



Approved
**Countywide Master Plan
of Transportation**
November 2009

**The Maryland-National Capital Park and Planning Commission
Prince George's County Planning Department
14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
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Abstract

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ABSTRACT: *The Approved Countywide Master Plan of Transportation* updates the earlier Prince George's County Master Plan of Transportation, which was approved in 1982 and has since been updated by the transportation recommendations in 34 master and sector plans that have been adopted and approved since 1982. The plan was developed with the assistance of the citizens of Prince George's County; elected officials; and state, regional and local government agencies. The plan's goals, policies, and strategies seek to ensure an efficient multimodal transportation infrastructure in the county that accommodates the needs of all user groups. Amendments of this plan by future master and sector plans will be reflected on the Countywide Master Plan of Transportation web page at www.mncppc.org/county/Transportation_MP/.

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Foreword

The Prince George’s County Planning Board is pleased to make available the Approved Countywide Master Plan of Transportation. The plan is also available on the internet at: http://www.pgplanning.org/Projects/Completed_Projects/Approved_Countywide_Master_Plan_of_Transportation.htm. Policy guidance for this plan came from the 2002 *Prince George’s County Approved General Plan*. The goals, concepts and guidelines, which outlined the major issues, were presented to the Planning Board in May 2007 and the County Council in September 2007. The public participation process has included focus groups held in November 2007, public workshops conducted in March and April 2008, and a wrap-up open house held in July 2008.

This plan provides goals, policies, and strategies for the trails, fixed guideway transit, and street, road, and highway components of the county transportation network. Other recommendations in the plan concern policy guidance for interagency and interjurisdictional coordination to solve the strategic transportation planning problems identified in the plan, such as transportation funding innovations, integrated transportation and land use planning, transit-oriented development, concurrency and adequate public facility strategies, and corridor congestion management, and to develop a process for updating the *Approved Countywide Master Plan of Transportation* as future master plans are approved with transportation recommendations that revise or otherwise amend those recommendations contained in this plan.

A joint Prince George’s County Planning Board and Prince George’s County District Council public hearing was held on the *Preliminary Countywide Master Plan of Transportation* on February 3, 2009, to solicit comments from citizens, property owners, and other concerned stakeholders. Staff then prepared a digest of the testimony and exhibits received at the public hearing or submitted before the public hearing record was closed. Prince George’s County Planning Board Resolution No. 9-61 adopted the *Preliminary Countywide Master Plan of Transportation* and transmitted it to the Prince George’s County Council. The Prince George’s County Council, sitting as the District Council, authorized a second joint public hearing, which was held on October 26, 2009. Council Resolution CR-89-2009 approved the *Countywide Master Plan of Transportation* with 38 amendments on November 17, 2009.

This *Approved Countywide Master Plan of Transportation* is intended to complement the on-going *Envision Prince George’s* Initiative. This effort engages a broad cross-section of county residents, investors, and other stakeholders to develop a shared vision for the county’s future direction and growth, a process that the countywide transportation network recommended in this plan is intended to further. We invite you to continue to engage with the *Envision Prince George’s* initiative by visiting the web site at www.mncppc.org/Envision.

Sincerely,



Samuel J. Parker, Jr., AICP
Chairman
Prince George’s County Planning Board



Chapter I: Executive Summary

The *Countywide Master Plan of Transportation* (MPOT) for Prince George's County is the functional master plan that addresses the strategic transportation issues for all modes in Prince George's County. At a time when the Washington metropolitan region is ranked in a tie for the second-most congested area in the country, there is a great need to reiterate the commitment to implementing strategies for reducing congestion, to incorporate amendments from other county master plans, and to acknowledge changes to the county transportation network itself. It is important that the transportation system provide quality accessibility and mobility—and be clearly perceived to be doing so—for county residents and workers and that the system attract development in a way that demonstrates environmental stewardship.

Updating the *Countywide Master Plan of Transportation* is one of the major implementation strategies identified in the 2002 *Prince George's County Approved General Plan*, which contains a chapter on transportation systems.

The previous Master Plan of Transportation is 27 years old. Since it was approved in 1982, it has been amended by 31 subsequently approved master plans in Prince George's County. This updated *Countywide Master Plan of Transportation* incorporates all previous amendments into one document. It takes into account and reconciles area master plan transportation recommendations where necessary and provides the more detailed recommendations for a transportation network that will support the *Prince George's County Approved General Plan*.

