service, providing access around the region. In 2022, WMATA had the sixth-highest bus transit ridership in the United States.

TheBus

DPW&T operates TheBus, a local system exclusively serving Prince George's County, primarily connecting riders to and from Metro stations.

Shuttle-UM

The University of Maryland, College Park operates Shuttle-UM, which provides on-campus shuttle services and off-campus connections.

BSU Go!

Bowie State University has four shuttle routes that operate throughout campus and off-campus housing locations.

RideOn

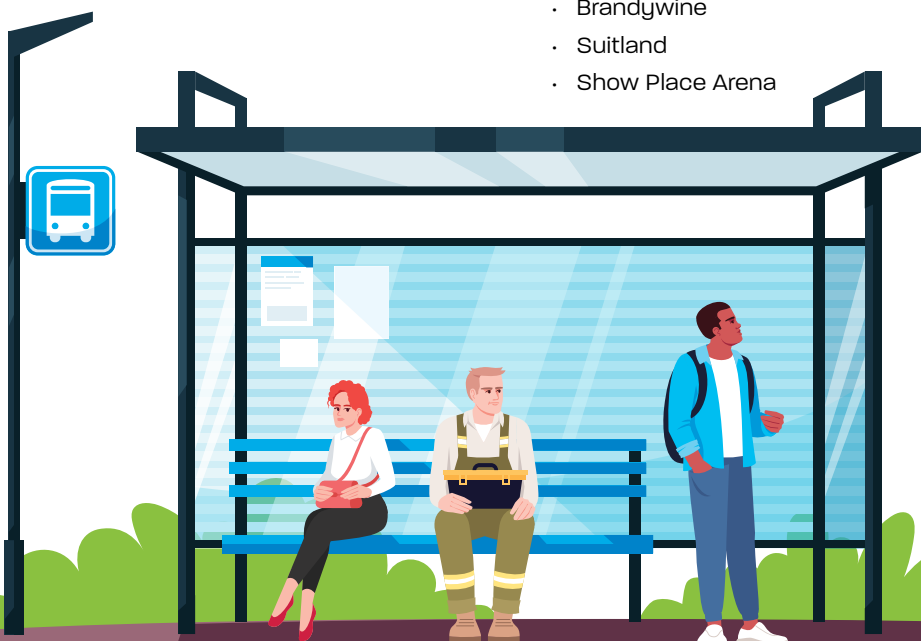
The Montgomery County Department of Transportation bus system lines serve the MD 650 (New Hampshire Avenue) corridor and the Takoma-Langley Transit Center.

RTA

The Regional Transportation Agency of Central Maryland (RTA) operates routes connecting the Greenbelt Metro Station.

PGC Link

DPW&T operates Prince George's Link (PGC Link), a same-day, on-demand microtransit service.



Walking & Bicycling



6,424

miles of sidewalks,
as of April 2020



160

miles of bike
trails and paths

Sources: Maryland Department of Transportation, Prince George's County
Department of Public Works and Transportation

ONLINE EXTRA



Find large-scale
versions of all our
maps at
pgplan.org/go

34

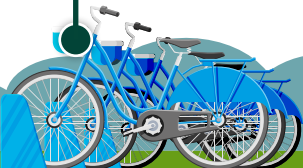
Capital Bikeshare
stations,
as of June 30,
2024

4'-5'

