



May 14, 2026

MEMORANDUM

TO: Prince George's County Planning Board

VIA: James R. Hunt, Acting Planning Director
David Warner, Principal Counsel
Katina Shoulars, Acting Deputy Director of Operations

FROM: Crystal Saunders Hancock, Assistant Chief, Countywide Planning Division
Scott Rowe, AICP, CNU-A, Master Planner, Community Planning Division, Master Plans and Studies Section
Dharm Guruswamy, AICP CTP, ENV SP, PMP, Planner IV, Countywide Planning Division, Transportation Planning Section
Evan Tenenbaum, AICP, Planner III, Countywide Planning Division, Transportation Planning Section

SUBJECT: Go Prince George's: Recommendation to Remand "2025 Preliminary Plan"

The purpose of this memorandum is to recommend the Planning Board **remand** the Go Prince George's "2025 Preliminary Plan" back to the Planning Director for further evaluation pursuant to Section 27-3502(f)(4) of the Zoning Ordinance.

Background

On September 21, 2021, the Prince George's County Council, sitting as the District Council, adopted Council Resolution CR-79-2021, initiating and directing the Planning Department to prepare a new Countywide Master Plan of Transportation for Prince George's County. Up through August of 2024, the Planning Department, its partner agencies, stakeholders, and the public worked closely to evaluate the County's transportation system, identify challenges and opportunities, review the many plans and studies completed since the approval of the 2009 *Approved Countywide Master Plan of Transportation*, and create a holistic, comprehensive plan that uses an accessible, equitable, and transformative multimodal transportation system that helps people and goods access needs and opportunities within and through Prince George's County.

In August 2024, that effort was redirected and the comprehensive transportation plan required by CR-79-2021 to serve as a functional master plan pursuant to Section 27-3502 of the Zoning Ordinance was transformed into a document called the "2025 Go Prince George's Preliminary Plan" (hereafter "2025 Preliminary Plan"). Between January and March 2026, staff undertook a thorough evaluation of the "2025 Go Prince George's Preliminary Plan."

Summary of Findings

During this evaluation, staff identified significant and major substantive deficiencies in the "2025 Preliminary Plan". These deficiencies include, but are not limited to:

Finding 1: The "2025 Preliminary Plan" does not conform to the requirements of Section 27-3502(g)(11) of the Zoning Ordinance, the required findings of the District Council for approval of a Functional Master Plan.

Finding 2: The "2025 Preliminary Plan" does not meet the requirements and expectations of CR-79-2021, the resolution by which the District Council initiated a new Countywide Master Plan of Transportation, both the resolution and the District Council's Approved Goals, Concepts, and Guidelines.

Finding 3: The "2025 Preliminary Plan" contains numerous errors and omissions that require research, analysis, drafting of language and maps, coordination with partner agencies and stakeholders, and community input far beyond the scope or allowable schedule for either an Analysis of Joint Public Hearing Testimony or the District Council Master Plan Amendment process.

To solicit public input on the "2025 Preliminary Plan", on March 24, 2026, the Planning Board and the District Council held a Joint Public Hearing to receive public testimony and feedback. Prior to this Joint Public Hearing, the Planning Department submitted a package of Errata and Technical Corrections into the record for your information. A copy of this package is enclosed for the Planning Board's reference. This package identifies:

- 202 errors and clarifications for which a clear and immediate resolution is available.
- 83 additional errors that could not be resolved prior to the March 24, 2026, Joint Public Hearing.
- 125 substantive errors and clarifications and 25 late insertions into the document for which additional research, interagency coordination, and public engagement is necessary to identify the best possible outcomes for Prince George's County. These errors, clarifications, and insertions may only be corrected or clarified if:
 - The Planning Board amends the plan at its adoption based on testimony on these topics received at the March 24, 2026, Joint Public Hearing.
 - The County Council amends the adopted plan at its approval based on testimony on these topics received at the March 24, 2026, Joint Public Hearing.
 - The County Council introduces the necessary corrections or clarifications and holds another Joint Public Hearing on those amendments.

Staff advises that there is not sufficient time between the close of the public record for the Joint Public Hearing on April 13, 2026 and the 90-day requirement for the Planning Board to act on the plan pursuant to Section 27-3502(f)(4) of the Zoning Ordinance for the Planning Department to sufficiently resolve identified errors and corrections, analyze public hearing testimony, and reproduce a plan document the Department can recommend the Planning Board adopt.

