



Section IV

Monitoring & Evaluation

This portion of Go Prince George's is a guide to assist transportation partners, municipalities, and other stakeholders with the implementation of this plan. It ensures that interagency coordination will be at the forefront of effectively and efficiently using resources among partners. In addition, the goal is to leverage resources in a fiscally responsible way to fund, prioritize, and implement a safe and broadly accessible multimodal transportation network in Prince George's County. Further exploration of topical areas with pending studies or aspirational recommendations for consideration may be necessary as part of the monitoring and evaluation of this plan.

One aspect of transportation and mobility that requires additional prioritization, including the development of new monitoring and evaluation tools, is the safety of transportation network

users. Enhancing safety analysis is essential for the County to meet the Vision Zero targets and help implementing agencies better identify, target, and address areas of particular concern or impact. Multi-transportation agency coordination is necessary to ensure equitable and affordable transportation options are provided to transit users.

Tracking Progress by Performance Measures

Go Prince George's carries forward six performance measures from *Plan Prince George's 2035 Approved General Plan* (Plan 2035) and establishes 24 new performance measures toward implementation of the plan's goals. See Table 17: Plan 2035 Transportation and Mobility Monitoring Table and Table 18: Go Prince George's Indicators of Success.

Table 17. Plan 2035 Transportation and Mobility Monitoring Table

Indicator	Description	Target
Bicycle and Pedestrian Facilities Constructed	The number of bicycle and pedestrian facilities constructed in the County. ¹	34
Commuting Patterns	"[T]he inflow and outflow of jobs into or out of an area. If more people come into an area for a job than leave the area for a job, the net job flow is positive. If more people leave the area for a job than come into the area for a job, the net job flow is negative. The goal of the commuting pattern indicator is to have the net job flow become more positive, which shows more people coming into the County for jobs than leaving it." ²	-100,147
County Greenhouse Gas Emissions	"The County greenhouse gas emissions indicator utilizes annual highway vehicle emissions for greenhouse gases measured as million metric tons of carbon dioxide (MMT CO ₂ e) per year." ³	4.43
Housing and Transportation Affordability	"Annual housing costs plus transportation costs divided by income." ⁴	39%
Mode Split: Walk, Bike, Transit, and Auto Trips	"Mode split refers to the percentage of travelers that use different types of transportation to work. The goal of the indicator is to see the percentage of auto trips decrease. This indicator was measured based upon those that do not take a car or truck to work. Categories available for this indicator include: take car or truck to work, take public transportation to work, other means of transportation to work, and work at home." ⁵	21%
Vehicle Miles Traveled (Per Capita)	"The vehicle miles traveled measures the annual vehicle miles of travel in millions by all functional classification systems in the County. The functional classification of roadways defines the type of road in the transportation network, ranging from high volume freeways for long-distance travel and freight to low-volume residential streets for short trips around town." ⁶	10,052

¹ *Plan 2035 Five-Year Update* (2019), 21. This indicator measures an increase in the number of bicycle and pedestrian facilities constructed. There was no baseline recorded, so any increase in facilities meets the target.

² *Plan 2035 Five-Year Update* (2019), 25.

³ *Plan 2035 Five-Year Update* (2019), 27.

⁴ *Plan 2035 Five-Year Update* (2019), 43.

⁵ *Plan 2035 Five-Year Update* (2019), 47, recommends the County use an additional metric for modal shift, by looking at the percentage of commuter trips made by automobile. Commuter journeys have the biggest impact on congestion and roadway capacity. Looking at the modal split in commuting will allow an assessment of the viability of the alternatives, and provide insight into how to increase use of the alternatives.

⁶ *Plan 2035 Five-Year Update* (2019), 58.

Additional Monitoring Indicators For Go Prince George's

In addition to Plan 2035's Transportation and Mobility Indicators of Success, Go Prince George's establishes new indicators in Table 18: Go Prince George's Indicators of Success to further support the priorities and themes provided in Section II of the plan to meet the horizon planning year of 2050.