average sidewalk
width

42

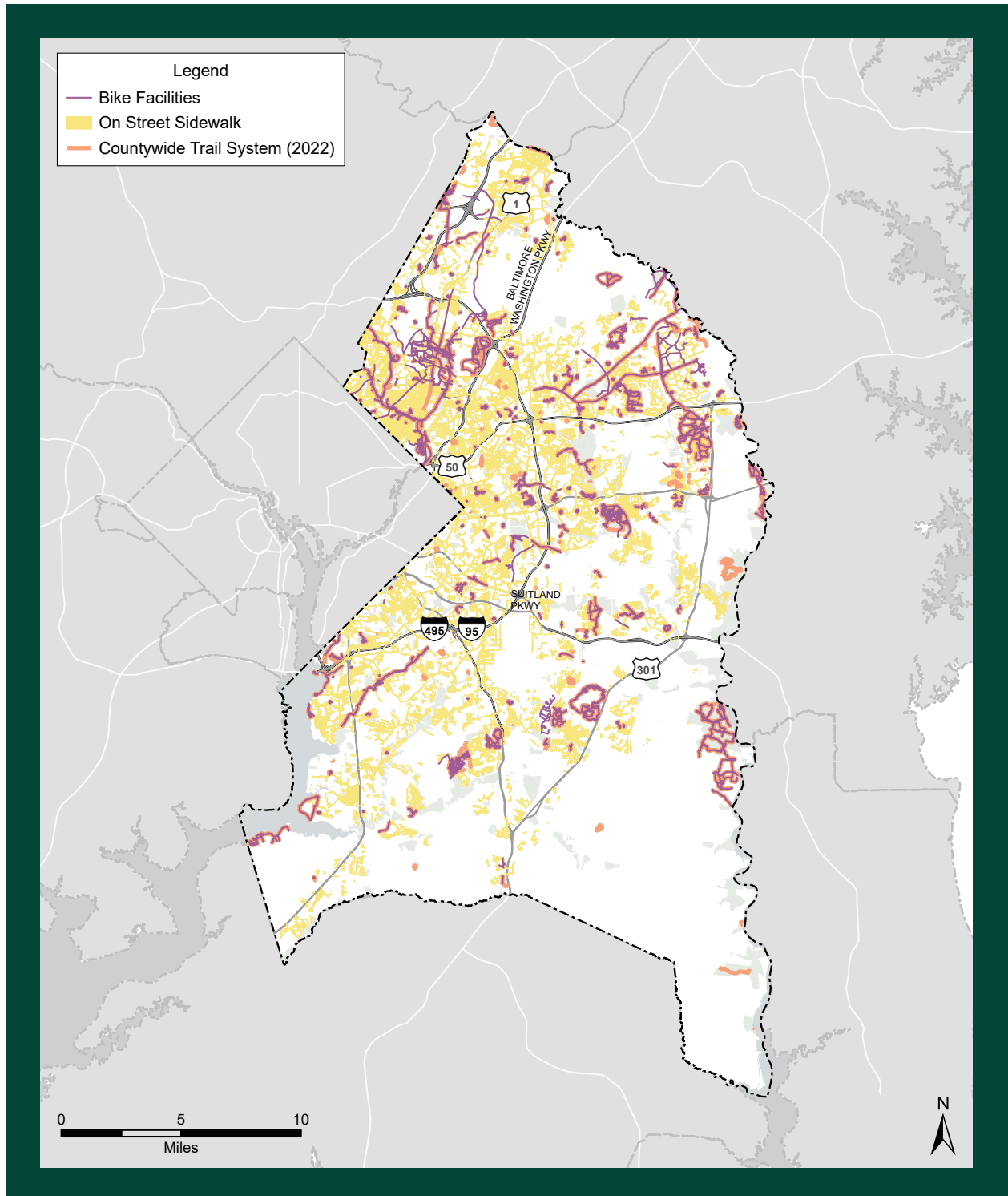
miles of
bike lanes



Map 8. Existing Conditions - Pedestrian and Bike, Countywide Overview

Pedestrian and Bike Countywide Overview

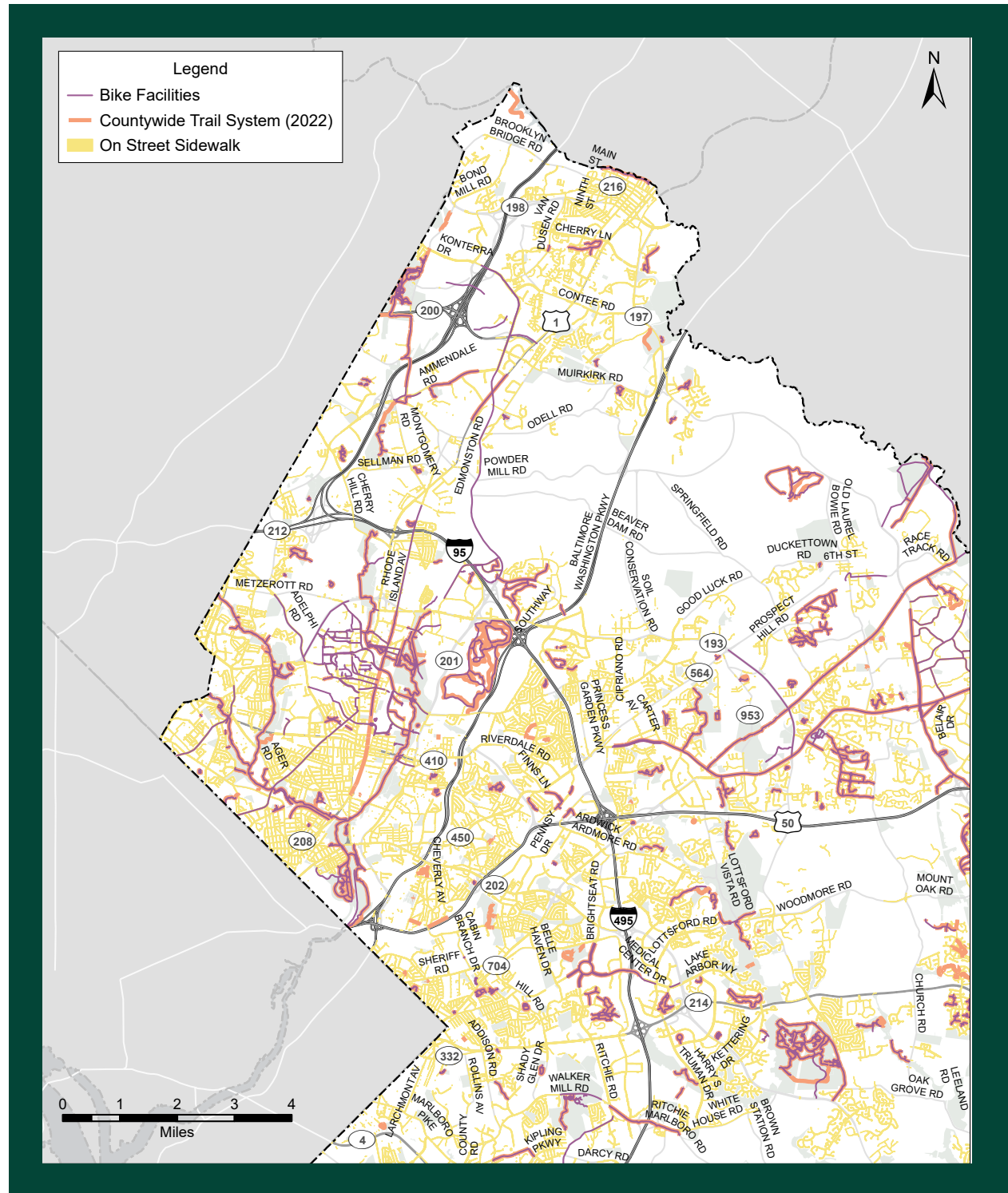
Sources: Prince George's County Planning Department Job #4437