Staff Analysis

Staff analyzed the "2025 Preliminary Plan" and identified the following major substantive deficiencies:

Failure to Conform to the Zoning Ordinance

Orderly, Comprehensive Planning

The "2025 Preliminary Plan" does not "conform to the principles of orderly, comprehensive land use planning" as required by Section 27-3502(g)(11) of the Zoning Ordinance. Ways in which this document fails to meet these requirements include, but are not limited to, the following:

- 1) As described in the Planning Department's March 24, 2026, letter to the District Council, a document with 453 documented errors, including fundamental errors as identified in Attachment C of the letter, reflects the opposite of an orderly and comprehensive planning effort. Many of the errors identified by staff during its evaluation are errors of internal consistency, factual errors, and references to material that was prepared during the three-year process to develop a Staff Draft of Go Prince George's but were omitted from the "2025 Preliminary Plan."
- 2) The deletion or relocation of hundreds of recommendations that resulted from a comprehensive, collaborative, and inclusive multi-year planning process and the simultaneous inclusion of recommendations that did not come out of that process conflicts with the requirement to conduct an orderly and comprehensive planning effort.
- 3) The absence of any prioritization recommendations, criteria, or policies leaves a reader to interpret, based on their own intuition, rather than an approved County policy document, how to prioritize implementation of the plan's recommendations. This also conflicts with the requirement to conduct an orderly and comprehensive planning effort.

The sheer number of topics that are not addressed by the "2025 Preliminary Plan" speaks to its lack of comprehensiveness. See "Critical Errors Requiring Substantive Amendments", #8 below for a list of topics not addressed by this document.

Staff cannot recommend the Planning Board adopt a plan with these deficiencies, and these deficiencies cannot be resolved between now and the legislative deadline of July 12, 2026, for the Planning Board to adopt the "2025 Preliminary Plan".

Protecting Public Health, Safety, and Welfare

The "2025 Preliminary Plan" does not contain sufficient information for the County Council to "consider all factors relevant to protecting the health, safety, and welfare of the citizens of the County" as required by Section 27-3502(g)(11) of the Zoning Ordinance. Ways in which this document fails to meet these requirements include, but are not limited to, the following:

- 1) The "2025 Preliminary Plan" omitted an entire Safety Element developed over the three-year process to prepare a Staff Draft Plan, containing many recommendations on how to increase the safety of the transportation system, including policy, operational, and infrastructural improvements.
- 2) The plan omitted specific recommendations developed over the three-year process to prepare a Staff Draft Plan intended to connect Prince Georgians to health care and healthy food.
- 3) The plan omitted specific recommendations developed over the three-year process to prepare a Staff Draft Plan intended to improve the safety of children traveling to school.
- 4) The plan omitted specific recommendations developed over the three-year process to prepare a Staff Draft Plan intended to mitigate congestion and reduce the negative public health impacts of vehicle emissions.

These omissions and deletions are prima facie evidence that the District Council would not be able to "consider all factors relevant to protecting the health, safety, and welfare of the citizens of the County". Staff cannot recommend the Planning Board adopt a plan with these deficiencies, especially given that staff, stakeholders, and the public know these deficiencies exist. These deficiencies cannot be resolved between now and the legislative deadline of July 12, 2026, for the Planning Board to adopt the "2025 Preliminary Plan".

Failure to Conform to the County Council's Direction in CR-79-2021

Council Resolution CR-79-2021 initiated this effort to prepare a new Countywide Master Plan of Transportation. The "2025 Preliminary Plan" does not meet the County Council's direction as expressed in CR-79-2021 for reasons that include, but may not be limited to, the following:

Requirements of CR-79-2021: Resolution of Initiation

The "2025 Preliminary Plan" does not meet the County Council's direction as expressed in CR-79-2021 that the new Countywide Master Plan of Transportation will:

- 1) "Implement the recommendations of *Plan Prince George's 2035 General Plan* ('Plan 2035'), the County's comprehensive plan for growth and development..."

