Prince George's County

Master Plan of Transportation 2035

Current Conditions Report

August 2022

M-NCPPC
PRINCE GEORGE'S COUNTY
Planning Department

Subject
Master Plan of Transportation 2035 (MPOT 2035) supports Plan Prince George's 2035, the County's approved general plan, by setting a guiding vision, supporting goals, and measurable actions to achieve a more equitable transportation system for all people who travel in the County, regardless of which travel mode they choose. MPOT 2035 will update and replace the 2009 MPOT and the transportation recommendations from active area and sector master plans.

This Current Conditions Report summarizes transportation conditions in the County as they exist today. It addresses:

1. Unbuilt master plan rights-of-way
2. High-congestion/low-transit corridors
3. Special roadways
4. Existing transportation system
5. US 301/MD 3 assessment
6. Transportation equity practices
7. Large-scale transit corridors
8. Bus transit corridors
9. Performance measures
10. Vision Zero
11. Sustainability
12. Multimodal transportation
13. CIP and CTP
14. Bikeways
15. TransForM model
16. Transit-oriented development
17. Existing plans and policies

A technical appendix provides additional details on the subjects above.

Prince George's County

Master Plan of Transportation 2035

We call it "MPOT 2035"

Table of Contents

There are 80 new road projects that have been planned since the 2009 MPOT but have yet to be built.

Source: Google 2022

Unbuilt continuation of I-95 in Adelphi, MD.

For MPOT 2035, we re-examined all roads that were planned for in the 2009 MPOT that have not yet been built or expanded to the ultimate planned width and cross section.

We cross-examined some 60 plans dating as far back as 1989 as well as active road improvement projects. We created a master list of all the planned new roads or road expansions in the 2009 MPOT, plus those that have been proposed in other plans since then.

As the County focuses new development in the growth centers identified in Plan 2035, and as the County strives to shift to more

trips by walking, biking, and transit for improved health and environment, some of these planned roads may not need to be widened, or even built at all.

At the same time, we may need different new roads or infrastructure improvements for walking, biking, and transit to support the objectives of Plan 2035. This review will therefore inform the final road recommendations in MPOT 2035.

Unbuilt master plan rights-of-way

What is a high-congestion/low-transit corridor?

These corridors are major arterial streets, expressways, and freeways in Prince George's County with the characteristics shown at right.

High-congestion/low-transit corridor characteristics

1. The corridor has a high level of congestion.

Congestion is defined as a road segment carrying more traffic than the road was designed to accommodate.

2. The corridor has little, or no, transit service.

The corridor either does not have any existing transit service, or transit operates along the corridor, but does not stop. An example of this is long-distance commuter buses, which might traverse a corridor, but either do not stop at all, or do not stop frequently enough to provide local service along the corridor.

3. The corridor has little potential for enhanced future transit service.

The corridor is not identified as having potential for a high-capacity transit investment, nor is it identified as having potential as a future medium-capacity transit corridor. Future transit investments are described more in sections 7 and 8 of this Current Conditions report.

Identifying high-congestion/low-transit corridors

We identified 16 high-congestion/low-transit corridors by examining existing transit routes and stops, potential large-scale transit corridors, potential future bus corridors, and traffic congestion on arterials, expressways, and freeways based on the worst-performing period among AM and PM rush hour, both in 2020 and as modeled for 2045.

Many of the identified corridors have no transit, and adjacent street networks and land uses are not conducive to walking or biking to transit or other destinations. Other identified corridors carry transit routes for part or all of their length, but do not have more than a few local-serving transit stops.

📷 Brandywine, MD

High-congestion/low-transit corridors

Number	Name	From	To	Transit service
1	MD 198	Montgomery County line	9th Street	Few or no stops
2	I-95	Howard County line	I-495	Few or no stops
3	I-495	Montgomery County line	Woodrow Wilson Memorial Bridge	Few or no stops
4	MD 197	Baltimore-Washington Parkway	Jericho Park Road (Bowie State University)	No transit service
5	MD 193	MD 564	MD 214	No transit service
6	US 301 and MD 3	Anne Arundel County line	Charles County line	Few or no stops
7	US 50	District of Columbia line	Anne Arundel County line	Few or no stops
8	Lottsford Road	MD 202	MD 193	Few or no stops
9	MD 214	US 301	Anne Arundel County line	No transit service
10	White House Road	I-495	MD 202	Few or no stops
11	MD 210	I-495	Charles County line	Few or no stops
12	MD 223	Dangerfield Road	Dower House Road	No transit service
13	MD 223	Farmington Road	Temple Hill Road	No transit service
14	MD 373	Bealle Hill Rd	McKendree Rd	No transit service
15	MD 381	US 301	N Keys Rd	No transit service

High-congestion/low-transit corridors

We know congestion is just one of the challenges people experience on these corridors.

In public meetings conducted as part of MPOT 2035, attendees expressed transportation concerns related to safety across many travel modes:

- Lack of safe, comfortable, and continuous biking and walking networks
- Lack of safe road crossings, especially near transit stops
- Safety for all road users
- Roads with high design speeds in dynamic areas filled with pedestrians
- Consideration of development on already crowded roads
- Better connections to transit, like flexible or on-demand service in lower-density areas
- Less auto-focused performance measures on neighborhood streets

Applying a Transportation Systems Management and Operations approach

Transportation Systems Management and Operations (TSMO) makes the infrastructure we already have more effective for people traveling in Prince George's County. Improving operations on the current system reduces the need to build new or larger roads. Examples of TSMO include enhanced operations in special circumstances like work zones, special events, or inclement weather; traffic signal coordination, ramp management, traveler information, and eventually autonomous vehicle management; and traveler incentive programs or congestion pricing.

Providing travelers with incentives and alternatives to driving alone can reduce the demand for travel or shift travel from single-occupant vehicle trips, which result in corridor-level congestion, to other modes, times, and routes.

Strategies for addressing challenges on high-congestion/low-transit corridors

Understand corridor users, and clarify corridor priorities.

Big data can help identify where people are traveling to and from along high-congestion/low-transit corridors, which can reveal whether the corridor serves local travelers or is a through-route for origins and destinations beyond Prince George's County. Knowing these patterns can help identify potential management and investment strategies. Identifying the primary use of each corridor, the vision for its surrounding land use context, and the performance measures that will guide its planning are prerequisites to designing appropriate solutions. A limited-access freeway will likely emphasize longer-distance travel, while a corridor through a dense and vibrant community may prioritize multimodal access and quality of place.

Expand network connectivity.

Better connections between existing roads allow travelers to vary their routes. This spreads demand more evenly across the existing network.

Take advantage of land use solutions.

Denser, mixed-use communities can reduce congestion by serving some needs locally without the need for a private automobile. When driving is necessary, these communities make it possible to meet their travel needs quickly and within a shorter travel distance.

Manage access.

Access management by spacing or removing access points and driveways can increase road capacity, reduce crashes, and reduce travel times on a particular facility. However, these considerations are most appropriate for corridors emphasizing the through-movement of vehicles and can result in less-direct travel paths to destinations by limiting the connectivity of the network.

Don't count transit out.

Completing a big data study of origins and destinations may present new opportunities for transit service, carpooling, or park and ride lots. Alternatives to conventional transit—such as partnerships with ridesourcing companies and on-demand transit like Call-A-Bus—can provide point-to-point connections for travelers or close gaps in the transit system.

Over the past four decades, Prince George's County has inventoried, designated, and managed nearly 400 miles of scenic and historic roads, which we call Special Roadways.

The County has made extensive efforts to preserve and enhance views along Special Roadways.

The 2009 Master Plan of Transportation set a goal of conserving and enhancing these specially designated roads to provide safe and enjoyable travel while preserving the scenic and historic resources within the road right-of-way and on adjacent land.