Table 18. Go Prince George's Indicators of Success

Indicator	Description	Data Source	Target (by 2050)	Interval (Years)
Vision Zero Strategies in reducing fatalities	The number of pedestrians, bicyclists, micromobility users, drivers, or other travelers killed annually by other cyclists, micromobility users, drivers, or other collision impacts.	Police Crash Data Pedestrian and Bicyclist Crash Analysis Tool (PBCAT)	0	1
Sidewalk Miles Constructed or Reconstructed	The number of miles of new sidewalks added, or existing sidewalks retrofitted to meet current requirements, within Prince George's County.	GIS	Increase ¹	5
School Route Analyses Conducted	The number of regular, ongoing rounds of school route analyses conducted to determine student travel patterns, and target spot improvements to locations where large amounts of students face safety challenges.	PGCPS	50/year ²	1
Arterial Corridor Bicycle Accommodations	Construct the bicycle accommodations recommended in this functional master plan for arterial corridors by 2030.	GIS	Increase	5
Bikeway (Trails and Paths) Miles Constructed	The number of miles of new bikeways constructed in the County.	GIS	Increase ³	5
Bike Lane Miles Constructed	The number of miles of bike lanes constructed in the County.	GIS	Increase ⁴	5
Separated Bike Facilities	Percent of on-street bicycle facilities physically separated from vehicles by barriers or parked vehicles.	GIS	75%	5
Natural-Surface Trail Miles Constructed	The number of miles of natural-surface trails constructed in the County.	GIS	Increase	5
Transit Mode Share	The percentage of trips to and from work taken on public transportation.	CoStar U.S. Census Bureau	20%	5
Transit Accessibility in the Established Communities	Providing new transit stations and maintaining or expanding bus and rail operations and park-and-ride facilities, such that all residents of the Established Communities reside within six miles of a fixed-guideway transit station or park-and-ride facility by 2050.	Transit Operators GIS	100% of Established Communities Residents	5

¹ 6,424 sidewalk miles existed in April 2020

² 201 schools exist in Prince George's County in November 2024 (Facts and Figures, accessed November 14, 2024). Analysis conducted on 50 schools each year allows Prince George's County Public Schools to review each school every four years.

³ 160 miles existed in April 2020.

⁴ 42 miles existed in April 2020.

Indicator	Description	Data Source	Target (by 2050)	Interval (Years)
Micromobility Options	Provide an array of micromobility options to increase accessibility.	Micromobility Companies Planning Department	Increase	5
Progress on Urban Street Implementation	Monitor implementation of the Urban Street Design Standards, reporting annually on linear feet implemented, obstacles/barriers to implementation, and recommended improvements/enhancements.	DPW&T	Ongoing Repeating	1
Construct Urban Streets	Percentage of new urban streets constructed pursuant to the County's Adopted Urban Streets Design Standards or the municipal/state functional equivalent, in the locations recommended by Go Prince George's.	DPW&T	100% of Streets in Designated Centers (within 10 years of approval of Go Prince George's) 75% of Other Recommended Streets	1
Miles of Streets Reconstructed or Built to Urban Street Standards (Total)	Miles of existing streets reconstructed, or new streets built, where recommended by Go Prince George's, to the County's Urban Street Design Standards, or the municipal/state functional equivalent.	DPW&T	146	5
Miles of Existing Streets Reconstructed or Built to Urban Street Standards (Annual)	Miles of existing streets reconstructed, or new streets built, per year, where recommended by Go Prince George's, to the County's Urban Street Design Standards or the municipal/state functional equivalent.	DPW&T	5.85/year for 25 years	1
Existing Streets Reconstructed in Designated Downtowns	Percent of existing streets in Downtowns reconstructed, where recommended by Go Prince George's, to the County's Urban Street Design Standards or the municipal/state functional equivalent.	DPW&T	100% by 2035	1
Carbon Emissions	Reduce the County's carbon emissions to mitigate climate change.	Climate Action Plan Implementation Group Department of Environment	Reduce to 50% of the 2005 totals (by 2030)	5
Sidewalks Provided in and near Healthy Food Access Areas	Percent of streets within one-half mile of all Healthy Food Access Areas with a sidewalk on at least one side of the street.	CoStar GIS	100%	5

The Planning Department's Master Plan Evaluation Program evaluates the long-range plans for Prince George's County on a regular basis to ensure that adopted plans are up-to-date, implementable, and consistent with the current General Plan.

