

Section II

Policies & Strategies



64

Sidewalks and
Pedestrian Mobility
(PR)



67

Bikeways,
Shared-Use
Paths, Equestrian
Facilities, and
Natural Surface
Trails (BK)



82

Transit (TR)



88

Micromobility and
Transportation
Network
Companies (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)

Updating the County's Transportation Policies and Strategies

The General Plan for Prince George's County provides long-range guidance for future development within the County. *Plan Prince George's 2035 Approved General Plan* (Plan 2035) includes goals, policies, and strategies for various state-mandated elements, including transportation and mobility.

Transportation policies and strategies are also contained in the 2009 *Approved Countywide Master Plan of Transportation* (MPOT). Since its approval in 2009, however, transportation policies and strategies in master (area and functional), sector, and transit district development plans have superseded MPOT's policies and strategies in more than 78.8 percent of the County. Go Prince George's carries forward many of these policies and strategies and, in some cases, amends them.

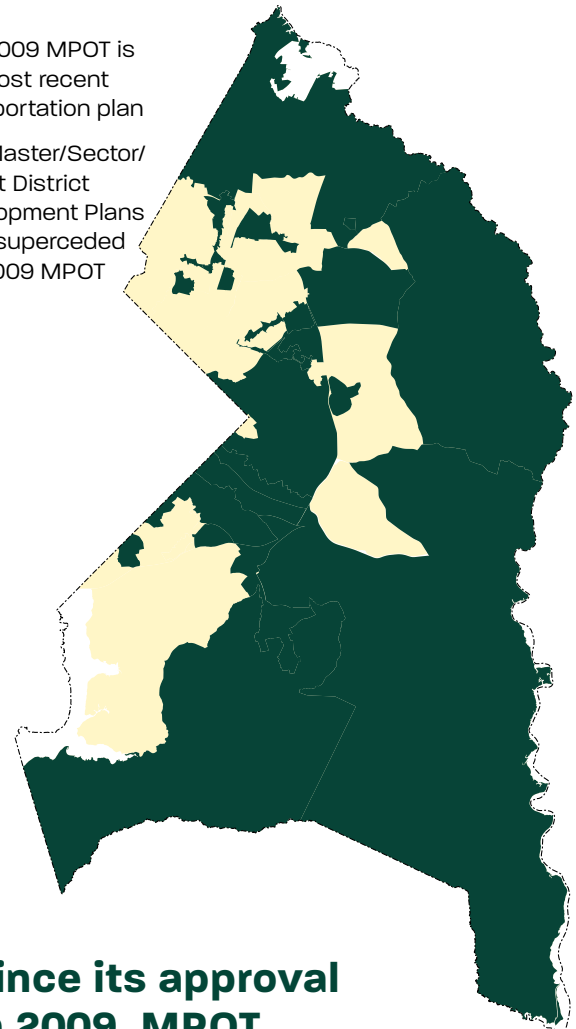
Policies and Functional Classifications

The 2009 MPOT provided a table of recommended transportation facilities that includes recommendations from master and sector plans. Go Prince George's evaluates all streets, roads, highways, and shared-use paths (paved bicycle and pedestrian trails) in Prince George's County, according to existing public rights-of-way. The updated street classifications are expanded from 6 broad categories in the 2009 MPOT, to 13 street classifications, which incorporate the Department of Public Works & Transportation's updated Urban Street Design Standards (USDS), published in June 2024. The updated shared-use path classifications are based on the 2024 *Department of Parks and Recreation Facility Design Standards and Guidelines* and the 2018 *Countywide Strategic Trails Plan*. The sources, terms, and definitions used in this document are consistent with definitions from Maryland Department of Transportation, Department of Public Works and Transportation, and State Highway Administration, as well as the AASHTO Bicycle Facility Design Guidelines.

Map 14. Transportation Plan Status

2009 MPOT is the most recent transportation plan

Master/Sector/Transit District Development Plans have superseded the 2009 MPOT



Since its approval in 2009, MPOT has been amended or superseded in more than 78.8 percent of Prince George's County

The 2009 MPOT included three separate chapters on policies for trails, bikeways, sidewalks; transit; and streets, roads and highways.

This section of Go Prince George's is a guide for transportation agency partners, municipalities, residents, developers, and other stakeholders; it lists policies and strategies covering a variety of transportation modes, such as pedestrian and bicycle, roads and highways, transit, micromobility, air and water mobility, and smart infrastructure, all with an emphasis on safety (Vision Zero), transportation demand management, green streets, and first-mile/last-mile strategies. The goal is to support and provide access and connectivity to multimodal transportation options and create more 15-minute communities. Each policy aligns with one or more of the themes outlined in Section I of this plan: Safety, Equity, Innovation, Resilience and Sustainability, Collaboration, and Community of Choice.

The strategies include references to other sources, adopted master and sector plans, or justification for the strategy as it relates to Plan 2035.

Many strategies may have multiple lead agencies and are integral in updating plans, guidelines, and supporting development review processes. Some

15-MINUTE COMMUNITIES

All Prince Georgians should have public access to places of interest including park-and-ride lots, activity centers, transit, parks, trails, and other places to recreate, learn, worship, shop, work, and live as part of creating complete, diverse communities. This includes providing safe and accessible routes to sidewalk networks.

strategies will require multi-agency, regional, state, and/or municipality coordination, as appropriate, based on jurisdictional boundaries; some strategies apply to the owner of a transportation facility. A recommendation to add sidewalks, for example, could be led by, or coordinated in partnerships with the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE), the Prince George's County Department of Public Works and Transportation (DPW&T), a municipality, private property owners, public-private partnerships, and/or the Washington Metropolitan Area Transit Authority (WMATA), depending on who owns the rights-of-way where the sidewalks will be constructed.

HOW TO USE THIS SECTION

The policies and strategies are contained within matrices that identify the following information:

Policies and Strategies		Themes: If a policy is part of one of six themes, the icon is located in the column					
Policy number	Policy statement	Safety	Equity	Innovation	Resilience & Sustainability	Collaboration	Community of Choice
	Strategy number and text. Strategies outline action items to implement the specific policy.						












Sidewalks and Pedestrian Mobility (PR)

A comprehensive sidewalk network further supports the development of a comprehensive multimodal transportation network and 15-minute communities while addressing first-mile/last-mile connections.

Strengthening the transportation network with complete sidewalks will encourage Prince Georgians

to travel more easily to places to recreate, work, live, and shop with a mix of uses and activities. Creating safe pedestrian public access between transportation options and placemaking areas includes complying with the American Disabilities Act, incorporating pedestrian crossings, and expanding existing sidewalks, where appropriate.



















 PR Policies and Strategies	Safety	Equity	Innovation	Resilience & Sustainability	Collaboration	Community of Choice
						
Policy PR 1 Construct, reconstruct, and maintain a complete system of sidewalks.						
<p>Strategy PR 1.1 Prioritize Crime Prevention Through Environmental Design (CPTED) principles when designing transportation facilities, especially for transit stops or stations, parking facilities, sidewalks, shared-use paths, and trails, to ensure that the design of such facilities does not create unsafe environments or conditions.¹</p> <p>Strategy PR 1.2 Evaluate intersections for retrofitting with pedestrian refuge islands, as applicable.²</p> <p>Strategy PR 1.3 Evaluate and implement when practicable, the filling of gaps in continuous lighting, with priority being given to high-incident areas or High Injury Network (HIN) corridors identified in the <i>Vision Zero Action Plan 2020-2025</i>.</p> <p>Strategy PR 1.4 Identify opportunities to install interim street and pedestrian-scale lighting where utility poles are present, as practicable. Non-standard lighting may be necessary due to the age of the utility pole.³</p> <p>Strategy PR 1.5 Develop and adopt a draft lighting policy, developed by M-NCPPC Department of Parks and Recreation for use on shared-use paths in natural areas and park settings.</p>						
Policy PR 2 Design the pedestrian network for direct routes while reducing crossing distances.⁴						
<p>Strategy PR 2.1 During the design and re-design of streets, roads, and pedestrian facilities, prioritize street crossings, including mid-block crossings, as applicable, which eliminate long distances for pedestrians.</p>						

¹ For more information on CPTED, see Local Initiatives Support Corporation, Crime Prevention Through Environmental Design (CPTED), <https://www.lisc.org/our-resources/resource/crime-prevention-through-environmental-design-cpted-overview> and the 2008 *Approved Public Safety Facilities Master Plan*, 35-36.

² References Complete Street Principle 1 from the 2009 MPOT, 9.

³ References a recommendation of the 2020 *Suitland Metro Station and Silver Hill TNI Pedestrian Accessibility Study*, 29-38, and applies it countywide.

⁴ References and expands upon Complete Streets Principles 5 and 8 in the 2009 MPOT, 8.

 PR Policies and Strategies		Safety	Equity	Innovation	Resilience & Sustainability	Collaboration	Community of Choice
Policy PR 3	Ensure that the sidewalk and public realm are safe physical environments for pedestrians throughout Prince George's County.						
Policy PR 4	Leverage traffic signal warrant studies and conduct additional formalized speed studies at areas of concern to determine mitigations for safety risks.						
Strategy PR 4.1 Conduct formal speed studies to determine areas where prevailing speeds are inappropriate for existing conditions. Based on study findings, the County should continue to use and pursue grants for targeted pedestrian safety.							
Policy PR 5	Manage the construction of pedestrian connections to encourage safe public access in rural and scenic vistas.						
Strategy PR 5.1 Connect adjacent non-residential development through means other than roadside sidewalks, where feasible.							
Policy PR 6	Ensure that pedestrians can safely cross streets and roads.						
Strategy PR 6.1 Install marked crosswalks with visibility for all sidewalks across all legs of all intersections with roads and streets.							
Strategy PR 6.2 Provide mid-block crossings, where feasible. ⁵							
Strategy PR 6.3 Install signals at all mid-block, trail, or shared-use path intersections with streets and roads in Prince George's County. The type of signal can be case-dependent, including, but not limited to, full traffic control signals, pedestrian hybrid beacons (or high-intensity activated crosswalk or HAWK signals), Rectangular Rapid Flashing Beacons, or other pedestrian and/or bicycle signals.							
Strategy PR 6.4 Incorporate Leading Pedestrian Intervals (LPI) at traffic signals countywide, where feasible. ⁶							
Strategy PR 6.5 Prioritize pedestrian safety by designing and constructing crosswalks with ADA-compliant materials and finishings, including, but not limited to stamped concrete, tactile pavers, painted intersections, raised intersections, crosswalks on speed tables, and other pedestrian priority measures. ⁷							
Strategy PR 6.6 Develop and maintain a list of intersections with frequent pedestrian-involved incidents. The list should be used to conduct further studies of areas of concern.							

⁵ Carries forward Strategy TM 3.4 of the 2022 *Approved Bowie-Mitchellville and Vicinity Master Plan*, 113, and applies it countywide. Also carries forward Complete Street Principle 6 from the 2009 MPOT, 8.






⁶ Signals installed and maintained by DDOT already have LPI.

⁷ Carries forward Strategy TM 9.1 of the 2022 *Approved Bowie-Mitchellville and Vicinity Master Plan* and applies it countywide.



PHOTO BY RYAN CRAUN/M-NOPPOC

Students walk to school in Carole Highlands. Safe Routes to School are federally-funded programs to encourage children to walk, roll, or bike to school.

 PR Policies and Strategies	Safety	Equity	Innovation	Resilience & Sustainability	Collaboration	Community of Choice
						
	Policy PR 7					
	Provide Safe Routes to School in Prince George's County.					
	Strategy PR 7.1 Conduct regular school route analysis to determine student travel patterns, and target improvements to locations where many students face safety challenges. ⁸					
Strategy PR 7.2 Promote equitable transportation options for students within the district. ⁹						
Strategy PR 7.3 Encourage school communities to form bicycle buses, pedestrian buses, or walking school buses to facilitate safe, active commuting to school.						
Strategy PR 7.4 Prioritize coordination between the Prince George's County Public School System and the implementing transportation improvement agencies, including but not limited to, DPW&T, DPIE, MDOT, and municipalities.						

⁸ This carries forward and expands upon Policy 12 of the 2009 MPOT, 8.

⁹ Carries forward a recommendation of Prince George's County Public Schools 2024 *Comprehensive Transportation Audit & Opportunity*



Bikeways, Shared-Use Paths, Equestrian Facilities, and Natural Surface Trails (BK)

Shared-use paths, dedicated bicycle lanes, equestrian facilities, and trails are key to creating a multimodal transportation network to safely move Prince Georgians through diverse neighborhoods. Go Prince George's recommends bicycle and shared-use networks that provide safe travel, promote wayfinding strategies and continuous connections between established neighborhoods and the region's bicycle network, and provide access to vast natural areas, parklands, farmlands, and activity centers.

Prince George's County has bikeway, shared-use path, greenway, and trail networks that spur economic development, promote active transportation and equestrian activities, and help bridge gaps in equity.¹

The County boasts extensive bicycle routes, especially through its award-winning parks, which include long-distance interpretative trails. Cross-county trails are key connections between residential communities and recreational areas. Bikeshare usage has also grown as another way to connect users for short trips to places of interest in the County. Several bikeshare stations have been installed at parks and other public places.

Shared-use paths and hard-surface trails are paved facilities for public access to rural and suburban roads and within parks. They are intended to supplement or complement built sidewalks and bike lanes, and are not a replacement of those facilities.

Natural surface trails remain a key element of the County's transportation system, which are connected to equestrian activities, natural areas, parks, and stream valleys that serve as anchors for off-road recreation and commuting networks. Many trails also provide access to scenic vistas, natural resources, water features, and a wide range of habitats and wildlife.

On-road bicycle infrastructure, including protected

AN INTEGRATED BICYCLE NETWORK

Go Prince George's 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. Combined with sidewalk systems, on-road bike lanes and traffic-calmed streets, continuity of travel can be ensured from local neighborhoods, to collector and arterial facilities where there is further linkage to rural areas, suburban areas, urban centers, collector, and major collector roads. A varied, but connected network will be part of transportation demand strategies to reduce dependence on single-occupancy vehicles.

bike lanes and barrier-separated cycle tracks, is key to creating safe, equitable transportation networks. By connecting sidewalks, shared-use paths, bikeshare systems, and the broader regional network, these bikeways enable seamless, multimodal travel for all users and expand mobility options for those without vehicles.

A well-planned bikeway network supports 15-minute communities by linking key destinations—homes, schools, workplaces, and transit hubs—within a short ride. Barrier-separated lanes provide essential safety, encouraging cycling for daily trips while reducing traffic congestion and emissions. This connectivity also strengthens bikeshare programs, making them more practical and accessible as part of an integrated transportation system.

Cycling Level of Traffic Stress (LTS)² measures how safe and comfortable a route feels for riders, with low-stress routes being accessible to most users,

¹ Adapted from the Department of Parks and Recreation's Strategic Trails Plan Part 1: Plan Summary, Priorities and Recommendations.

² Maryland Department of Transportation, data.imap.maryland.gov/datasets/maryland::maryland-bicycle-level-of-traffic-stress-lts/about



PHOTOS BY RYAN CRAUN/M-NCPPC

PROTECTED BIKEWAYS AND SIDEWALK FACILITIES Bicycle accommodations can, where practicable, be separated from motor vehicle traffic by physical, vertical barriers, such as curbs, flexiposts, bollards, fencing, stormwater gardens, landscaping, and other installations that calm traffic and protect vulnerable road users.



TRAILS, GREENWAYS AND SHARED-USE PATHS

Prince George's County has regionally significant trails and a greenway network that connects to various communities, transit services, scenic and historic resources, agricultural areas, and parkland. Many trails provide access to larger local, regional, and national networks of trails that link communities and states throughout the east coast.

including children and beginners. Facilities like protected bike lanes, barrier-separated cycle tracks, and neighborhood greenways achieve low LTS ratings by minimizing interactions with vehicles and creating predictable, safe environments.