Chapter II: Introduction and Background covers MPOT preparation, including the major changes in the county and regional transportation systems that make it timely and appropriate to update the plan. The introduction gives a brief description of comments received from the MPOT public workshops and open house.

Chapter III: The General Plan Context describes the policy geography—the tiers, centers, and corridors—with guidance from that plan and relates the strategic growth and development vision for Prince George's County to the need for a balance between transportation and land use.

The next three chapters describe the three transportation—or modal—elements in the General Plan:

Chapter IV: Trails, Bikeways, and Pedestrian Mobility updates the 1975 *Adopted and Approved Countywide Trails Plan for Prince George's County, Maryland* and the 1985 *Equestrian Addendum to the Countywide Trails Plan*.

Chapter V: Transit provides a strategic framework for countywide, as well as state, transit policies, such as the *Maryland Comprehensive Transit Plan* (MCTP), the *MARC Growth and Investment Plan*, and the *Prince George's County Five-Year Transit Service and Operations Plan*.

Chapter VI: Streets, Roads, and Highways updates the highway recommendations made by current master plans to reflect the General Plan's preferred development pattern and the updated county transportation policies recommended in the General Plan.

Each modal element recommends strategic policy and guidance to the county, local, regional, and state transportation agencies on the types and locations of transportation facilities and services needed to carry out the goals and policies of the General Plan.

Chapter VII: Strategic Transportation Policy and Plan Implementation focuses on land use, capital programming and funding, transit-oriented development (TOD), the need for comprehensive follow-on master plan coordination among agencies, concurrency between development and the transportation infrastructure needed to support it, transportation demand, and interjurisdictional corridor congestion management. It includes criteria for transit-supportive land uses and outlines a procedure for reconciling the *Countywide Master Plan of Transportation* with future transportation master and sector plans.

A technical bulletin is available under separate cover.



Chapter II: Introduction and Background

Purpose of the Plan

The *Prince George's County Approved General Plan* recommended that an updated countywide master plan of transportation be prepared as a functional master plan to support and supplement the desired development pattern in the General Plan.

The General Plan's Transportation Systems Element contains three policies:

Policy 1: Provide for a transportation system that supports the General Plan development pattern.

Policy 2: Capitalize fully on the economic development and community revitalization potential of circumferential transit (Purple Line) alignments within and through Prince George's County.

Policy 3: Ensure that the countywide transportation system is planned and integrated with land use to achieve county growth and development goals.

Updating the *Countywide Master Plan of Transportation* was itself identified as a strategy for implementing Policy 1 above. As a functional master plan, it is concerned with how transportation supports the county's development pattern by guiding public and private resources to transportation policies, programs, facilities, and services that will help attain the goals and concepts in the General Plan. It functions as a plan for transportation facilities, systems, and services for the public. It is a policy guide for elected officials and serves as project guidance for the planning agencies that use it. The plan provides development review and policy guidance for the Planning Board, the County Council, and The Maryland-National

Capital Park and Planning Commission (M-NCPPC) staff, operating agencies such as the Department of Public Works and Transportation (DPW&T) and the Maryland Department of Transportation (MDOT), and is a "road map" for developers.

The purpose of the updated *Countywide Master Plan of Transportation* is to:

- A. Improve the transportation network in order to reduce congestion and vehicle miles traveled.
- B. Incorporate and reconcile the transportation recommendations of the 31 master plans approved since 1982 into one complete and up-to-date document.
- C. Provide strategic transportation, particularly transit, guidance that reflects the major changes that have occurred since 1982, such as:
 1. Completion of the Metrorail system.
 2. The first Metrorail expansion, the Blue Line extension from Addison Road to Largo Town Center.
 3. The replacement of the Woodrow Wilson Bridge, providing opportunities for cross-river fixed guideway transit between northern Virginia and Prince George's County.
 4. The construction of the Ritchie-Marlboro and Arena Drive interchanges on the Capital Beltway (I-95/I-495).
 5. The deletion of A-44 from the Prince George's County highway network.
 6. The commencement of the MDOT project planning for the Purple Line circumferential transit system.