The following list of action items are to be considered as aspirational to support additional evaluation of the plan for effectiveness and to support future work program efforts, as funding/resources become available.

Pedestrian, Path, and Bicycle Facilities

- Collaborate with multiple agencies in maintaining, sweeping, cleaning, and clearing snow from channelized cycle tracks and bikeways.
- Partner with community organizations, nonprofits, institutions, rider groups, and bicycle advocacy groups to host low-cost or free bicycle events, bike rides, bikeshare opportunities, and events.
- Evaluate the potential for pedestrian scrambles or other all-way vehicular stops at high-pedestrian-use intersections, where feasible.
- Develop conceptual plans and seek additional funding to address bicycle safety in the rural portions of the Star-Spangled Banner National Historic Trail (MD 382 [Croom Road] concept provides a model for on-road facilities, and North Point State Park Greenway Trail in Baltimore County provides a model for separated multi-use pathways).
- Develop conceptual plans and seek additional funding to enhance MD 4 (Pennsylvania Avenue) and Eastern Avenue NE (using the Bladensburg Green Streets Initiative as a model).
- Evaluate designs in the context of the Broad Creek Historic District Design Guidelines, the County's current scenic and historic road design guidelines, as it pertains to providing bicycle accommodations along Rural Scenic and Historic Roads.
- Work with the National Park Service, Department of Public Works and Transportation, State Highway Administration, and the community to provide signage for the designated Potomac Heritage National Scenic Trail on-road bicycle route as part of the national trail system.
- Analyze pedestrian (and bicycle) crashes using information from police crash reports via the

Pedestrian and Bicyclist Crash Analysis Tool (PBCAT) to identify road users' behaviors most likely to lead to pedestrian and bicyclist traffic injuries and fatalities and develop strategies to modify those identified behaviors.

- Continue to support the recommendations of the 2009 *Approved Countywide Master Plan of Transportation* to create an interjurisdictional corridor congestion management working group to include, at a minimum, Prince George's, Anne Arundel, Montgomery, Howard, and Charles Counties, and the Washington, D.C., Maryland, and Virginia Departments of Transportation, to identify priority congestion management corridors crossing these jurisdictions and recommending 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.
- As sidewalks, bicycle, and/or shared-use facilities are constructed, and where they already exist, install pedestrian- and bicycle-scale wayfinding signage showing major destinations and services along or accessed via intersecting sidewalks, bicycle, and/or shared-use facilities, per the 2021 *Wayfinding Process Manual*, 6.
- Regularly conduct safety and security analyses on off-road, shared-use paths and natural-surface trails. Work with the community to identify safety concerns, maintain and relocate trees and vegetation where necessary, and partner with public safety officials through community service opportunities.¹
- Conduct safety audits of the Anacostia Tributaries Trail System, WB&A Trail, and Henson Creek Trail and develop remediation plans. Coordinate shared-use path development and management issues related to national and regional thematic trails that pass through Prince George's County—including the American Discovery Trail, Potomac Heritage National Scenic Trail, East Coast Greenway, and Star-Spangled Banner National Historic Trails.
- Promote Prince George's County Department of Parks and Recreation's shared-use paths and trails on various platforms to ensure visibility and public accessibility of information.
- Develop a shared-use path, bikeway, and trail lighting policy to enable Prince George's County Department of Parks and Recreation (DPR) to consider requests for park trail lighting

¹ Expands on a recommendation of the 2015 *Greater Chillum Community Study*, 101–102, and applies it countywide.



BY RYAN CRAUN/M-NOPPO

Streetscapes should include bus shelters as well as other furnishings, such as trash receptacles, signage, and trees.

from municipalities, developers, and civic organizations. The policy will enable DPR to determine if proposed shared-use path, bikeway, and trail segments would benefit from lighting. The standards should be developed so that they can be used by DPR, developers, and others to conduct lighting studies and design/engineer shared-use path, bikeway, and trail lighting systems for installation in areas where it has been determined that lighting is appropriate.