Current preservation practices

- ✓ Evaluate land development proposals and place new development out of viewsheds as much as possible
- ✓ Preserve and enhance trees and other roadside vegetation
- ✓ Apply agricultural land protection and other land conservation measures
- ✓ Prioritize preservation through comprehensive corridor planning and management
- ✓ Establish conservation easements, woodland conservation, and tree protection measures

Brandywine, MD

Cedarville, MD

What makes a road scenic?
A scenic road is defined in Subtitle 23 of the Prince George's County Code as: "a public or private road, as designated by the County Council, which provides scenic views along a substantial part of its length through natural or man-made features, such as forest or extensive woodland, cropland, pasturage, or meadows; distinctive topography including outcroppings, streambeds and wetlands; traditional building types; historic sites; or roadway features such as curving, rolling roadway alignment and leaf tunnels."

College Park, MD

What makes a road historic?
A historic road is defined in Subtitle 23 as: "a public or private road, as designated by the County Council, which has been documented by historic surveys or maps, and which maintains its historic alignment and historic landscape context through views of natural features, historic landscape patterns, historic sites and structures, historic farmstead groupings, or rural villages." While the original alignments of these historic travel routes have been widened, straightened, and modernized as transportation changed, the various layers of history can still be interpreted that were associated with these travel routes.

Prince George's County has many types of scenic and historic roads that have been identified as Special Roadways.

Parkways

Parkways are linear, landscaped parks surrounding limited-access roads for people driving. They afford scenic and pastoral views while providing important circulation routes. The National Park Service controls five parkways in the national capital region, and two pass through Prince George's County.

Suitland Parkway (1944)

This winding parkway connects Joint Base Andrews to South Capitol Street in Washington, D.C. It is a major transportation link for visitors and commuters approaching the nation's capital from the east and a gateway to the District of Columbia for foreign heads of state and dignitaries who arrive at Joint Base Andrews.

Baltimore-Washington Parkway (1954)

The Baltimore-Washington Parkway is a 29-mile scenic highway that connects Baltimore to Washington, D.C. and runs through the northern portion of Prince George's County. This road is also part of the Star-Spangled Banner Scenic Byway based on a theme of events in the Chesapeake Campaign related to the War of 1812.

State-designated scenic byways

The Maryland Department of Transportation, State Highway Administration (MDOT SHA) has designated 18 state scenic byways covering nearly 2,500 miles of outstanding travel experiences offering a taste of Maryland's scenic beauty, history, and culture. Two scenic byways pass through Prince George's County.

Star-Spangled Banner National Historic Trail and Scenic Byway (2008)

The State of Maryland, in partnership with the National Park Service, combined the former Lower Patuxent River Tour along with other routes in southern Maryland, Washington, D.C., and Baltimore to form the 560-mile Star-Spangled Banner National Historic Trail and Scenic Byway. Numerous sites associated with the War of 1812 and the military campaign that culminated in the birth of "The Star-Spangled Banner" have been marked and interpreted in Virginia, Maryland, and Washington, D.C.

Booth's Escape (1865)

This 66-mile route follows the path that President Abraham Lincoln's assassin, John Wilkes Booth, took as he fled Washington, D.C. south through Prince George's County and Charles County before his capture by federal troops in Virginia.

Heritage Areas

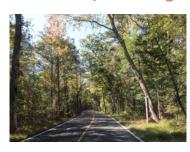Maryland has 13 state-certified Heritage Areas. Two are located fully or partially in Prince George's County.

Anacostia Trails Heritage Area

This area covers more than 100 square miles of northern Prince George's County and is dedicated to preserving the area's history, arts, culture, and natural resources.

Twenty of Prince George's County's designated Special Roadways fall within the Anacostia Trails Heritage Area.

Southern Maryland Heritage Area

A small section of this heritage area reaches into Prince George's County in the far southern part of the county. Two designated roads are within the Southern Maryland Heritage Area.

Other scenic designations

Mount Vernon viewshed

Prince George's County has been working for many decades to preserve the significant viewshed across the Potomac River from the porch of Mount Vernon, the historic home and Potomac riverfront plantation of George Washington. The sweeping panorama covers portions of Prince George's and Charles Counties, making them important components of the environmental setting of a national historic landmark.

State highways that the County has designated as scenic/historic roads

Not all County-designated roads are located on County managed roads. Thirteen designated roads incorporate all or portions of state roads as county designated scenic or historic roads.

We inventoried all the driving, walking, biking, and transit networks in our County.

Prince George's County supports people traveling by many modes. The maps on the following pages show our networks as they exist today for the modes shown below. See the appendices for more detailed mapping.

Driving

Our road network lets people drive to nearly any place in the County. It includes different types of roads for different purposes. Freeways and expressways let people travel longer distances at higher speeds. Major and minor arterials form the backbone of our street system and link the communities in our County. Collectors connect neighborhoods to major streets, and local streets permit circulation throughout our neighborhoods.
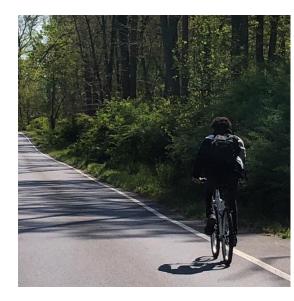

Transit

Prince George's County is fortunate to have an assortment of transit options. We have four high-capacity Metrorail corridors: the Yellow/Green Lines to Greenbelt, the Orange Line to New Carrollton, the Blue/Silver Lines to Largo Town Center, and the Green Line to Branch Avenue. The MARC Camden and Penn rail lines serve the northern part of the County as they travel between Washington, D.C. and Baltimore. Not too far in the future, we will also have the Purple Line connecting New Carrollton and College Park/University of Maryland with Montgomery County. We also have an extensive network of local and commuter bus routes operated by WMATA and TheBus.
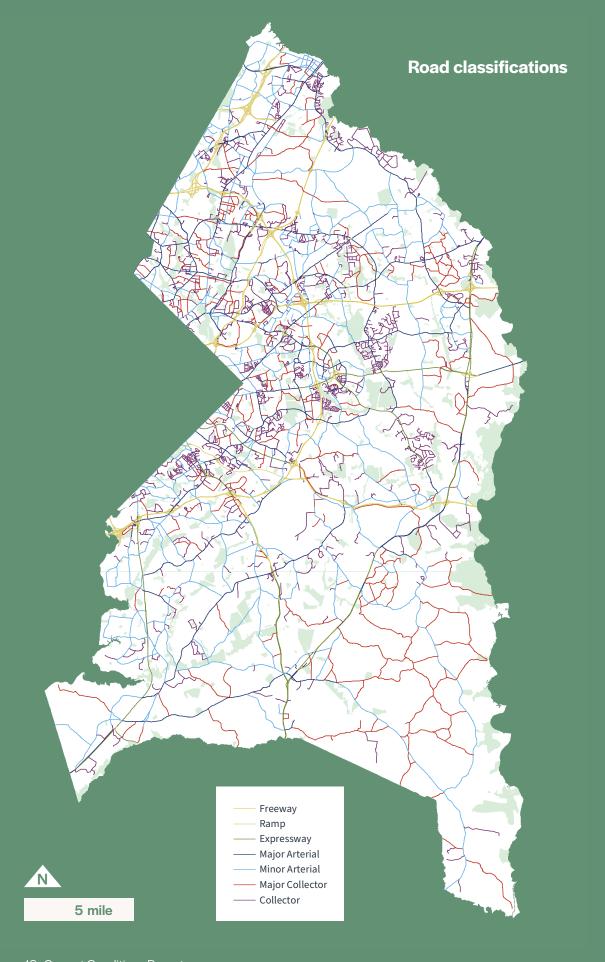
Walking
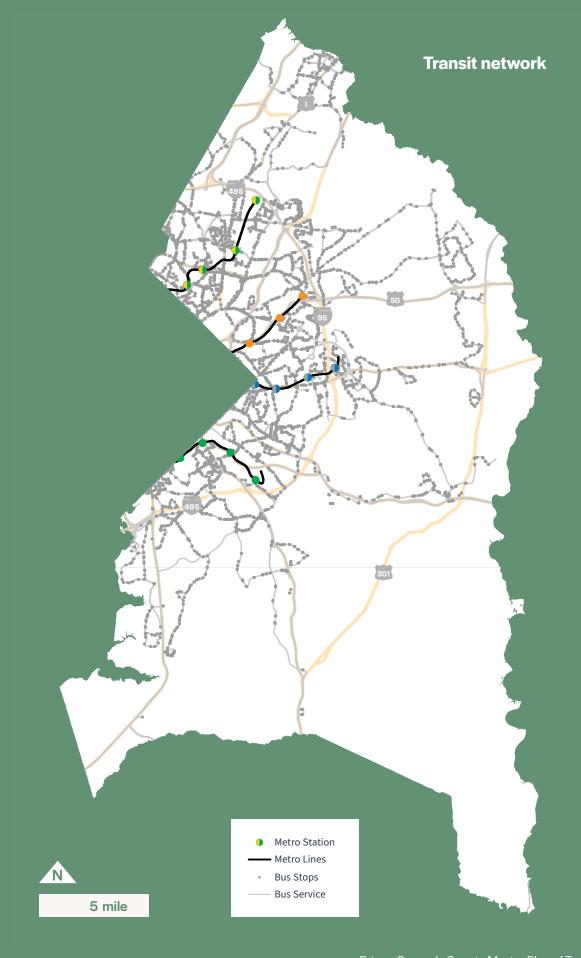
Our sidewalks form the principal walking routes through our downtowns and many of our neighborhoods. Some of our major streets also have landscaped sidepaths that create a park-like environment. Away from streets, we also have an interconnected network of shared-use paths that create recreation opportunities while also linking destinations throughout the county.