- **LTS 1 (Low Stress):** Comfortable for all cyclists.
 - Examples: Protected bike lanes, bike boulevards.
- **LTS 2 (Moderate Stress):** Suitable for confident riders.
 - Examples: Buffered bike lanes, wide streets with bike lanes.
- **LTS 3 (High Stress):** Stressful for casual riders
 - Examples: Unprotected bike lanes, sharrows.
- **LTS 4 (Severe Stress):** Unsafe for most cyclists
 - Examples: Roads with no bike infrastructure.

To ensure connectivity, low-stress infrastructure must form a comprehensive network that addresses gaps like busy intersections or narrow corridors. Solutions such as protected intersections and bike-specific signals enhance safety and usability, while integration with sidewalks, shared-use paths, and transit hubs supports seamless multimodal travel.

Prioritizing low-stress bikeways advances equity by providing safe, affordable mobility options to vulnerable users and underserved communities most frequently impacted by high-stress roadways. A focus on these facilities helps bridge transportation gaps and promotes healthier, more sustainable travel choices.

Bicycle facilities are part of an enhanced transportation network in addition to a comprehensive sidewalk network. This mode of transportation is part of transportation demand strategies to reduce dependence on single-occupancy vehicles. Various transportation agencies across Maryland have programs and initiatives to support the development and expansion of comprehensive bicycle facilities.

- **Maryland State Highway Administration:** The Maryland State Highway Administration provides a statewide network of bicycle routes, many located in Prince George's County. Per State law, a bicycle is defined as a vehicle and is required to be operated similar to motorized vehicles, including complying with all traffic signals and signs. Local municipalities may have additional laws for bicyclists.
- **Washington Metropolitan Area Transit Authority's Metro Bike & Ride Program:** To

SHARED-USE PATH NETWORK

The Prince George's County shared-use path system of trails is classified in the 2018 *Strategic Trails Plan* as follows:

- **Primary Shared-Use Paths:** These are the long-distance and medium-distance paved paths that provide both transportation and a high-quality recreational experience.
- **Secondary Shared-Use Paths:** These are shared-use paths next to roadways built to minimum standards to provide baseline bicycle and pedestrian accommodation for the roadway (which usually does not offer comfortable on-road bicycle accommodation). This class also includes all of the spurs that connect Primary trails to neighborhoods and other off-corridor destinations, as well as neighborhood-based path systems and other short paths that provide local transportation value.

support bicyclists at park-and-ride lots and Metro stations, WMATA provides bicycle storage for passengers. In addition, bicycle racks, including inverted-U racks, are available at Metro stations.

Existing and planned major shared-use paths (trails and greenways) that are integral to Prince George's County are:

- The Washington, Baltimore, and Annapolis Recreation Rail-Trail
- Anacostia Trails Heritage Area
- Anacostia River Trail System
- Henson Creek Trail
- Woodrow Wilson Bridge Trail
- Little Paint Branch Trail
- East Coast Greenway
- The American Discovery Trail
- Rhode Island Avenue Trolley Trail
- Cross-County Trail Connection
- Chesapeake Beach Rail Trail
- Patuxent River Water Trail
- Patuxent River Park Hiker/Biker/Equestrian Trails

The existing bike network in Section 1 of Go Prince George's can be found on PGAtlas.com. Additional information on trails, greenways, and pathways can be found at pgplan.org/go.



BK Policies and Strategies

Policy BK 1

Prioritize the development of a County bicycle and shared-use network with facilities that allow and encourage safe and efficient bicycle travel throughout Prince George's County and connect neighborhoods to the regional bicycle network.¹

Safety	Equity	Innovation	Resilience & Sustainability	Collaboration	Community of Choice

Strategy BK 1.1 Construct a system of bikeways and bicycle routes that parallel, and provide a safe alternative to, bicycling on arterial roads, expressways, and freeways.

Strategy BK 1.2 Prioritize infrastructure projects that provide grade-separated crossings of major highways (I-95/I-495, US 50, MD 214, etc.), railroads, and rivers to increase connectivity of the countywide network of shared-use paths.

Strategy BK 1.3 Consider “road diets” for overbuilt roadways to allow space for, and to prioritize, the development of hard-surface, shared-use paths, barrier-separated bicycle lanes, sidewalks, shared lane markings, and cycle tracks. This includes, but is not limited to, arterials and collector roadways.

Strategy BK 1.4 Maintain and enhance the existing County bicycle network, where feasible.

Strategy BK 1.5 Conduct detailed planning studies along corridors previously recommended by the 2009 MPOT and prior master, sector, and transit district development plans to identify on- and off-road alternative routes to ensure connectivity while reducing environmental and financial impacts.

Strategy BK 1.6 Design and construct shared-use paths and natural-surface trails to accommodate all user groups (pedestrians, bicyclists, equestrians, mountain bikers, and disabled users) to the maximum extent practicable.²

Strategy BK 1.7 Identify safe alternatives for bicycle, equestrian, and shared-use connections previously recommended in master plans, sector plans, transit district development plans, and planning studies.

Strategy BK 1.8 Develop and maintain a list of intersections with frequent bicycle accidents. The list should be used to conduct further studies of areas of concern.

Policy BK 2

Develop a County Bikeways plan that connects all Plan 2035-designated Centers to surrounding neighborhoods, and to the regional bikeway and shared-use path network.

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Policy BK 3

Prioritize safe bicycle travel to public schools.

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Strategy BK 3.1 Evaluate all roadways within one-half mile of all public schools to identify opportunities to construct additional protected bicycle facilities.

¹ This carries forward and expands upon Strategy TM1.4 of Plan 2035, 153, and Trails, Bikeways, and Pedestrian Mobility Policies 3 and 9 of the 2009 MPOT, 8.

² This strategy carries forward Trails, Bikeways, and Pedestrian Mobility Policy 8 of the 2009 MPOT, 8.

AMERICAN DISCOVERY TRAIL

Prince George's County contains a portion of the American Discovery Trail network. The network is, as described by the American Discovery Trail Society: "a new breed of national trail — part city, part small town, part forest, part mountains, part desert — all in one trail. Its 6,800+ miles of continuous, multi-use trail stretch from Cape Henlopen State Park, Delaware, to Pt. Reyes National Seashore, California. It reaches across America, linking community to community in the first coast-to-coast, non-motorized trail. The ADT provides trail users the opportunity to journey into the heart of all that is uniquely American — its culture, heritage, landscape and spirit. The ADT incorporates trails designed for hiking, bicycle, and equestrian use. Because it connects five national scenic and 12 national historic trails, 39 national recreational trails, and many other local and regional trails — it is the backbone for the national trails system. It passes through metropolitan areas like San Francisco and Cincinnati, traces numerous pioneer trails, leads to 14 national parks and 16 national forests."



PHOTO BY RYAN CRAUN/M-NOPPO



BK Policies and Strategies

Policy BK 4

Evaluate and capitalize on opportunities presented by available rights-of-way³ to fill gaps and extend shared-use paths and to create greenways and linear parks throughout Prince George's County, linked by and featuring shared-use paths.⁴



Strategy BK 4.1 Design green spaces that serve multiple purposes, such as parks with walking and cycling paths, seating areas, stormwater management, tree canopy cover, and sustainable landscaping.

Strategy BK 4.2 Design shared-use paths adjacent to arterials, expressways, and freeways as greenways and/or linear parks. Consider the Department of Parks and Recreation's 2022 *Trail Design Guidelines* for roadway-adjacent shared-use paths when designing such facilities. See *Figure 5 on page 76, Figure 6 on page 77, and on page 78.*

Strategy BK 4.3 Prioritize pathway infrastructure/retrofit upgrades, and path rehabilitation projects that will improve safety for trail users, including widening shared-use paths built to outdated standards.

Policy BK 5

Support low-stress bicycle use by establishing connected neighborhood bicycle boulevard systems.⁵



Strategy BK 5.1 Evaluate the feasibility of creating a neighborhood bicycle boulevard system connecting major low-stress bicycle routes in College Park, University Park, Riverdale Park, and Hyattsville.⁶

Policy BK 6

Increase motorists' awareness of bicyclists by providing signage and bicycle and pedestrian priority signals at key intersections to improve safety.



Strategy BK 6.1 Provide signage and paint markings to inform drivers of an upcoming intersection between a bicycle or shared-use facility and vehicle travel lanes.⁷

Strategy BK 6.2 Install bicycle boxes and other protections for bicyclists at intersections within Regional Transit Districts, Local Centers, and where designated bikeway or major bicycle routes turn or intersect.

³ Including public lands and utility corridors.

⁴ Formula 2040 (2014) defines the function of Greenways and Linear Parks as "narrow open space systems that knit together other parks or natural systems. Greenways may follow natural resources like stream and river corridors. Others can be corridors that are built as a part of development projects or interconnected recreational and natural areas." 201.

⁵ The 2021 *Langley Park Neighborhoods Bicycle Boulevards* study defines bicycle boulevards as: "Streets designed to maintain or induce low motorized traffic volumes and speeds that allow bicyclists to comfortably ride in the travel lane along with vehicular traffic. These are often designated as bicycle routes. Some of the typical treatments include bicycle 'sharrow' markings indicating that the bicyclists are encouraged to use the travel lane and traffic calming treatments such as speed humps, curb extensions, and median islands." 40.

⁶ Carries forward and expands a recommendation from the 2019 *Transportation Action Guide for Urban Communities*, 11.

⁷ Carries forward and expands upon Trails, Bikeways, and Pedestrian Mobility Policy 10, Strategy 1 of the 2009 MPOT, 8.



BK Policies and Strategies

Policy BK 7

Create a signed and mapped official County Bikeways Network to facilitate mid- to long-distance bicycle travel, including commuting, and connect it to the regional and national shared-use path and trail network.

Safety	Equity	Innovation	Resilience & Sustainability	Collaboration	Community of Choice

Strategy BK 7.1 Prioritize construction of the County Bikeways Network.

Strategy BK 7.2 Construct the identified shared-use path networks, preferably as protected or off-road facilities, for a comprehensive, integrated County Bikeways Network.

Strategy BK 7.3 Construct a network of natural-surface trails throughout the County that provide active transportation experiences.

Strategy BK 7.4 Construct the segments of nationwide shared-use path and trail networks in Prince George's County as hard-surface bikeways or shared-use paths.

Strategy BK 7.5 Collaborate with state and federal partners to fund trails, shared-use connections, and bikeways in the East Coast Greenway, expanding bikeable opportunities for Prince Georgians as well as access to County destinations.

Policy BK 8

Acquire and utilize utility easements to enhance the bikeway, shared-use, and natural surface trail network, where feasible.

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Strategy BK 8.1 Study the possibility of easements to provide crossings and improved connectivity.⁸

Strategy BK 8.2 Develop and establish programmatic agreements with PEPCO/Excelon, WSSC, and other utilities that ease the process for using discreet sections of utility rights-of-way for shared-use paths or recreational trails.

Policy BK 9

Acquire, repurpose, and utilize abandoned railroad rights-of-way to enhance the bikeway and shared-use network.

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Strategy BK 9.1 Construct and redesign the repurposed networks to connect with surrounding neighborhoods.

⁸ As recommended in the 2013 *Approved Subregion 6 Master Plan*, 211.



BK Policies and Strategies

Safety

Equity

Innovation

Resilience & Sustainability

Collaboration

Community of Choice

Policy BK 10

Provide enhanced equestrian and hiker/equestrian trails connecting the Established Communities to the Rural and Agricultural Area.⁹



Strategy BK 10.1 Prioritize preservation of existing equestrian trail corridors and connections to other trail networks and parks.

Strategy BK 10.2 Develop equestrian user maps, make them available online, and distribute them at trailheads, the Prince George's Equestrian Center, and other key locations on or near equestrian paths.

Strategy BK 10.3 Carry forward recommendations from the 2013 *Approved Subregion 6 Master Plan* and the 2009 *Approved Countywide Master Plan of Transportation* for a comprehensive equestrian/hiker trail network.

Policy BK 11

Expand public awareness and acceptance of bicycle use in Prince George's County.



Strategy BK 11.1 Incentivize bicycle use through the provision of bicycle racks, storage, and amenities (including showers) in developments and structured parking facilities.¹⁰

Strategy BK 11.2 Consistent with the AASHTO Guide for the Development of Bicycle Facilities, provide a minimum of four short-term bicycle parking spaces at all nonresidential properties and a minimum of four long-term bicycle parking spaces at all nonresidential properties larger than 50,000 feet of gross floor area.¹¹

Strategy BK 11.3 In accordance with the Prince George's County Zoning Ordinance, provide incentives for nonresidential and mixed-use developments to provide shower facilities and bicycle lockers as further impetus for increasing bicycle use.

Policy BK 12

Construct a network of natural-surface trails throughout the County that provide active transportation experiences in quieter, more bucolic settings.



Strategy BK 12.1 For rural, wooded, and park areas, design trails to flow with the landscape and use materials that resemble the natural environment to blend harmoniously with the surrounding countryside.

Strategy BK 12.2 Identify opportunities to realign existing natural-surface shared-use paths and trails, as feasible, for better long-term maintenance.

⁹ Carries forward recommendations from the 2009 MPOT, Interpretive Trails and Long-Distance Bicycle Routes in Prince George's County Policy 3, 12, and the 2013 *Approved Subregion 6 Master Plan*, and applies them throughout the entire Rural and Agricultural Area.

¹⁰ Carries forward and expands on Strategy TM 4.6 of Plan 2035 and Policy TM 19 of the 2017 *Approved East-Riverdale-Beacon Heights Sector Plan*.

¹¹ The Prince George's County Zoning Ordinance requires a minimum of four short-term bicycle parking spaces (in the form of racks or lockers) in the Transit-Oriented/Activity Center base and Planned Development (PD) zones, and at least two additional bicycle parking spaces for every 10 vehicle spaces, or major fraction thereof, above 10 spaces. A minimum of two short-term bicycle parking spaces are required in all nonresidential zones and the Residential, Single-Family-Attached (RSF-A), Residential, Multifamily-12 (RMF-12), Residential, Multifamily-20 (RMF-20), and Residential, Multifamily-48 (RMF-48) zones with one additional bicycle parking space provided for every 10 vehicle spaces, or major fraction thereof, above 10 spaces, but not to exceed 20 total bicycle parking spaces. Long-term bicycle parking facilities are encouraged in the Zoning Ordinance, but not required, for uses where bicycle access is expected to serve stays of eight hours or more (such as office commutes, overnight stays at a hotel, or residences).