Consistency with Other Plans and Legislation

The updated *Countywide Master Plan of Transportation* (MPOT) recommends a single, integrated transportation network for Prince George’s County that reflects the goals and policies of both the 2002 *Prince George’s County Approved General Plan* and subsequent master plans. In addition, the MPOT seeks to reflect and be consistent with existing state, regional, and local plans and programs, as well as legislation, including the following:

PROGRAMS

Consolidated Transportation Program

The Consolidated Transportation Program (CTP) is MDOT’s six-year capital improvement program that includes detailed descriptions of transportation projects throughout the state. MPOT emphasizes enhancing and preserving the existing transportation system investment, as well as expanding travel mode choices.

Statewide Transportation Improvement Program

Under federal transportation planning regulations, the Statewide Transportation Improvement Program (STIP) is a five-year financially constrained program of regionally significant transportation projects in the State of Maryland supported by state and federal funds. It includes all important federally funded transportation projects that encompass Maryland’s surface transportation system, including all projects of regional significance that are listed in a metropolitan transportation improvement program, but that do not receive federal funds. Through coordination with the metropolitan planning organizations (MPOs), MDOT incorporates the transportation priorities of the Transportation Planning Board (TPB), the MPO for the Washington region.

PLANS

Maryland Comprehensive Transit Plan

The *Maryland Comprehensive Transit Plan* (MCTP) is Maryland’s long-range plan for increasing the use of transit facilities and services that provide access in all parts of the state through the year 2020. It addresses the challenge of implementing, through a cooperative process, improvements to the existing transit system that will accommodate the growth in population, jobs, and households. The

transit recommendations of the MPOT also emphasize an increased transit mode share, as well as improvements to and expansion of the transit system, with transit-oriented development and marketing of transit as useful tools.

MARC Growth and Investment Plan

The *MARC Growth and Investment Plan* describes the benefits of growing and investing in commuter rail service in Maryland and the objectives this effort would expect to achieve. With MARC ridership currently exceeding peak-period system capacity, the plan includes schedules for phasing-in improvements to the commuter rail system. Consistent with the MARC plan, Prince George’s County seeks to reduce the need for highway expansion by increasing commuter rail ridership within the county.

State of Maryland Base Realignment and Closure Action Plan

The *State of Maryland Base Realignment and Closure (BRAC) Action Plan* describes how Maryland state agencies will work with the BRAC Commission to relocate approximately 26,800 jobs to five military installations in Maryland, including Andrews Air Force Base (AAFB) in Prince George’s County. The MPOT includes: (1) a Metrorail Purple Line scenario to ensure that AAFB and the Westphalia Center area are served by transit on Pennsylvania Avenue (MD 4) as part of the county’s strategy to provide multimodal access to designated activity centers; and (2) a rail transit scenario extending the Metrorail Green Line from Greenbelt to Fort Meade or Baltimore/Washington International Thurgood Marshall Airport. MDOT’s mission for BRAC is:

“[T]o facilitate the safe and efficient movement of people and goods to support Maryland’s military installations while sustaining and enhancing the quality of transportation and Maryland’s communities throughout the state.”

Twenty-Year Bicycle and Pedestrian Access Master Plan

MDOT’s *Twenty-Year Bicycle and Pedestrian Access Master Plan* for the State of Maryland describes a process to reach the goal of being the most bicycle- and pedestrian-friendly state in the nation. Its vision statement says:

“Maryland will be a place where people have the safe and convenient option of walking and bicycling for transportation, recreation, and health. Our transportation system will be designed to encourage walking and bicycling, and will provide a seamless, balanced and barrier-free network for all.”

Bicycle and Pedestrian Plan for the National Capital Region

The TPB’s *Bicycle and Pedestrian Plan for the National Capital Region* describes major bicycle and pedestrian improvements, studies, actions, and strategies for the metropolitan Washington area. It includes planned spot improvements, new facilities, and facility upgrades, as well as indicating existing facilities on its mapping through the year 2030.

The focus of the MPOT on safe and efficient bicycle and pedestrian access to and mobility within the Developed and Developing Tiers, in particular, is consistent with the visions of the state and regional bikeways, trails, and pedestrian plans.