Pedestrian and Bike

Inset map 1 of 4

Sources: Prince George's County Planning Department Job #4437

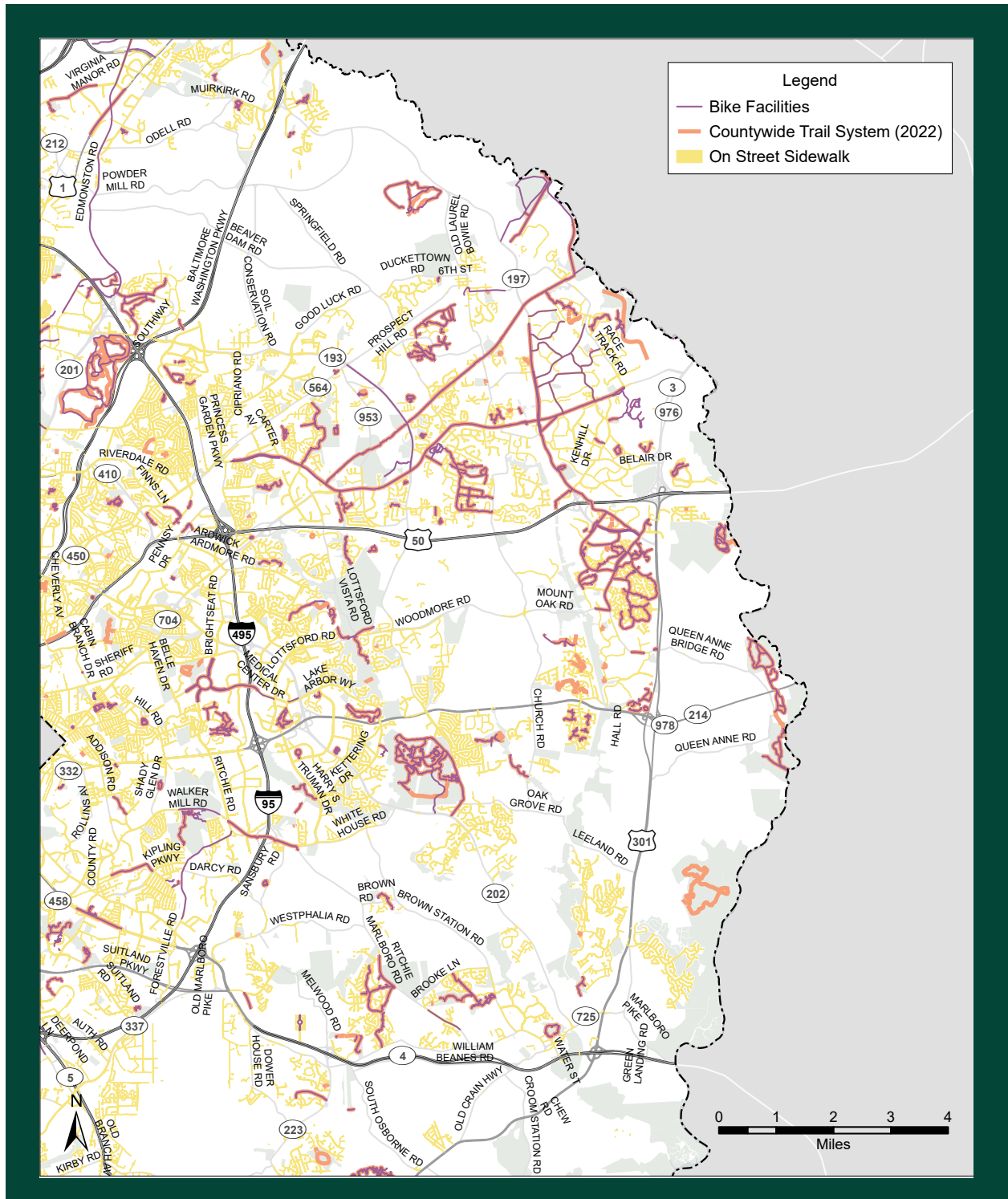


Map 10. Existing Conditions - Pedestrian and Bike, Map 2 of 4

Pedestrian and Bike

Inset map 2 of 4

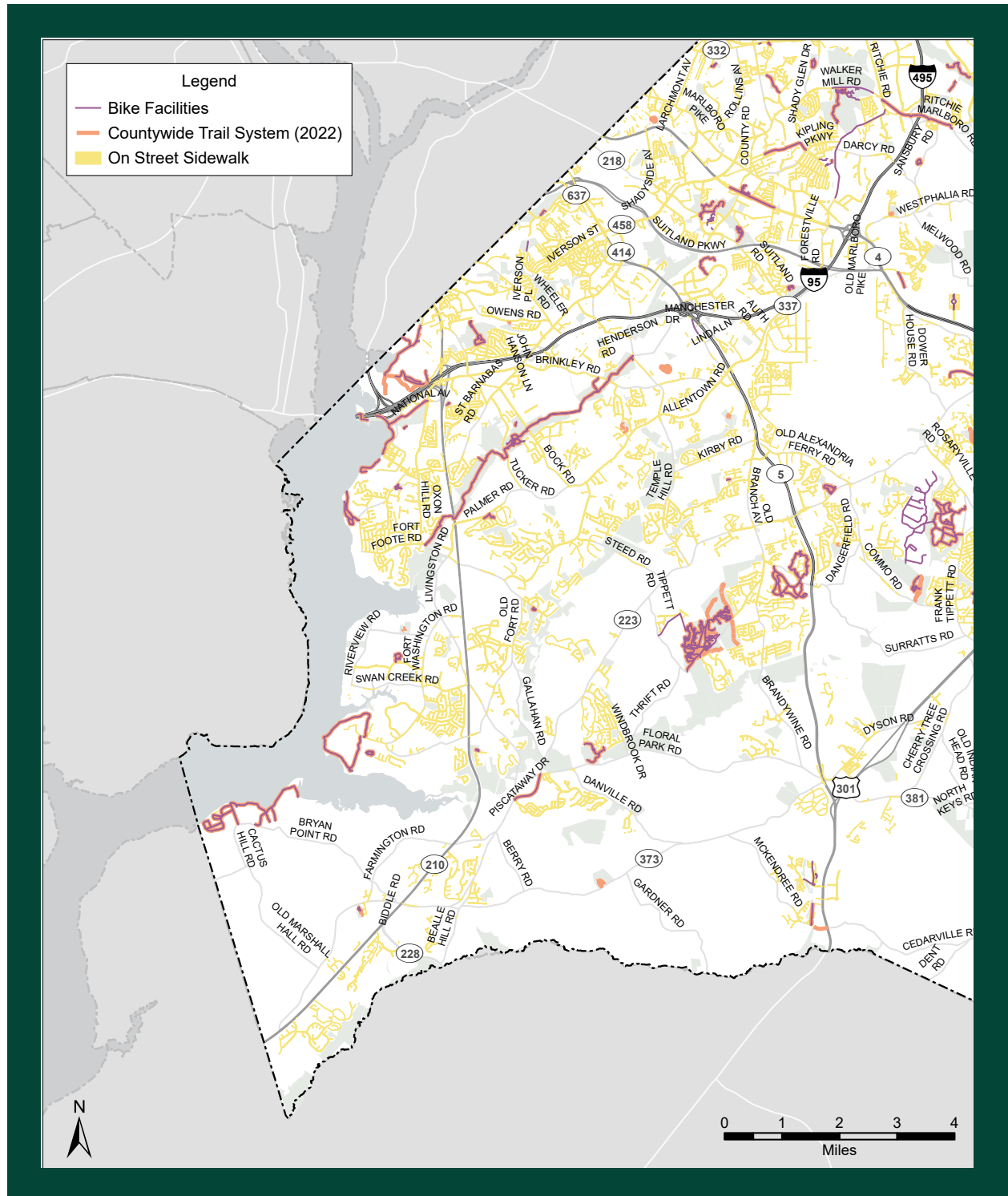
Sources: Prince George's County Planning Department Job #4437



