

DATA Journal

PRINCE GEORGE'S COUNTY PLANNING DEPARTMENT

WINTER 2025

Transportation

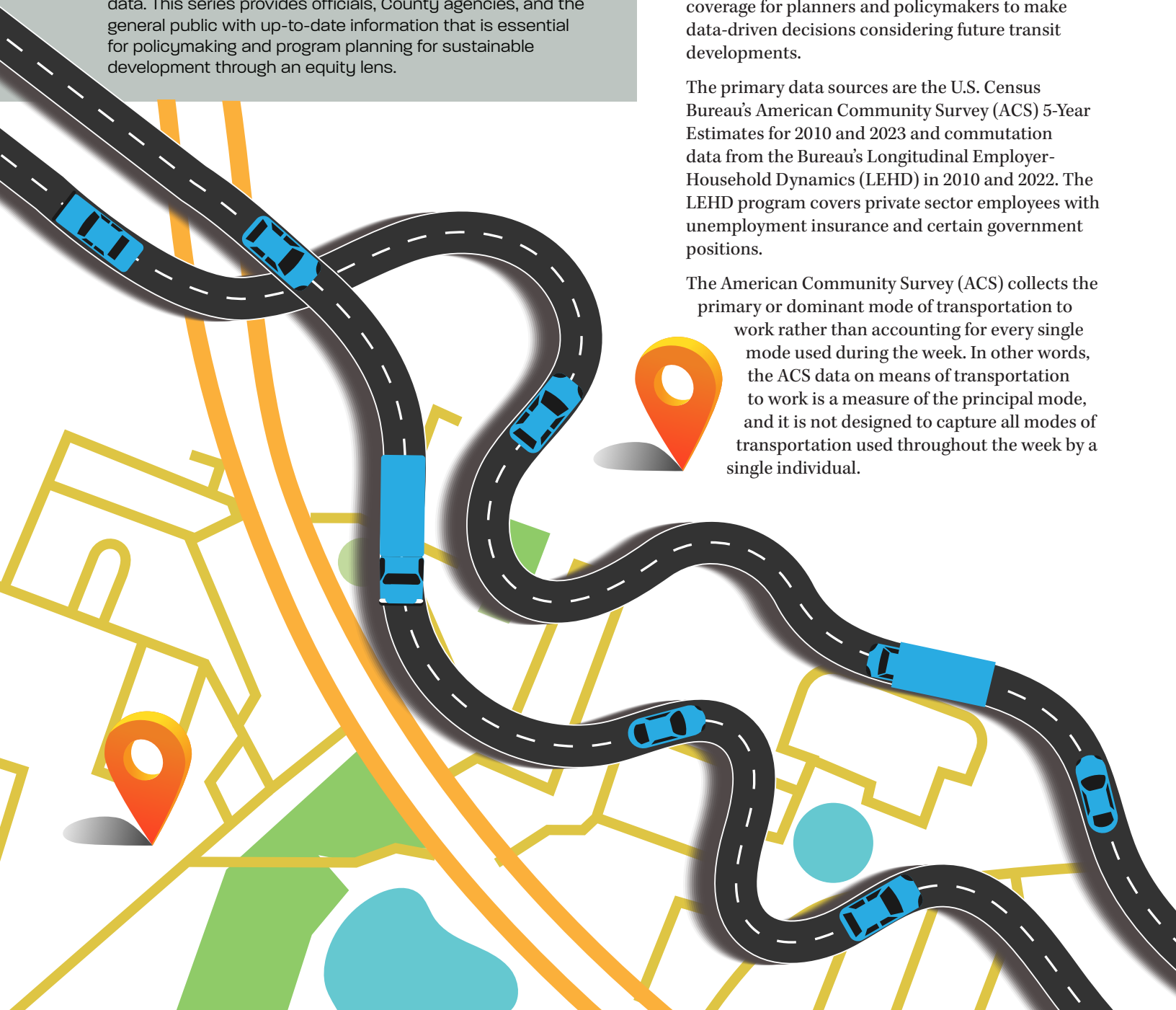
ABOUT THE DATA JOURNAL

The Prince George's County Planning Department's Research Section periodically publishes the Planning Data Journal series, which covers significant demographic, housing, socioeconomic, nonresidential, land use, and other planning data. This series provides officials, County agencies, and the general public with up-to-date information that is essential for policymaking and program planning for sustainable development through an equity lens.

This Data Journal presents information on commuting patterns and trends in Prince George's County, along with Public Use Microdata Areas (PUMAs), which are geographies delineated by the U.S. Census Bureau. This Data Journal also analyzes transit accessibility and service coverage for planners and policymakers to make data-driven decisions considering future transit developments.

The primary data sources are the U.S. Census Bureau's American Community Survey (ACS) 5-Year Estimates for 2010 and 2023 and commutation data from the Bureau's Longitudinal Employer-Household Dynamics (LEHD) in 2010 and 2022. The LEHD program covers private sector employees with unemployment insurance and certain government positions.

The American Community Survey (ACS) collects the primary or dominant mode of transportation to work rather than accounting for every single mode used during the week. In other words, the ACS data on means of transportation to work is a measure of the principal mode, and it is not designed to capture all modes of transportation used throughout the week by a single individual.



Transportation

Table 1. Means of Transportation to Work, Prince George's County, 2010 and 2023

Types of Transportation	2010		2023		Percent Change
	Number	% Share	Number	% Share	
▼ Public transportation (excluding taxicab)	77,113	17.4%	42,184	8.6%	-45.3%
Bus	26,484	34.3%*	15,897	37.7%*	-40.0%
Subway	47,211	61.2%*	23,899	56.7%*	-49.4%
Commuter Rail	2,826	3.7%*	2,025	4.8%*	-28.3%
Light Rail, Streetcar or Trolley	579	0.8%*	363	0.9%*	-37.3%
Ferryboat	13	0.0%*	0	0.0%*	-100.0%
Drove alone	284,020	64.1%	300,039	61.2%	5.6%
Carpooled	55,982	12.6%	49,941	10.2%	-10.8%
Walked	9,579	2.2%	8,487	1.7%	-11.4%
Taxi, motorcycle, bicycle, or other	4,298	1.0%	14,249	2.9%	231.5%
Worked from home	11,971	2.7%	75,721	15.4%	532.5%
Total Workers 16 Years Old and Over	442,963	100%	490,621	100%	

Source: U.S. Census Bureau, American Community Survey (ACS) 5-Year Estimates, 2010 and 2023.

* Represents the percent share of public transportation.

Table 1 shows the mode of transportation for commuters in Prince George's County has notably shifted, according to ACS data shown in Table 1. While **driving alone** has remained the predominant mode of commuting and has continued to increase in absolute numbers, its overall share of total workers 16 years old and over living in the County has declined from 64.1 percent to 61.2 percent between 2010 and 2023.