- a) Strategy TM1.1 of Plan 2035 states: "Design all capital road improvements and streetscape enhancements and all new development in the Regional Transit Districts, the Innovation Corridor, and Local Centers, to improve multimodal travel for pedestrians, cyclists, transit, and other alternatives to the automobile." Recommendations on how to achieve this in the Innovation Corridor, including mapping the Innovation Corridor pursuant to Strategy PA2.1, were omitted from the "2025 Preliminary Plan."¹²
- b) Strategy TM1.3 of Plan 2035 states "Starting in 2019, update the 2009 *Approved Countywide Master Plan of Transportation* to reflect the investment priorities of Plan 2035, especially as the related to prioritizing transportation investment at designated centers and discouraging new infrastructure in...Rural and Agricultural Areas."³ Recommendations for project and policy prioritization, as directed in Plan 2035, were evaluated during the three-year process to develop a Staff Draft of Go Prince George's but were omitted from the "2025 Preliminary Plan."
- c) Strategy TM1.6 of Plan 2035 states "Where feasible and practical, require physical connections—such as trail connections, bus-only streets, and roads—within new and between new and existing developments in our Established Communities, while making adequate provisions for the mitigation of privacy, noise, and cut through traffic concerns."⁴ Strategies for implementing this policy, including specific connections and mitigation measures, were evaluated during the three-year process to develop a Staff Draft of Go Prince George's but were omitted from or were not specified in the "2025 Preliminary Plan."
- d) Strategy TM1.9 of Plan 2035 states "Support innovative and flexible transportation and traffic management in designated Regional Transit Districts, Local Centers, and Employment Areas."⁵ Despite spending three years and over \$1 million on a master plan of transportation, the "2025 Preliminary Plan" contains no recommendations in support of this strategy. An entire plan element dedicated to Transportation Demand Management and Intelligent Transportation Systems was prepared during three-year process to develop a Staff Draft of Go Prince George's but was omitted from the "2025 Preliminary Plan".

¹ Plan 2035, page 152.

² Strategy PA2.1 (page 257) recommends "Define the boundaries of, and develop an implementation plan for, the Innovation Corridor to identify...specific investments required to meet the needs of the County's premier regional employment area."

³ Plan 2035, page 152.

⁴ Plan 2035, page 153.

⁵ Plan 2035, page 153.

- e) Strategy TM2.2 of Plan 2035 states "Identify new transitway corridors that will support the Plan 2035 development priorities and amend the *Master Plan of Transportation* Transit Element to include the updated corridors."⁶ New transitway corridors were identified in area master, sector, and transit district development plans approved since 2009, as well as in Plan 2035. These are in addition to the transit corridors identified in the 2009 *Approved Countywide Master Plan of Transportation*. These corridors were thoroughly evaluated, carried forward, and expanded upon, and new corridors identified for future study, during the three-year process to develop a Staff Draft of Go Prince George's but were omitted from or were not specified in the "2025 Preliminary Plan". These omissions effectively delete all of the County's planned transit improvements, except for several short- and mid-term corridors identified in the Department of Public Works and Transportation's 2025 *Transit Vision Plan*.
- f) Strategy TM3.2 of Plan 2035 states "Evaluate the LOS standards for all modes in Regional Transit Districts to determine appropriate levels of service."⁷ This was a primary reason for initiating a new Countywide Master Plan of Transportation and a critical element of staff and consultant efforts since 2021. New levels-of-service standards were created for the entire County during the three-year process to develop a Staff Draft of Go Prince George's but were omitted from the "2025 Preliminary Plan", aside from one context-free map in Section I identifying the location of new Transportation Service Areas. See "Critical Errors Requiring Substantive Amendments" below.
- g) Strategy TM5.3 of Plan 2035 states "Prioritize pedestrian safety and mobility improvements that have been identified in completed implementation plans and studies prepared by the Planning Department and DPW&T. Identify a comprehensive funding strategy to construct priority projects."⁸ Numerous pedestrian safety and mobility improvements identified in prior plans and studies were included in the in-progress Staff Draft of Go Prince George's, along with new safety and mobility improvements, but were omitted from the "2025 Preliminary Plan".
- h) Additional recommendations addressing Plan 2035 policies and strategies regarding, among other things, improving the pedestrian experience, increasing multimodality, and placemaking in the public realm, including those strategies carried forward from plans and studies, were prepared during the three-year process to develop a Staff Draft of Go Prince George's but were omitted from the "2025 Preliminary Plan".