Pedestrian and Bike

Inset map 3 of 4

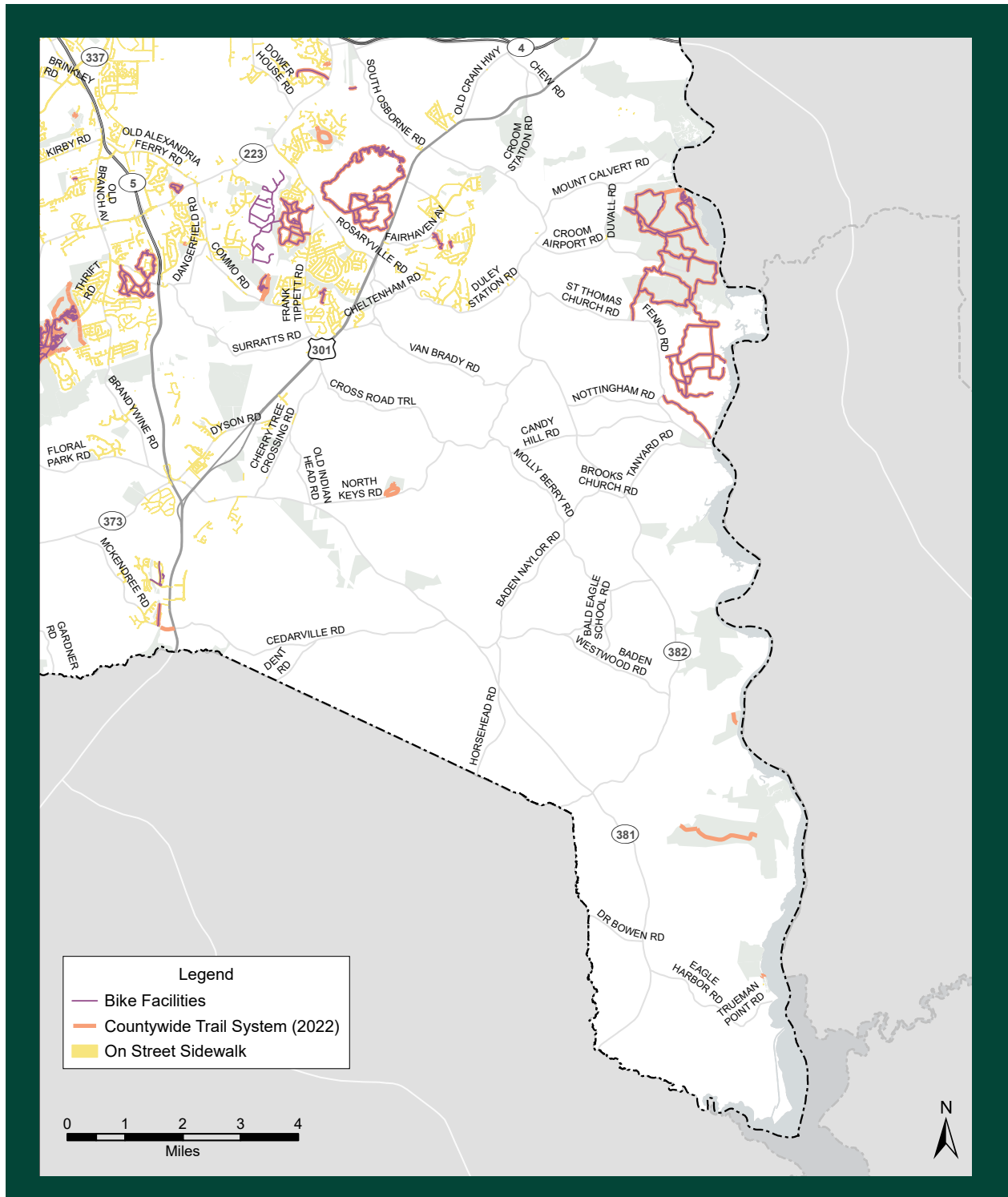
Sources: Prince George's County Planning Department Job #4437



Pedestrian and Bike

Inset map 4 of 4

Sources: Prince George's County Planning Department Job #4437



Equity



Equality

Everyone is given the same tools,
with different outcomes

The existing conditions include a myriad of transportation information that captures unbuilt master plan rights-of-way, high-congestion/low-transit corridors, system performance, sustainability, and transportation equity practices. In addition, the existing conditions focus on the status of Vision Zero Prince George's and transit-oriented development access. Several County-adopted plans have also encouraged more transportation enhancements in recent years.