The 2002 Prince George’s County Approved General Plan

The *Countywide Master Plan of Transportation* recommendations are intended to produce a network of transportation systems and facilities that accommodate the following growth and development vision, goals, and priorities of the 2002 General Plan:

- Encourage quality economic development.
- Make efficient use of existing and proposed county infrastructure and investment.
- Enhance the quality and character of communities and neighborhoods.
- Preserve rural, agricultural, and scenic areas.
- Protect environmentally sensitive lands.

The MPOT recommendations also adhere to the following General Plan guiding principles:

- Public health, safety, and welfare
- Sustainability
- Quality
- Meaningful public participation

The MPOT supports all of the General Plan priorities. Providing **adequate public facilities** includes the provision of an efficient transportation network that has the capacity to meet the needs of the residents who live and/or work in the county. A high-quality, multimodal transportation network supports and makes **high-quality school environments, high-quality housing, and quality economic development** land uses more accessible to each other. **Neighborhood integrity, socio-economic diversity, and transit support** can be maintained and enhanced by providing a variety of attractive modes of travel.

Infill and revitalization contribute to more compact development in the developed areas, which maximizes the use of transit and nonmotorized modes, and utilize strategies to preserve the rich history of the county. This can take place along established transportation corridors where brownfield sites exist in the Developed Tier, for example, or as part of transit-oriented development, through adaptive reuse of available historic properties. Changing transportation behaviors that increase climate change are indicative of **environmental protection**. **Farmland preservation** within the county is critical to the sustainability of the ecosystem and will reduce the need to transport agricultural products from distant locations.

Prince George's County Five-Year Transit Service and Operations Plan

Maryland state law requires the Prince George's County Department of Public Works and Transportation to prepare a *Five-Year Transit Service and Operations Plan* that identifies the county's transit capital and operating needs, including that of both regional (Metrobus) and local (TheBus) bus transit service. TheBus provides access to and from Metrorail stations in the county in the Developed and Developing Tier.

LEGISLATION

The Maryland Economic Growth, Resource Protection, and Planning Act of 1992 (Planning Act)

The Maryland General Assembly passed this act in order to promote consistency in implementing land use policies, including infrastructure planning. Regarding the eight visions that all Maryland jurisdictions are bound to follow in consideration of future development, the MPOT should adhere to the spirit of the Planning Act, in particular to Vision 7, to ensure that:

“Adequate public facilities and infrastructure under the control of the county or municipal corporation are available or planned in areas where growth is to occur.”

The Smart Growth and Neighborhood Conservation Act of 1997

The Maryland General Assembly passed this act for the purpose of establishing:

- Priority funding areas where existing communities can continue to benefit from existing infrastructure and new investments in their quality of life.
- The Rural Legacy Program, protecting rural greenbelts and regions.
- The Live Near Your Work Program designed to increase the rate of home ownership in distressed communities near places of employment.
- Brownfield Voluntary Cleanup and Revitalization Program, which facilitates the cleanup and redevelopment of contaminated and abandoned properties.
- The Jobs Creation Tax Credit Act, which encourages businesses to locate in priority funding areas.

PUBLIC WORKSHOP ISSUES

The Prince George's County Planning Department of M-NCPPC conducted a series of focus group meetings in November 2007 and held two public workshops on March 31, 2008, and April 2, 2008, and a wrap-up open house on July 24, 2008, as part of the MPOT public participation program. The public provided comments on the most important problems that this master plan must address, including those relating to trails, bikeways, and pedestrian mobility; transit; and the road infrastructure. (The public comments on the MPOT are summarized in the Technical Bulletin, available under separate cover.)



Chapter III: General Plan Context

Goals of the Approved Countywide Master Plan of Transportation

The Transportation Systems Element of the General Plan provides the core goal of this update of the *Countywide Master Plan of Transportation* (MPOT):

Provide residents and workers in Prince George's County with a safe, affordable, multimodal transportation system that effectively contributes to the timely achievement of county growth, development, and revitalization goals.

To accomplish this goal, the updated MPOT is to:

Identify appropriate transportation system elements to support the General Plan development pattern and policies and propose implementation mechanisms for these elements.