⁶ Plan 2035, page 154.

⁷ Plan 2035, page 155.

⁸ Plan 2035, page 158.

- 2) "Create the County's policies for sustainable, equitable, and activity supportive transportation within the county";
 - a) An entire section on Equity, including recommendations on how transportation investments should be targeted to reduce inequitable access and mobility throughout the County, prepared during the three-year process to develop a Staff Draft of Go Prince George's but were omitted from the "2025 Preliminary Plan".
 - b) Recommendations describing how to implement the transportation-related recommendations of the County's 2023 *Climate Action Plan* and 2023 *Hazard Mitigation Plan* were prepared during the three-year process to develop a Staff Draft of Go Prince George's but were omitted from the "2025 Preliminary Plan".
- 3) "Will make transportation recommendations that will support and be informed by the County's adopted 2018 Zoning Ordinance upon its effective date;"
 - a) The "2025 Preliminary Plan" does not reference the numerous transportation-related requirements of the Zoning Ordinance, nor does it include a policy basis for many of these requirements, nor does it identify needed amendments to the Zoning Ordinance to reflect best practices.
 - b) The omission of Traffic Adequacy Standards from the "2025 Preliminary Plan" is particularly egregious, as the maximum densities permissible under the Transit-Oriented/Activity Center, Commercial, and Residential-Multifamily Base and Planned Development Zones are not achievable under the Plan 2035-directed Traffic Adequacy Standards. This disconnect substantially impairs the implementation of Plan 2035 and was intended to be resolved pursuant to this planning effort.

Requirements of CR-79-2021: Approved Goals, Concepts, and Guidelines

- 1) The "2025 Preliminary Plan" does not sufficiently address the Goals, Concepts, and Guidelines approved by the County Council, sitting as the District Council, through their adoption of CR-79-2021, specifically not addressing the approved Project Goals of:
 - a) "...work[ing] with the community, stakeholders, elected officials, and other interested parties to create a vision for the future of the county that meets the needs of local residents while also advancing countywide transportation goals." [emphasis added]
 - b) "...implement[ing] Plan 2035 by setting goals, developing policies, and identifying specific, realistic, and achievable strategies and actions that bring the vision to fruition. [emphasis added]

Hundreds of location- and topic-specific recommendations, including those carried forward from prior plans and studies, were omitted from this document. The remaining recommendations are too broad and general to "meet the needs of local residents." Most of the policies and strategies contained within the "2025 Preliminary Plan" are too general, broad, and not specific enough to Prince George's County to be "specific, realistic, and achievable." As identified in the Planning Department's March 24, 2026, letter to the District Council, many of the policies and strategies in the "2025 Preliminary Plan" lack so much context, accuracy, and/or details as to be actual errors. Specific additional examples of how this plan fails to achieve the District Council's Approved Project Goals are contained within the referenced March 24, 2026, letter.

- 2) The "2025 Preliminary Plan" does not address the Approved Concepts the County Council directed the Planning Department to address, particularly:
 - a) "Ensure that countywide transportation improvements are integrated with and support the Plan 2035 vision and land use pattern." See comments above.
 - b) "Expand and improve transit service, particularly on routes connecting Downtowns, the Innovation Corridor, and Regional Transit Districts in order to maximize the economic development potential and synergies between these areas." Almost all transit service recommendations crafted over the three-year plan development period were arbitrarily deleted.
 - c) "Improve overall safety levels within the County's transportation network." See comments above.
 - d) "Pursue a range of transportation facility and systems funding sources and strategies to maintain and enhance the existing transportation network in order to encourage the safe and efficient mobility of all persons." Nearly all recommendations dealing with transportation funding and road pricing strategies, including an entire section on Implementation, prepared during the three-year process to develop a Staff Draft of Go Prince George's but were omitted from the "2025 Preliminary Plan."
 - e) "Ensure there are countywide transportation goals that are integrated with and support the County's Climate Action Plan and/or its blueprints, including the promotion of the use of low-carbon transportation methods countywide to improve air quality and traffic congestion." See prior comment.
 - f) "Public investment that supports innovative infrastructure systems should be targeted at Downtowns and Activity Centers." Downtown and Activity Center-specific implementation recommendations prepared during the three-year process to develop a Staff Draft of Go Prince George's but were omitted from the "2025 Preliminary Plan".
 - g) "Improve mobility options for targeted population groups, particularly our elderly, mentally and physically disabled, and low-income households, in suburban and rural areas not served on a regular basis by transit." All recommendations targeted at these population groups were omitted from the plan.