- Support local streetscape plans and strategies to incorporate street furnishings and elements, such as receptacles, bus shelters, wayfinding signage, and trees, as appropriate. Partner with Business Improvement Districts and Community Development Corporations on sidewalk maintenance agreements.
- Expand the capacity of Prince George's County and its partners to implement the recommendations of Go Prince George's. Identify, fund, and retain the necessary staff resources at key County and regional agencies to increase the construction of facilities and provision of services identified in Go Prince George's and track the implementation process.
- Consider future pricing strategies that redistribute traffic volumes to non-peak hours,

manage through trips, free up capacity for goods movement, and provide income streams for transit and other congestion-reducing enhancements to the transportation system.²

- To meet the goals of Vision Zero, 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 Maryland Department of Transportation Motor Vehicle Administration Highway Safety Office grants for targeted pedestrian enforcement. Coordinate with the Maryland Department of Transportation State Highway Administration to leverage existing traffic signal warrant studies as part of Purple Line planning to determine the installation of new vehicular or pedestrian signals to improve safety through traffic signal optimization.
- Regularly conduct pedestrian safety and accessibility studies of all sidewalks and pedestrian crossings in areas with high levels of pedestrian traffic and/or identified through the County's High Injury Network or Vision Zero Action Plan, or the State's Pedestrian Safety Action Plan.³

² Streets, Roads, and Highways Policy 4, Strategy 6, from the 2009 MPOT, 47.

³ References and expands upon a recommendation of the 2021 *Takoma/Langley Crossroads Planning and Implementation Study*, 51, and applies it countywide. This study recommends such an analysis in the vicinity of the Takoma-Langley Transit Center and the Riggs Road Purple Line Station.

Complete Streets

- Regularly evaluate transportation design standards and regulations to determine whether the standards and/or regulations contribute to unsafe conditions for any user of the facility subject to the standard (whether the user is intended, occasional, or accidental).
- Collaborate with various County departments, implementing agencies, law enforcement, public health agencies, and academic institutions to establish a database and a methodology for the systemic safety evaluation following best practices established by the U.S. Department of Transportation and other similar agencies.
- Collaborate with state agencies to implement facility improvements at County MARC Stations, including improvement of station platforms, ensuring safe access between both sides of stations, expansion of bus service to stations, and expansion of station amenities.
- Collaborate with the Maryland Department of Transportation State Highway Administration, peer agencies, and stakeholders throughout Maryland to ensure a revised, suitable, and consistent approach to context designation is incorporated into the next iteration of Context Driven solutions, based on planning data and analysis.
- Study new micromobility facility types and programs, and if appropriate, consider applying them in the County.
- Consider techniques, such as color, style, and iconography, to enhance roadway signage consistent with the Manual of Uniform Traffic Control Devices.
- Establish wayfinding programming to indicate Historic Routes, National Historic Trails, and Recreational and Cultural Interest Areas with signs within the County.

Wayfinding/Placemaking

- Utilize the uniform wayfinding signage manual for Prince George's County. Implement the manual's design standards for pedestrian and bicycle wayfinding signage to be used throughout the County.
- Utilize the wayfinding sign design manual for the County's Bikeway System, including street and community identification signs for trail system map kiosks.

- Consider techniques, such as color, style, and iconography, to enhance roadway signage consistent with the Manual of Uniform Traffic Control Devices.
- Construct wayfinding signs and other media directing riders to the County Bikeways Network. Install uniform wayfinding throughout the County Bikeways Network that reinforces a single system, regardless of shared-use path ownership.

Scenic Highways

- Work with DPW&T to update the *Specifications and Standards for Roadways and Bridges*, Section IV, Appendix F, Guidelines for the Design of Scenic and Historic Roadways.