The Tier Development Pattern—Policy Geography—of the General Plan

The General Plan envisions a development pattern that integrates the transportation system with land use, makes it possible to maximize the benefits of an affordable, efficient multimodal transportation system and, thus, reduces vehicles miles traveled. The development pattern is based on three planning and growth policy tiers: Developed, Developing and Rural (see Figure 1: Planning and Growth Policy Tiers, Centers, and Corridors.). The General Plan recommends specific planning and growth goals and policies for each tier that must be reflected in this updated functional plan's recommendations.

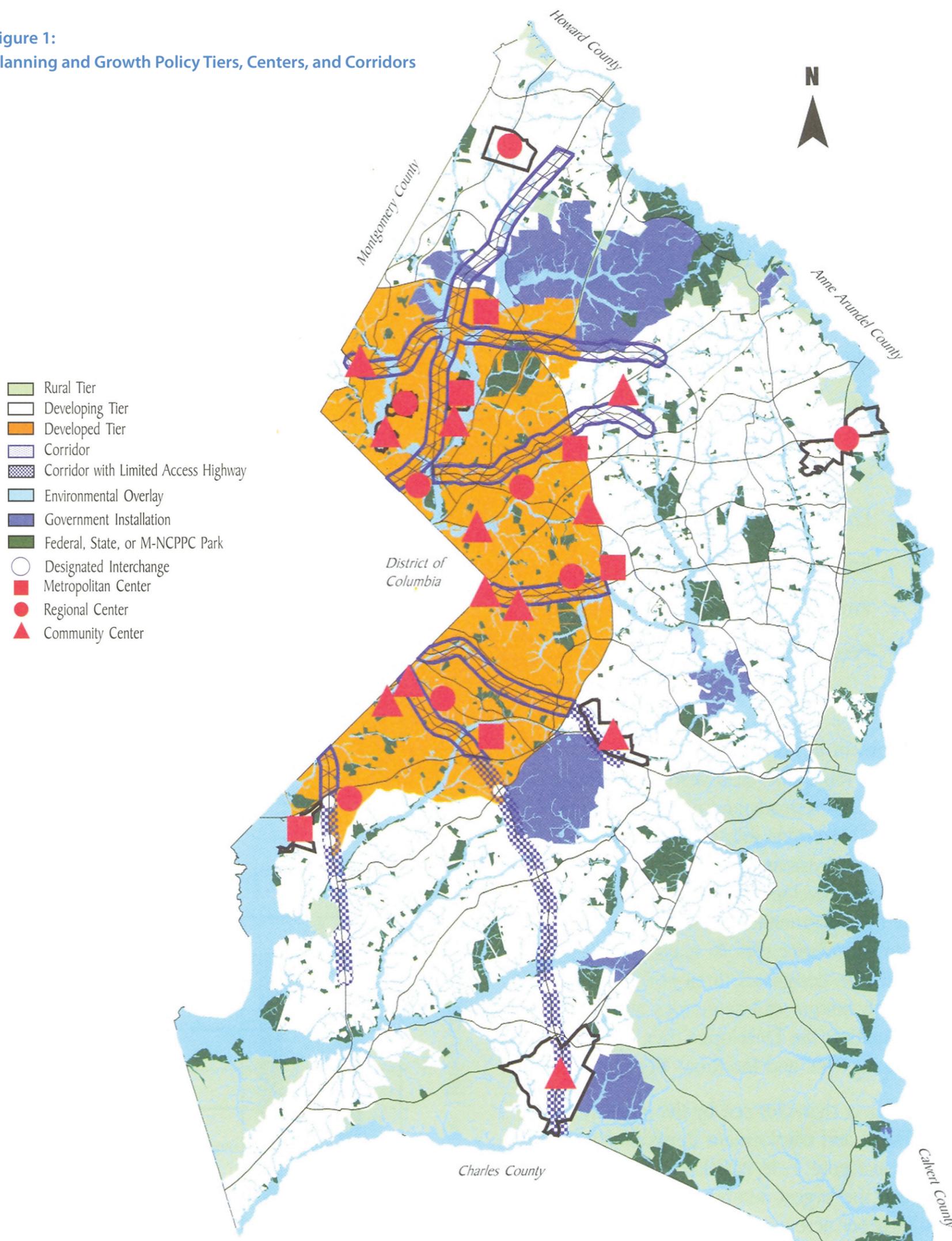
The Developed Tier consists of 86 square miles of land, bounded on the west by the District of Columbia and Montgomery County, and on the north and east by the Capital Beltway, but including the City of Greenbelt, which is partially outside of the Capital Beltway. On the south, the Developed Tier extends outside the Capital Beltway in Oxon Hill. The area inside the Beltway includes the inner ring of municipalities, such as Brentwood, Mount Rainier, and Capitol Heights, which benefited from much of the early transit service that connected Washington, D.C., to suburban Maryland. It consists of high- to medium-density, mixed-use, pedestrian-oriented households, as well as almost half of the jobs in the county. It has a grid street pattern primarily, with limited available road capacity.