These omissions and deletions are prima facie evidence that the "2025 Preliminary Plan" does not meet the requirements of CR-79-2021. The Planning Department has not met its obligations under CR-79-2021 and should not recommend adoption of a Staff Draft Plan until it meets the requirements under which it was initiated. Staff cannot recommend the Planning Board adopt a plan with these deficiencies, especially given that staff, stakeholders, and the public know these deficiencies exist. These deficiencies cannot be resolved between now and the legislative deadline of July 12, 2026, for the Planning Board to adopt the "2025 Preliminary Plan".

Critical Errors Requiring Substantive Amendments

The "2025 Preliminary Plan" contains fatal flaws that warrant substantive correction. These critical errors involve:

- 1) Major issues, challenges, and opportunities facing the Prince George's County transportation system;
- 2) Issues identified by staff in the scoping of this project in 2020;
- 3) Issues identified during internal review of the first internal review draft in 2022;
- 4) Issues identified by staff to the Prince George's County Council, sitting as the Committee of the Whole, on May 30, 2023, and/or to individual County Councilmembers; and/or to stakeholders, partner agencies, and the public.

Staff advises that several of these issues are best addressed thorough collaboration and consideration by partner agencies, stakeholders, and the public, which is not possible through the current legislative schedule. Staff also advise that insufficient time exists between now and the legislative deadline of July 12, 2026, to resolve these critical errors *and* analyze testimony received at the March 24, 2026, joint public hearing. The most critical errors are:

- 1) Recommended revisions to the County's Traffic Adequacy Standards were prepared during the three-year process to develop a Staff Draft of Go Prince George's but omitted from the "2025 Preliminary Plan."^{9 10}
- 2) Six master plan rights-of-way were inadvertently omitted from the plan, including a long-planned grade-separated interchange at MD 5 (Branch Avenue) and Surratts Road.

⁹ Staff made material statements to the County Council, sitting as the Committee of the Whole, on May 30, 2023, that a one-year extension of the Staff Draft Plan preparation period was necessary, in large part, to address this issue. Staff made numerous representations to individual Councilmembers, the public, partner agencies, and stakeholders that new adequacy standards would be a part of the "2025 Preliminary Plan". The "2025 Preliminary Plan", which has no standards, also will replace the Transportation and Mobility Element of Plan 2035, which contains outdated Traffic Adequacy Standards that in themselves conflict with the Subdivision Regulations.

¹⁰ Verbal testimony was received at the March 24, 2026, Joint Public Hearing critical of the omission of new vehicular LOS standards, consistent with staff's observation.

- 3) A map and text delineating the Southern Maryland Rapid Transit (SMRT) Corridor, and other recommendations for this project, were prepared during the three-year process to develop a Staff Draft of Go Prince George's but were omitted from the "2025 Preliminary Plan" and omitted.^{11 12}
- 4) The "2025 Preliminary Plan" does not contain project prioritization criteria, guidance, or recommendations.^{13 14}
- 5) The "2025 Preliminary Plan" de-designates, by omission, all of the County's Scenic and Historic Roads.
- 6) Analysis and alternatives for the potential upgrade of US 301 (F-10) through Prince George's County was a focus of the three-year process to develop a Staff Draft of Go Prince George's but all recommendations were omitted from the "2025 Preliminary Plan".
- 7) High Capacity Transit (HCT) and Bus Rapid Transit (BRT) recommendations were carried forward from the 2009 *Approved Countywide Master Plan of Transportation* and subsequent area master, sector, and transit district development plans, and/or identified through the independent analysis conducted as part of Go Prince George's, through the three-year process to develop a Staff Draft of Go Prince George's but were omitted from the "2025 Preliminary Plan".¹⁵
- 8) The "2025 Preliminary Plan" does not include specific elements or recommendations on the following important transportation and mobility topics evaluated, discussed, and considered during the three-year process to prepare a Staff Draft Master Plan of Transportation pursuant to CR-79-2021:
 - Traveler and system safety
 - Equitable investment, especially to underserved populations
 - Investments to support the County's land use goals
 - Placemaking and the public realm, including specific locations for new public spaces
 - Implementing Complete and Green Streets
 - Implementing a County Bikeways Network
 - Addressing Interstate and Regional Traffic
 - Designating Scenic and Historic Roads

¹¹ This inhibits the ability for the Maryland Department of Transportation Maryland Transit Administration (MTA) to get dedication or reservation of land and/or construction of needed infrastructure for this project through future Preliminary Plans of Subdivision.