Biking

Prince George's County has different types of bikeways serving the various needs of people biking. We have lengthy networks of shared-use paths and on-street bikeways that let people travel for errands, commuting, or recreation across large distances in the County. We also have denser networks of bikeways to support shorter, local trips in many of our communities.

Road classifications

Freeway
Ramp
Expressway
Major Arterial
Minor Arterial
Major Collector
Collector

N

5 mile

Transit network

Metro Station
Metro Lines
Bus Stops
Bus Service

N

5 mile

Walkways

N

5 mile
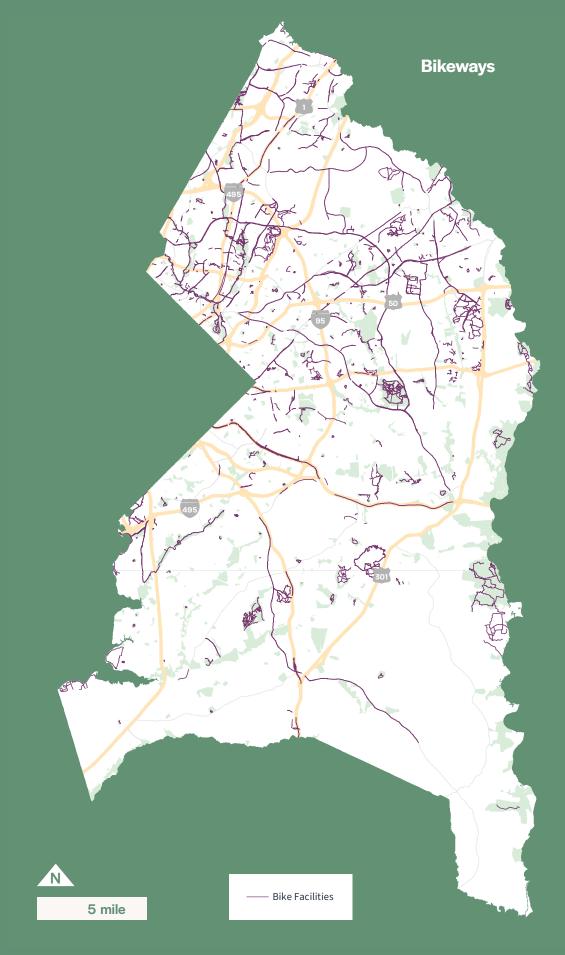
☐ On Street Sidewalks
— County Trails

Bikeways

N

5 mile

— Bike Facilities

We need to future-proof the US 301/MD 3 Corridor.

US 301 is a highway running from Delaware to Florida and passing through Prince George's County. **MD 3** runs from Bowie to Millersville.

We examined the nearly 27-mile stretch of US 301 and MD 3 that extends between Annapolis Road (MD 450) and Cedarville Road/McKendree Road. We call this the US 301/MD 3 Corridor. This area of our County is growing rapidly, so we completed a holistic assessment of the corridor to prepare for future travel needs. Understanding how the corridor operates today helps us to enhance safety, accessibility, and multimodal access along the corridor in the future.

Travel demands have increased in the region and the character of the corridor will be greatly influenced by future projects in the area, including local development and the widening of the Gove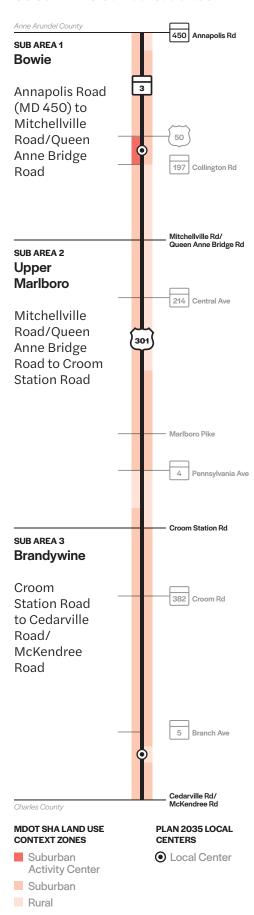rnor Harry W. Nice Memorial Bridge across the Potomac River to Virginia. These changes will affect how and where traffic moves through the area.

To describe transportation conditions, the US 301/MD 3 Corridor is divided into three sub areas based on the changing right-of-way, road configuration, and land use context as shown in the diagram to the right. Land use context designations are from the MDOT SHA Context Driven map tool. In more suburban contexts the configuration of the road network offers increased mobility while these areas have fewer destinations accessible by foot or bike. In rural contexts, the emphasis is on the vehicle mobility.

US 301/MD 3 Corridor sub areas

Anne Arundel County

450 Annapolis Rd

SUB AREA 1
Bowie

Annapolis Road (MD 450) to Mitchellville Road/Queen Anne Bridge Road

3

50

197 Collington Rd

Mitchellville Rd/ Queen Anne Bridge Rd

SUB AREA 2
Upper Marlboro

Mitchellville Road/Queen Anne Bridge Road to Croom Station Road

214 Central Ave

301

Marlboro Pike

4 Pennsylvania Ave

Croom Station Rd

SUB AREA 3
Brandywine

Croom Station Road to Cedarville Road/ McKendree Road

382 Croom Rd

5 Branch Ave

Charles County

Cedarville Rd/ McKendree Rd

MDOT SHA LAND USE CONTEXT ZONES

■ Suburban Activity Center
■ Suburban
■ Rural

PLAN 2035 LOCAL CENTERS

◉ Local Center

The US 301/MD 3 Corridor is designed to move people driving between major destinations within Prince George's County and beyond.