Transit

- Capitalize on Prince George's County's access to Montgomery County's Flash Network to connect the Metro Red Line with Chillum and Langley Park. Work with the Montgomery County Department of Transportation, Maryland Department of Transportation State Highway Administration, and the City of Takoma Park to evaluate the potential of a Flash station at or near the intersection of MD 410 (East West Highway) and MD 650 (New Hampshire Avenue).
- Collaborate with DPW&T under the 2024 *Microtransit Suitability Analysis* to identify suitable areas in the County for microtransit services. The study includes updated methodology which looks at suitability through three lenses: demographics, productivity, and trip demand.
- Promote multi-transportation agency coordination to ensure equitable and affordable transportation options are provided to transit users.

Plan 2035 and Zoning Updates

- Amend Plan 2035 to ensure the County's land use and transportation policies and nomenclatures are aligned, as recommended by the Master Plan Evaluation Program process.
- Update the Zoning Ordinance to ensure that applicable sidewalks and shared-use paths are well lit. Implement pedestrian-level lighting provided by standalone 12- to 16-foot-high poles with post-mounted luminaires to increase the safety and comfort for pedestrians. Additional easements may be required for the installation

of consistent pedestrian lighting throughout the project limits where right-of-way constraints exist.⁴

- Amend the County Code to define and require the installation of pedestrian-scale lighting on all sidewalks and shared-use paths.
- Update street cross sections to reflect modified functional classifications and support multi-modal facilities in suburban and rural areas.
- Evaluate and analyze development review process to further support public-private partnerships for street improvement processes as part of the Adequate Public Facilities Ordinance.
- Analyze sidewalks in compliance with codes and standards on existing County, state, municipal, and federal streets and roads and update the Capital Improvement Plan at DPR and other partner agencies, where appropriate.⁵
- Consider Crime Prevention Through Environmental Design (CPTED) principles when designing transportation facilities, especially 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.⁶
- Coordinate with the Prince George's County Police Department, municipal police departments, and DPIE to ensure CPTED principles are effectively incorporated in new infrastructure and development and provide guidance and education to residents and businesses.⁷
- Communicate and coordinate County Bikeway Network components with neighboring jurisdictions in the region and Maryland.
- Evaluate areas identified in previous plans or studies for recommended pedestrian connections to determine feasible locations and design of sidewalks. Prior planning efforts recommended constructing sidewalks in these communities but did not identify specific street segments or blocks. Specific locations would be identified through further study. These recommendations amend the applicable area master plans, sector

plans, and transit district development plans in these areas.

- Manage curb space throughout the County to best advance the vision, land use, economic prosperity, and design goals of Plan 2035. Create a countywide curb space inventory and update it annually to reflect changes in curb space regulation and new development activity.
- 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.
- Proactively identify curbside loading zones for businesses that lack sufficient off-street or alley loading facilities. There should be clear delineation on a block between curb space dedicated to freight/goods loading and unloading and other uses, so that delivery vehicles are not blocking parking spaces or space dedicated to other curbside uses.
- 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. 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 improve ease of use.
- Continue to implement the County's Neighborhood Traffic Management Program (NTMP), promoting and maintaining the safety and livability of the County's residential neighborhoods.⁸ The NTMP provides a process for identifying, evaluating, and addressing undesirable traffic conditions related to speed and excessive volumes. Residents, elected officials, or neighborhood associations may request a traffic study for a particular area under this program. Study outcomes may include recommendations for traffic-calming devices.
- Support placemaking and art in public right-of-way, including expanding Planning Assistance to Municipalities and Communities

⁴ References recommendations from the 2021 *Northern Gateway SPACES Study for MD 193: 30% Design and Engineering Report*, 31, and The Village of Brandywine Sidewalk and Streetscape Improvements Study: 30% Design and Engineering Report, 36, and applies them countywide.

⁵ References and expands progressive transportation policies, Policies 1, 2, and 3 of the 2009 MPOT, 9–10, and policies and strategies from the 2010 *Approved Subregion 4 Master Plan* and the 2022 *Approved Bowie-Mitchellville and Vicinity Master Plan* to apply countywide.