Table 1. Corridors Recommended for Study for Future Bikeways, Paths, or Trails

Prior MPOT ID	Corridor or Parallel Stream Valley	Current Applicable Plan	Potential Contribution to an Expanded Shared-use Path Network
N/A	Brier's Mill Run	2017 <i>Approved East Riverdale-Beacon Heights Sector Plan</i>	This proposed shared-use path would be between Northeast Branch Trail and New Carrollton Civic Center (around the intersection of Lamont Drive and Westbrook Drive). It would connect the heart of New Carrollton with the Anacostia River Trail System, the Discovery District, and the Purple Line Transit Hub at the College Park/UMD Metro Station. The primary challenge is providing safe passage under the Baltimore Washington Parkway.
65	Cattail Branch	2009 MPOT and subsequent plans	This trail inside the Beltway could be extended with development along Barlowe Road extended and the former Landover Mall site. A bridge over the Beltway would provide a connection to new shopping and residential development at Woodmore Towne Center. This trail/greenway could also provide connections to surrounding schools and neighborhoods and to the Kentland Community Center.
T-3	Unbuilt Portions of Collington Branch Trail	2013 <i>Approved Subregion 6 Master Plan</i> 2022 <i>Approved Bowie-Mitchellville and Vicinity Master Plan</i>	The planned Collington Branch Trail is a north-south shared-use path that would connect Old Bowie and the WB&A Rail-Trail in the north to Upper Marlboro and Patuxent River Conservation areas in the south. Several sections of the trail are built in Bowie and south of MD 214. Existing and underway developments have promised to build additional sections south of MD 214, and considerable stream valley land has been dedicated to M-NCPPC.
76	Lottsford Branch	2009 MPOT and subsequent plans	The Lottsford Branch has potential for a stream valley trail south of US 50. From Chantilly Lane to Lottsford Road, it would link neighborhoods to parkland at Lake Arbor and Enterprise Golf Course and the Western Branch Trail.
41	Folly Branch	2009 MPOT and subsequent plans	Several segments of this trail have been implemented through development applications and capital improvement projects. This trail provides a key connection in central Prince George's County that links residential areas with shopping centers and office space. This trail will also improve access to the WB&A Rail-Trail and a planned trail along Bald Hill Branch.
139	Burch Branch	2009 MPOT and subsequent plans	This planned trail will connect the bikeway along Floral Park Road with the planned stream valley trail along Piscataway Creek. It will also provide a trail connection through the open space network outside the Brandywine Special Study Area.
134	Eastern Piscataway Creek	2009 MPOT and subsequent plans	This is one of the primary stream valley trail recommendations in southern Prince George's County. This stream valley runs through the middle of a rapidly developing portion of southern Prince George's County. The Department of Parks and Recreation has acquired significant segments of the stream valley as development has occurred. In conjunction with the Charles Branch Trail in Subregion 6, the Piscataway Creek Trail will provide part of a planned "cross-county" connection linking the Potomac River at Fort Washington with the Patuxent River Greenway near Jug Bay. This trail will also provide nonmotorized access to the extensive trail system and recreational facilities at Cosca Regional Park.
N/A	Upper Horsepen Branch	2022 <i>Approved Bowie-Mitchellville and Vicinity Master Plan</i>	Explore paved trail opportunities along the Patuxent River edge of the Bowie Race Track site to connect the WB&A Rail-Trail, and the M-NCPPC-owned Patuxent River Park facilities at Horsepen Branch Park and Saddlebrook Park.
	Unbuilt Portions of Timothy Branch Trail	2013 <i>Approved Subregion 5 Master Plan</i>	Provide a stream valley trail along Timothy Branch between Dyson Road and Mattawoman Creek. This trail will provide access to the developing employment center in Brandywine. Public-use trail easements have been acquired as commercial development has occurred.

Figure 5. Typical Section: Primary Shared-Use Path – Greenway Corridor

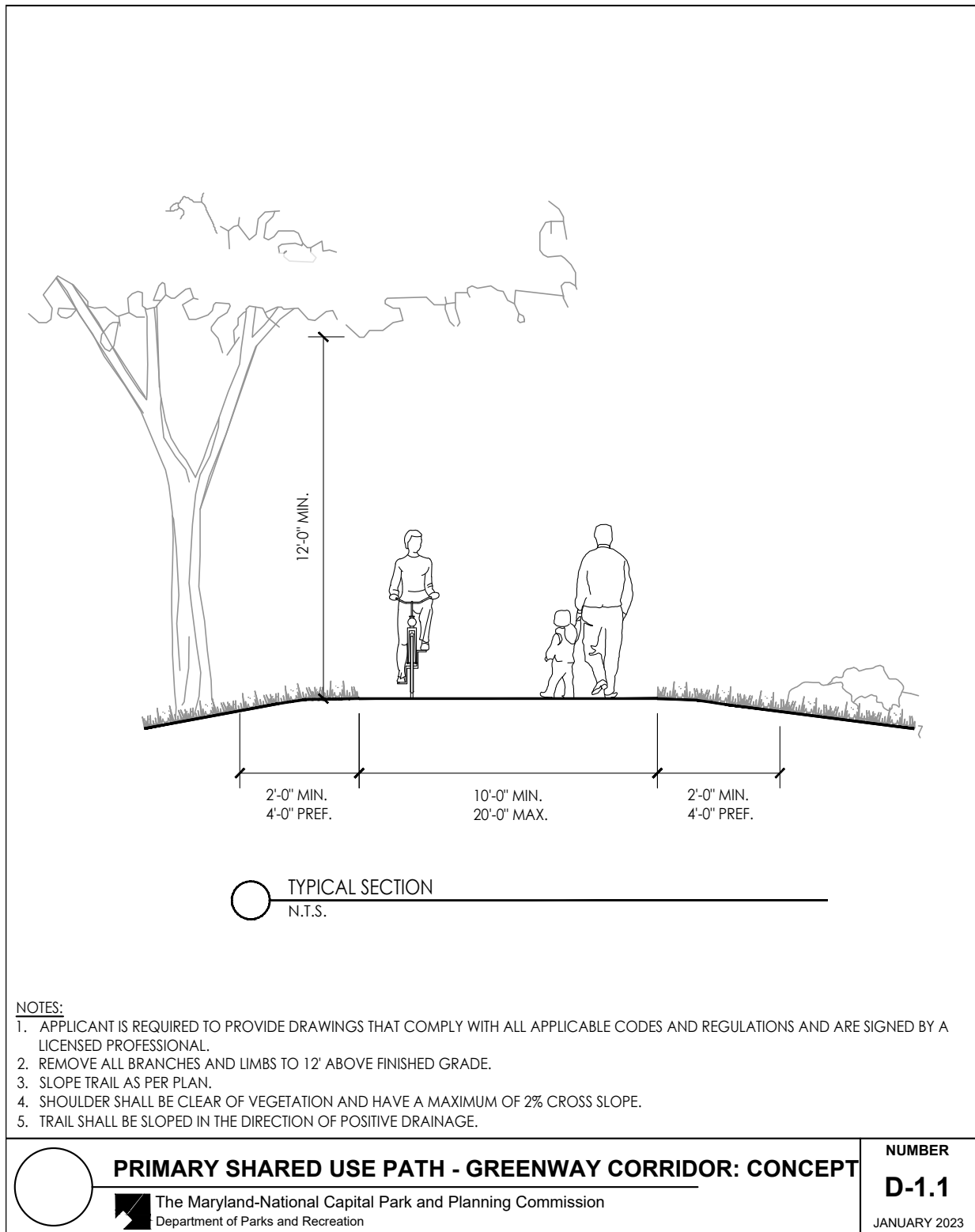


Figure 6. Typical Section and Concept Layout: Shared-Use Path in Roadway Corridor

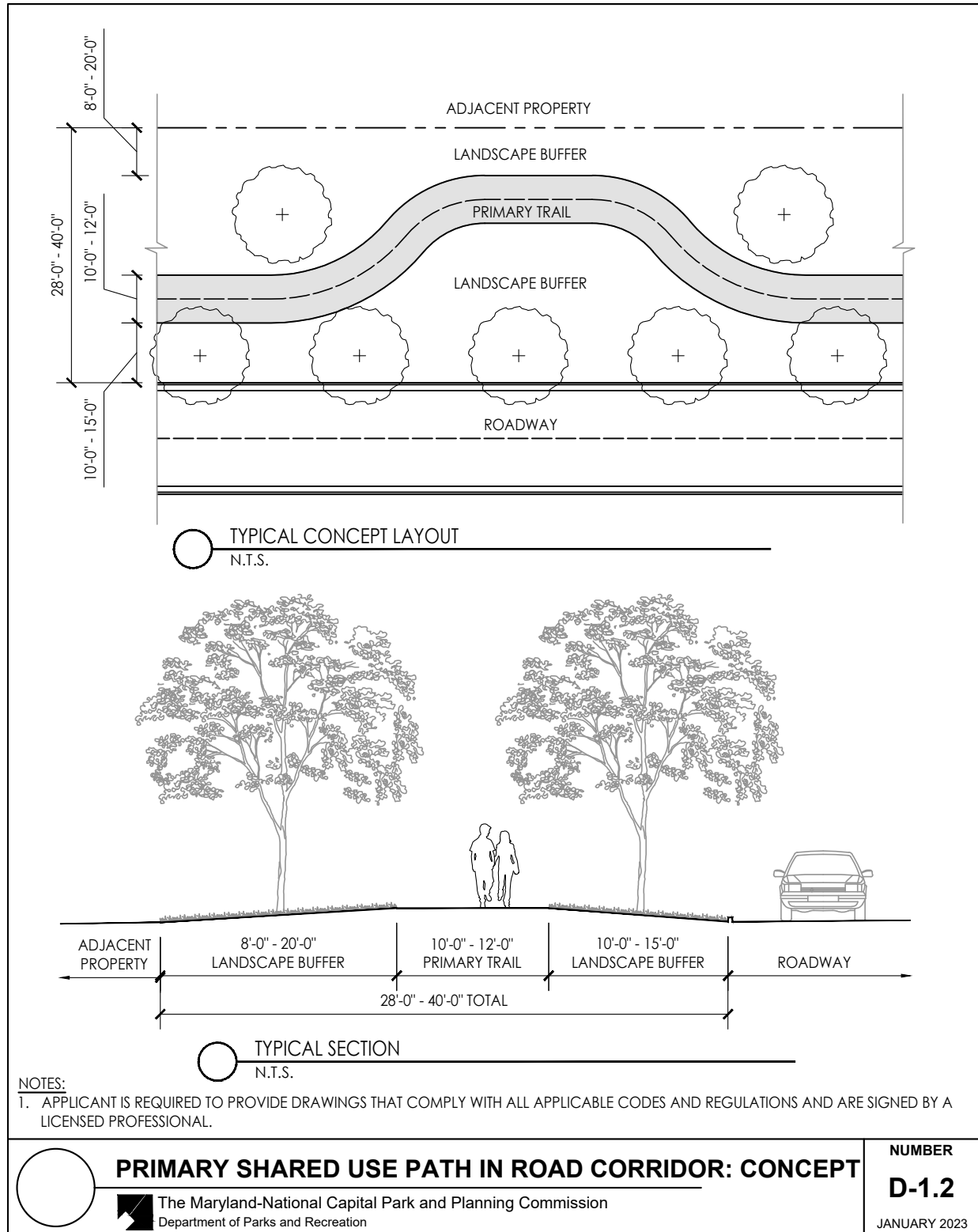


Figure 7. Typical Section: Shared-Use Path in Road Corridor with Smaller Footprint

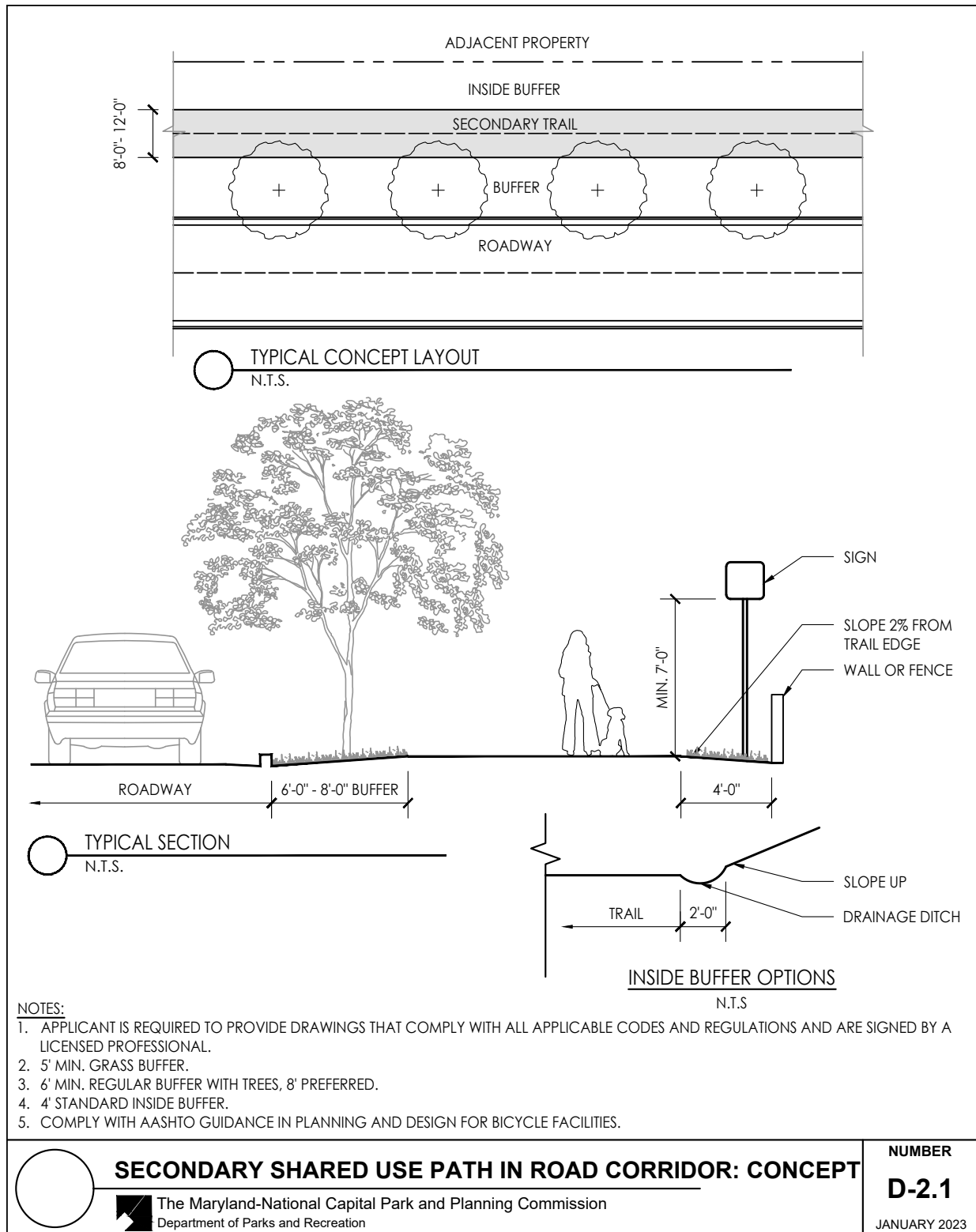


Table 2. Prince George's County Bikeway Network Hierarchy

Bicycle Facility Classification	Function	Treatments
Countywide Shared-use Paths and Protected Bikeways with Sidewalks	Provide greatest level of comfort and safety for bicyclists and pedestrians. These facilities may parallel arterial roads and mixed-use boulevards, as well as independent corridors, such as stream valleys and unused railroad lines. The priority is to connect transit stations, major and minor urban centers, and other significant parks, historic downtowns, and suburban activity centers.	<ul style="list-style-type: none"> • Hard-surface, shared-use paths • Barrier-separated facilities
National and Regional Trails and Greenways	Designated national and regional trails. Alignments and routes may follow shared-use paths, sidewalks, or roadways. May carry traffic at all levels of comfort.	<ul style="list-style-type: none"> • Hard-surface, shared-use paths • Barrier-separated facilities • Sidewalks and roadways
Bikeway Network Connectors	On-road bikeways that connect communities, neighborhoods and activity centers to each other and to the countywide network.	<ul style="list-style-type: none"> • Minor trails • Hard-surface, shared-use paths • Barrier-separated facilities
Principal School Cycling and Walking Routes	Shared-use paths, sidewalks, and protected bikeways that connect neighborhoods with schools.	<ul style="list-style-type: none"> • Hard-surface, shared-use paths • Barrier-separated facilities
Potential Supplemental School Bicycle Routes	<ol style="list-style-type: none"> 1. All streets with existing/planned bicycle facilities (not including shared lane markings/sharrows) that connect to Principal School Cycling and Walking Routes. 2. Neighborhood streets with sufficient rights-of-way to support a painted or barrier-separated bicycle lane. 3. Neighborhood streets with sufficient rights-of-way to support conversion of sidewalks to shared-use paths. 	<ul style="list-style-type: none"> • Hard-surface, shared-use paths • Barrier-separated facilities • Painted bicycle lanes
Local Bicycle and Sidewalk Systems	<p>Networks of connected bicycle and pedestrian accommodations that serve and connect between local communities and neighborhoods.</p> <p>These will not be signed as branded segments of the County Bikeways Network.</p>	All types, but primarily marked bicycle lanes, signed Bicycle Routes, and shared lane markings.