The county ranks the Developed Tier as having the highest priority for spending public funds and expects to have in place financial incentives and streamlined review policies in order to attract high-quality development and redevelopment. Fourteen of the 15 Metrorail stations (including Capitol Heights), four Maryland Area Regional Commuter (MARC) stations, and potentially all of the future Metrorail Purple Line stations are in the Developed Tier. Because this concentration of Metrorail and MARC stations represents significant opportunities for making transit a principal mode of access and mobility there, the Developed Tier has a minimum acceptable transportation level of service (LOS) threshold of E. Transportation LOS is described in Chapter VI: Streets, Roads, and Highways.

The development policy in the Developed Tier envisioned to serve existing and future residents emphasizes:

- Maintaining medium to high density.
- Encouraging quality infill, redevelopment, and restoration.
- Preservation and enhancement of the environment.
- Maintaining high bus and rail transit coverage.
- Providing interconnected nonmotorized modes of travel.

Figure 1:
Planning and Growth Policy Tiers, Centers, and Corridors



NOTE: Figure 1 reflects the designated centers and corridors in Prince George's County as of the 2002 *Prince George's County Approved General Plan*. Since then, the following changes have been made:

CENTERS:

- Bowie State MARC—Added as a community center.
- Landover Mall—Renamed Landover Gateway Area and reclassified as a regional center.
- Naylor Road Metro—Reclassified as a regional center.
- Suitland-Iverson Metro—Renamed Suitland Metro Area.
- Westphalia—Reclassified as a regional center.
- Langley Park—Renamed Takoma-Langley Crossroads and reclassified as a regional center.

CORRIDORS:

- Oxon Hill Road (MD 414) Wilson Bridge Transit Corridor—Added as an eighth General Plan corridor from the District of Columbia line to the Capital Beltway (I-95/I-495).

The Developing Tier, in the middle of the county between the Capital Beltway and US 301, consists of 237 square miles and is mostly suburban in nature, with lower density and more unused road capacity outside of centers, compared to the Developed Tier. It is similar to the Developed Tier near transit stations and in designated centers. It has similar mobility options as the Developed Tier—accommodating rail and bus transit, pedestrian, bicycle, and auto modes of travel—with more park-and-ride facilities to capture auto trips before they reach the Developed Tier. Beyond that, there are transit serviceable residential, commercial, and employment areas within this tier. As development occurs, the county intends to guide and manage growth in the centers and corridors in order to maximize investment of public funds. The majority of new, or “greenfield,” growth in Prince George’s County will occur in this tier and there is some potential to expand transit service here, provided the adjacent development and street and road networks can—or can be designed to—support transit. For these reasons, the Developing Tier as a whole has an overall transportation LOS threshold of D, while Developing Tier metropolitan and regional centers have an LOS threshold of E.

The policies that guide future growth include:

- Fostering compact residential neighborhood design.
- Limiting commercial activity to designated centers and corridors.
- Maintaining low to moderate densities.
- Encouraging transit- and pedestrian-oriented, multimodal development.
- Ensuring employment areas that are serviceable by transit.
- Providing bus transit and moderate future rail transit coverage in some transportation corridors.

The Rural Tier, generally east of US 301, encompasses the easternmost and southernmost parts of the county. This area is known for its scenic roads, sprawling farms, woodlands, streams, and wildlife habitat. The policy is to restrict growth and retain the

low-density development pattern of large-lot residential development, agricultural uses, open space, roads, and recreational trails. Keeping this tier rural in nature reduces the need for transportation of agricultural products from distant locations, thus helping to manage travel demand. With the exception of the Brandywine Center and the immediate Town of Upper Marlboro area, the automobile is likely to remain the principal mode of access and mobility in the Rural Tier. For these reasons, this tier has a transportation LOS threshold of C.