⁶ For more information on CPTED, see Local Initiatives Support Corporation, *Crime Prevention Through Environmental Design (CPTED)* and the 2008 *Approved Public Safety Facilities Master Plan*, 35–36.

⁷ Expands on recommendations in the 2016 *Approved Prince George's Plaza Transit District Development Plan*, 191, and the 2008 *Approved Public Safety Facilities Master Plan*, 36.

⁸ As recommended by the 2010 *Approved Glenn Dale Seabrook Lanham & Vicinity Approved Sector Plan*, 166–167, and expanded countywide.



PHOTO BY RYAN ORAUN/M-NOPPO
EV infrastructure includes charging stations, such as this one at a grocery store in Accokeek.

where feasible, and focus public resources and capacity to design, construct, regulate, and maintain urban streets, urban public open spaces, and the public realm.

- Create pedestrian and/or shared-use paths crossing over or under the Baltimore-Washington and Suitland Parkways, both standalone facilities and those running on or adjacent to roadways passing under or over the parkways.
- Enhance infrastructure to support construction, operation, security, and resilience of the Federal Bureau of Investigation headquarters in Greenbelt, including the Greenbelt Metro Station, Greenbelt MARC Station, the internal roadway network, and access to I-95/495 (Capital Beltway).
- Identify all streets, roads, highways, and transportation infrastructure that support emergency management, disaster response, and disaster recovery operations. Prioritize them for improvements and maintenance and aggressively seek federal funding dedicated to these purposes for these facilities, highlighting their importance.
- Implement Plan 2035's land use recommendations, creating and/or facilitating shorter vehicle trips and more non-vehicle trips through denser, mixed-use development and robust multimodal infrastructure.

Sustainability

- Review and amend the County Code, Road Code, and/or Standards to ensure that new roadway lighting meets the guidelines for minimization of light spillover and sky glow, provides lighting in the appropriate spectrums, and relies wherever possible on low-energy light sources such as LED or solar-powered streetlights.⁹
- Partner with local energy providers to develop alternative fueling stations for compressed natural gas, liquefied petroleum gas, biofuels, and electric vehicles.¹⁰
- Participate in regional efforts to support the deployment of electric vehicles (EVs) and EV charging infrastructure.¹¹
- Identify opportunities to implement electric and non-carbon-fueled vehicles across all modes.¹²

⁹ Carries forward Strategy GI 11.3 of the 2017 *Approved Resource Conservation Plan: A Countywide Functional Master Plan*, 58.

¹⁰ Carries forward Strategy GI 14.5 of the 2017 *Approved Resource Conservation Plan: A Countywide Functional Master Plan*, 59, and expands upon Strategy TM 7.1 of Plan 2035.

¹¹ Carries forward Strategy GI 14.4 of the 2017 *Approved Resource Conservation Plan: A Countywide Functional Master Plan*, 58, and expands upon Strategy TM 7.1 of Plan 2035.

¹² Carries forward and expands upon Strategy TM 7.1 of Plan 2035.



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Medians should have a nose that sticks out past the crosswalk to protect pedestrians from turning vehicles.

- Provide options for the design of pervious surfaces such as the use of permeable pavement for areas of occasional vehicle access.¹³
- Identify strategies to reduce impervious surfaces by amending the County Code and/or standards and coordinating with County agencies. Include in this discussion the reduction of parking requirements, use of shared-drive aisles and driveways, and the sizes of roadways.¹⁴
- Co-locate utilities in urban settings to reduce or minimize the impact on the green infrastructure network. Consider establishing a framework to hold regular/annual meetings with utility providers to coordinate planning investment and development needs.
- Develop a working group of industry experts

and partner with professional organizations that specialize in roadway designs and green infrastructure.

- Coordinate with the Washington Area Bicycle Association, WMATA, MTA, and the University of Maryland to provide and promote secure bicycling amenities such as bicycle racks and lockers at transit stations.