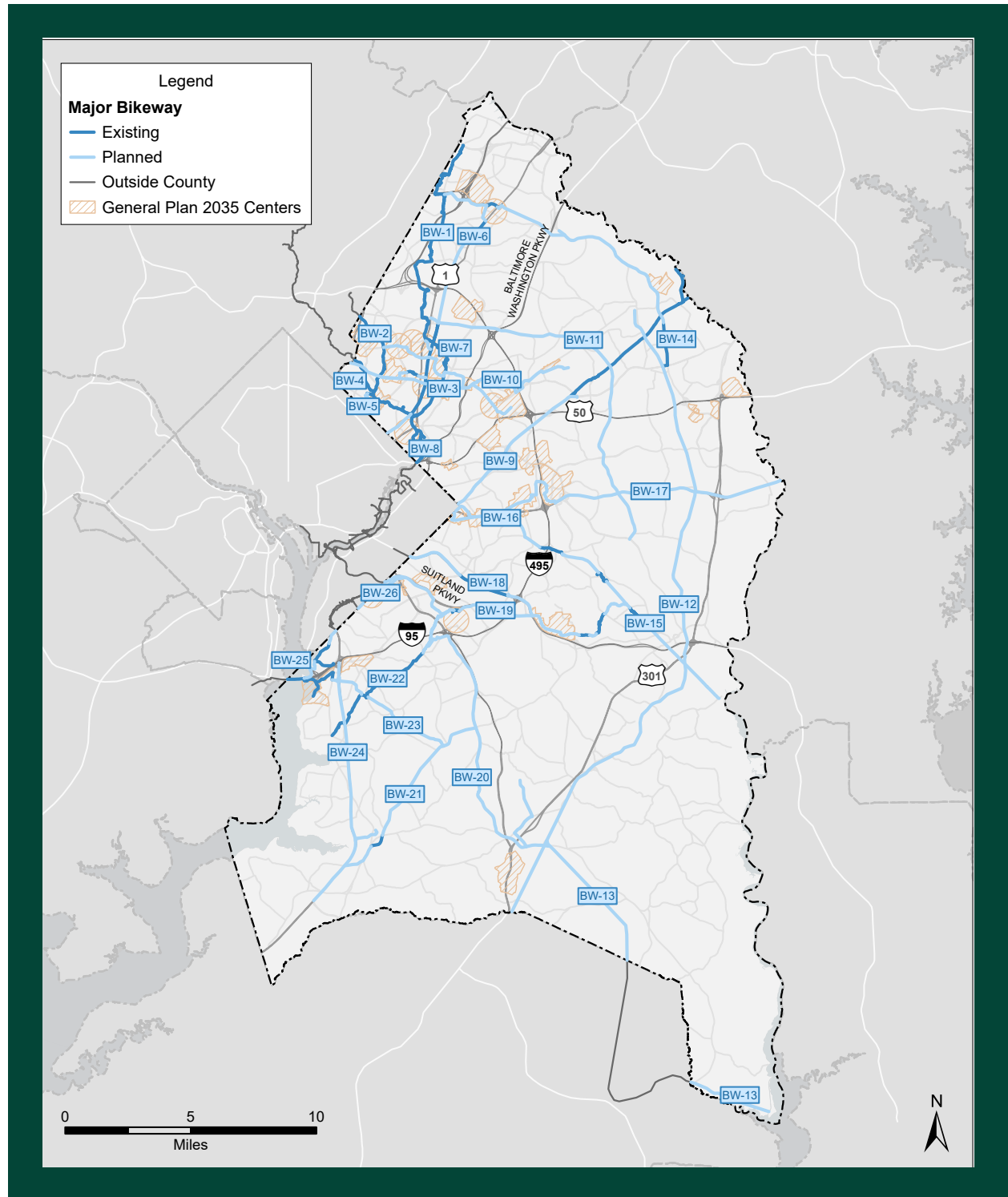
Table 3. County Bikeways Network: Major Bikeways/Regional Trails

MPOT ID	Bikeway	MPOT ID	Bikeway
BW-1	Little Paint Branch/Paint Branch Trails	BW-14	Bowie Heritage Trail
BW-2	Northwest Branch Trail	BW-15	Chesapeake Beach Rail Trail
BW-3	MD 410 Shared-Use Paths and Bikeways	BW-16	Central Avenue Connector Trail
BW-4	Sligo Creek Trail	BW-17	MD 214 (Central Avenue) Shared-Use Path
BW-5	Prince George's Connector Trail	BW-18	Pennsylvania Avenue Shared-Use Paths
BW-6	Rhode Island Avenue Trolley Trail	BW-19	Suitland Parkway Trail
BW-7	Northeast Branch Trail	BW-20	Old Branch Avenue/Brandywine Road
BW-8	Anacostia River Trail	BW-21	MD 223 Shared-Use Path
BW-9	Washington, Baltimore and Annapolis Trail and MD 704 Bikeway	BW-22	Henson Creek Trail
BW-10	Glenn Dale-to-College Park Connection	BW-23	Henson Creek/MD 223 Connection
BW-11	MD 193 Shared-Use Paths and Bikeways	BW-24	MD 210 Corridor Bikeway
BW-12	Pope's Creek Rail Trail	BW-25	Woodrow Wilson Bridge Trail
BW-13	Eagle Harbor Rail Trail	BW-26	Oxon Run Trail

Major Bikeways

Countywide Overview

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

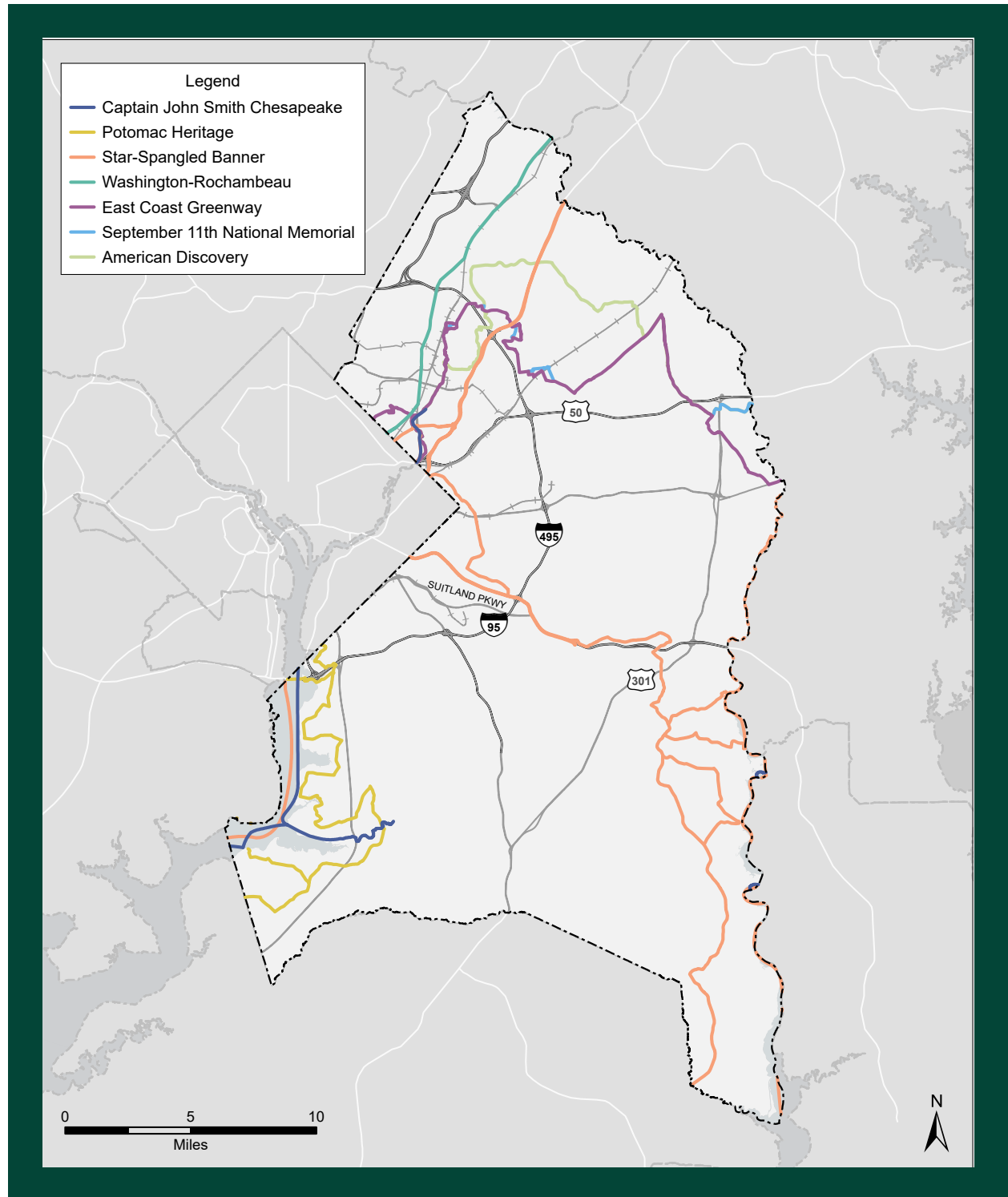


Map 16. National Trail Network in Prince George's County

National Trail Network

Countywide Overview

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





Transit (TR)

Transit is second only to walking in the importance of the future of transportation in the County. Prince George's County has the most Metrorail stations outside of Washington, D.C. (at 15), has 11 Purple Line stations, 8 MARC stations, and 1 AMTRAK station. Increasing access to these stations for all riders is critical, especially to efficiently and effectively connect with other transportation modes.

With 75 percent of all new jobs and housing planned to be located within walking distance of fixed-guideway transit, Go Prince George's provides an opportunity to advance policies, strategies, and

street typologies to further enhance ridership while providing access to other places of interest. This includes the Purple Line, which is the region's first major suburb-to-suburb transit line and connects people and opportunities in both Prince George's and Montgomery Counties. Additional services are needed to connect Prince Georgians to destinations within the County. In keeping with this approach, another consideration of Go Prince George's is the major ongoing State and County initiative to provide increased transit access in the southern part of the County, the Southern Maryland Rapid Transit system.





























 TR Policies and Strategies		Safety	Equity	Innovation	Resilience & Sustainability	Collaboration	Community of Choice
Policy TR 1	Establish a baseline expectation that all bus—including high capacity transit (HCT) and bus rapid transit (BRT)—streetcar, light rail, and commuter rail stops and stations in Prince George's County include amenities to promote enhanced mobility, equity, and placemaking.						



PHOTO BY RYAN CRAUN/M-NOPPC

More than 70,000 residents commuted to work by transit in 2019. The policies of Go Prince George's aim to ensure and improve access to mass transit.

 TR Policies and Strategies	Safety	Equity	Innovation	Resilience & Sustainability	Collaboration	Community of Choice
						
Policy TR 2 Improve safety through placemaking with enhanced amenities and aesthetics and functional improvements to create a sense of place at transit hubs and stations.						
<p>Strategy TR 2.1 Promote intermodal transit hubs/centers at key transit junctures to service corridors with multiple transit and pedestrian options and amenities such as bicycle racks, storage lockers, and bikeshare stations.^{1 2}</p> <p>Strategy TR 2.2 Near the Riverdale Park-Kenilworth Station, enhance public spaces as recommended by the 2017 <i>Approved East Riverdale-Beacon Heights Sector Plan</i>.³</p> <p>Strategy TR 2.3 Ensure that a fully functional transit hub remains the centerpiece of the Greenbelt Metro Station, incorporating Metro Green Line and MARC access with a bus transfer facility, convenient pedestrian access to the station platform, the Federal Bureau of Investigation headquarters, and nearby mixed-use development and community amenities.⁴</p> <p>Strategy TR 2.4 Support the installation of continuous lighting, including pedestrian-friendly lighting in public plazas, where feasible.</p>						
Policy TR 3 Promote placemaking strategies and wayfinding signage programs at transit hubs and stations.						
Policy TR 4 Increase transit services, and safe access to and from those services, so that residents of General Plan Centers and the Innovation Corridor live within a 15-minute walk of a transit stop or station.⁵						
<p>Strategy TR 4.1 Design bus routes that allow safe and efficient connections to all Centers and the Innovation Corridor.</p> <p>Strategy TR 4.2 Prioritize access to transit during street reconstruction and redevelopment projects.⁶</p>						

¹ Carries forward and expands upon Strategies TM 4.6 and TM 5.5 of Plan 2035.

² Carried forward from the 2010 *Approved Central US 1 Corridor Sector Plan*, 133.

³ Carried forward from the 2017 *Approved East Riverdale-Beacon Heights Sector Plan*, 100.

⁴ Carried forward from the 2013 *Approved Greenbelt Metro Area and MD 193 Corridor Plan*, 100.

⁵ Carries forward and expands upon Strategy TM 2.1 of Plan 2035, 153.

⁶ Carries forward and expands upon Strategy TM 2.5 of Plan 2035, 155.



TR Policies and Strategies

Policy TR 5

Maintain and expand park-and-ride facilities and new transit stations, and maintain/expand bus and rail options so that all residents of the Established Communities continue to live within six miles of a fixed-guideway transit station or park-and-ride facility.⁷

Safety	Equity	Innovation	Resilience & Sustainability	Collaboration	Community of Choice

Strategy TR 5.1 Identify opportunities to expand commuter bus services to existing park-and-ride facilities.

Strategy TR 5.2 Evaluate new locations for bus and rail park-and-ride lots in the County and relocation of existing park-and-ride locations.⁸

Policy TR 6

Expand bus priority measures and other treatments to enable development of a Countywide HCT/BRT network including an electric bus fleet system.

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Strategy TR 6.1 Evaluate the potential for additional bus priority measures, including bus priority signals, along all arterials and mixed-use boulevards.

Strategy TR 6.2 Evaluate the potential of bus-only lanes or shared bus-bike lanes. *See Figure 8 on page 87.*

Strategy TR 6.3 Evaluate the transition to a zero-emission bus (ZEB) fleet system that includes supported infrastructure such as maintenance facilities, charging stations, and other improvements critical to a successful transition.

⁷ A person can travel 6.25 miles in 15 minutes at 25 miles per hour. Policy TR 4 recommends 6 miles to account for potential delays along a 15-minute drive and for ease of measurement.

⁸ Strategy TR 4.4 amends the 2009 *Approved Marlboro Pike Sector Plan*, Transit Policy 1, Strategy 3, by deleting a recommendation in the sector plan to create this park-and-ride by relocating the existing park-and-ride lot at Penn-Mar Shopping Center. The Penn-Mar Park-and-Ride should remain in service.