Public transportation usage fell by 45.3 percent from 2010 to 2023.

Meanwhile, more people are working from home or **using alternatives like taxis, motorcycles, and bicycles**. The ACS data do not contain a specific category for ridesharing services such as Uber and Lyft. However, there is an item called "Taxi, motorcycle, bicycle, or other," which presumably encompasses rideshare transportation.

County residents working from home rose 532.5 percent over this period.



Figure 1. Means of Public Transportation to Work by PUMA, Prince George's County, 2010 and 2023

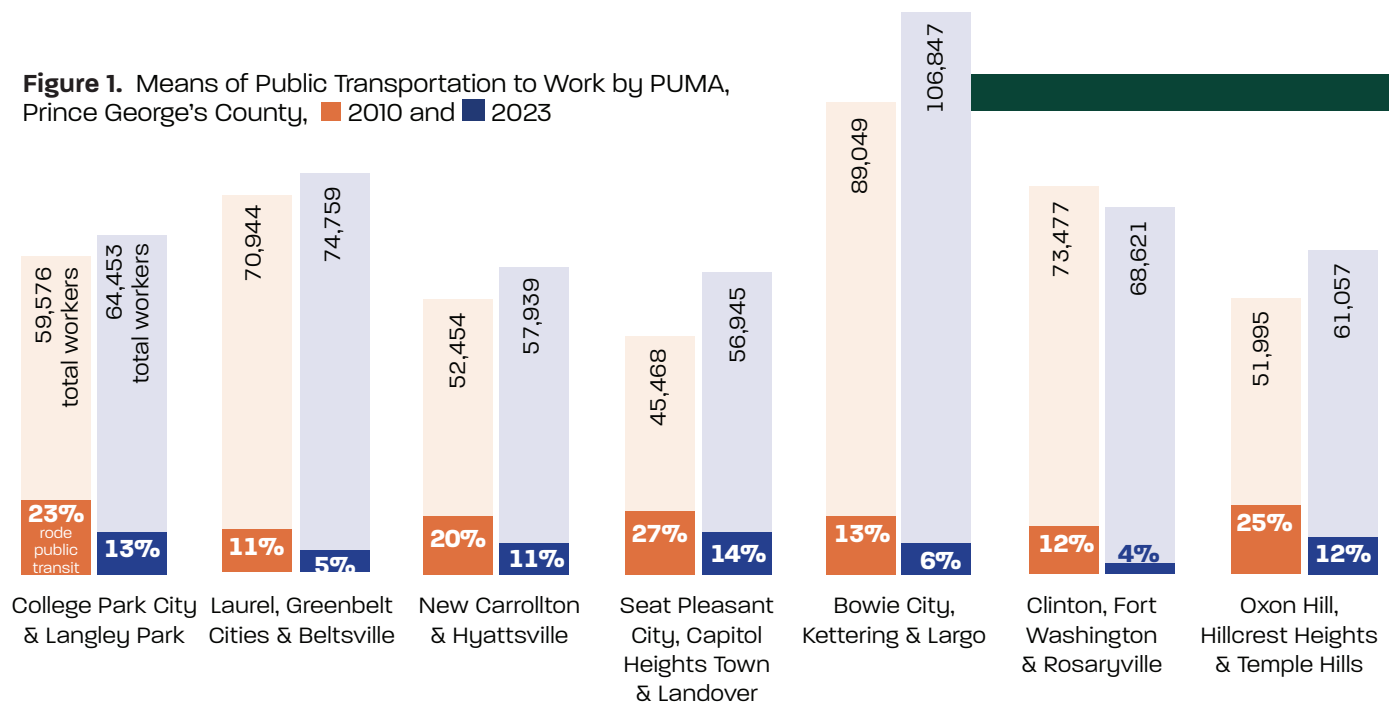


Figure 2. Means of Public Transit to Work, Prince George's County, 2023

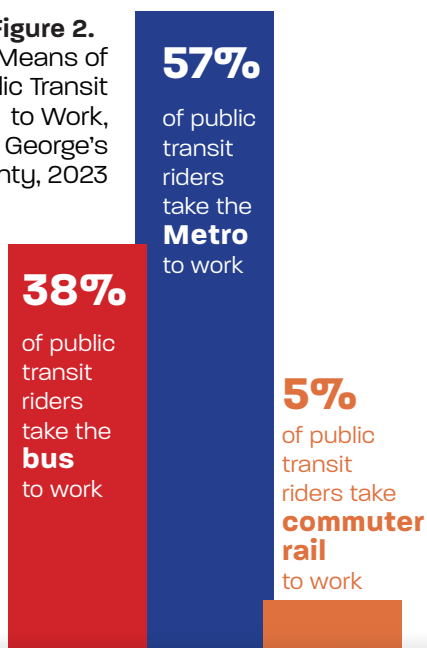


Figure 1 shows that certain PUMAs—College Park City & Langley Park; New Carrollton & Hyattsville; Seat Pleasant City, Capitol Heights and Landover; and Oxon Hill, Hillcrest Heights, & Temple Hills—have had a public transportation share exceeding the County average in 2010 and 2023. However, public transportation usage among all PUMAs has reflected the overall trend of the County and declined significantly.

Public transportation ridden by workers living in Prince George's County from 2010 to 2023 decreased significantly across all major transit modes (Table 1), particularly by bus and Metrorail. Nonetheless, **bus** and **Metrorail (or Subway rail)** collectively remain the major means of public transit for workers living in the County, representing 95 percent in 2023 (Figure 2).

Source: U.S. Census Bureau, American Community Survey (ACS) 5-Year Estimates, 2010 and 2023.



Transportation

Table 2. Travel Time to Work by Means of Transportation by Workers Living in Prince George's County, 2010 and 2023

Travel Time to Work	All Means		Car, Truck, or Van		Public Transportation		Walked		Taxicab, Motorcycle, Bicycle, or Others	
	2010	2023	2010	2023	2010	2023	2010	2023	2010	2023
Less than 10 minutes	23,047	19,605	19,287	14,872	820	578	2,507	2,369	433	1,786
10 to 14 minutes	27,210	26,984	23,436	22,186	1,389	1,438	2,073	2,029	312	1,331
15 to 19 minutes	40,280	38,818	35,867	31,861	1,833	1,598	2,308	2,981	272	2,378
20 to 24 minutes	54,210	46,934	48,876	38,926	3,572	3,106	1,521	1,579	241	3,323
25 to 29 minutes	25,199	31,581	21,788	28,317	3,228	1,697	183	164	0	1,403
30 to 34 minutes	77,661	69,817	64,863	65,481	12,155	1,647	187	921	456	1,768
35 to 44 minutes	41,409	52,810	34,015	47,400	7,116	4,875	128	0	150	535
45 to 59 minutes	63,775	68,605	49,758	57,397	13,698	9,200	144	0	175	2,008
60 or more minutes	74,550	69,444	43,079	48,483	30,919	20,090	0	84	552	787

Source: U.S. Census Bureau, American Community Survey (ACS) 5-Year Estimates, 2010 and 2023.