Development Review Process

- Streamline the permitting process for shared-use path and trail construction.¹⁵
- Update the Transportation Review Guidelines to apply the latest Institute of Transportation Engineers Manual Guidelines.
- Evaluate the potential of dedicating rights-of-way

¹³ Carries forward Strategy GI 2.2(b)(4) of the 2017 *Approved Resource Conservation Plan: A Countywide Functional Master Plan*, 50.

¹⁴ Carries forward Strategy GI 5.10 of the 2017 *Approved Resource Conservation Plan: A Countywide Functional Master Plan*, 54.

¹⁵ Carries forward from the 2018 DPR *Strategic Trails Plan*, 139.

to facilities on new alignments through Road and Sidewalks Code agreements as an alternative to reservation, in accordance with proportionality.

- Evaluate opportunities to require sidewalk dedication, easements, reservation, or other requirements to enter into acquisition negotiations for development applications other than subdivisions, such as building and/or grading permits, where subdivision is not required.
- Use the reservation process in the Subdivision Regulations for facilities on new alignments such as freeways, expressways, other controlled-access roadways, and fixed-guideway transit routes, stations, parking facilities, and maintenance facilities.
- Coordinate with developers, applicants, and property owners to identify corridor preservation strategies that can be implemented concurrently with proposed or ongoing development.
- Implement a corridor preservation process that will protect needed future rights-of-way from encroachment by development and/or minimize future impacts on development from construction, operation, and maintenance of transportation facilities.¹⁶
- Consider updating the County Code and/or the County's adopted Specifications and Standards for Roadway and Bridge Design to require the use of Leading Pedestrian Intervals countywide.
- Amend the Subdivision Regulations and update the Transportation Review Guidelines to reflect revised Transportation Service Areas.
- Revise the County Code to facilitate the implementation of Plan 2035, Go Prince George's, and the County's approved area master plans, sector plans, and transit district development plans.
- Amend the County Zoning Ordinance to require construction, to the maximum extent allowable, of the sidewalk, public realm, stormwater management, bicycle facility, transit facility, parking, and vehicle cartway recommendations of Go Prince George's, as amended by future area master plans and sector plans, as a condition of approval for detailed site plans, special exceptions, and building permits.
- Review and consider amendments to the County's Subdivision Regulations governing the adequacy of transportation, pedestrian, and bikeway facilities.

Public-Private Partnerships

- Support and promote workforce development programs and initiatives. Facilitate a partnership between Prince George's County Public Schools, Employ Prince George's, Prince George's Community College, M-NCPPC Department of Parks and Recreation, and WMATA to create a dedicated training and mentorship program to develop the next generation of WMATA's workforce.
- Identify entities responsible for wayfinding media in all communities and provide dedicated funding to support wayfinding installation and maintenance. Install and maintain consistent, readable, well-maintained, and accurate media, especially wayfinding signage, to facilitate easy navigation throughout the County.
- Engage stakeholders, especially in Equity Emphasis Areas, to support mobility and transportation equity initiatives and programming.
- Encourage the creation of Business Improvement Districts, with the use of the Business Improvement District Toolkit, and similar entities responsible for maintenance of the public realm and private streets.
- Work with developers to encourage rideshare, bikeshare, and carpool programs and to allocate funds to subsidize non-single-occupant vehicle transportation for tenants.
- Partner with micromobility providers to ensure access to micromobility options in underserved areas of the County.
- Evaluate park-and-ride lots and consider exploring and expanding to other areas to support more multimodal transportation options and partnerships with transportation network companies.
- Continue to coordinate with schools, colleges, and universities to support connections to transportation hubs, especially in growth activity areas.
- Support creation of innovation corridors and main streets, where feasible and context sensitive.
- Continue to support efforts to explore innovative ways to support the improvements of eligible facilities. Identify non-traditional and innovative funding streams for critical transportation systems and projects, particularly transit and non-motorized facilities and systems.¹⁷

¹⁶ Updates Strategic Transportation Policy and Master Plan Implementation Policy 4 from the 2009 MPOT.

¹⁷ Expands on Policy TM 6 of Plan 2035 and Strategic Transportation Policy and Master Plan Implementation Policy 2 of the 2009 MPOT, 68.