Transportation policies here include:

- Ensuring the operational integrity of the road network.
- Retaining and enhancing the hiker/biker trail system.
- Providing a transportation system that protects open space and rural character.

Centers and Corridors

It is critical that the transportation infrastructure is consistent with and supports the development pattern described in the General Plan and is multimodal, with its bicycle and pedestrian facilities, bus and rail transit service, and road network planned and designed to function as an efficient, affordable, and interconnected system. The General Plan clearly identifies a hierarchy of 26 activity centers and seven corridors in the Developed and Developing Tiers (see Map 1), where growth in a mix of nonresidential and residential uses at moderate to high densities can benefit from the transportation infrastructure in place. In a cost–benefit analysis, these are most likely the areas where benefits to the county will outweigh the costs. The strong focus on transit-oriented development, as well as improved bicycle and pedestrian access at these centers and within these corridors, reflects the county’s emphasis on relieving traffic congestion and is also intended to support economic development initiatives in these areas.

The General Plan centers are categorized into a hierarchy of metropolitan, regional, and community centers, based on existing or anticipated components and characteristics. Metropolitan centers, such as College Park/UM Metro, New Carrollton Metro, or National Harbor, can be characterized as major employment centers, major educational complexes, or high-intensity commercial uses. They typically contain high-density development and generate high volumes of trips; therefore, they can be served effectively by transit modes. Regional centers, such as Prince George’s Plaza Metro, Bowie, or Konterra, may have a Metro or a MARC station, or may have great potential for a transit center. These centers may have regionally marketed commercial and retail development, office, and employment areas, higher educational facilities, or high-density residential development, and they should be served by rail or bus transit. Designated community centers, such as West Hyattsville Metro or Riverdale MARC, have a concentration of integrated commercial, office, and residential development uses that serve the immediate area. They are or have the potential to be focal points for transit service or park-and-ride facilities.

For purposes of strategic transportation planning, the county’s General Plan centers and corridors present subtle distinctions and challenges. Each center and corridor’s prevailing development and transportation system characteristics and potential depends on its location in the General Plan tier structure; current, proposed and possible future development densities and land use mixes; and whether or not that center or corridor contains, or is near, a Metrorail or MARC station. The Developed Tier centers, such as New Carrollton Metro, Langley Park, and Suitland-Iverson Metro, are located near or adjacent to bus or rail transportation, particularly Metrorail, Metrobus, and commuter rail service, and should have sufficient density to generate transit ridership and to support the extension of rail transit, as well as support more bicycle and pedestrian trips, than in the past. Developed Tier corridors should be multimodal, with well-timed transit service that is sufficient to support demand and that provides many options, such as sidewalks and bicycle facilities, to accommodate a wide range of travel choices. Developed Tier centers are consistent with the character of the Developed Tier as a whole.

The Developing Tier centers and corridors should integrate the transportation system with a mix of land uses that supports all modes of travel, including future use of moderate bus transit service, as well as bicycle and pedestrian modes of travel for shopping, recreation, and commuting trips. Corridor and right-of-way preservation for future transportation—particularly transit—facilities and systems are major challenges in the Developing Tier, particularly on roads that serve Developing Tier centers.

The seven corridors provide a framework for multimodal transportation routes, with more intense development within one-quarter mile of major intersections or major transit stops along the corridor. The corridors are the main transportation routes in the county, featuring higher intensity to lower, community-oriented uses clustered at corridor nodes.

The goals of the centers and corridors are to:

- Capitalize on public investment in the existing transportation system.
- Promote compact, mixed-use development at moderate to high densities.
- Ensure transit-supportive and transit-serviceable development.
- Require pedestrian-oriented and transit-oriented design.
- Ensure compatibility with surrounding neighborhoods.