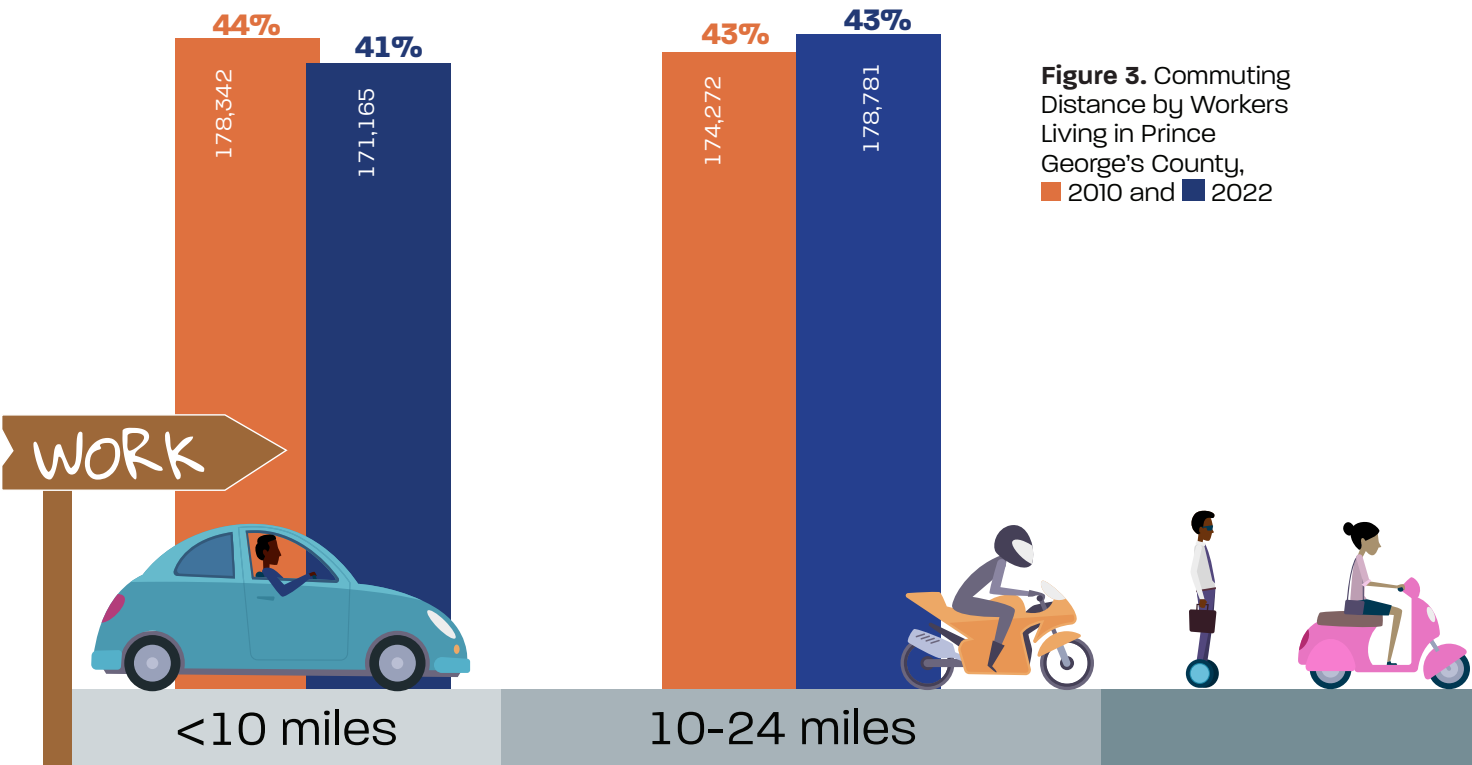


Figure 3. Commuting Distance by Workers Living in Prince George's County, 2010 and 2022

Source: U.S. Census Bureau, Longitudinal Employer-Household Dynamics, 2010 and 2022. 2023 data are not available at this point.