 TR Policies and Strategies	Safety	Equity	Innovation	Resilience & Sustainability	Collaboration	Community of Choice
						
Policy TR 7 Expand shuttle, microtransit, and paratransit services throughout the County in areas of need and establish a system “brand” that promotes and maximizes local use of services.						
<p>Strategy TR 7.1 Support the use of paratransit and other smaller vehicles to provide first- and last-mile connections in several County corridors.</p> <p>Strategy TR 7.2 Support the use of paratransit and other smaller vehicles to provide moderate-ridership, medium-distance shuttle services.</p> <p>Strategy TR 7.3 Evaluate the feasibility of implementing microtransit or on-demand transit throughout the County.⁹</p> <p>Strategy TR 7.4 Evaluate and implement an intermunicipal circulator serving the City of Hyattsville, the Town of University Park, Riverdale Park, and College Park, as previously recommended by several municipalities.¹⁰</p> <p>Strategy TR 7.5 Evaluate and implement a circulator or shuttle service that serves major residential projects within the Hyattsville Crossing Transit District, the Mall at Prince George’s, University Town Center, public facilities, and the Metro station.¹¹</p> <p>Strategy TR 7.6 Expand the Bulldog Shuttle Service to include additional stops within the BSU MARC Campus Center and Free State Shopping Center/Bowie Marketplace.¹²</p> <p>Strategy TR 7.7 Evaluate the potential of a local shuttle service that connects communities in Chillum with the West Hyattsville and Hyattsville Crossing Metro Stations. See Map 16 on page 104 of the 2015 <i>Greater Chillum Community Study</i> for potential routes for consideration.¹³</p> <p>Strategy TR 7.8 Identify opportunities to provide special transit or other shuttle services from locations within Equity Emphasis Areas to places of interest throughout the County.</p>						
Policy TR 8 Implement fixed or dedicated transitway along appropriate transportation networks to supplement HCT/BRT.						
<p>Strategy TR 8.1 Evaluate mode options that allow maximum flexibility to extend service beyond the current planned terminus at the Branch Avenue Metrorail Station, including future service along I-95/495 (Capital Beltway).</p> <p>Strategy TR 8.2 Include station locations where the benefit will be maximized for transit-supported development in Prince George’s County.</p> <p>Strategy TR 8.3 Provide related shuttle or circulator bus service, as feasible.¹⁴</p>						

⁹ Carries forward and amends the implementation partners of Strategy TM 6.12 in the 2022 *Approved Bowie-Mitchellville and Vicinity Master Plan*, 116.














¹⁰ Carries forward Strategy TM 14.2 from the 2016 *Approved Prince George’s Plaza Transit District Development Plan*, 94.

¹¹ Carries forward from the 2016 *Approved Prince George’s Plaza Transit District Development Plan*, 93.

¹² Carries forward Strategy TM 19.4 from the 2022 *Approved Bowie-Mitchellville and Vicinity Master Plan*, 133.

¹³ Builds upon a recommendation from the 2015 *Greater Chillum Community Study*, xiv.

¹⁴ Carried forward from the 2013 *Subregion 5 Master Plan*, 114.

 TR Policies and Strategies		Safety	Equity	Innovation	Resilience & Sustainability	Collaboration	Community of Choice
Policy TR 9	Increase commuter bus, light rail, commuter rail, and streetcar service in and to Prince George's County.						
Strategy TR 9.1 Partner with bus operators to explore more commuter stops to connect to new park-and-ride lots that serve the region.							
Policy TR 10	Enhance Bus Rapid Transit options in Prince George's County using exclusive or mixed-vehicle rights-of-way to connect Prince George's County's Downtowns.						
Strategy TR 10.1 Evaluate opportunities to implement a branded Bus Rapid Transit (BRT) system in Prince George's County. ^{15 16 17}							
Policy TR 11	Expand the quality, frequency, and geographic footprint of local bus services in Prince George's County.¹⁸						
Strategy TR 11.1 Implement the <i>Transit Vision Plan</i> Aspirational Network, which incorporates WMATA's Better Bus Network Redesign Visionary Network in Prince George's County.							
Strategy TR 11.2 Implement WMATA's Better Bus Network Redesign 2025 Network.							
Strategy TR 11.3 Implement WMATA's Better Bus Network Redesign Visionary Network throughout the rest of the region.							
Strategy TR 11.4 Implement the 2024 <i>Draft Transit Vision Plan</i> recommendations for high-capacity transit services. See Table 4 for more information.							
Strategy TR 11.5 Implement all operational recommendations of the <i>Transit Vision Plan</i> .							
Policy TR 12	Facilitate electric bus service.¹⁹						
Strategy TR 12.1 Evaluate the addition of bus charging infrastructure at frequently used bus layover locations, MARC stations, Purple Line stations, and park-and-ride facilities.							

¹⁵ Amends the 2010 *Subregion 4 Master Plan*, 233, by updating this recommendation to an evaluation of such service.

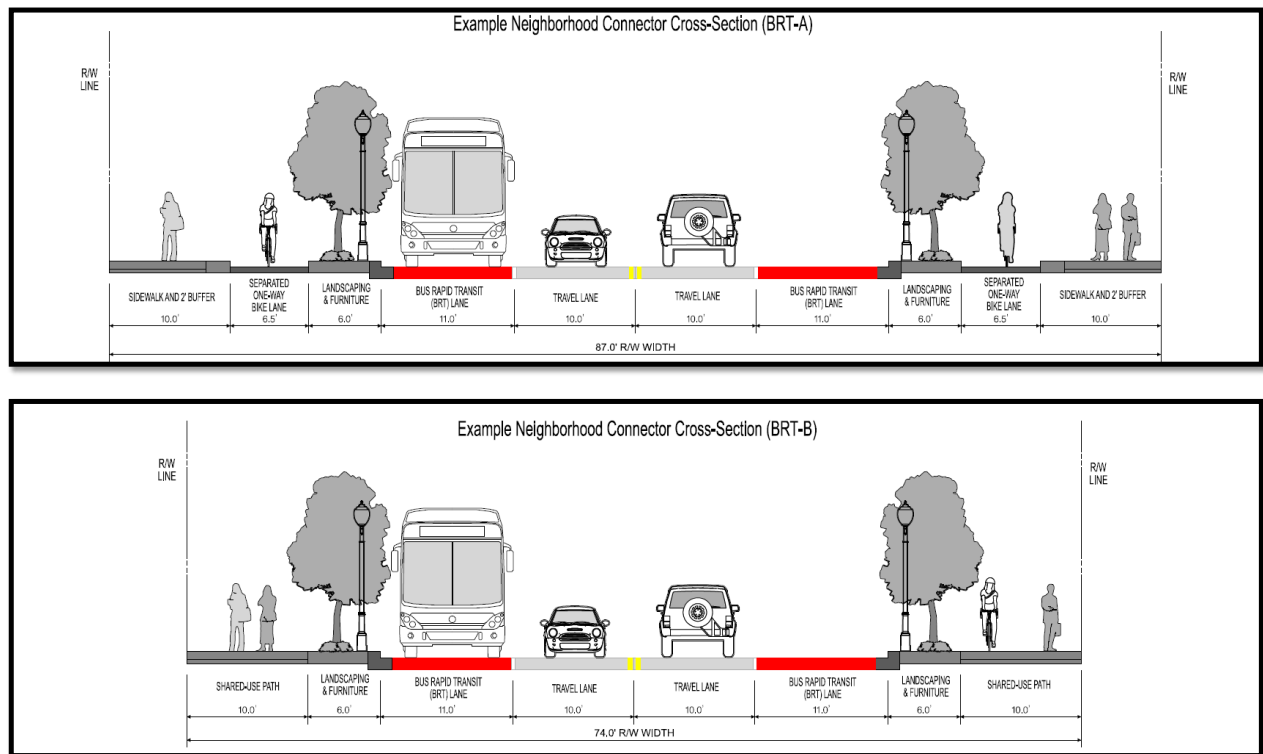
¹⁶ Carried forward and modified from the 2017 *East Riverdale-Beacon Heights Sector Plan*, 122.

¹⁷ Carried forward and modified from the 2010 *Subregion 4 Master Plan*, 248.

¹⁸ Carries forward and expands on Strategies TM2.3 and TM 2.4 of Plan 2035, 154–155.

¹⁹ Carries forward and expands on Strategies TM7.1 and TM7.3 of Plan 2035, 158.

Figure 8. Examples of Transit Priority Measures: Bus-Only Lanes



SOURCE: DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION, 2023 URBAN STREET DESIGN STANDARDS

Table 4. 2024 Draft Transit Vision Plan Recommended High-Capacity Transit Services¹

Corridor Name	Description
MD 410 (East West Highway)	Extension of the existing recommended corridor west to Silver Spring, and east to New Carrollton
MD 704 (Martin Luther King Jr Highway)	New corridor from the District of Columbia boundary to MD 202 (Landover Road)
MD 214 (Central Avenue)	New corridor from the District of Columbia to Largo, following the Blue/Silver Line Corridor
US 1 (Rhode Island Avenue/Baltimore Ave)	Extension of the existing recommended corridor south to the Washington, D.C. boundary at Mount Rainier, and north to Laurel Town Center
MD 450 (Annapolis Road)	New corridor from MD 201 (Kenilworth Avenue) to New Carrollton

¹ Carried forward from the 2024 Draft Transit Vision Plan, 31.



Micromobility and Transportation Network Companies (MI)

First-mile/last-mile strategies are an integral part of creating access to transportation choices to achieve 15-minute communities. Micromobility is a viable alternate mode for users to conduct short trips, and an opportunity to supplement longer trips by connecting transit locations to destinations. Micromobility options at transportation hubs include shared bikes and scooters by transportation network companies, such as the scooter program established in 2019 by the University of Maryland and the City of College Park.

Micromobility vehicles typically are limited to less than 30 miles per hour on streets, weigh 500 pounds or less, and are generally no larger than four feet wide. These vehicles are small and operated at a low speed relative to other motorized traffic, but are faster than pedestrian traffic, and can be human- or electric-powered. Examples of micromobility vehicles include both stand-up and sit-down electric scooters,

pedal-assist and throttle-assist e-bikes, and Segways. Personally owned bicycles are not categorized under micromobility; however, shared bike services like Capital Bikeshare are typically included.

In 2024, Capital Bikeshare was the region's leading bikeshare provider, with stations throughout the Washington, D.C., metropolitan area. There were 34 Capital Bikeshare stations in Prince George's County and 5 additional stations within 2 blocks of the County border as of December 2024. With advancements in technology and lowering costs, electric bicycles are growing in popularity. These bicycles, which provide motorized assistance to pedaling, allow for higher-speed bicycling and assist riders in climbing hills or combating fatigue. These vehicles have introduced bicycling to many people who otherwise would not ride and have improved food and small package delivery in many neighborhoods.

PHOTO BY RYAN CRAUN/MI-NCPPO












During the creation of the Existing Conditions Report, public comments included requests for additional bikeshare and other docked micromobility alternatives in our communities. Most are operated and maintained by private companies, known as transportation network companies, as shared fleets for short-term rental. These vehicles are usually grouped for parking in public rights of way, typically in furniture zones of sidewalks outside the mounted curb, in marked-off parking areas inside the curb, along existing street poles and bicycle racks (depending on jurisdictional rules), or within built docking areas.

Prince George's County considers Transportation















Demand Management (TDM)¹ is a process or procedure intended to reduce motor vehicle trips during specified periods of the day. This includes, but is not limited to, strategies such as car/vanpools, and improved pedestrian and bicycle access and facilities. Programs are developed by employers, chambers of commerce, and local government to encourage the use of alternative modes. A Transportation Demand Management District (TDMD) is a legally defined geographic area in which vehicle trip reduction procedures, strategies, and programs are required. TDMDs allow the County to work with employers to implement TDM and support the multimodal investments and denser, more compact land nodes

¹ https://library.municode.com/md/prince_george's_county/codes/code_of_ordinances?nodeId=PTIITI17PULOLAPRGECOMA_SUBTITLE_20ATR_DIV2TRDEMA

 MI Policies and Strategies		Safety	Equity	Innovation	Resilience & Sustainability	Collaboration	Community of Choice
Policy MI 1	Expand micromobility services throughout the County in areas of need. <p>Strategy MI 1.1 Reduce conflicts between pedestrians, micromobility users, and bicyclists.</p> <p>Strategy MI 1.2 Collaborate with micromobility operators to develop strategic expansion plans in Prince George's County, focusing on opportunities in Regional Transit Districts, Local Centers, the US 1 Corridor, and on college/university campuses.</p> <p>Strategy MI 1.3 Establish a speed threshold by which micromobility vehicles may use the sidewalk in substitution for using a street.</p>						
Policy MI 2	Expand operations and accessibility of docked bikeshare stations in Prince George's County.¹ <p>Strategy MI 2.1 Expand bikeshare in the County, specifically throughout all Regional Transit Districts and Local Transit Centers, and in locations identified in prior area master plans, sector plans, and transit district development plans and studies.</p> <p>Strategy MI 2.2 Support siting of bikeshare stations throughout the County. DPR staff should continue to act as a liaison with DPW&T regarding management, maintenance, and operational issues related to use of DPR property locations for bikeshare services.²</p>						

¹ Carries forward and expands upon Strategy TM 1.3 of Plan 2035.

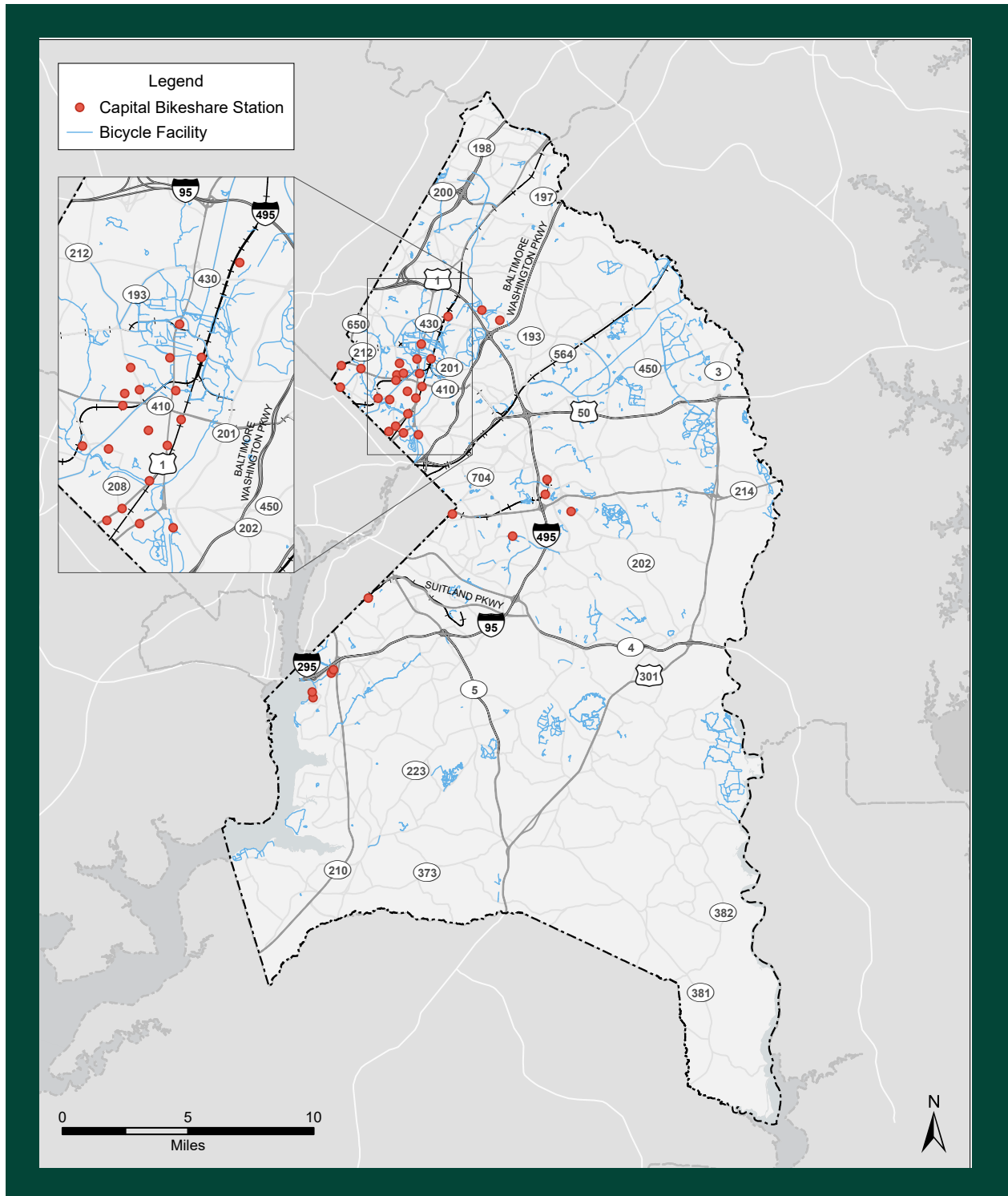
² Carried forward from the 2018 DPR *Strategic Trails Plan*, 138