US 301/MD 3 Corridor at a glance

Principal arterial with urban and rural land uses

Road classification

2 – 3

Lanes in each direction

50 – 55 MPH

Posted speed limit

28 – 87 thousand

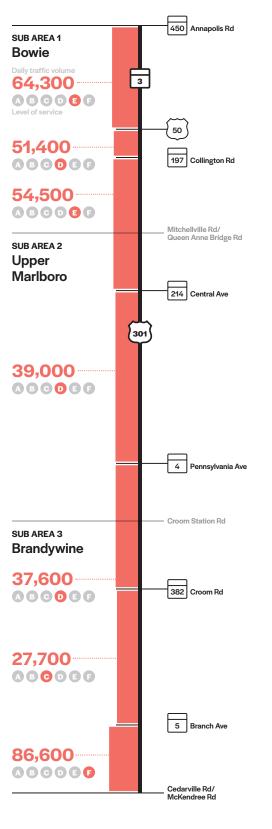**Annual average daily traffic**

📷 Cheltenham, MD

While the speed limit on the US 301/MD 3 Corridor ranges between 50 and 55 MPH, observations suggest that vehicles frequently travel faster than the posted speed. The corridor is designed with two or three wide travel lanes in each direction depending on the sub area. It transitions between large, landscaped medians to narrow raised medians, to no medians at all.

The annual average daily traffic volumes along the US 301/MD 3 Corridor vary from about 28,000 to 87,000 based on MDOT SHA data. The southern portion of the corridor, near the Charles County border, experiences the highest volume of 87,000 annual average daily trips. Most trips diverge off US 301 and continue north onto Branch Avenue (MD 5). About 28,000 trips continue northbound on US 301 with a gradual increase of trips to 70,000 at the northern terminus near the Anne Arundel County border.

US 301/MD 3 Corridor daily traffic volumes and level of service

	450	Annapolis Rd
SUB AREA 1 **Bowie**	3	
Daily traffic volume **64,300** A B C D **E** F Level of service	50	
51,400 A B C **D** E F	197	Collington Rd
54,500 A B C D **E** F		Mitchellville Rd/ Queen Anne Bridge Rd
SUB AREA 2 **Upper Marlboro**	214	Central Ave
	301	
39,000 A B C **D** E F		
	4	Pennsylvania Ave
		Croom Station Rd
SUB AREA 3 **Brandywine**		
37,600 A B C **D** E F	382	Croom Rd
27,700 A B **C** D E F		
	5	Branch Ave
86,600 A B C D E **F**		Cedarville Rd/ McKendree Rd

Most sections of the US 301/MD 3 Corridor are not currently meeting level of service targets.

To measure traffic flow, Prince George's County uses a metric called level of service, or LOS, where A is best and F is worst. LOS measures the perceived quality of the flow of traffic by people driving and is based on experienced travel times and speeds, predictability of future traffic conditions and wait times, and experienced comfort of the trip. Plan 2035 identifies criteria for each Transportation Service Area, including criteria for the US 301/MD 3 Corridor.

LOS is based on volume-to-capacity, or V/C, ratios. A V/C ratio measures the level of congestion on a road by comparing the road demand (traffic volumes) with road supply (carrying capacity).

There are sections of the US 301/MD 3 Corridor where the level of service is LOS E or LOS F, suggesting that these areas may be over capacity. While much of the corridor is heavily congested during the PM rush hour, the south-ernmost portion from Branch Avenue (MD 5) to Charles County experiences LOS F. There are two segments with LOS E: from Annapolis Road (MD 450) to John Hanson Highway (US 50) and Collington Road (MD 197) to Central Avenue (MD 214). Due to these constrained conditions and planned future development, which can increase demand on roads, it is important to focus on optimizing traffic flow. Traffic impacts due to future development and growth will be further analyzed in the next stages of MPOT 2035.
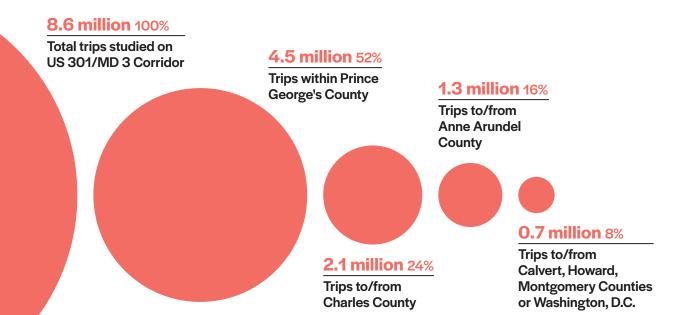
Level of service (LOS) standards
Prince George's County uses LOS standards based on the V/C ratios shown below:

LOS A: Lower than 0.275
LOS B: 0.276 – 0.450
LOS C: 0.451 – 0.650
LOS D: 0.651 – 0.845
LOS E: 0.846 – 1.000
LOS F: Higher than 1.000

We studied 8.6 million trips on the US 301/MD 3 Corridor.
Just under half of them were regional, meaning they started and ended outside of Prince George's County.

8.6 million 100%
Total trips studied on US 301/MD 3 Corridor

4.5 million 52%
Trips within Prince George's County

1.3 million 16%
Trips to/from Anne Arundel County

2.1 million 24%
Trips to/from Charles County

0.7 million 8%
Trips to/from Calvert, Howard, Montgomery Counties or Washington, D.C.

US 301/MD 3 Corridor sub area crash statistics

Sub area	Mileage	Number of crashes	Percent of crashes	Fatal/serious crashes	Pedestrian injuries	Pedestrian fatalities
SUB AREA 1 **Bowie**	5 miles	199	21%	19	0	0
SUB AREA 2 **Upper Marlboro**	9 miles	308	33%	18	3	1
SUB AREA 3 **Brandywine**	13 miles	421	45%	17	1	1

We used Regional Integrated Transportation Information System (RITIS) Trip Analytics to collect data on where drivers on the US 301/MD 3 Corridor are coming from and heading. We completed this process, known as an origin-destination analysis, for both northbound and southbound travel on US 301 between US 50 and the Charles County border. The RITIS Trip Analytics tool produced 24-hour travel data for all months in 2018 and 2019 on Tuesday, Wednesday, and Thursday for light and medium vehicles. Heavy vehicles were excluded from the data set because of tool's bias toward heavy vehicle counts. However, the County is actively planning for increases in heavy vehicle

travel on the US 301/MD 3 Corridor. Collecting this data reveals travel patterns within Prince George's County and surrounding counties. Some 8.6 million trips occurred along the US 301/MD 3 Corridor. Just over half of the trips (52 percent) stayed within Prince George's County, 24 percent of trips were to or from Charles County, and 16 percent of trips were to or from Anne Arundel County.

Breaking down the origins and destinations between the three US 301/MD 3 Corridor sub areas, Sub Area 1 has a total of 1.9 million regional trips, Sub Area 2 has a total of 1.5 million regional trips, and Sub Area 3 has a total of 5.2 million regional trips.

Sub Area 3 has a significantly higher number of trips and approximately 49 percent are coming from within the County, 33 percent occur to and from Ann Arundel County, and the remaining 18 percent are to and from other adjacent counties.

The higher trip activity in Sub Area 3 is consistent with current land uses and traffic generators including the Brandywine Crossing Shopping Mall, which is a regional attraction. Given the increase in development in Bowie, Brandywine, and Waldorf (in Charles County), we expect there will be an increase in traffic in both the south and north ends of the corridor.

928 crashes occurred on the US 301/MD 3 Corridor from 2016 to 2020. This is two percent of all crashes countywide during that time.

We studied all crashes within 100 feet of the US 301/MD 3 Corridor between 2016 and 2020. Most crashes did not result in an injury; however, five percent of crashes on the corridor resulted in a serious or fatal injury.