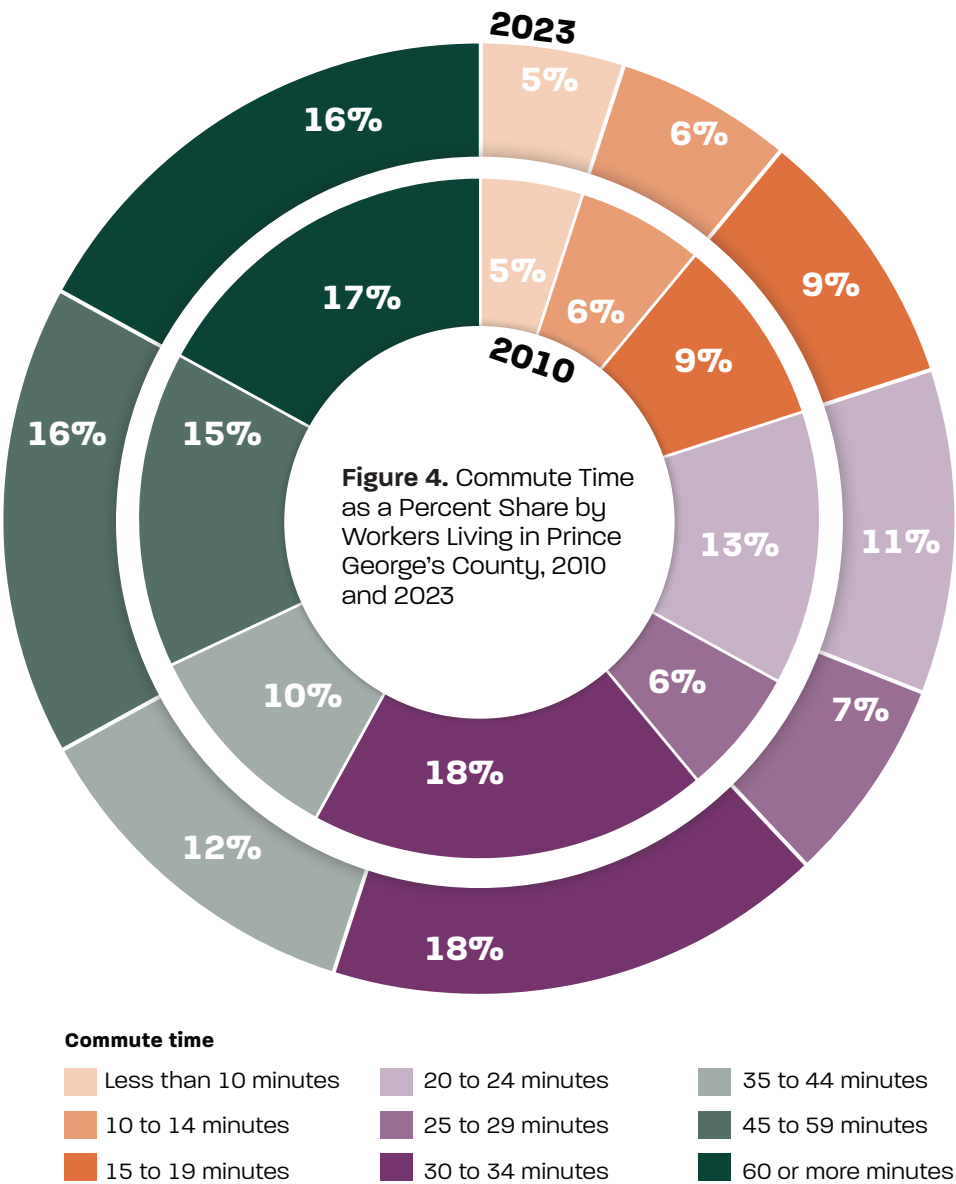
Lengthy Commute to Work

Data on commuting distances provide valuable insights into how workers travel to their jobs within a locale or a region.

The majority of workers living in Prince George's County commuted either within 10 miles or between 10 to 24 miles, with each of those categories accounting for approximately 40 percent of the total, according to Figure 3.

However, there has been a noticeable increase in the number and proportion of workers commuting longer distances. The group commuting 25 to 50 miles has grown by 7,963 workers—a 20.5 percent increase since 2010. Additionally, the number of workers commuting more than 50 miles has risen by 4,171, or 32.6 percent since 2010.

According to Figure 4 and Table 2, most County workers have commuted 30 minutes or more, with public transport having taken the longest time. Car commutes have generally been shorter than other means, while about 10,000 residents in either 2010 and 2023 walk to work—approximately 76 percent of whom have walked for 19 minutes or less.

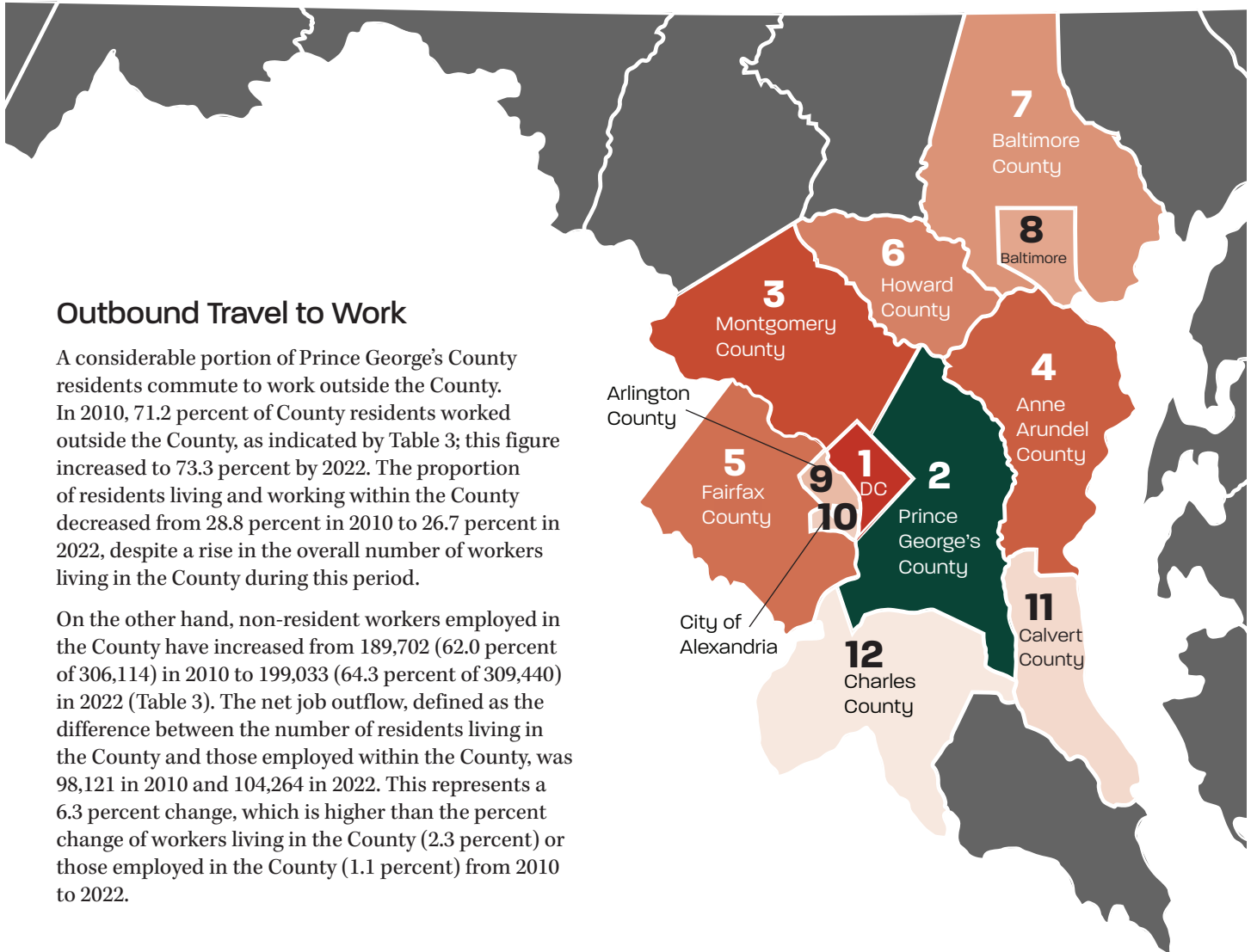


Source: U.S. Census Bureau, American Community Survey (ACS) 5-Year Estimates, 2010 and 2023.



Transportation

Figure 5. Where Prince George's County residents **commute to** work



Outbound Travel to Work

A considerable portion of Prince George's County residents commute to work outside the County. In 2010, 71.2 percent of County residents worked outside the County, as indicated by Table 3; this figure increased to 73.3 percent by 2022. The proportion of residents living and working within the County decreased from 28.8 percent in 2010 to 26.7 percent in 2022, despite a rise in the overall number of workers living in the County during this period.

On the other hand, non-resident workers employed in the County have increased from 189,702 (62.0 percent of 306,114) in 2010 to 199,033 (64.3 percent of 309,440) in 2022 (Table 3). The net job outflow, defined as the difference between the number of residents living in the County and those employed within the County, was 98,121 in 2010 and 104,264 in 2022. This represents a 6.3 percent change, which is higher than the percent change of workers living in the County (2.3 percent) or those employed in the County (1.1 percent) from 2010 to 2022.