 MI Policies and Strategies	Safety	Equity	Innovation	Resilience & Sustainability	Collaboration	Community of Choice
Policy MI 3 Coordinate with transportation network companies to ensure safe passenger loading and unloading areas.						
Strategy MI 3.1 Promote incentives for using micromobility or creating geofencing where feasible.						
Policy MI 4 Increase micromobility options in Prince George's County.						
Strategy MI 4.1 Collaborate with micromobility operators to develop strategic expansion plans in Prince George's County, focusing on opportunities in Regional Transit Districts, Local Centers, the US 1 Corridor, and on college/university campuses. Strategy MI 4.2 Collaborate with micromobility operators to ensure prompt recovery and relocation of vehicles discarded in inappropriate or unsafe locations, including, but not limited to, blocking sidewalks, bicycle lanes, travel lanes, driveways, and other areas that block travel as well as on private property. Strategy MI 4.3 Establish designated rideshare stations (pick-up/drop-off) near high-traffic areas and event venues; design these areas with safe and efficient crossings at nearby intersections.						
Policy MI 5 Expand opportunities to coordinate with transportation network companies (TNCs) as part of transportation demand management strategies.						
Strategy MI 5.1 Conduct a planning effort with TNCs to determine highly used pick-up and drop-off areas and identify optimal locations for safe loading/unloading of passengers. Strategy MI 5.2 Create rideshare hubs in high-traffic locations to support safe ingress/egress of vehicles. Strategy MI 5.3 Partner with Northwest Stadium to refine pick-up/drop-off activity following events to limit disruption and congestion at the Wayne K. Curry Sports and Learning Complex.						
Policy MI 6 Establish and maintain Transportation Demand Management Districts (TDMD) in areas where vehicle trip reduction procedures, strategies, and programs are required.						
Strategy MI 6.1 Evaluate the potential for a TDM District or Districts within Prince George's County Code. This will be achieved by facilitating a TDM Plan under the advisement of the TDM Technical Advisory Committee.						

Map 17. Capital Bikeshare Station Locations in Prince George's County

Capital Bikeshare Station Locations

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





Complete and Green Streets (CG)

Complete Streets is an approach to provide multimodal transportation options to facilitate walking, bicycling, transit ridership, micromobility, and driving for all users. Go Prince George's aligns with the Maryland Department of Transportation Model Complete Streets Initiative, which is implemented statewide and incorporates Complete Streets in context-sensitive areas to further Vision Zero goals.¹ In addition, Green Streets supports the implementation of bioretention strategies, stormwater management, and green infrastructure solutions to support biodiversity and livable streets, and addresses climate change resiliency.

In 2012, Prince George's County adopted a Complete and Green Streets policy, which was further refined and extended through the Walkable Urban Streets Act of 2023. Prince George's County requires that:

All planned County financed and approved road, sidewalk, trail, and transit related construction and reconstruction projects shall include environmental site design and facilities for the combined use of motor, emergency and freight vehicles, transit, bicycles and pedestrians, and shall be constructed pursuant to the adopted County Urban Street Design Standards and the applicable master, sector, or functional master plan.²

Go Prince George's looks at a menu of Complete and Green Street best practice alternatives and recommends the "most complete and green" amenities within the County's Regional Transit Districts and Local Transit Centers. An ideal Complete and Green Street accommodates pedestrians, bicyclists, transit riders, those who ride micromobility devices or buses, delivery trucks, and all types of motor vehicles in a safe and easy-to-use environment, complemented by low-impact design bioretention and stormwater management features and other innovative environmental elements. The most successful Complete Streets features are barrier-separated bicycle lanes, dedicated bus lanes, frequent



PHOTO BY RYAN CRAUN/M-NOPPO




















Complete Streets are conducive to multiple ways of moving, such as biking, walking, and driving, like this street in neighboring Washington, D.C.

signalized pedestrian crossings, wide sidewalks with street furniture, attractive and inviting bus shelters, bioretention facilities, and level bus boarding areas.

Transforming the County's road network, including State highways and municipal roads, into a system of Complete and Green Streets is a necessary step in providing the safe and accessible connections current and future Prince Georgians demand. In addition, a well-planned and designed curb space management program ensures easy access for all users as part of a multimodal transportation system. This allows for adequate loading and unloading of transit, micromobility vehicles, large trucks, emergency vehicles, and delivery vehicles, while balancing the needs and demands of parking.

¹ In May 2024, MDOT published its revised Complete Streets Policy with a Context Driven approach. By formalizing a deliberate approach to planning, designing, and constructing streets that are safer for all users, MDOT's Complete Streets Policy is pledging to deliver on MDOT's collective commitment to a culture of safety and to making Vision Zero a reality. The revised policy requires that MDOT modal administrations, including SHA and the Maryland Transit Administration (MTA), update numerous policies, procedures, manuals, guidelines, and best practices to align with the revised policy. The revised policy also requires MDOT modal administration projects comply with Context Driven: Access & Mobility for All Users 1.0

² Section 23-615(b) of the Prince George's County Code.

 CG Policies and Strategies		Safety	Equity	Innovation	Resilience & Sustainability	Collaboration	Community of Choice
Policy CG 1	Pursuant to the Prince George's County Code and the Functional Classifications and Street Typologies, update roadway improvements as specified.¹ <p>Strategy CG 1.1 For roads and streets in these areas owned and/or maintained by the State of Maryland or a municipality, construct and reconstruct these streets to the functional equivalent of the County's adopted Urban Street Design Standards.</p> <p>Strategy CG 1.2 Revise the County Code to address modified or alternative street designs to meet the intent of the Urban Street Design Standards.</p> <p>Strategy CG 1.3 Where necessary, establish agreements for ownership and maintenance of sidewalks to ensure regular upkeep and a state of good repair for sidewalks, street trees and vegetation, street furniture, trash/recycling receptacles, streetlights, and other streetscape elements.²</p> <p>Strategy CG 1.4 Prioritize the provision of bicycle and pedestrian infrastructure versus on-street parking on all streets and roads throughout Prince George's County, particularly within one-half mile of all public schools.³</p> <p>Strategy CG 1.5 Design streets to incorporate traffic calming, including narrower vehicle lanes, one-way to two-way street conversion, roundabouts, curb extensions, tighter curb radii, mid-block pedestrian crossings, planted medians, and planted landscape buffers.⁴</p> <p>Strategy CG 1.6 Minimize pedestrian exposure by reducing crossing distances wherever possible.</p> <p>Strategy CG 1.7 As area master plans and sector plans are approved, recommend construction and/or retrofit of additional streets outside of General Plan Centers to the Urban Street Design Standards.</p> <p>Strategy CG 1.8 Conduct access management studies along suburban commercial arterial corridors to reduce conflict points between modes.⁵</p> <p>Strategy CG 1.9 Design new roads for near-term operational considerations, while preserving rights-of-way for future changes in classification.</p> <p>Strategy CG 1.10 Pursuant to the Walkable Urban Streets Act of 2023 (CR-67-2023), "develop a ten-year implementation plan for Urban Street retrofits, which shall contain context-appropriate street recommendations, prioritization, and timing."</p>						
Policy CG 2	Comply with Complete Street Standards as published by Maryland State agencies.						
Policy CG 3	Implement the new Urban Center Streets throughout Prince George's County.⁶						

¹ Carries forward and expands upon Policy TM 4 and Strategies TM 1.1, TM 4.1, TM 4.4, and TM 4.5 of Plan 2035.

² Carries forward Street Furniture Recommendation 1 from the 2021 *The Village of Brandywine Sidewalk and Streetscape Improvements Study 30% Design and Engineering Report*, 36, and applies it countywide.

³ Carries forward and expands upon Strategy TM4.3 of Plan 2035.



























⁴ Carries forward and expands upon Strategies TM5.1, TM5.2, and TM5.3 of Plan 2035.

⁵ As recommend by the 2014 *Approved Landover Metro Area and MD 202 Corridor Sector Plan*, 64, and applied countywide.

⁶ See the Functional Classification Tables in Section III.



PHOTO BY RYAN CRAUN/M-NOPPO
Complete Streets consider
pedestrian access and movement.

 CG Policies and Strategies		Safety	Equity	Innovation	Resilience & Sustainability	Collaboration	Community of Choice
Policy CG 4	Construct urban public open spaces consistent with the Urban Park Guidelines of <i>Formula 2040: Functional Master Plan for Parks, Recreation and Open Space</i>.						
Policy CG 5	Ensure that neighborhood streets safely accommodate all users.						
Policy CG 6	Construct all new streets in the Innovation Corridor and Established Communities to the County's adopted Urban Street Design Standards.⁷						
<p>Strategy CG 6.1 Work with development applicants to design all internal streets in accordance with the County's adopted Urban Street Design Standards.</p> <p>Strategy CG 6.2 Consider constructing or reconstructing streets to the County's adopted Urban Street Design Standards, especially through new development projects.⁸</p> <p>Strategy CG 6.3 Construct the following Complete and Green Street segments, as recommended in the 2021 <i>City of College Park Complete and Green Streets Implementation Plan: 30 Percent Design for Five Street Segments</i>, pursuant to the City of College Park's design standards.</p> <p>Strategy CG 6.4 Incorporate the recommendations of the 2024 <i>Carole Highlands Safe Mobility Study</i>.⁹</p>							
Policy CG 7	Regularly refine and update the County's adopted Urban Street Design Standards to reflect best street design practices.¹⁰						
<p>Strategy CG 7.1 Work with DPW&T to regularly identify challenges to implementation and potential solutions, including periodic updates to the Urban Street Design Standards.</p> <p>Strategy CG 7.2 Work with municipalities to adopt the County's Urban Street Design Standards for applicability to municipal streets.</p> <p>Strategy CG 7.3 Utilities should be underground where feasible.</p>							
Policy CG 8	Ensure that sidewalks are ADA-compliant.						
<p>Strategy CG 8.1 All frontage zones should be consistent along a block to avoid variation or impediments to the pedestrian clear zone that could create conflicts or obstacles.</p>							

⁷ Carries forward and expands upon Strategy TM 1.1 of Plan 2035 and Complete Streets Policy 2 of the 2009 MPOT, which stated: "All road frontage improvements and road capital improvement projects within the Developed and Developing Tiers shall be designed to accommodate all modes of transportation. Continuous sidewalks and on-road bicycle facilities should be included to the extent feasible and practical."

⁸ Carries forward Strategy TM 1.1 of the 2022 *Approved Bowie-Mitchellville and Vicinity Master Plan* and applies it countywide.

⁹ This study was published too late to be incorporated into the Draft of Go Prince George's.

¹⁰ Carries forward and expands upon Strategy TM4.2 of Plan 2035.



CG Policies and Strategies

Policy CG 9

Ensure that all sidewalks in Prince George's County are shaded by native, well-maintained street trees, where feasible.

Strategy CG 9.1 Retrofit non-native and unhealthy street trees with native trees.

Strategy CG 9.2 Coordinate plantings with the County's TreePlotter inventory.

Policy CG 10

Enhance the experience of walking through a neighborhood by creating attractive gathering, recreational, and/or contemplative public spaces in or along public rights-of-way.

Strategy CG 10.1 Comply with Facilities Strategy 4.4b from *Formula 2040: Functional Master Plan for Parks, Recreation and Open Space* to "clarify acceptable ownership and management arrangements for urban parks, including publicly-owned and operated, publicly-accessible but privately-owned and operated, and other public-private partnerships. The goal should be to ensure public access to these urban spaces, where feasible."

Strategy CG 10.2 Support placemaking in the public right-of-way by incorporating public art, interpretive signage, and cultural amenities.

Policy CG 11

Ensure that streets safely accommodate all users.

Strategy CG 11.1 Provide bicycle and pedestrian connections to off-road trails and shared-use paths from nearby intersections, culs-de-sac, and dead-end streets, where feasible.¹¹

Policy CG 12

Manage curb space throughout the County to best advance the vision and land use, economic prosperity, and design goals of Plan 2035.

Strategy CG 12.1 Create a dedicated curb space management plan that evaluates the County's curb space inventory and future needs and identifies additional goals, policies, and strategies to manage curb space in the County's diverse neighborhoods and land use contexts.

Strategy CG 12.2 Evaluate the County Code for opportunities to clarify, modernize, and simplify regulations for the private use of curbside space for food trucks, seating for eating/drinking establishments, and other commercial uses.

¹¹ Carries forward a recommendation of the 2010 *Approved Central US 1 Corridor Sector Plan*, 76, and applies it countywide.

 CG Policies and Strategies		Safety	Equity	Innovation	Resilience & Sustainability	Collaboration	Community of Choice
Policy CG 13	Encourage the use of scooters, bicycles, and other shared micromobility vehicles by creating safe, clearly identified locations for micromobility vehicle parking. <p>Strategy CG 13.1 Evaluate the appropriate location criteria for installing on-street and on-sidewalk parking corrals for bicycles, scooters, and other micromobility devices to reduce sidewalk clutter and ease of use.</p>						
Policy CG 14	Manage on-street parking in context-sensitive areas. <p>Strategy CG 14.1 Evaluate the feasibility of parking districts in context-sensitive areas.^{12 13}</p>						
Policy CG 15	Conduct a parking management study, where feasible, in Prince George's County. <p>Strategy CG 15.1 Incorporate performance parking zones with demand-based parking rates as part of a future study.¹⁴</p> <p>Strategy CG 15.2 Evaluate existing on-street loading zones to determine whether they require deletion, retention, or expansion.</p>						
Policy CG 16	Accommodate parking demand by using existing parking supply more efficiently.						

¹² Carries forward Strategy TM 18.2 of the 2017 *Approved East Riverdale-Beacon Heights Sector Plan* and applies it countywide.

¹³ Carries forward strategy TM 11.4 of the 2022 *Approved Bowie-Mitchellville and Vicinity Master Plan*, 127.

¹⁴ Carries forward from the 2016 *Approved Prince George's Plaza Transit District Development Plan*, 96 and the 2015 *Approved College Park-Riverdale Park Transit District Development Plan*, 82.



Roads and Highways (RH)




















As Prince George's County transforms its transportation and mobility network into one of multimodal choice and access, more adaptable to people of all ages and abilities, it must also work to maintain and upkeep its existing roads and highways. Go Prince George's commitment to maintaining and preserving the County's system of roads and highways is crucial to support the region's economic and transportation needs, as well as the needs of many Prince Georgians who live or work in areas where driving is the only option to travel beyond their neighborhood or workplace.






























To support the growth of population and jobs within the Established Communities of the County, the existing road and highway infrastructure will need improvements to support a more efficient multimodal transportation network. The improvements to the road and highway network are recommended to be consistent with the goals, strategies, and policies of Plan 2035 for the Established Communities, and include:

- Construction of context-sensitive roads and highways to serve existing and future

development in the Established Communities;

- Reconstruction of inadequate facilities (such as roads without curbs and gutters, appropriate shoulders, or adequate bicycle and pedestrian infrastructure);
- Contextual redesign of existing facilities to better ensure the safety of drivers, bicyclists, and pedestrians and mitigate environmental impact;
- Supplementing and supporting transportation demand management strategies, intelligent transportation systems technologies, transit-focused corridors, and other non-motorized modes;
- Access management that is appropriate to the functional classification of the street, road, or highway;
- Strategies for increased public and private investment in regional highway facilities; and
- Identification of future locations for right-of-way preservation for highway facilities so that these can be protected for future development.