What's troubling is that 70 percent of these fatal or serious-injury crashes involved alcohol. We will keep this statistic in mind as we shape policies around the safety

consequences related to drinking and driving. You can read more about our efforts to improve road safety in the Vision Zero section of this Current Conditions Report.

There were no bicycle crashes reported during 2016 and 2020, but there were six pedestrian-involved crashes, with two fatal crashes and four injury-related crashes.

Transportation options shape quality of life.

MPOT 2035 is an opportunity to improve quality of life by making travel more equitable.

"...the costs of childcare and transportation were barriers to employment as the costs could exceed participants' earning potential."

Plan 2035 comment

"High commuting costs, combined with limited transit service and sprawling development patterns outside the Capital Beltway, have exacerbated the cost of living in the County."

Plan 2035 comment

Equality

Equity

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Equality treats everyone the same; equity gives everyone what they need for their situation

A vision for equity

Prince George's County is a place where everyone has equitable access to safe, reliable, and multimodal travel choices, regardless of race, color, religion, country of origin, immigration status, class, age, disability, sexual orientation, gender, gender identity, or English literacy.

The statement to the left is our vision for transportation equity in Prince George's County. It draws inspiration from the Prince George's County Health Department's vision for health equity and transportation priorities you told us through the MPOT 2035 planning process.

Up until now, the County's plans and policies have not specifically defined what transportation equity means. MPOT 2035 gives us an opportunity to establish this vision. With it, we will keep equity front-of-mind as we set goals, actions, and

performance measures to guide our transportation investments. This way, the system is constantly evolving to improve outcomes for everyone who travels in Prince George's County.

While everyone can benefit from our transportation system, we know it has not always been that way. That is why an equitable transportation approach is ultimately one that redistributes resources to uplift communities and populations that have historically been left behind or overlooked.

Equity, not equality

Equality means that everyone gets treated the same.

We know that race, disability, home location, age, employment status, and other factors can produce different needs for different people. A one-size-fits-all solution, while equal, would result in inequitable outcomes.

Equity means that everyone gets what they need based on their own situation.

An equitable approach understands that different people have different needs. We can design the transportation system so that viable options are available for all people who need to travel in Prince George's County. The result is a transportation system that helps all people achieve their outcomes.

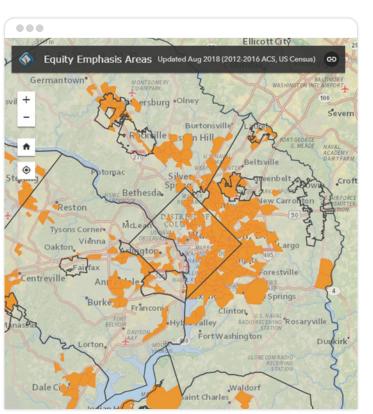⚠ We need to pay careful attention to **unintended outcomes.**

Much as there is a difference between equality and equity, it is also imperative to think through any unintended consequences of the proposed solutions—will this "solution" create barriers for a different

community? Not everything will result in improvements in all directions for all people, so planners and decisionmakers should also think though the tradeoffs they are or are not willing to accept.

Equity in County transportation plans

PLAN REVIEW

We reviewed four recent County transportation plans to evaluate how we approached equity and its implications for transportation outcomes. We asked how much is equity integrated at each of the typical stages of transportation planning and implementation.

	COMMUNITY OUTREACH & ENGAGEMENT	VISIONING	DEFINING THE PROBLEM	DEFINING SOLUTIONS	EVALUATING & REFINING
	Does it set a goal of conducting equitable engagement?	Does it set a vision that defines equity and actions to implement it?	Does it define problems as improving outcomes for all disadvantaged groups?	Does it define solutions as removing barriers for different people in different situations?	Does it include equity in evaluation of progress toward the vision?
2009 Master Plan of Transportation	○	◑	○	○	○
2014 Plan Prince George's 2035	◑	◑	○	○	○
2018 Transit Vision Plan	○	◑	○	○	○
2020 Vision Zero Action Plan	●	●	○	○	○

● Yes   ◑ Partially   ○ No

Equity Emphasis Areas can help the County prioritize planning efforts in MPOT 2035.

📷 MWCOG Equity Emphasis Areas

The Metropolitan Washington Council of Governments (MWCOG) Equity Emphasis Areas are 350 of the region's 1,222 Census Tracts that have high concentrations of low-income individuals and communities of color. They also have a higher share of households who rent, single parent households, individuals with disabilities, and workers without a telecommuting option. Equity Emphasis Areas are concentrated in the northwest and central-west parts of Prince George's County.

We can use these areas to help us plan for MPOT 2035. We can analyze how transportation projects may help or harm these communities, and we have the opportunity to actively invest in transportation needs of Equity Emphasis Areas. If we use Equity Emphasis Areas to prioritize transportation projects, we may become better positioned to receive grant funding, as projects in Equity Emphasis Areas are a selection criterion in MWCOG grants for transit station access planning, road safety enhancement, nonmotorized travel improvement, and land use/transportation integration.

An equitable planning approach is one that helps us overcome barriers to travel.

Many people experience transportation barriers throughout the day. Most of these barriers, such as a lack of curb ramps at intersections and infrequent transit service, are so embedded that we often fail to recognize them. By considering each category of the Safe Transportation for Every Pedestrian (STEP) framework developed for the Federal Highway Administration, these barriers are more easily identified.

Barriers to travel

Spatial
Distance and network connectivity factors that inhibit access to key destinations

Temporal
Travel time factors that excessively increase the duration of time-sensitive trips

Economic
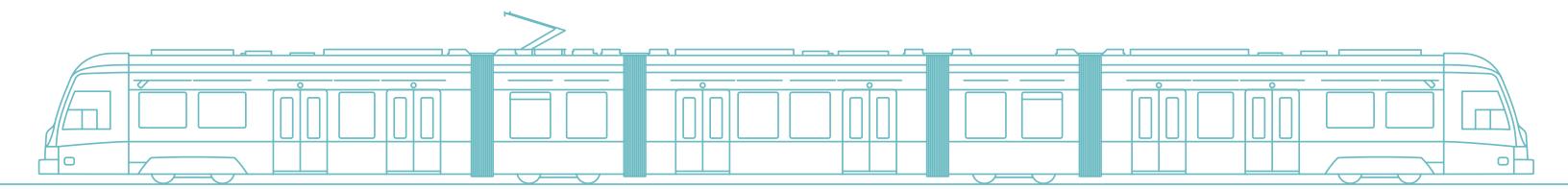Direct and indirect costs that create economic hardship or preclude users from completing basic travel

Physiological
Non-inclusive transportation system design that creates access barriers for people with different physical and cognitive abilities

Social
Social, cultural, safety, and language barriers that inhibit a user's comfort with using transportation

What will be the next major transit project in Prince George's County?

One of the top priorities of MPOT 2035 is to make transit more frequent, convenient, accessible, and affordable for people in Prince George's County.

As transit becomes more appealing, more people are likely to incorporate it into their travel plans. When more people shift to transit from driving, we come closer to achieving our goals to reduce traffic congestion and greenhouse gases. A powerful way to improve transit in Prince George's County is to focus investments along high-demand corridors between major destinations—where service, capacity, reliability, and speed enhancements stand to benefit the most people. These areas are identified in Plan Prince George's 2035 and listed below.

Transit focus areas across the county

8
Regional Transit Districts

These are the focus of the County's planned growth and mixed-use development, and they have the capacity to become major economic generators.

6
Employment Centers

These areas have the highest concentrations of economic activity in four targeted industry clusters—healthcare and life sciences; business services; information, communication, and electronics; and federal government.