As provided by the Metropolitan Council of Governments (COG) on their website, "Equity Emphasis Areas (EEAs) are a regional planning concept adopted by the COG Board of Directors to elevate equity and inform future growth and investment decisions. EEAs are 364 of the region's more than 1,300 census tracts with high concentrations of low-income individuals and/or traditionally disadvantaged racial and ethnic population groups. EEAs were originally developed by the Transportation Planning Board (TPB) to analyze potential impacts of the long-range transportation plan, *Visualize 2045*, but will now be applied more broadly across disciplines.

These enhancements were implemented in two phases. The first phase identified EEAs. The second phase included examining accessibility and travel time to jobs, educational institutions, and hospitals for the EEAs compared to the rest of the region from the present time to 2045. COG and the TPB also use EEAs as selection criteria in their grant programs that fund planning for housing near transit, access to transit stations, improving roadway safety, alternative modes of travel, and connecting land-use and the transportation system."



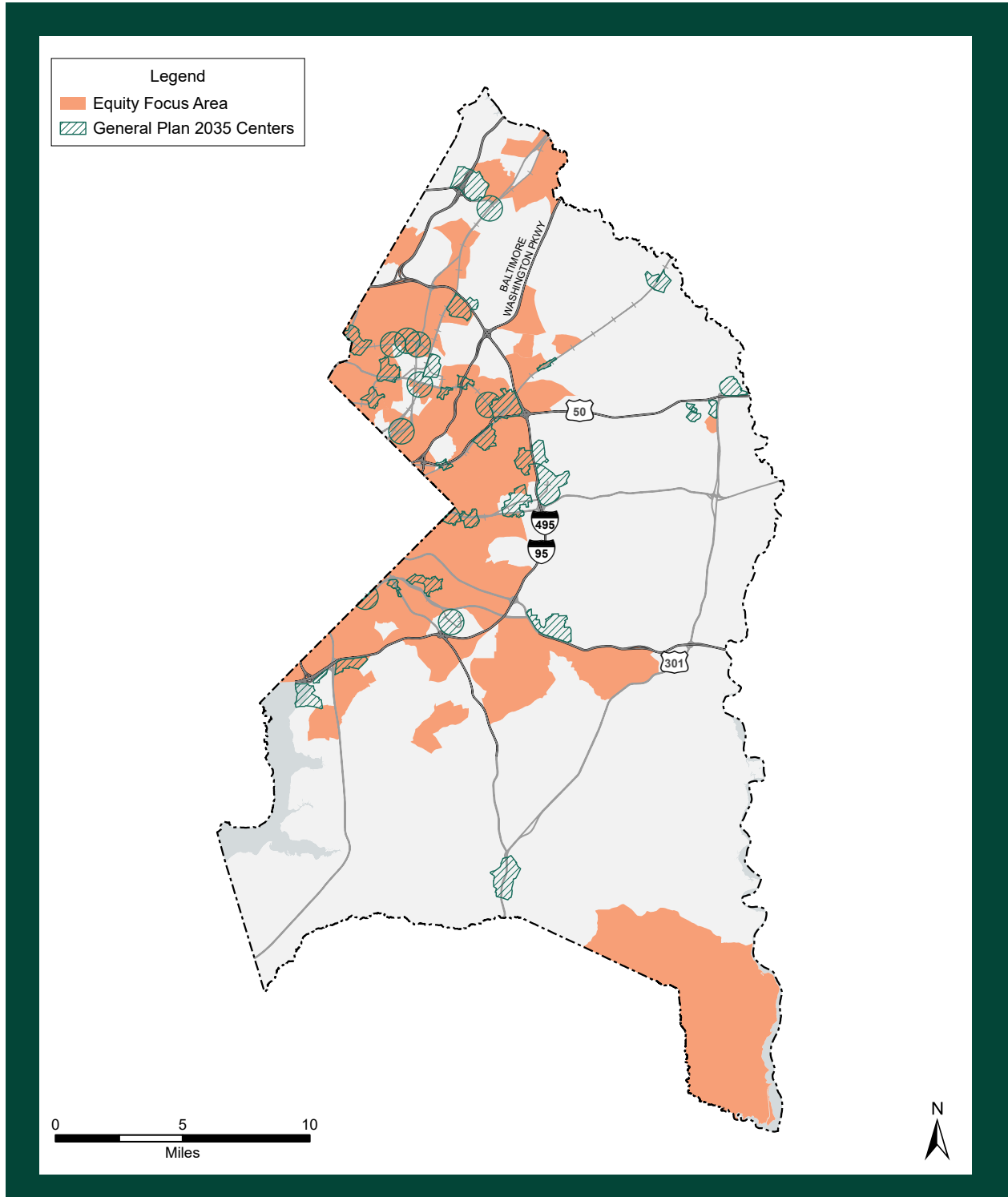
Equity

Everyone gets receives different tools
to obtain the same outcome.

Map 13. Equity Focus Areas in Prince George's County

Equity Focus Areas

Source: Metropolitan Council of Governments



Legal Context

Once adopted and approved, Go Prince George's will supersede and replace the 2009 *Countywide Master Plan of Transportation* (2009 MPOT) in its entirety. Go Prince George's will supersede and replace the transportation facility recommendations for all area master, sector, transit district development, and functional master plans approved prior to the date of approval of this plan and will replace the entire Transportation and Mobility Element within *Plan Prince George's 2035* (Plan 2035), the County's General Plan.