 RH Policies and Strategies		Safety	Equity	Innovation	Resilience & Sustainability	Collaboration	Community of Choice
Policy RH 1	Create a hierarchical network of roads and highways that facilitate efficient vehicular travel through Prince George's County.						
Policy RH 2	Identify vehicular thoroughfares that facilitate travel between neighboring counties and jurisdictions.						
Policy RH 3	Improve transportation system performance through several transportation system management strategies for commuter traffic.						

 RH Policies and Strategies		Safety	Equity	Innovation	Resilience & Sustainability	Collaboration	Community of Choice
Policy RH 4	Establish realistic and appropriate traffic level-of-service standards for the determination of adequacy of roads and highways within a first-tier suburb.¹						
Policy RH 5	Improve transportation system performance through several transportation system management strategies to keep commuter traffic on highways and major roads to prevent encroachment of through traffic into residential neighborhoods.						
Strategy RH 5.1 Incorporate traffic calming strategies, including, but not limited to, road diets, barrier-separated bicycle facilities, bulb outs, chicanes, narrowed lanes, more frequent traffic control devices, and other technologies and signage.							
Strategy RH 5.2 Evaluate intersection and volume-to-capacity performance at regular intervals as part of the traffic analysis process.							
Strategy RH 5.3 Consider traffic studies submitted with development applications in regular updates of the County's Roadway Adequacy Map.							
Policy RH 6	Construct and maintain a network of arterial roads that connects communities.						
Policy RH 7	Connect neighborhoods to the arterial road network, shopping, services, and other amenities.						
Policy RH 8	Improve multimodal connectivity through strategic reconstruction of collector roads as Complete and Green Streets.						
Strategy RH 8.1 Improve pedestrian connectivity on collector roads to increase safety and improve access to critical services.							
Policy RH 9	Support growth in the County's industrial base by constructing and maintaining Industrial Roads.						
Strategy RH 9.1 Identify locations for trucks to layover and stop.							

¹ Carries forward and expands upon Strategies TM 1.9, 153, and TM 3.2, 155, of Plan 2035.



Special Roadways and County Heritage (SH)

Prince George's County's rich history is documented, interpreted, and presented to communities and visitors along its network of historic and scenic roads, scenic byways, and parkways.

Scenic and historic viewsheds, designated Heritage Areas, natural features, and culturally significant landscapes are conserved and celebrated for the benefit of residents and visitors to enjoy the County's parkways, greenways, parks, and beautiful natural areas. Preservation of existing roads and parkways with notable histories, beautiful natural and historically significant viewsheds, and access to historic sites and districts is important to inform people of the County's history. Special Roadways and














Heritage Areas include scenic roads, historic roads, and Maryland scenic byways.

Prince George's County contains the Anacostia Trails Heritage Area and portions of the Southern Maryland State and National Heritage Area. Special care must be taken to preserve, enhance, and celebrate the County's designated heritage areas, because they are an important component of the County's tourism business. This includes the trail networks within heritage areas that are recommended for enhancements by Go Prince George's; these trail networks provide access to residents and visitors and are fundamental in their success and contribution to Prince George's County as a community of choice.

The Baltimore-Washington Parkway is a Scenic/Historic Road.

PHOTO BY RYAN CRAUN/M-NOPPO



 SH Policies and Strategies	Safety	Equity	Innovation	Resilience & Sustainability	Collaboration	Community of Choice
Policy SH 1 Conserve, enhance, and celebrate the historic and/or scenic character of Prince George's County's Special Roadways. Strategy SH 1.1 Carry forward all applicable policies and strategies from the Rural Character Conservation Plan of the 2017 <i>Approved Resource Conservation Plan: A Countywide Functional Master Plan</i> . Strategy SH 1.2 Consider additional factors when evaluating or re-evaluating Historic Roads beyond identification in the 1828 Levy Court Road Survey. ¹ Strategy SH 1.3 Incorporate best practices from the most recent SHA guidelines for Context-Sensitive Design for Maryland Scenic Byways. Strategy SH 1.4 Install viewable interpretative signage at each endpoint of National Historic Trails, Scenic Byways, and other Rural Historic Roads or Rural Scenic and Historic Roads in Prince George's County. Strategy SH 1.5 Utilize existing County Code provisions for Scenic Easement Tax Credits by establishing a voluntary easement program to protect viewsheds along designated roadways and Scenic Byways. ²						
Policy SH 2 Proactively manage and conserve scenic and historic viewsheds for the enjoyment and enrichment of current and future residents and visitors. Strategy SH 2.1 Identify and pursue federal and state funding for Special Roadway and Scenic Byway enhancements. Such funding may be used for various activities depending on the source and grant requirements, such as the acquisition of real property and scenic easements (for preservation purposes), historic interpretation, and maintenance. Strategy SH 2.2 Request submission of an inventory of scenic and historic features with all applications that propose work adjacent to the right-of-way of a designated roadway. ³ Strategy SH 2.3 Update the Broad Creek Historic District Design Guidelines to include design guidelines for bicycle and pedestrian accommodations. Strategy SH 2.4 Designate Livingston Road within the Rural and Agricultural Area and the Broad Creek Historic District as a Rural Scenic Road, thus upholding the historic district guidelines previously adopted by the County Council, in accordance with the County's scenic and historic road design guidelines. ⁴						

¹ The 2009 *Approved Countywide Master Plan of Transportation* observes "The 1828 Levy Court Road Survey of public roads in the county was prepared by a committee appointed by the Prince George's County Levy Court in 1827. It was the third such survey conducted, the first being prepared in 1739 and the second in 1762. Most of the roads identified in the 1828 road survey can also be identified on the 1861 Simon J. Martenet's map of Prince George's County. All of the roads have been widened, straightened, and of course, paved. Planning Department staff used a 2005 publication of the M-NCPPC Natural and Historical Resources Division, Department of Parks and Recreation, entitled the 1828 Levy Court Road Survey, Prince George's County: A Description of the Roads as They Currently Exist to prepare the list of proposed historic roads." 48.
























² Carries forward Conservation and Enhancement of Special Roadways: Scenic and Historic Roads Policy 1, Strategy 7 from the 2009 MPOT, 49.

³ Carries forward Conservation and Enhancement of Special Roadways: Scenic and Historic Roads Policy 2, Strategy 1 from the 2009 MPOT, 49.

⁴ Carries forward and refines Conservation and Enhancement of Special Roadways: Scenic and Historic Roads Policy 2, Strategy 4 from the 2009 MPOT, 49.









PHOTO BY RYAN CRAUN/M-NCPPC
Croom Station Road is a
Scenic/Historic Road that
features many horse farms.

 SH Policies and Strategies		Safety	Equity	Innovation	Resilience & Sustainability	Collaboration	Community of Choice
Policy SH 3	Celebrate the historic and scenic characteristics of roads where historic features, scenic viewsheds and/or vistas have been obstructed by development and/or eliminated by road improvements.						
	<p>Strategy SH 3.1 Install interpretative signage and/or public art in locations where scenic and/or historic vistas exist, where appropriate.</p> <p>Strategy SH 3.2 Supplement existing interpretative signage and historical markers with additional information and source materials, including links to online information.</p>						
Policy SH 4	Preserve the rural character of Prince George's County Rural Roads.⁵						
	<p>Strategy SH 4.1 Evaluate opportunities during future master and sector plan development to designate Rural Roads in the Established Communities whose rural characteristics and low-density surrounding development are consistent with a rural setting. Create new cross sections and explore new street classifications to support adaptive repurposing of rural roads to incorporate additional facilities and/or green space, as part of adaptive design solutions to reduce the width of paved surfaces, where feasible.</p> <p>Strategy SH 4.2 Prepare corridor management plans for significant designated scenic roadways.⁶</p>						
Policy SH 5	Manage traffic flow along Rural Scenic Roads (RS), Rural Historic Roads (RH), or Rural Scenic and Historic (RSH) Roads.						
	<p>Strategy SH 5.1 Design, construct, and sign RS, RH, or RSH to reduce vehicle speeds, increase awareness of sudden vehicle stops and turns, and alert motorists to the presence of bicyclists, and, if applicable, equestrians or pedestrians.</p>						
Policy SH 6	Enhance the Baltimore-Washington and Suitland Parkways as scenic and historic amenities.						
	<p>Strategy SH 6.1 Conduct a wayfinding signage program and evaluate and establish historic and scenic corridors, as feasible.</p> <p>Strategy SH 6.2 Work with the National Park Service to install Welcome to Prince George's County signage on both parkways.</p> <p>Strategy SH 6.3 Conduct traffic analysis and evaluate traffic controls, as appropriate.</p>						

⁵ Carries forward and expands upon Strategy TM 1.8 of Plan 2035, 153.

⁶ Scenic easement tax credits may be available to property owners along such significant designated scenic roadways as authorized by Sections 10-236 through 10-241 of Subtitle 10, Finance and Taxation, of the County Code.

SH Policies and Strategies		Safety	Equity	Innovation	Resilience & Sustainability	Collaboration	Community of Choice
Policy SH 7	Maximize the potential of National Historic Trail and State Scenic Byway designation to attract visitors to Prince George's County. ⁷						
<p>Strategy SH 7.1 Develop design guidelines to conserve and enhance the viewsheds of designated National Historic Trails and State Scenic Byways when development is proposed.⁸ Such guidelines should incorporate and expand upon, but not alter or reduce, current National Park Service guidance or regulations for development and management of National Historic Trails or Maryland Department of Transportation guidance or regulations for development and management of State Scenic Byways.</p> <p>Strategy SH 7.2 Work with the State Highway Administration in applying the guidance in the 2008 <i>Context Sensitive Solutions for Work on Maryland Byways</i> and successor documents to state highways associated with designated National Historic Trails and State Scenic Byways.⁹</p> <p>Strategy SH 7.3 Coordinate protection of the intrinsic scenic and historic qualities of scenic byways through application of the Guidelines for the Design of Scenic and Historic Roadways in Prince George's County, Maryland, where appropriate.¹⁰</p> <p>Strategy SH 7.4 Advance the recommendations of the 2011 <i>National Park Service Captain John Smith Chesapeake National Historic Trail Comprehensive Management Plan</i> and other guidance for management of this National Historic Trail and State Scenic Byway.</p> <p>Strategy SH 7.5 Advance the recommendations of the 2012 <i>National Park Service Star-Spangled Banner National Historic Trail Comprehensive Management Plan</i> and other guidance for management of the Star-Spangled Banner National Historic Trail and State Scenic Byway.¹¹</p> <p>Strategy SH 7.6 Utilize the trails as leverage for existing tools for protecting character-defining resources that are available at county and state levels to achieve similar goals, with a particular emphasis on Chesapeake Bay conservation programs, farmland preservation and sustainable agriculture programs, and historic preservation opportunities associated with maritime and agricultural heritage.</p> <p>Strategy SH 7.7 Connect the Star-Spangled Banner National Historic Trail to key sites with interpretive signage depicting the Battle of Bladensburg in Bladensburg, Colmar Manor, and Cottage City, and linking historic buildings, including the Bostwick House, the George Washington House, the Market Master's House, and the Magruder House.</p>							









⁷ Carries forward action items from the 2012 *National Park Service Star-Spangled Banner National Historic Trail Comprehensive Management Plan Action Plan*, J-1 through J-10, and applies them to all National Historic Trails and Scenic Byways countywide.

⁸ Carries forward and expands upon Conservation and Enhancement of Special Roadways: Scenic and Historic Roads Policy 4, Strategy 5 from the 2009 MPOT, 49, to apply countywide.

⁹ Carries forward and expands upon Conservation and Enhancement of Special Roadways: Scenic and Historic Roads Policy 4, Strategy 3 from the 2009 MPOT, 49, to apply countywide.

¹⁰ Carries forward and expands upon Conservation and Enhancement of Special Roadways: Scenic and Historic Roads Policy 4, Strategy 4 from the 2009 MPOT, 49, to apply countywide.

¹¹ Carries forward and expands upon Strategy TM 1.8 from Plan 2035.

 SH Policies and Strategies		Safety	Equity	Innovation	Resilience & Sustainability	Collaboration	Community of Choice
Policy SH 8	Complete long-planned bicycle and pedestrian connections along the Potomac Heritage National Scenic Trail.¹² <p>Strategy SH 8.1 Identify suitable trail alignments and surface types that complement the unique natural, cultural, and historic features within the district. Evaluate designs in the context of the Broad Creek Historic District Design Guidelines, the County's current scenic and historic road design guidelines.</p> <p>Strategy SH 8.2 Incorporate equestrian usage into designs for the Potomac Heritage and Henson Creek Stream Valley trail extensions in the Broad Creek Historic District. Trail alignments should avoid impact on sensitive archeological and ecological areas.</p> <p>Strategy SH 8.3 Trail connections within this corridor should be accommodated on public parkland and within public road rights-of-way where feasible.¹³ Notwithstanding this, trail easements are still necessary for the preservation of equestrian trails in the Rural and Agricultural Area.</p>						
Policy SH 9	Invest in infrastructure to support expansion of heritage and historical tourism in the Anacostia Trails Heritage Area (ATHA). <p>Strategy SH 9.1 Except where explicitly amended by Plan 2035, this functional plan, master plans, sector plans, or transit district development plans in effect on the date of approval of Go Prince George's, carry forward all recommendations from the 2001 <i>Approved Anacostia Trails Heritage Area Management Plan: A Functional Master Plan for Heritage Tourism</i>.</p> <p>Strategy SH 9.2 Update the ATHA Management Plan and develop a strategic trail development plan.¹⁴</p> <p>Strategy SH 9.3 Add amenities to the ATHA trails system, nearby communities, and points of interest to connect visitors, residents, and other interested parties to the amenities within ATHA. Improvements can include trailhead parking areas, restrooms, bicycle racks and lockers, drinking fountains, and public art. Interpretive panels and signs explaining the natural and historic features should be installed at appropriate points.</p>						

¹² This policy carries forward and expands upon Potomac Heritage National Scenic Trail Policies 1 through 4 and supporting strategies from the 2009 MPOT, 18-19.

¹³ Potomac Heritage National Historic Trail Policy 4 of the 2009 MPOT recommended "No construction of the PHT is recommended within public use trail easements on private residential lots." Go Prince George's eliminates this recommendation because negotiated easements within the trail corridor can open opportunities to expand access and value for trail users.

¹⁴ Carries forward and expands up on Interpretative Trails and Long-Distance Bicycle Routes in Prince George's County Policy 7 of the 2009 MPOT, 14.









Waterways (WW)

The County's waterways have long been essential to the economic, recreational, and even commuting history of its residents. Prince George's County's boundaries are largely defined by important regional and historical waterways—the Potomac and Anacostia Rivers to the west, Mattawoman Creek to the south, and the Patuxent River to the north and east.

M-NCPPC was founded in part to preserve the County's rivers and abutting lands, and Go Prince

George's advances policies for waterway vessels and travel, where feasible.

Prince George's County can complete long-envisioned projects such as the Patuxent River Water Trail, complement a broad waterways system with newly identified and implemented blueways (or water trails), add service to supplement the line established by the water taxi linking to surrounding communities in the region, and support recreation and commuting by canoe, kayak, and boat.

 WW Policies and Strategies		Safety	Equity	Innovation	Resilience & Sustainability	Collaboration	Community of Choice
Policy WW 1	Build on the ongoing work of M-NCPPC and Maryland Department of Natural Resources to enhance the Patuxent River Water Trail.¹						
Strategy WW 1.1 Continue to expand the Patuxent River natural surface shared-use (hiker/equestrian) trails along the Patuxent River, and access as feasible. Connectivity between parks and existing trails should be prioritized.							
Strategy WW 1.2 Create maps to show access to public land, water access points, facilities such as pavilions, camping, potable water, or restrooms; and other scenic, historic, or natural features that can be explored from the river. ²							
Policy WW 2	Expand the network of designated water trails in the County.³						
Strategy WW 2.1 Use the water trails plan developed by the Maryland Office of Tourism to guide development of new water trails. Develop a trail plan to provide interpretive and wayfinding guidance.							
Strategy WW 2.2 Consider additional water access points along the Potomac and Anacostia Rivers, as feasible.							