26
Local Centers

These focal points for concentrated residential development and limited commercial activity are selected based on access to transit or major highways, including areas around the new Purple Line stations.

What are high-capacity transit corridors?

High-capacity corridors are the backbone of the transit network. They have distinctive characteristics that help make transit trips more reliable, faster, and more convenient, providing a high degree of connectivity between important destinations. These combined factors can make high-capacity transit more appealing and boost ridership.

Examples of current high-capacity transit corridors in the County

WMATA

Five Metrorail lines serve 15 stations across Prince George's County. They form the backbone of the current high-capacity transit network.

MARC

MARC operates two commuter rail lines serving eight stations in the County.

MDOT MTA

MDOT MTA's under-construction Purple Line, with 11 stations in the County, will soon also offer high-capacity transit service.

Frequent service every 5 to 15 minutes

Service operating for most of the day, or even 24 hours

High passenger capacity

Distinctive branding

Stations or enhanced stops, often with transfers to connecting services

Exclusive lanes or dedicated guideways

Nearly 100 potential transit corridors have been proposed in Prince George's County across previous plans. MPOT 2035 is an opportunity to screen these various proposals into a streamlined vision for transit.

We reviewed and screened a range of previously identified transit corridors to help guide the prioritization of future transit enhancements in the county. This evaluation was based on County approved plans and project alignments as of Spring 2022. This prioritization looked at both the high-capacity transit corridors explored in this section of the Current Conditions Report and those medium-capacity transit corridors discussed in the section that follows.

Transit corridor screening process

Completed for this Current Conditions Report

1. Identify corridors

Identify candidate transit corridors based on implementation potential. Nearly 100 candidate corridors or segments were initially identified for consideration based on past and ongoing County plans and studies, stakeholder input, and public input.

2. Screen corridors

Screen candidate corridors through review of related plans and studies, planned service expansion and enhancements, already established priority transit corridors, input from MPOT 2035 stakeholders, and public engagement. If needed, refine and modify most promising corridors to prepare for evaluation.

To be completed in future phase of work

3. Evaluate corridors

Complete the evaluation using focused criteria:

- Transit criteria: Population and employment density, ridership, land uses, and feasibility
- Growth strategies: Connections to Regional Transit Districts, Local Transit Centers, and Employment Centers
- Regional priority: Regional significance and inclusion in multiple plans leading to planning consistency

4. Prioritize corridors

Prioritize the corridors based on how well they achieve the criteria in step 3 and remove corridors that do not meet minimum thresholds. Corridors selected to advance will be sorted into tiers representing near-, medium-, and long-term priorities for implementation. The overarching goal of MPOT 2035 is to recommend:

- High-capacity transit: The County's next major transit corridor investment with the most potential to improve transit service
- Medium-capacity transit: A complete bus priority network

Transit plans studied

Plan	Plan proposes high-capacity transit corridors	Plan proposes medium-capacity transit corridors
Prince George's County BRT Feasibility Study	●	●
Prince George's County Transit Vision Plan		●
Prince George's County 2009 MPOT	●	●
Plan Prince George's 2035	●	●
MWCOG Prince George's Transitways Study	●	●
WMATA ConnectGreaterWashington 2040	●	
WMATA Blue/Orange/Silver Capacity & Reliability Study	●	
WMATA Momentum Strategic Plan	●	
WMATA Priority Corridor Network		●
DDOT Bus Priority Plan		●
DDOT Bus Transformation		●
DDOT moveDC	●	●
MDOT MTA Regional Transit Corridors	●	●
MDOT MTA 50-year Statewide Transit Plan	●	
MDOT MTA Southern Maryland Rapid Transit Study	●	

Screening resulted in six transit corridors showing promise for enhanced, higher-capacity, high-frequency transit in the County.
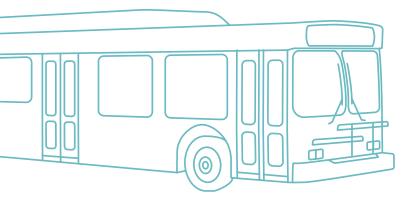
High-capacity transit corridors

Number	Description	Type of transit	Length
1	Inner Purple Line Extension: Southern Avenue Metrorail to Prince George's Community College	Light rail or bus rapid transit	15.3 mi
2	Outer Purple Line Extension: New Carrollton Metrorail to Largo and Prince George's Community College	Light rail or bus rapid transit	8.2 mi
3	Outer Purple Line Extension: Branch Avenue Metrorail to National Harbor or Virginia	Light rail or bus rapid transit	11.1 mi
4	Takoma Park to Riverdale Park	Bus rapid transit	4.9 mi
5	Branch Avenue: Naylor Road Metrorail to White Plains	Light rail or bus rapid transit	7.1 mi
6a*	New Metrorail Line: Blue Line from Washington, D.C. via Southern Avenue to National Harbor or Virginia	Heavy rail or bus rapid transit	TBD
6b*	New Metrorail Line: Silver Line to Greenbelt Metrorail	Heavy rail	TBD
6c*	New Metrorail Line: Silver Line to New Carrollton Metrorail	Heavy rail	TBD

* WMATA is still studying options for a potential Metrorail expansion in Prince George's County. MPOT 2035 will be consistent with the option WMATA ultimately selects.

High-capacity transit corridors

Legend:
- High-capacity corridors (1)
- (2)
- (3)
- (4)
- (5)
- Purple Line

N
5 mile

Medium-capacity transit corridors fill in the gaps between high-capacity lines.

Medium-capacity transit corridor characteristics

Transit priority treatments
- Dedicated bus lanes
- Queue-jump lanes
- Traffic signal priority

Upgraded bus stops
- Enhanced customer amenities
- Real-time traveler information
- Enhanced pedestrian and bicycle connections
- Streamlined transfers to other transit services

Frequent operations
- Frequent service
- Service operating for most of the day, potentially even 24-hour service
- Express or limited-stop service
- Larger vehicles to accommodate more travelers

What are medium-capacity transit corridors?

Medium-capacity transit corridors are bus routes that offer convenient, efficient service to major destinations across the county with a faster and more reliable service than local bus routes. While they often operate in mixed traffic with non-transit vehicles, they often have transit priority treatments that help move buses through traffic in key locations.

📷 Landover, MD

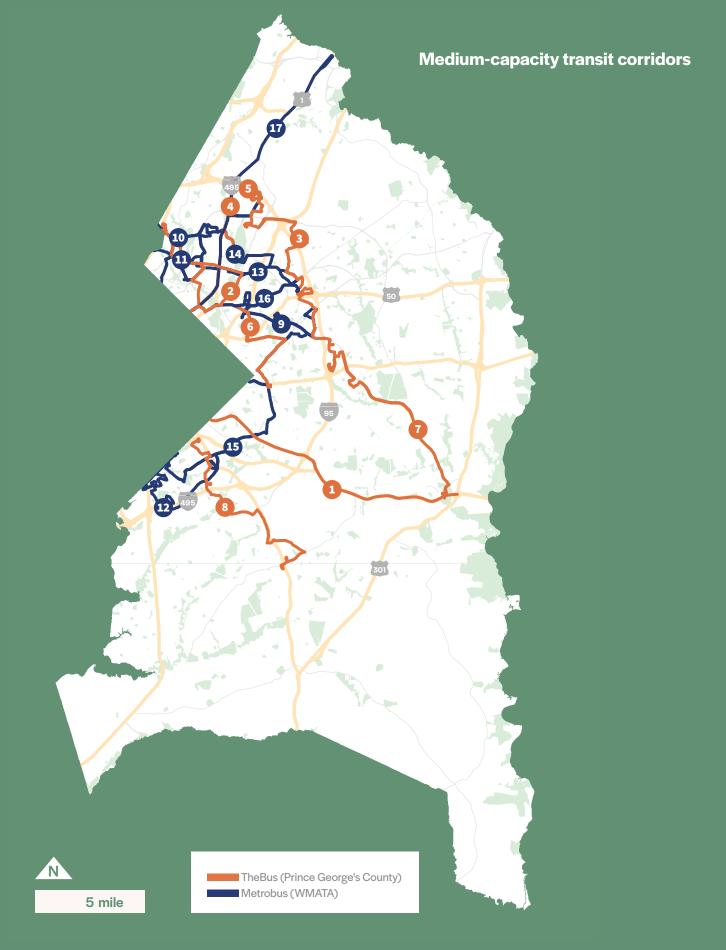## Examples of current medium-capacity transit corridors in the county

Metrobus

The busiest Metrobus routes are medium-capacity transit corridors. They generally match up with Metrobus' Priority Corridor Network.