In addition, some policies and strategies will supersede policies and strategies in previously approved area master, sector, and/or transit district development plans, the 2001 *Approved Anacostia Trails Heritage Area Management Plan: A Functional Master Plan for Heritage Tourism*, the 2008 *Approved Public Safety Facilities Master Plan, Formula 2040: Functional Master Plan for Parks, Recreation and Open Space* (approved 2013), and the 2017 *Approved Resource Conservation Plan: A Countywide Functional Master Plan*. This Plan includes a list of specific amendments to Plan 2035 and various other functional master plans and a list of specific policy and strategy amendments to active area master, sector, and transit district development plans.

The Prince George's County Council, sitting as the District Council, initiated this replacement of the 2009 MPOT on September 21, 2021, through Council Resolution CR-79-2021.

Go Prince George's incorporates many of the recommendations of the 2009 *Approved Countywide Master Plan of Transportation*, and the master, sector, and transit district development plans approved since the previous MPOT was approved.

Go Prince George's also incorporates the following plans and studies in their entirety, except where specifically identified in this plan:

- 2001 *Approved Anacostia Trails Heritage Area Management Plan: A Functional Master Plan for Heritage Tourism*
- 2020 *Forestville TNI Area Pedestrian Accessibility Study*
- 2020 *Suitland Metro Station and Silver Hill Transforming Neighborhoods Initiative (TNI) Pedestrian Accessibility Study*
- 2021 *City of College Park Complete and Green Streets Implementation Plan: Analysis and 30 Percent Design for Five Street Segments*
- 2021 *Prince George's County Wayfinding Process Manual*
- 2024 *Carole Highlands Safe Mobility Study*
- Transportation and Mobility Element of the 2024 *Staff Draft West Hyattsville-Queens Chapel Sector Plan*
- Transportation and Mobility Element of the 2024 *Staff Draft Central Avenue-Blue/Silver Line Corridor Sector Plan*
- 2024 Department of Public Works and Transportation Transit Vision Plan
- Transportation and Mobility Element of the 2025 *Staff Draft Port Towns Sector Plan*

Upon approval of Go Prince George's, these plan elements, plans, and manuals will have the legal force of a functional master plan and are to be considered part of this document, as specifically amended by the text and maps of this master plan.

In 2018, the Prince George's County Council adopted



PHOTO BY RYAN CRAUN/M-NOPPO

Bikes, including bikeshare cycles, are seen next to a parklet outside Vigilante Coffee in Hyattsville.

a new Zoning Ordinance, Subdivision Regulations, and Landscape Manual that went into effect April 1, 2022. Prior to April 1, 2022, this functional master plan was initiated pursuant to the procedures of the prior Zoning Ordinance. This master plan will be subsequently adopted and approved pursuant to the provisions of the current Zoning Ordinance.

Pursuant to Prince George's County's Road and Sidewalks Code, the Subdivision Regulations, and the Zoning Ordinance, all new streets within Plan 2035 and successor General Plan-designated Centers and Planned Development Zones must be constructed to the appropriate urban street design standard (USDS) within the currently adopted County Urban Street Design Standards and this Master Plan of Transportation. Go Prince George's identifies the appropriate urban street design type, and in some cases, the specific standard, for all streets within Plan 2035 and successor General Plan Centers for future construction and reconstruction.

Other provisions of the County Code affecting the use and development of land considered in the preparation of this Plan include, but are not limited to:

SUBTITLE	TOPIC
20A	Transportation
21A	Revenue Authority
23	Roads and Sidewalks
24	Subdivision Regulations
25	Trees and Vegetation
29	Preservation of Historic Resources
32	Water Resources Protection and Grading Code

Transportation planning terms¹

Active Transportation	Active transportation is often used to connote human-powered modes of travel. Walking, rolling, bicycling, and riding scooters are all forms of active transportation.
Advanced Yield Lines	Lines placed in advance of a marked crosswalk for vehicles to stop, helping improve the visibility of pedestrians to motorists and reducing potential crash impacts. <i>See also</i> Stop Pavement Markings and Stop Bars.
All-Way Stop Control (AWSC)	All-Way Stop Control (AWSC) at intersections can be beneficial if used appropriately. It helps clarify right-of-way for drivers and pedestrians, aids in safe pedestrian and bicyclist crossings, and reduces certain types of crashes. AWSC is typically employed when the traffic volumes on intersecting roads are roughly equal. However, the decision to implement AWSC should always be based on a thorough engineering study to ensure its appropriateness and effectiveness as unwarranted stop signs can increase noncompliance.
Bicycle Route Signage and Wayfinding	Bicycle guide signs are used to direct bicyclists along various bicycle routes within a state, county, or local jurisdiction. They provide information about intersecting bicycle routes, distances and directions to various locations, and guidance to popular destinations. These signs are designed to meet the needs of bicyclists, which are often not met by conventional guide signs for drivers. Bicycle guide signs not only provide general navigation, but also suggest the most favorable routes for bicyclists. To be effective, these signs must clearly indicate the direction to stay on the route, be installed at each turn, and be periodically placed along long sections of the same road. They should also include destination and distance information.
Bike Lanes, On-Street	A bike lane is a portion of the roadway typically delineated by pavement markings and signage for the preferential or exclusive use of bicyclists. They can be configured to fit the needs of specific bicycle routes, thereby ensuring connectivity and promoting predictable behavior and interactions between bicyclists and vehicles. Advisory bike lanes provide a dedicated space for bicyclists on both sides of a road, marked with dashed lines. After accounting for these lanes, a two-way center travel lane is provided from the remaining paved roadway space for vehicles. Dashed lines for the advisory bike lanes signify that drivers can temporarily use them to overtake an oncoming vehicle, provided, of course, the bike lane is not being used by a bicyclist.
Blueways	A connective network for waterborne transportation, usually for recreational use or environmental protection, along waterways that connect ports, marinas, existing parks, and other cultural features. Also known as water trails.
Bus Stop Amenities	Enhancing bus stops with shelters, waiting areas, and other amenities improves the passenger experience and promotes public transportation. Proper location of bus stops is a key component of passenger safety. Bus stops should be conveniently located at intersections with connections to the sidewalk network, or in the absence of sidewalks, a short sidewalk connection to the nearest intersection should be provided. Where intersections are widely spaced, mid-block crossings should be provided to ensure riders do not have to deviate significantly from their route. Position bus stops on the far side of intersections, where feasible, so that passengers cross roadways behind the buses, which improves their visibility to approaching vehicles.
Car-free Households	Households where no residents own or lease a car.