Table 3. Inflow and Outflow of Workers Living in Prince George's County, 2010 and 2022

Types of Transportation	2010		2022		Percent Change
	Number	% Share	Number	% Share	
Living in the County	404,235		413,704		2.3%
Living and Employed in the County	116,412	28.8%	110,407	26.7%	-5.2%
Living in the County but Employed Outside	287,823	71.2%	303,297	73.3%	5.4%
Employed in the County	306,114		309,440		1.1%
Employed and Living in the County	116,412	38.0%	110,407	35.7%	-5.2%
Employed in the County but Living Outside	189,702	62.0%	199,033	64.3%	4.9%
Net Job Inflow (+) or Outflow (-)	-98,121		-104,264		6.3%

Source: U.S. Census Bureau, Longitudinal Employer-Household Dynamics, 2010 and 2022. 2023 data are not available.

Figure 6. Where employees **commute from** to work in Prince George's County

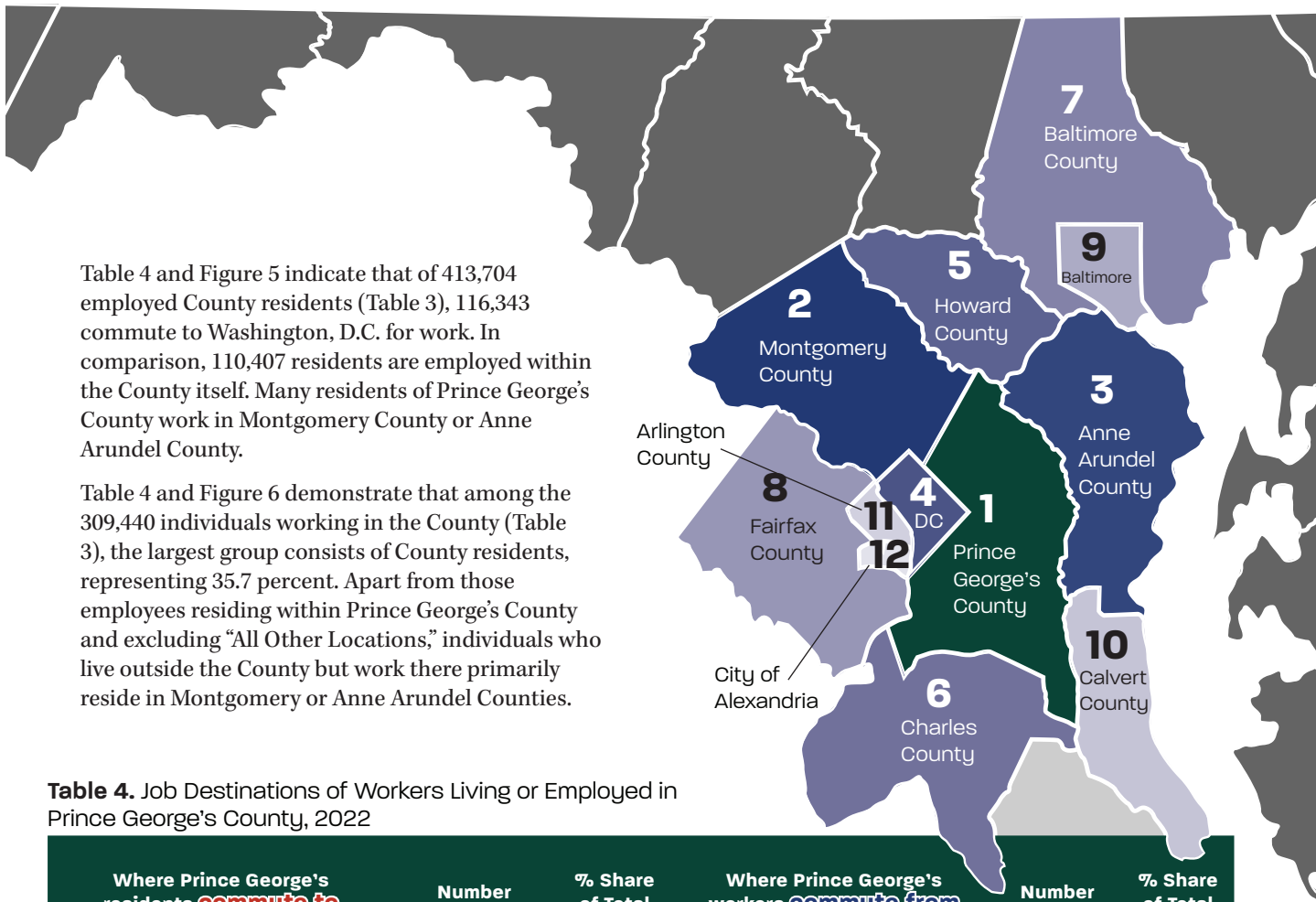


Table 4. Job Destinations of Workers Living or Employed in Prince George's County, 2022

Where Prince George's residents commute to	Number	% Share of Total	Where Prince George's workers commute from	Number	% Share of Total
Alexandria city, VA	6,585	1.6%	Alexandria city, VA	1,984	0.6%
Anne Arundel County, MD	22,720	5.5%	Anne Arundel County, MD	29,050	9.4%
Arlington County, VA	10,893	2.6%	Arlington County, VA	2,969	1.0%
Baltimore city, MD	11,695	2.8%	Baltimore city, MD	8,174	2.6%
Baltimore County, MD	11,905	2.9%	Baltimore County, MD	12,900	4.2%
Calvert County, MD	4,514	1.1%	Calvert County, MD	6,283	2.0%
Charles County, MD	1,207	0.3%	Charles County, MD	13,779	4.5%
District of Columbia (D.C.)	116,343	28.1%	District of Columbia (D.C.)	19,031	6.2%
Fairfax County, VA*	19,562	4.7%	Fairfax County, VA*	9,216	3.0%
Howard County, MD	16,398	4.0%	Howard County, MD	14,673	4.7%
Montgomery County, MD	52,244	12.6%	Montgomery County, MD	35,539	11.5%
Prince George's County, MD**	110,407	26.7%	Prince George's County, MD**	110,407	35.7%
All Other Locations	29,231	7.1%	All Other Locations	45,435	14.7%

Source: U.S. Census Bureau, Longitudinal Employer-Household Dynamics, 2010 and 2022. 2023 data are not available.

* Fairfax County includes Falls Church City and Fairfax City.