TheBus

TheBus' major routes across Prince George's County are also considered medium-capacity transit corridors.

Screening resulted in 17 medium-capacity transit corridors, which may be good candidates for high-capacity transit further in the future. This network hosts the busiest and most frequent Metrobus and TheBus routes.

Medium-capacity transit corridors

Number	Description	Type of transit	Length
1	Washington, D.C. to Westphalia via Pennsylvania Avenue	Bus on shoulder or light bus rapid transit	12.8 mi
2	Rhode Island Avenue Metrorail to Takoma-Langley Crossroads via Riverdale Park	Bus on shoulder or light bus rapid transit	8.2 mi
3	Greenbelt Metrorail to New Carrollton Metrorail (TheBus 16)	The Bus major route	13.8 mi
4	Mount Rainier to College Park IKEA (TheBus 17)	The Bus major route	7.8 mi
5	TheBus 17 extension to Greenbelt Metrorail	The Bus major route	3.6 mi
6	Takoma-Langley Crossroads to Addison Road Metrorail (TheBus 18)	The Bus major route	24.1 mi
7	New Carrollton Metrorail to Upper Marlboro (TheBus 21)	The Bus major route	23.8 mi
8	Naylor Road Metrorail to Clinton Fringe Park and Ride (TheBus 32)	The Bus major route	12.9 mi
9	Addison Road Metrorail to Capital Plaza (Metrobus A12)	WMATA Metrobus	22.1 mi
10	Takoma-Langley Crossroads to Greenbelt Metrorail (Metrobus C2)	WMATA Metrobus	25.8 mi
11	Takoma-Langley Crossroads to Prince George's Plaza Metrorail (Metrobus C4)	WMATA Metrobus	23.8 mi
12	Southern Avenue Metrorail to Suitland Metrorail (Metrobus P12)	WMATA Metrobus	14.6 mi
13	Silver Spring Metrorail to New Carrollton Metrorail (Metrobus F4)	WMATA Metrobus	15.2 mi
14	New Carrollton Metrorail to Fort Totten Metrorail (Metrobus F6)	WMATA Metrobus	22.3 mi
15	Addison Road Metrorail to Eastover Shopping Center (Metrobus P12)	WMATA Metrobus	17.3 mi
16	Rhode Island Avenue Metrorail to New Carrollton Metrorail (Metrobus T18)	WMATA Metrobus	15.1 mi
17	Rhode Island Avenue Metrorail to College Park Metrorail to Laurel via Konterra (Metrobus 83/86/89M)	WMATA Metrobus	16.7 mi

Medium-capacity transit corridors

N

5 mile

TheBus (Prince George's County)
Metrobus (WMATA)

Measure what you treasure.

Performance measures track progress toward our goals.

Tracking progress helps us stay accountable as we work to achieve the vision, goals, and actions in MPOT 2035.
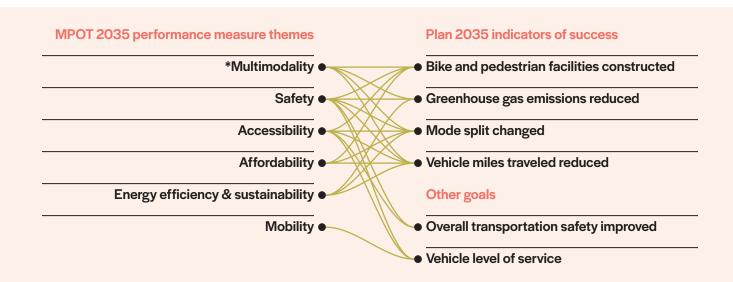
The purpose of MPOT 2035 is to improve transportation in Prince George's County in a way that supports the needs of our community and aligns with Plan 2035. Establishing

performance measures will help us understand how our actions are helping us achieve our goals. Successful performance measures are "SMART;" that is, they are specific, measurable, attainable, relevant, and time-based. Our performance measures also need to focus on the themes we hold most

important. In talking with County staff and stakeholders, and in reviewing the 2009 MPOT and Plan 2035, a handful of consistent themes arise. Aligning these themes with Plan 2035 indicators of success helps inform potential performance measures for MPOT 2035, as shown below.

We will track our progress using seven performance measures related to our key themes.

Reviewing Plan 2035 and other relevant plans; gathering feedback from community members, agencies, and municipalities; and holding discussions with County staff

helped us get to an initial list of potential performance measures. We whittled that list down to those in the table below, which we will use to evaluate MPOT 2035 and track over time.

MPOT 2035 performance measures will be broken out by Equity Emphasis Areas

and non-Equity Emphasis Areas to evaluate whether transportation decisions have disparate impacts on different populations within the County. The policies recommended in MPOT 2035 can then aim to reduce outcome disparities between residents of Equity Emphasis Areas and other County residents.

MPOT 2035 performance measure themes / Plan 2035 indicators of success

MPOT 2035 performance measure themes
- *Multimodality
- Safety
- Accessibility
- Affordability
- Energy efficiency & sustainability
- Mobility

Plan 2035 indicators of success
- Bike and pedestrian facilities constructed
- Greenhouse gas emissions reduced
- Mode split changed
- Vehicle miles traveled reduced

Other goals
- Overall transportation safety improved
- Vehicle level of service

We need to measure what's most important to the community, and safety, accessibility, and multimodality* top stakeholder lists.

These are the top-ranking priorities from the MPOT 2035 performance measure themes.

Community members
1. Safety
2. Accessibility
3. Multimodality

Agency stakeholders
1. Safety
2. Multimodality
3. Accessibility

Municipal stakeholders
1. Safety
2. Accessibility
3. Multimodality

* Multimodality means having many options for how you choose to travel—be it walking, driving, biking, or riding transit.

Summary of performance measures

Performance measure	PERFORMANCE MEASURE PURPOSE		CONNECTION TO PERFORMANCE MEASURE THEMES						
	MPOT 2035 evaluation	Tracking over time	Multimodality	Safety	Accessibility	Affordability	Energy efficiency & Sustainability	Mobility
Access to jobs by transit	●	●	●		●	●	●	
Access to jobs by driving	●	●			●	●		
Mode share	●	●	●	●			●	
Vehicle miles traveled per capita	●	●				●	●	
Vehicle miles traveled on roads	●	●					●	
Level of service (congested lane miles)	●	●						●
Annual crashes by mode and severity	●	●	●	●	●			●

Safety is a top priority for County residents, and it needs to be integrated throughout MPOT 2035.

Two-thirds of people told us safety is one of their top transportation challenges, and **safety ranked highest** when we asked people to rank the importance of key transportation themes.

"I can't get across the street in time because I'm old."

👤 Community meeting participant

"Bike lanes that are separated from traffic will make it safer for my kids."