Updating the Countywide Master Plan of Transportation

Since the previous 1982 Master Plan of Transportation was approved, various master and sector plans, sectional map amendments, and mixed-used town center zone development plans, as well as sector and transit district development plans and a minor public facility amendment, have been approved. Due to the fact that there is no single document that describes the county’s plan for provision of transportation facilities and services and relates them to the governing policies, the county recognized the need to complete

this update. The trail, transit, and road network recommendations from those plans are incorporated into, and are sometimes modified by, the updated MPOT. The list of plans that have been approved since the last Master Plan of Transportation (1982) is as follows:

Suitland-District Heights Master Plan (1985)
New Carrollton Transit District Development Plan (1989)
Langley Park-College Park-Greenbelt Master Plan and SMA (1989)
Subregion I Master Plan and SMA (1990)
Largo-Lottsford and Vicinity Master Plan and SMA (1990)
Landover and Vicinity Master Plan and SMA (1993)
Subregion V Master Plan and SMA (1993)
Subregion VI Master Plan and SMA (1993)
Glenn Dale-Seabrook-Lanham and Vicinity Master Plan and SMA (1993)
Melwood-Westphalia Master Plan and SMA (1994)
Bladensburg-New Carrollton and Vicinity Master Plan and SMA (1994)
Planning Area 68 Master Plan and SMA (1994)
College Park-Riverdale Transit District Development Plan (1997)
Prince George's Plaza Transit District Development Plan (1998)
The Heights and Vicinity Master Plan and SMA (2000)
Addison Road Metro Sector Plan (2000)
Brentwood Mixed-Use Town Center Zone Development Plans and Design Guidelines (2000)
Greenbelt Metro Area Sector Plan and SMA (2001)
College Park US 1 Corridor Sector Plan and SMA (2002)
Maryland Route 202 Corridor Minor Public Facility Amendment (2002)
Morgan Boulevard and Largo Town Center Sector Plan and SMA (2004)

Gateway Arts District Sector Plan (2004)
Riverdale Park Mixed-Use Town Center Zone Development Plans and Design Guidelines (2004)
Tuxedo Road/Arbor Street/Cheverly Metro Sector Plan and SMA (2005)
Bowie and Vicinity Master Plan and SMA (2006)
Suitland Mixed-Use Town Center Zone Development Plans and Design Guidelines (2006)
Henson Creek-South Potomac Area Master Plan and SMA (2006)
East Glenn Dale Area Sector Plan and SMA (2006)
West Hyattsville Transit District Development Plan (2006)
Westphalia Sector Plan and SMA (2007)
Bladensburg Town Center Sector Plan and SMA (2007)
Branch Avenue Corridor Sector Plan and Sectional Map Amendment (2008)
Capitol Heights Transit District Development Plan/Transit District Overlay Zoning Map Amendment (2008)
Landover Gateway Sector Plan and Sectional Map Amendment (2009)
Subregion 5 Master Plan and Sectional Map Amendment (2009)
Subregion 6 Master Plan and Sectional Map Amendment (2009)

General Plan Discussion of Transit-Oriented Development

The General Plan places a high priority on the 15 centers that are also Metrorail stations and, thus, represent a substantial share of the public investment in transit. The Maryland Department of Transportation has established transit-oriented development (TOD) as an equal funding category for the Transportation Trust Fund and encourages local jurisdictions to submit TOD projects along with highway, transit, and trail projects as part of the joint signature letter prioritization process. Thus, TOD at General Plan centers presents

the best opportunities and major policy and planning challenges for maximizing return on the county's investment, while increasing mobility options for travelers in an efficient and environmentally friendly manner. TOD represents:

- A critical policy and planning tool for implementing the recommendations in the plan and achieving the General Plan's growth and development vision for Prince George's County.
- An opportunity to extract maximum public benefit from the county and state's multibillion investment in the regional public transportation system, particularly Metrorail, MARC, and Metrobus, in an environment of heightened concern about both environmental sustainability and permanently increased costs in widespread use of the automobile.
- A further opportunity to integrate land use and transportation.
- The best and most comprehensive way to optimize transit use and, thus, reduce automobile trips and vehicle miles traveled.

To be successful, TOD that achieves the growth and development vision for Prince George's County in the General Plan will have to be particularly site-specific. TOD is discussed in detail in Chapter V: Transit, and Chapter VII: Strategic Transportation Policy and Plan Implementation.