** Prince George's County residents who live and work within the County.

Transportation

Disparity in Transit Services

The transit system within Prince George’s County is operated by several agencies:

- Washington Metropolitan Area Transit Authority (WMATA) for Metrobus and Metrorail
- Prince George’s County government for TheBus and Ride On
- Maryland Transit Administration (MTA) for buses and commuter trains (MARC)
- Regional Transportation Agency of Central Maryland for RTA buses

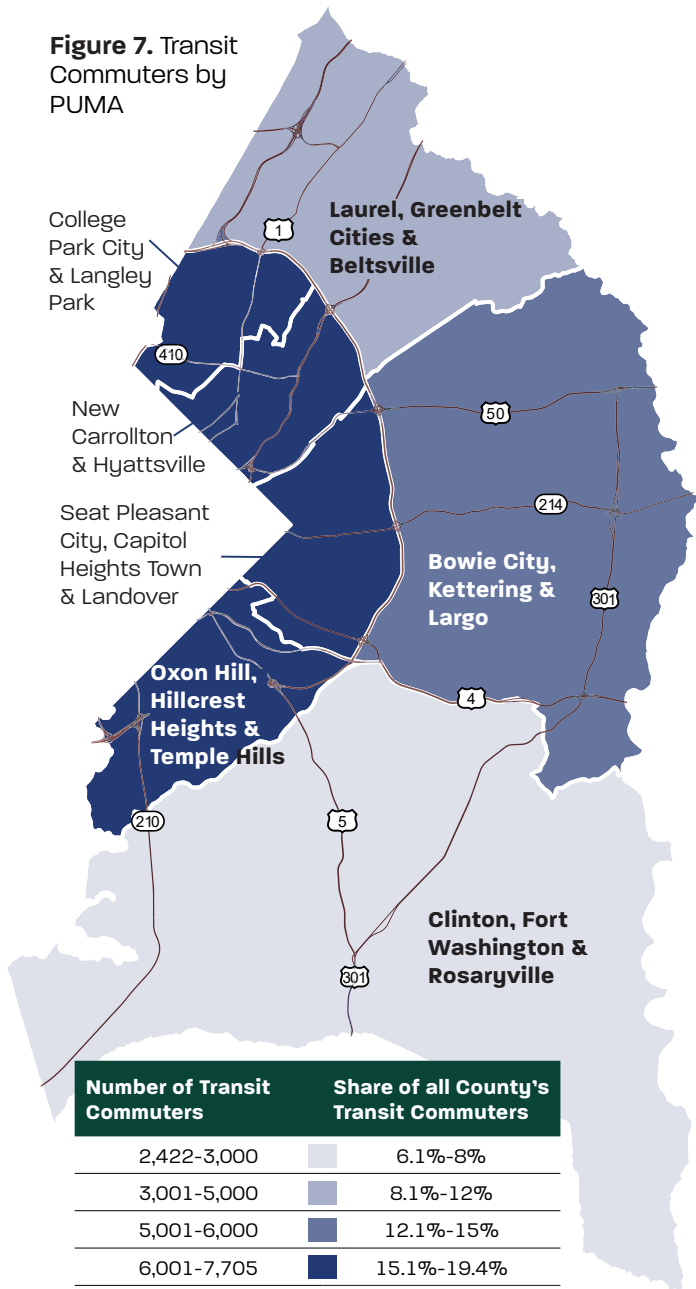
These agencies collectively serve more than 5,000 bus stops and provide rail services at 30 stations (including 15 Metro Stations) in the County.

Transit infrastructure distribution across the County exhibits notable disparities. Certain PUMA areas benefit from extensive access to both bus stops and rail stations, while others, despite high commuter volumes, have limited transit resources. For example, Bowie City, Kettering & Largo has the highest concentration of workers residing in the area—whether employed within or outside the County—yet the proportion of available bus stops or rail stations is considerably lower than in other PUMAs (Table 5). Conversely, Seat Pleasant City, Capitol Heights Town & Landover, along with Oxon Hill, Hillcrest Heights & Temple Hills, possess a substantial number of transit stations; however, the number and percentage of workers living in these areas are significantly less than those found in Bowie City, Kettering & Largo.

The data in Table 5 outlines the distribution of commuters utilizing bus and rail services. Transit demand does not always align with available infrastructure. For instance, Bowie City, Kettering, & Largo has exhibited substantial rail commuter demand but has been served by only one station, while Laurel, Greenbelt Cities, and Beltsville has reported relatively low rail usage despite having four stations. Additionally, College Park City & Langley Park has fewer bus stops than would be expected based on commuter volumes.

Figure 7 shows concentration of transit commuters who have used buses or trains (locomotive or Metrorail) to travel to work. The PUMAs that are fully or partially within the Capital Beltway—College Park City & Langley Park; New Carrollton & Hyattsville; Seat Pleasant City, Capitol Heights Town & Landover; and Oxon Hill, Hillcrest Heights & Temple Hills—have the relatively higher numbers of residents commuting inside or outside the County for work than those in PUMAs beyond the Capital Beltway. Figure 7 indicates that four

Figure 7. Transit Commuters by PUMA



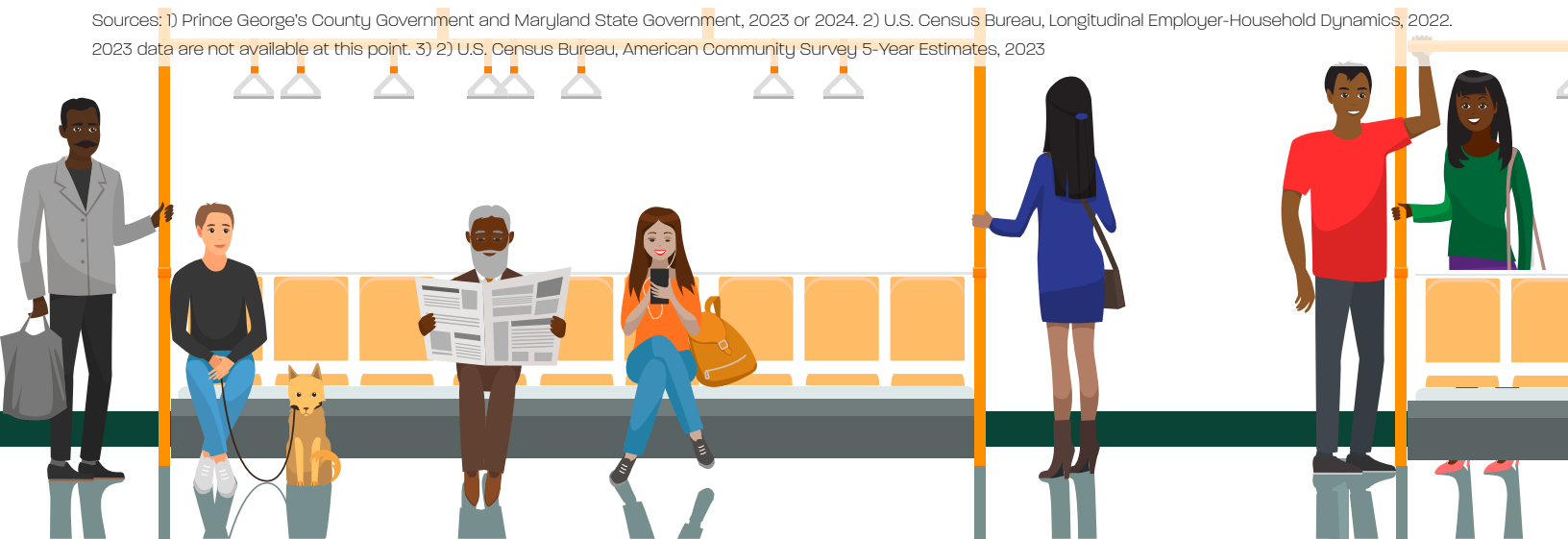
PUMAs within or intersecting the Capital Beltway had a notably high percentage of public transit commuters.