¹ These transportation planning terms are definitions from a combination of sources, including the County Code, previous master/sector plans, NACTO, MDOT, FHWA, or other transportation agency sites identified with links for more information.

Car-light Households	Households with only one owned or leased car for use by the entire household.
Centers	Plan 2035 designates 26 Local Centers, including new Purple Line stations, as focal points for development and civic activity based on their access to transit or major highways. Eight of those centers are Local Transit Centers and have extensive transit and transportation infrastructure and the long-term capacity to become mixed-use, economic generators. <i>See page page 36.</i>
Complete Street	Complete Street means a public street that safely and adequately accommodates motorized and non-motorized users, including pedestrians, bicycles, motor, freight, emergency, and transit vehicles, in a manner appropriate to the function and context of the facility. <i>County Code Section 23-102(b)(3.1)</i>
Crosswalks	Marked crosswalks guide pedestrians to optimal locations when crossing roadways and indicate to drivers that pedestrians have the right-of-way. High-visibility or striped crosswalks allow drivers to see the crosswalk from a greater distance especially in low light. This increased visibility provides drivers with more time to safely stop for pedestrians waiting to cross. Appropriate pedestrian crossing locations ensure pedestrian safety, mobility, and convenience. Crosswalks should be strategically placed where people frequently cross streets, such as school zones, transit stops, and popular walking routes, while ensuring good visibility for drivers and pedestrians by considering obstacles, road curves, and sightlines. Location selection should also consider speed limits to allow drivers sufficient time to safely stop, and adequate lighting to enhance safety, especially at night.
Crosswalk Signage	Crosswalk signage, in advance and at the crossing, enhances pedestrian safety by providing drivers with visual cues about the presence of a crosswalk, giving them time to reduce their speed and prepare to stop for pedestrians.
Curb Enhancements (Curb Extensions/ Bulb-Outs/Pads)	Curb extensions, or bulb-outs, reduce the curb radius at an intersection and may improve pedestrian safety by requiring vehicles to slow down to make a sharper turn. They also provide larger waiting areas at intersection corners, reduce crossing distances for pedestrians thus minimizing their time on the roadways, and improve visibility for pedestrians and drivers. Curb extensions provide extra space for the installation of curb ramps, especially where existing utilities or other features may obstruct placement. Interim curb extensions can be installed using pavement markings and flexible delineator posts. Each end of a crosswalk should be complemented with a sidewalk pad and an ADA-compliant ramp.
Functional Master Plan	As defined in Section 27-2500 of the Zoning Ordinance, a Functional Master Plan is the approved plan for one of the various elements of the General Plan, such as transportation, schools, libraries, hospitals, health centers, parks and other open spaces, police stations, fire stations, utilities, or historic preservation.
Green Street	Green Street means a street or road that safely and adequately accommodates and incorporates best management practices of environmental site design for addressing stormwater runoff, including using small-scale stormwater management practices, nonstructural techniques, and better site planning to minimize the impact of road and sidewalk development on water resources. <i>County Code Section 23-102(b)(8.1)</i>
High-Intensity Activated Crosswalk (HAWK) Signals	Developed to address high-speed or wide-crossing conditions, a HAWK beacon has two red lenses over a single yellow lens. When activated, the beacon uses a red light. A HAWK crossing features a HAWK beacon, high-visibility crosswalk markings, a stop bar about 50 feet from the crosswalk, solid lines between travel lanes, and illuminated crosswalk signs.
High-visibility Markings	High-visibility crosswalks use patterns (bar pairs, continental, ladder) that are visible from farther than traditional crosswalks. They should be considered at all midblock pedestrian crossings and uncontrolled intersections. The FHA suggests use of inlay or thermoplastic tape, instead of paint or brick, for highly reflective crosswalk markings. ¹
Induced Demand	The phenomenon whereby traffic lanes added to reduce congestion quickly become congested with additional users.

¹ Federal Highway Administration, highways.dot.gov/safety/proven-safety-countermeasures/crosswalk-visibility-enhancements

Maryland-Washington Regional District

The Maryland-Washington Regional District, established in 1927, is the area where planning and zoning is governed by Article II of the Land Use Article and under the jurisdiction of The Maryland-National Capital Park and Planning Commission.

The City of Laurel is not within the Maryland-Washington Regional District and has its own planning and zoning authority. Accordingly, all references to Prince George's County in this master plan refer to the areas of the County outside the City of Laurel. When the City of Laurel annexes unincorporated areas of Prince George's County, this plan no longer applies to those areas. The City of Laurel and Prince George's County will continue to coordinate and collaborate on issues of mutual interest.