¹² Verbal testimony was received at the March 24, 2026, Joint Public Hearing critical of the omission of SMRT, consistent with staff's observation.

¹³ Decisionmakers and agencies will not be able to use this document to determine which projects they should prioritize.

¹⁴ Verbal testimony was received at the March 24, 2026, Joint Public Hearing critical of the omission of prioritization recommendations, consistent with staff's observation.

¹⁵ This creates the same challenges for these corridors that SMRT faces: currently, the Planning Board can require an applicant to dedicate, reserve, or construct something to implement these projects. Under this document, they would no longer be able to do this. Also, this project includes corridors beyond the mid-range focus of the 2025 *Transit Vision Plan*; the "2025 Preliminary Plan" omits long-term transit projects determined by this and prior efforts to be critical to implementing the County's General Plan and effectively deletes those transit projects identified in Plan 2035.

- Increasing Access to County Destinations
- Transportation Demand Management
- Congestion Mitigation
- Greenhouse Gas Emissions Reductions¹⁶
- Stormwater Management Impacts of Transportation Facilities
- Intelligent Transportation Systems
- Road Pricing and Infrastructure Financing¹⁷
- Parking and Curbside Management, including provision and regulation of on-street parking.
- Wayfinding

¹⁶ Verbal testimony was received at the March 24, 2026, Joint Public Hearing critical of the omission of recommendations to achieve the stated goal of reducing greenhouse gas emissions from the transportation sector, consistent with staff's observation.

¹⁷ Verbal testimony was received at the March 24, 2026, Joint Public Hearing critical of the omission of recommendations on how to pay for new transportation infrastructure and services, consistent with staff's observation.

Additional Deficiencies

With any living master plan, the language and maps adopted by the Planning Board and approved by the District Council will require staff, stakeholders, and decisionmakers that did not participate in this process to interpret and understand the context and intent of the plan's recommendations. This is extremely challenging considering nearly all accurate contextual information that underlie the plan's recommendations drafted during the three-year process to prepare a Staff Draft Master Plan of Transportation authorized by CR-79-2021 was deleted from the "2025 Preliminary Plan" prior to its release. Critical information that helps a reader understand the plan and the complexities of the County's transportation system was omitted.

Additional details demonstrating how the "2025 Preliminary Plan" fails to meet these requirements may be found in the Planning Department's March 24, 2026, letter to County Council Chair Krystal Oriadha and its attachments. Staff identified 83 errors and clarifications in this document that require additional time for the appropriate corrective action. Staff identified 150 errors and omissions that can only be addressed through public testimony, District Council amendment, or remand.

Joint Public Hearing Testimony

The District Council and Planning Board received 59 exhibits of testimony and heard from 15 speakers at its March 24, 2026, Joint Public Hearing testimony. Staff advises that the topics raised in verbal testimony at the hearing alone warrant additional research, analysis, and interagency coordination beyond the schedule allotted by Section 27-3502(f) of the Zoning Ordinance for the Planning Board to act on this plan.

If this plan is remanded to staff, the testimony received at the Joint Public Hearing will be evaluated and revisions to address that testimony considered for incorporation in a Staff Draft of Go Prince George's, the Countywide Master Plan of Transportation. Staff aims to produce a Staff Draft for the Planning Board's permission to print and release to the public in the Winter of 2027.

RECOMMENDATION

REMAND the Go Prince George's "2025 Preliminary Plan" to the Planning Department for further evaluation.

Enclosures:

- 1) [Go Prince George's "2025 Preliminary Plan"](#) (Electronic)
- 2) [March 24, 2026, Letter from James R. Hunt, MPA, Acting Planning Director, to the Honorable Krystal Oriadha, Chair, Prince George's County Council](#) and associated attachments:
 - a. [Attachment A](#)
 - b. [Attachment B](#)
 - c. [Attachment C](#)