Figure 8 shows a significantly higher concentration of Metrorail stations and lines mainly within the Capital Beltway, ensuring comprehensive transit coverage. Only a single Metro station (Downtown Largo) is located outside the Capital Beltway. The number of bus stations is also considerably lower outside the Capital Beltway. As a result, individuals residing outside the Capital Beltway are more likely to depend on private vehicles for their daily commutes to work than County residents within the Capital Beltway.

Table 5. Bus and Metro Transit Access and Usage by PUMA, 2023

	College Park City & Langley Park	Laurel, Greenbelt Cities & Beltsville	New Carrollton & Hyattsville	Seat Pleasant City, Capitol Heights Town & Landover	Bowie City, Kettering & Largo	Clinton, Fort Washington & Rosaryville	Oxon Hill, Hillcrest Heights & Temple Hills	County Total Workers 16 Years Old and Over
Workers and commuters								
Number of Workers Living in PUMA	39,438	68,812	48,110	52,489	92,605	60,407	51,843	413,704
Percent share of all workers living in County	9.5%	16.6%	11.6%	12.7%	22.4%	14.6%	12.5%	—
Living and Employed in County	2,985	6,711	3,082	3,717	9,765	3,403	3,243	110,407
Residents employed Outside County	36,453	62,101	45,028	48,772	82,840	57,004	48,600	303,297
Total commuters by bus or Metro	7,531	3,281	6,116	7,705	5,613	2,422	7,128	39,796
Share of all County residents who are bus and Metro commuters	18.9%	8.2%	15.4%	19.4%	14.1%	6.1%	17.9%	—
Bus stops and commutes								
Bus Stops	615	654	814	1,001	757	324	918	5,083
Number of bus commuters	4,501	1,214	2,956	3,058	763	476	2,929	15,897
Share of all County residents who are bus commuters	28.3%	7.6%	18.6%	19.2%	4.8%	3.0%	18.4%	—
Rail stations and commutes								
Rail Stations (Include Metro Stations)	7	4	8	6	1	0	4	30
Number of County residents who are Metro commuters	3,030	2,067	3,160	4,647	4,850	1,946	4,199	23,899
Share of all County residents who are Metro commuters	12.7%	8.6%	13.2%	19.4%	20.3%	8.1%	17.6%	—
Total Bus and Rail Stations by PUMA								
Total Stops and Rail Stations	622	658	822	1,007	758	324	922	5,113
Share of County Bus Stops and Rail Stations	12.2%	12.9%	16.1%	19.7%	14.8%	6.3%	18.0%	—

Sources: 1) Prince George's County Government and Maryland State Government, 2023 or 2024. 2) U.S. Census Bureau, Longitudinal Employer-Household Dynamics, 2022. 2023 data are not available at this point. 3) 2) U.S. Census Bureau, American Community Survey 5-Year Estimates, 2023



Transportation

Rebounding Metro Ridership

There are 98 Metro Stations in the Washington, D.C. metropolitan region, operated by the Washington Metropolitan Area Transit Authority (WMATA). Among these, 15 are located in Prince George’s County, with all but Downtown Largo situated within the Capital Beltway. The stations are distributed across five PUMAs, with Cheverly Station on the border of two PUMAs.

Table 6 presents the Average Daily Tapped Entries at the 15 Metro Stations in Prince George’s County. Across all years in this report (2014, 2020, and 2024), the New Carrollton Station has recorded the highest daily entries. Greenbelt, Hyattsville Crossing, Branch Avenue, Southern Avenue, Suitland, and West Hyattsville have also reported relatively high rider numbers.

The COVID-19 pandemic has had a significant impact

on Metro ridership. Table 6 shows that all Metro Stations experienced a substantial drop in ridership between 2014 and 2020, with New Carrollton, Branch Avenue, and Greenbelt Avenue stations being the most affected.