Micro-bioretenention	Micro-bioretenention practices capture and treat runoff by passing it through a mixture of sand, soil, and organic matter.
Micromobility	"Any small, low-speed, human- or electric-powered transportation device, including bicycles, scooters, electric-assist bicycles (e-bikes), electric scooters (e-scooters), and other small, lightweight, wheeled conveyances." ² Go Prince George's excludes personally owned bicycles and mobility-assistance devices in its discussion of and recommendations for micromobility.
Microtransit	On-demand transit available via an app for riders to hail a ride to more traditional fixed-route transit stop.
Mobile Food Market	A mobile food market can be a cart, truck, bus, or any other vehicle and must carry only fresh fruits and vegetables and other essential healthy food items. A mobile food market provides the most convenient access to healthy food. Bringing healthy food to the doorsteps of elderly and physically challenged people who cannot travel to food stores as well as people who do not have time to shop helps increase healthy eating.
One-seat Service	A single trip from origin to destination without any mode or route transfers, other than walking or rolling to or from a transit stop.
Multimodality	Providing access and multiple options to get around for all types of transportation users.
Paratransit	Door-to-door transport service without fixed routes or timetables that provides individualized rides mostly for users with disabilities. <i>See also</i> www.wmata.com/service/accessibility/metro-access
Parklets	Extends the sidewalk, typically into adjacent parking spaces, to provide amenities such as seating for people using the street.
Paved, Multi-use Path	A paved, multi-use path provides a dedicated space for bicyclists and pedestrians, completely separated from the road and vehicular traffic. This path is wide enough to accommodate modes of transportation traveling in both directions, ensuring safety and convenience for all users.
Pedestrian	Not just those who walk, but also those who use wheelchairs, walkers, and other mobility-assistance devices.
Pedestrian Median Islands	Pedestrian median islands enhance pedestrian safety by serving as refuge areas for pedestrians crossing roads, reducing exposure to incoming vehicles by allowing them to cross one direction of travel at a time. They also may serve as a traffic calming measure by slowing vehicles. ³
Pedestrian-Scale Lighting	Pedestrian-scale lighting refers to street lighting fixtures designed and positioned to illuminate sidewalks, crosswalks, and pedestrian areas at a scale and intensity suitable for pedestrians. Benefits include improving nighttime visibility, enhancing pedestrian safety, and creating inviting and well-lit environments that encourage walking and outdoor activities.
Pedestrian Staircases and Ramps	Pedestrian staircases and ramps enable pedestrians to navigate elevation changes such as at bridges or along hilly terrain. Stair connections should be accompanied by ADA-accessible ramps to reduce barriers to connectivity for individuals using mobility aids, including improving access for people in wheelchairs. Staircases can also be equipped or designed with bicycle access ramps to accommodate bicyclists, enabling them to go up or down without the need to carry their bikes.

² Federal Highway Administration, fhwa.dot.gov/livability/fact_sheets/mm_fact_sheet.cfm

³ NACTO, nacto.org/publication/urban-street-design-guide/intersection-design-elements/crosswalks-and-crossings/pedestrian-safety-islands

Rectangular Rapid Flashing Beacons (RRFBs)	RRFBs are pedestrian-activated warning devices used to enhance crosswalk safety and compliance. They typically consist of two rapidly flashing, high intensity LED lights that create an attention-grabbing flashing pattern. This alerts drivers to pedestrians waiting to cross or actively crossing the roadway. These devices are particularly effective in areas with frequent pedestrian crossings where enhanced visual signals are necessary to alert drivers to pedestrians' presence.
Right-of-Way	The land where transportation facilities are, or will be, constructed and operate.
Rolling	Using a mobility assistance device with wheels, usually a walker, motorized wheelchair, or manual wheelchair. Those who roll are considered pedestrians.
Scoot	Using a human- or electric-powered scooter to travel.
Shared Lane Markings and Signage, Sharrows	<p>A shared lane refers to a type of roadway lane that is accessible to both bicycles and motor vehicles, without designated space for each. Shared lane markings or "sharrows" are used on roadways to indicate that a specific lane or portion of the road is meant to be shared by bicycles and vehicles. Sharrows serve as a visual cue to encourage safe and appropriate lane positioning for bicyclists and to remind drivers to expect and accommodate bicyclists on a road.</p> <p>Regulatory or warning signs indicating "Bicycles May Use Full Lane" can be used alongside sharrows to remind road users that bicyclists have the legal right to use the full width of the lane when it is too narrow for a bicycle and another vehicle to safely travel side by side. These signs also serve as a warning to alert other road users to expect full lane usage.</p>
Sidewalk Continuity	Sidewalk continuity refers to the uninterrupted and consistent presence of sidewalks along streets and roadways, ensuring that pedestrians can walk safely and conveniently without gaps or obstacles. Its benefits include promoting pedestrian safety by providing designated walking spaces, enhancing accessibility for all individuals, and encouraging mobility, contributing to healthier and more vibrant communities.
Speed Tables	A speed table is a traffic-calming device designed to reduce vehicle speeds in specific areas, typically at pedestrian crossings or in residential zones. It is a flat-topped raised platform that spans the width of the road. Unlike traditional speed humps or bumps, speed tables are wider and flatter, allowing the entire vehicle to pass over without causing a jarring impact. The design of a speed table encourages drivers to slow down while maintaining a continuous flow of traffic.
Stop Pavement Markings and Stop Bars	Stop pavement markings, used in conjunction with existing signage and stop bars, emphasize the need to stop at an intersection. Where there are stop signs, it is recommended to include a painted stop bar. These markings can address poor visibility of the intersection or stop signs, and potentially improve driver compliance.
Third Place	A physical location outside of work or home, typically with a low financial barrier to entry, that is used for social connection, civic engagement, and establishing sense of place. ⁴
Transit	Large-capacity vehicles that carry many passengers between fixed destinations.
Vision Zero Prince George's	Vision Zero is an international effort adopted in 1997 in Sweden to eliminate pedestrian fatalities and injuries. The approach recognizes that no loss of life is acceptable. Several European nations, states, and cities around the world have achieved significant reduced fatalities using Vision Zero. Vision Zero cities and counties in the United States include Austin, Boston, Chicago, Los Angeles, New York, Portland, San Francisco, Durham, San Jose, Washington, D.C., Seattle, Alexandria, Arlington County, Montgomery County, and Prince George's County.
Walkable	A neighborhood is walkable if anyone, regardless of age or physical ability can safely walk or use a mobility assistive device between most destinations in the neighborhood.

⁴ University of Chicago, esl.uchicago.edu/2023/11/01/third-places-what-are-they-and-why-are-they-important-to-american-culture