¹ Carries forward and expands upon Strategy TM 1.5 of Plan 2035, 153, and Interpretative Trails and Long-Distance Bicycle Routes in Prince George's County Policy 2, Strategies 2, 3, and 4 of the 2009 MPOT, 11–12, and similar recommendations in the 2013 *Approved Subregion 6 Master Plan*, 115.





² Sites of interest identified, 2009 MPOT, 11.

³ Carries forward and expands upon Strategy TM 1.5 of Plan 2035, 153.



M-NOPPO

The Patuxent Water Trail includes a stop at Cedar Haven Fishing Area, shown here. It is one stop along the 110-mile-long Patuxent River, which lies completely within the state boundary.





 WW Policies and Strategies		Safety	Equity	Innovation	Resilience & Sustainability	Collaboration	Community of Choice
Policy WW 3	Increase Anacostia and Potomac River passenger options for Prince Georgians.						
Strategy WW 3.1 Coordinate with ferry service providers to maintain and continue water taxi operations from National Harbor to other places of interest.							
Strategy WW 3.2 Evaluate the potential of commuter ferry operations between western Charles County and/or southern Prince George's County, and other places of interest.							
Strategy WW 3.3 Explore the feasibility of passenger ferry operations on the Anacostia River.							
Strategy WW 3.4 Receive input from the United States Army Corps of Engineers and DPR to identify dredging considerations along the river, including any environmental impacts of riverbed disturbance.							



Aviation (AV)

The County is inherently tied to the history and role of aviation as an important economic component. The oldest continuously operating airport in the world is College Park Airport. In 1937, the Engineering and Research Corporation purchased land in Riverdale Park on the current site of Riverdale Park Station and developed a revolutionary and extraordinarily safe aircraft, the Ercoupe, before turning to World War II production. In 1942, the facility now known as Joint Base Andrews Naval Air Facility Washington began construction. This major military airfield is now home to Air Force One, among other critical national security operations. Other general aviation airports have long-served County residents and visitors to the nation's capital.










In 2003, the Washington D.C. Metropolitan Area Flight-Restricted Zone and Special Flight Rules Area were established. Together, these zones cover much of Prince George's County and are among the most restricted airspace in the United States. Emerging technology and automated aircraft provide another mode of transportation through urban air mobility, advanced air mobility systems, new, innovative vertical take-off and landing aircraft, and autonomous aircrafts. For Prince George's County to successfully compete in a new realm of transportation technology built on the very foundations of aviation on which the County has long thrived, new approaches and increased collaboration with aviation stakeholders will be essential.

 AV Policies and Strategies		Safety	Equity	Innovation	Resilience & Sustainability	Collaboration	Community of Choice
Policy AV 1	Explore opportunities to support urban air mobility (UAM) practices in Prince George's County.						
Strategy AV 1.1 Identify appropriate locations within Prince George's County where vertiports should be located to facilitate vertical take-offs/landings and autonomous aircraft.							
Strategy AV 1.2 Update County and Zoning codes to ensure that existing airports and future vertiports meet design standards for optimal access and use.							
Strategy AV 1.3 Identify and incorporate advanced air mobility systems to support emerging air mobility solutions and regulate the County's airspace to eliminate potential air movement conflicts.							
Strategy AV 1.4 Explore and incorporate the full array of energy systems necessary to support future UAM vehicles.							
Strategy AV 1.5 Explore opportunities for aircraft and UAM innovation and educational programs, in collaboration with colleges and universities.							



U.S. AIR FORCE PHOTO

Air Force One departs Joint Base Andrews in 2016. Continuing to coordinate with Joint Base Andrews to identify and address issues is imperative.

 AV Policies and Strategies		Safety	Equity	Innovation	Resilience & Sustainability	Collaboration	Community of Choice
Policy AV 2	Continue to support the critical operations and viability of Joint Base Andrews.						
	Strategy AV 2.1 Continue ongoing collaboration with Joint Base Andrews planning staff to identify and address issues related to sustaining base operations.						
	Strategy AV 2.2 Coordinate with Joint Base Andrews and key stakeholders on future updates to the Joint Land Use Study and Air Installation Compatible Use Zones pertinent to the base and surrounding County properties.						
Policy AV 3	Ensure the continued operation of the County's remaining general aviation airports.						
	Strategy AV 3.1 Expand the operational capacity of College Park Airport by protecting runway approaches, expanding vertical aircraft operations (helicopters, drones, vertical take-off and landing craft, etc.), and ensuring dedicated operational funding sources remain available.						
	Strategy AV 3.2 Work with the owners of Potomac Airfield to support operations.						
Policy AV 4	Accommodate helipads in appropriate areas.						
	Strategy AV 4.1 Update County and Zoning Codes to ensure mitigation measures are in place to ensure noise ordinances address decibel concerns.						



Goods Movement (GM)

Prince George's County's location along I-95, US 301, and US 50, and the presence of the East Coast's major freight rail line gives it an immense economic advantage in the region.

Prince George's County has a unique opportunity to further advance the region's transportation, logistics, and warehousing industries and maximize this economic energy by becoming a point of origin and destination for goods. These opportunities can create well-paying jobs for thousands of Prince Georgians

close to home, while generating millions of dollars in tax revenue.

Most of the County's existing industrially zoned land is in a prime location to serve goods moving over rail or roads. The movement of goods requires infrastructure that supports heavy and large trucks and train traffic and a transportation network that can seamlessly accept and facilitate the movement of large vehicles in a manner safe to pedestrians, cyclists, and other motorists.

















 GM Policies and Strategies		Safety	Equity	Innovation	Resilience & Sustainability	Collaboration	Community of Choice
Policy GM 1	Maximize the County's unparalleled location in the region by expanding its tax base through increased investment in infrastructure that supports transportation, logistics, warehousing, and related industries.						
Strategy GM 1.1 Consider a countywide functional master plan for transportation, logistics, and warehousing to identify areas of the County to access interstate highway system and rail network.							
Strategy GM 1.2 Identify secure, appropriate locations for trucks to layover, including supportive uses, such as truck stops, where appropriate.							
Policy GM 2	Increase and improve rail access to and from Prince George's County industrial and employment centers.						
Strategy GM 2.1 As redevelopment occurs or buildings become vacant, work with CSX and property owners to restore rail access to industrially zoned properties, as appropriate.							
Strategy GM 2.2 Coordinate with CSX to determine the potential of future rail service along the Pope's Creek Branch to potentially serve customers at the Collington Local Employment Area and other industrial properties along the line.							
Strategy GM 2.3 Work with CSX and property owners to repair or replace the crossing of Beaverdam Creek in the Industrial, Heavy Zone at 2001 Kenilworth Avenue, Capitol Heights.							



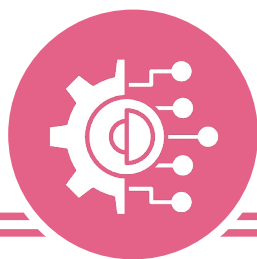
PHOTO BY RYAN CRAUN/M-NOPPO

Coca-Cola Consolidated, the nation's largest Coca-Cola Bottler, has a facility in Capitol Heights. Improving commercial traffic flows in industrial areas is important.

 GM Policies and Strategies		Safety	Equity	Innovation	Resilience & Sustainability	Collaboration	Community of Choice
Policy GM 3	Improve commercial vehicle access to industrial areas to support enhanced regional mobility and the movement of goods, while mitigating the impact of commercial vehicle traffic near neighborhoods to reduce residential impacts in the County.						
Strategy GM 3.1 Design an internal, phased roadway system that loops around industrial areas and increases accessibility to business/industrial parks while discouraging through traffic to nearby neighborhoods. ¹							
Strategy GM 3.2 Establish dedicated truck routes to and within industrial areas in the County that prohibit or limit commercial truck traffic along local and neighborhood roads. ²							
Strategy GM 3.3 Increase and improve truck routes to the County's industrial centers to facilitate efficient ingress, loading, and egress. Evaluate and assess areas for upgrades and enhance truck routes countywide.							
Strategy GM 3.4 Consider studying for, and developing a heavy commercial vehicle parking plan focused on locations near major routes, including I-95, US 50, US 301, and MD 5.							

¹ Carries forward a recommendation of the 2010 *Approved Subregion 4 Master Plan*, 314, and applies it countywide.

² Carries forward and expands upon Strategies TM 5.1, TM 5.2, and TM 5.3 of Plan 2035.



Smart Infrastructure (SI)






Prince George's County and its partners use emerging technologies and shared information to manage the County's transportation network. Ensuring successful linkages and cross-communication between modes of travel and different technological programs is essential to achieving the recommendations of Go Prince George's.

Intelligent transportation systems (ITS) focus on the technologies that improve the efficiency and capabilities of the existing system. ITS can inform a device or application that transmits a change in the network or system (such as a traffic signal phase changing based on road volumes), or it could directly inform users (such as dynamic signs warning of construction or traffic ahead), so that they can make specific transportation-related decisions during travel. Examples of ITS include, but are not limited to:

- Global positioning systems informing drivers of up-to-the-second traffic information along a route

- Dynamic signage for parking structures
- Digital signage at transit stops or integrated in bus shelters
- Traffic signal optimization allowing the coordinating of signals, including use of leading pedestrian intervals

Smart infrastructure includes ITS technologies and has made transportation safer and more efficient. Benefits are broad and applicable to both rural and urban populations, commuters, visitors, freight traffic, pedestrians, bicyclists, and transit users. Combined with transportation demand management, ITS technologies can inform users to make more practical decisions about the transportation choices they make, which can result in the mitigation of traffic congestion, especially during peak hours, alternative routing, and increased efficiency of the existing network. Prince George's County and its partners use advanced technology and shared information to manage the County's transportation network and improve travel times.














 SI Policies and Strategies		Safety	Equity	Innovation	Resilience & Sustainability	Collaboration	Community of Choice
Policy SI 1	Advance utilities to support smart infrastructure technology in the public right-of-way.						
Strategy SI 1.1 Provide curbside electric vehicle charging infrastructure in a manner that encourages EV use. ¹							
Strategy SI 1.2 Evaluate EV infrastructure countywide and identify priority locations for curbside EV charging stations for users.							
Strategy SI 1.3 Update the County's Traffic Signal Management Plan to incorporate signals for pedestrians as standard equipment							

¹ Carries forward and expands upon Strategy TM 7.1 of Plan 2035.



LN	CAR	DESTINATION	MIN
OR 8	i	N Carrollton	BRD
OR 8	i	N Carrollton	6
OR -		N Carrollton	16
Farragut West Request Shuttle At			

ISTOCK
Smart infrastructure provides real-time data, such as the time until the next train at Metro stations throughout the region.

 SI Policies and Strategies		Safety	Equity	Innovation	Resilience & Sustainability	Collaboration	Community of Choice
Policy SI 2	Develop, adopt, and broadly promote digital applications that will better inform the County's commuters and drivers.						
Policy SI 3	Institute data-informed practices to manage congestion and facilitate more efficient, safer vehicular travel.						

Strategy SI 3.1 Establish strategic partnerships with travel data aggregators and research institutions to greatly increase data collection and evaluation on origins, destinations, and travel habits.

Strategy SI 3.2 Utilize advanced parking management measures, including shared parking arrangements and electronic parking management systems, for structured parking facilities located in Regional Transit Districts as part of an overall strategy for transportation demand management based on technical and economic feasibility.

Strategy SI 3.3 Enhance current and future parking supply assets with customer-based technology solutions, such as real-time availability displays, mobile payment systems, and navigational services.

Strategy SI 3.4 Support efforts by the higher education institutions, SHA, and DPW&T to direct event- and university-related traffic to alternate routes, with consideration of electronic event signage and message boards.

Strategy SI 3.5 Create a one-stop travel data collection and dissemination venue for the entire region, so that all agencies have access to real-time traffic information, data on historical travel patterns, and other information that allows for collaborative transportation systems management and operation across jurisdictional boundaries, reducing the need for relationship-based information sharing.

Strategy SI 3.6 Create an interjurisdictional corridor congestion management working group to include, at a minimum, Prince George's, Anne Arundel, Montgomery, Howard, and Charles Counties, and Washington, D.C., Maryland, and Virginia Departments of Transportation to identify priority congestion management corridors crossing these jurisdictions and recommend strategies for addressing the problems associated with cross-jurisdictional congestion. This working group may be convened and staffed by the Metropolitan Washington Council of Governments.²

² Carries forward recommendation from 2009 MPOT.



Sustainability (SS)

Develop a Prince George's County transportation and mobility network that is environmentally sustainable, with minimal net impact on the natural environment. Go Prince George's envisions a multimodal transportation network that lessens reliance on vehicular travel, reduces greenhouse gas emissions, and minimizes impacts to the natural environment. This plan prioritizes maximizing the utility and function of existing roads and streets over the construction or enlargement of roads to protect natural resources, such as forests and streams, and ensures that County resources are efficiently used. The County should prioritize transportation

improvements that provide viable options for all people who need to travel in Prince George's County.

Because activities pertaining to transportation compose 48 percent of the County's annual greenhouse gas emissions (as of 2018),¹ Go Prince George's places special emphasis on the reduction of greenhouse gas emissions by the County's transportation network and the vehicles that use it daily. Go Prince George's revisits and updates the recommendations in the 2017 *Approved Prince George's County Resource Conservation Plan: A Countywide Functional Master Plan*.



PHOTO BY RYAN CRAUN/M-NOPPO

The Anacostia River Trail travels through Colmar Manor and offers a sustainable way to travel.



SS Policies and Strategies

Policy SS 1

Support the reduction of greenhouse gas emissions.

Safety	Equity	Innovation	Resilience & Sustainability	Collaboration	Community of Choice

Strategy SS 1.1 Identify opportunities to implement electric and non-carbon-fueled vehicles across all transportation modes.¹

Policy SS 2

Implement the recommendations of the 2017 Approved Resource Conservation Plan: A Countywide Functional Master Plan to promote green infrastructure.

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Strategy SS 2.1 Provide alternative options in the design of impervious surfaces, such as the use of permeable pavement for areas of occasional vehicle access.²

Strategy SS 2.2 Where trails must be located within a regulated buffer, they should use low-impact design practices, where feasible.

Strategy SS 2.3 Review and amend the County and applicable codes to ensure that new roadway lighting meets the guidelines for dark skies compliance.³

Strategy SS 2.4 Participate in regional efforts to support the deployment of electric vehicles (EVs) and EV charging infrastructure and alternative fueling stations.⁴

Policy SS 3

Promote green infrastructure for shared-use paths, trails, and off-street parking.

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Strategy SS 3.1 Promote green initiatives to reduce heat effects in all paved surfaces, including driveways.

¹ Carries forward and expands upon Strategy TM 7.1 of Plan 2035.

² Carries forward Strategy GI 2.2(b)(4) of the 2017 Approved Resource Conservation Plan: A Countywide Functional Master Plan, 50.

³ Carries forward Strategy GI 11.3 of the 2017 Approved Resource Conservation Plan: A Countywide Functional Master Plan, 58.

⁴ Carries forward Strategy GI 14.4 and expands on Strategy GI 14.5 of the 2017 Approved Resource Conservation Plan: A Countywide Functional Master Plan, 58 and expands upon Strategy TM 7.1 of Plan 2035.

Map 18. Electric Vehicle Charging Stations in Prince George's County

Electric Vehicle Charging Stations

Source: Prince George's County's Department of the Environment's Office of Sustainable Energy