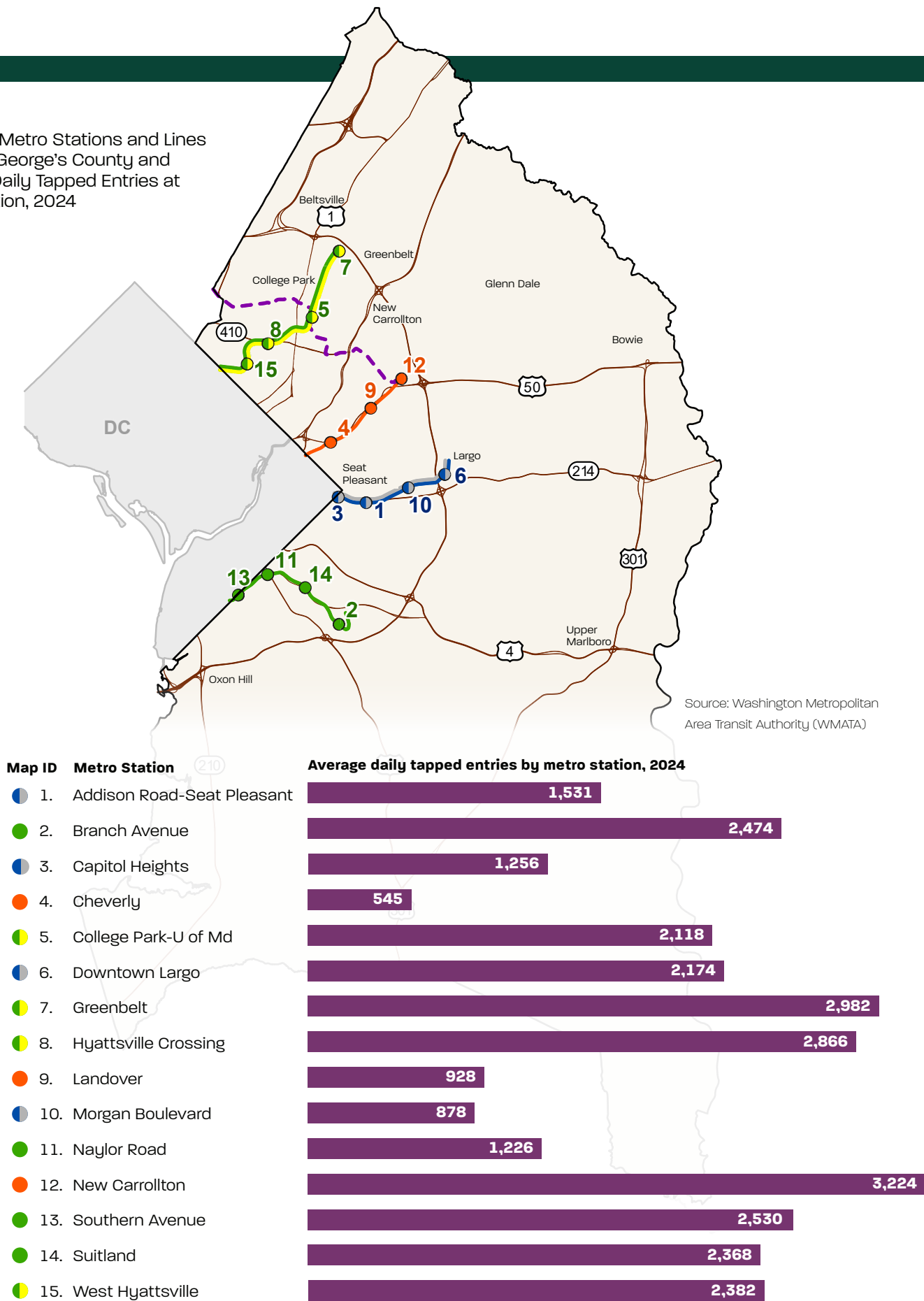
Ridership at all stations has rebounded since the pandemic, but it remains below 2014 levels. Ridership at the College Park–U of Md station experienced a substantial growth rate as the University of Maryland students resumed in-person classes beginning in 2021. Cheverly achieved the second-highest ridership growth rate from 2020 to 2024. Greenbelt, College Park-U of Md, and New Carrollton underwent the most significant increase in ridership between 2020 and 2024. Figure 8 visualizes Average Daily Tapped Entries at each of 15 Metro stations within Prince George’s County in 2024.

Table 6. WMATA Metro Ridership by Metro Station by PUMA, Prince George’s County, 2014, 2020, and 2024

Metro Station	Metro Line	PUMA Name	Average Daily Tapped Entries			Percent Change		
			2014	2020	2024	2014 to 2020	2020 to 2024	2014 to 2024
Addison Road-Seat Pleasant	Blue/Silver	Seat Pleasant City, Capitol Heights Town & Landover	3,178	977	1,531	-69.3%	56.7%	-51.8%
Branch Ave	Green	Oxon Hill, Hillcrest Heights & Temple Hills	6,049	1,445	2,474	-76.1%	71.2%	-59.1%
Capitol Heights	Blue/Silver	Seat Pleasant City, Capitol Heights Town & Landover	1,966	719	1,256	-63.4%	74.7%	-36.1%
Cheverly	Orange	(See notes)*	1,380	279	545	-79.8%	95.3%	-60.5%
College Park-U of Md	Green/Yellow/Purple	New Carrollton & Hyattsville	4,359	859	2,118	-80.3%	146.6%	-51.4%
Downtown Largo	Blue/Silver	Bowie City, Kettering & Largo	4,656	1,187	2,174	-74.5%	83.2%	-53.3%
Greenbelt	Green/Yellow	College Park City & Langley Park	6,116	1,683	2,982	-72.5%	77.2%	-51.2%
Hyattsville Crossing	Green/Yellow	College Park City & Langley Park	4,834	1,732	2,866	-64.2%	65.5%	-40.7%
Landover	Orange	Seat Pleasant City, Capitol Heights Town & Landover	1,932	631	928	-67.3%	47.1%	-52.0%
Morgan Boulevard	Blue/Silver	Seat Pleasant City, Capitol Heights Town & Landover	2,079	532	878	-74.4%	65.0%	-57.8%
Naylor Road	Green	Oxon Hill, Hillcrest Heights & Temple Hills	2,818	819	1,226	-70.9%	49.7%	-56.5%
New Carrollton	Orange	Seat Pleasant City, Capitol Heights Town & Landover	8,381	1,979	3,224	-76.4%	62.9%	-61.5%
Southern Avenue	Green	Oxon Hill, Hillcrest Heights & Temple Hills	4,913	1,592	2,530	-67.6%	58.9%	-48.5%
Suitland	Green	Oxon Hill, Hillcrest Heights & Temple Hills	5,278	1,417	2,368	-73.2%	67.1%	-55.1%
West Hyattsville	Green/Yellow	College Park City & Langley Park	3,712	1,459	2,382	-60.7%	63.3%	-35.8%

Source: Washington Metropolitan Area Transit Authority (WMATA).
* Border of New Carrollton & Hyattsville and Seat Pleasant City, Capitol Heights Town & Landover

Figure 8. Metro Stations and Lines in Prince George's County and Average Daily Tapped Entries at Each Station, 2024



Transportation

Conclusion

In Prince George's County, the way people get to work is changing. Most people still drive alone, but that number has dropped since 2010. More people work from home, and fewer use public transportation like buses and trains than in 2010, although these are still the main options for those who take transit.

More than two-thirds of residents are employed outside the County, primarily in Washington, D.C., with others commuting to Baltimore, neighboring Maryland suburbs, or Northern Virginia. As a result, many individuals experience extended commute times. The majority travel for at least 30 minutes, and those utilizing public transportation generally face the longest durations, whereas automobile commutes are typically more efficient.

Not all parts of the County have good public transit. Areas

inside the Capital Beltway have more bus stops and train stations than those outside it. This means people living farther out often have to drive. Additionally, Metro station use dropped significantly during the COVID-19 pandemic in 2020 but started to bounce back by 2024, especially at stations like College Park–U of Md.

Future transit planning should consider addressing service disparities, expanding coverage outside the Capital Beltway, and supporting flexible mobility to promote sustainable growth and accessibility. Public transit can contribute to sustainable development, economic growth, and improved equity in communities by providing transportation options, lessening dependence on private vehicles, reducing traffic congestion, decreasing greenhouse gas emissions, and facilitating community connections.



Acknowledgments

Lakisha Hull, AICP, LEED AP BD+C, Planning Director

James Hunt, MPA, Deputy Director of Operations

Gwen McCall-Winston, Deputy Director of Administration

Jim Cannistra, C.P., GISP,
Information Management Division Chief

Kui Zhao, AICP, Research Planning Supervisor

Xuedi Yan, Intern II, University of Maryland

William Lescure, GISP, Senior GIS Specialist

Carly Brockinton, Public Affairs & Marketing Specialist II