👤 Community meeting participant
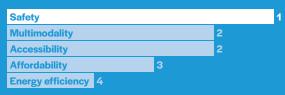
Biggest transportation challenges

Unsafe/difficult to walk	68%
Speeding/unsafe driving	62%
Lack of driving alternatives	49%
Traffic congestion	46%
Potholes	39%
Bus service availability	22%

Importance of transportation themes

Safety	1
Multimodality	2
Accessibility	2
Affordability	3
Energy efficiency	4

Vision Zero early successes

- ✓ Public participation
- ✓ Branding
- ✓ Collaborating with Street Smart
- ✓ Regional partners
- ✓ Mapping and High-injury network
- ✓ Drawing on national and international lessons for Prince George's County

Vision Zero impediments

- ✗ Culture of safety
- ✗ Limited funding and resources
- ✗ Political will
- ✗ Wide roads
- ✗ Driver behavior/Education

📋 In January and February of 2022, we surveyed more than 250 members of the Prince George's County community to hear their thoughts on how transportation can be improved in the County. We also held a series of three evening online public meetings in late January 2022.

VISIONZERO
prince george's

Death and serious injury are unacceptable costs of traveling on our roads.

The Vision Zero strategy brings new ways of thinking about transportation safety with the goal to eliminate fatal and serious injuries for all road users. The Safe System approach is the foundation of Vision Zero, which outlines a proactive response to traffic safety.

Our transportation system must be designed and operated in a way that ensures people's mistakes never lead to serious injury or death. We do this by anticipating human mistakes and keeping impacts on the human body at tolerable levels when crashes do happen.

MPOT 2035 can help achieve Vison Zero goals

- 🔨 Political will and resources
- 📢 Public information
- ⚒ Practical solutions for improving infrastructure
- ✓ Incorporating safety infrastructure in development proposals

Vision Zero peer jurisdictions we studied

Vision Zero is a priority in Prince George's County, and we have already begun taking steps to bring safety to the forefront on our roads. We detail these actions on the following pages, but before discussing them, it is helpful to consider best practices from jurisdictions across the country that are leaders in transportation safety. By studying what has worked in these communities, we can identify elements to incorporate into MPOT 2035.

Denver Region, CO

Montgomery County, MD
Arlington County, VA

Contra Costa County, CA

Los Angeles County, CA

Hillsborough County, FL

Vision Zero recommendations from peer jurisdictions

Topic	Montgomery County, MD	Los Angeles County, CA	Arlington County, VA	Topic	Contra Costa County, CA	Denver Region, CO	Hillsborough County, FL
Developing a Vision Zero action plan	Montgomery County was one of the first county governments to develop a Vision Zero action plan (a 10-year strategy) and manage implementation of Vision Zero through two-year action plans.	The County's action plan guides efforts to reduce traffic deaths and serious injuries on unincorporated county roads through 2025. It sets a vision, goals, and actions to enhance traffic safety in collaboration with agency partners.	This five-year action plan lays out a path toward reaching Vision Zero program goals. It identifies key safety target areas, actions to improve safety in each area, and measures for tracking progress toward eliminating serious and fatal transportation injuries in Arlington County by 2030. The County establishes five Vision Zero principles: accountability, transparency, equity, engagement, and collaboration.	**Developing a Vision Zero action plan**	Contra Costa County Transportation Authority (CCCTA) is developing a Vision Zero Framework. They offer a How-To Guide and accompanying Toolbox for Vision Zero implementation.	The Denver Regional Council of Governments (DRCOG) frames traffic deaths and serious injuries as a critical, preventable public health epidemic with social equity implications. DRCOG's action plan has a toolkit for local governments to use when planning a Vision Zero strategy. The plan sets out Action Initiatives, an implementation timeline, and measures to track regional progress toward safety improvements.	The Tampa area Hillsborough County Metropolitan Planning Organization for Transportation (Hillsborough MPO) developed a Vision Zero Action Plan collaboratively with local communities and agencies from across the county. Resolutions passed by government agencies and business commit these organizations to incorporating the plan into their operations.
Building Vision Zero into other plans	The county drafted its Vision Zero action plan alongside other county and state transportation plans. The action plan is the county's local road safety plan in the statewide Strategic Highway Safety Plan. The transportation chapter the county's general plan integrates Vision Zero and calls for prioritizing active transportation options like walking and biking. Transportation items in the county's climate action plan aim to provide infrastructure to support a shift to more active transportation use.	The Action Plan includes evaluating the County Master Plan of Highways to ensure consistency with Vision Zero goals.	County plans and policies, including the Master Transportation Plan, Destination 2027 Health Equity Plan, Public Space Master Plan, and Police Department Strategic Management Plan support the county's Vision Zero principles. Further, the county's Neighborhood Complete Streets program addresses transportation safety and access for all modes of travel on local streets through physical improvement projects.	**Building Vision Zero into other plans**	One of the key implementation actions recommended in the Countywide Bicycle & Pedestrian Plan Update was for CCTA to develop a Vision Zero framework and Systemic Safety approach for the County.	Metro Vision, the Denver regional plan, included three objectives: keep the transportation system in good condition, improve system performance and reliability, and improve safety and security. The Vision Zero effort adds six additional objectives: improve collaboration between allied agencies, increase awareness and adoption of Vision Zero, design and retrofit roads to prioritize safety, improve data collection and reporting, increase funding and resources, and increase legislative support resulting in safety improvements.	Hillsborough MPO incorporated Vision Zero into land use policy by defining land use context classifications for various place types along Vision Zero corridors.

Vision Zero recommendations from peer jurisdictions (continued)

Topic	Montgomery County, MD	Los Angeles County, CA	Arlington County, VA	Topic	Contra Costa County, CA	Denver Region, CO	Hillsborough County, FL
Updating processes to support Vision Zero	The County developed a Complete Streets Design Guide and updated road design standards to include Complete Streets. The county's Vision Zero Coordinator works with a steering committee of departments tasked with implementing Vision Zero to host regular meetings, coordinate efforts across departments, share Vision Zero information and collect feedback from employees, and work with advisory committees.	The county is updating its guidelines for recommending road safety enhancements. It is amending the Public Works Highway Design Manual to consider emerging tools, design standards, and best practices to enhance safety for all road users, and it is updating its Livable Communities Design Guidelines to incorporate multimodal safety design measures. Traffic safety enhancements are being incorporated into public works projects along Collision Concentration Corridors.	The county is revisiting the review process for private development and county-led capital projects to affirm that safety is the first priority in transportation. The county is revising design standards to reflect the latest safety best practices, including lessons learned from a systemic crash analysis, and creating a flexible approach for responding quickly to transportation safety issues. Additionally, the county will develop and implement maintenance of traffic plans for development and capital improvement projects that protect the safety of all travelers during construction.	**Updating processes to support Vision Zero**	N/A	The regional Complete Streets toolkit will address safety in street design by incorporating Vision Zero principles, crash profiles, and countermeasures. Quick-build projects are being deployed at high-priority locations when long-term solutions lack funding or would take too long to build. The state department of transportation is updating its Roadway Design Guide and the State Highway Access Code to support context-sensitive safety design solutions. Local government street design guidelines, standards, and municipal codes are also being updated to reflect Vision Zero.	Vision Zero Hillsborough will be integrated into regular meetings and discussions of the Hillsborough Community Traffic Safety Team to provide a means for integrating Vision Zero objectives into planning, design, and enforcement. Additionally, the county will routinely review and amend transportation manuals and local government land development codes. The county will work with the state department of transportation to update design standards to include bicycle considerations, develop a training program and curriculum, and conduct training sessions.
Forging key partnerships	The Vision Zero Action Plan synchronizes land use and transportation by integrating a Safe System approach into community master planning, transportation demand management, and road design guidelines. The county Planning Board supports Vision Zero in its review of proposed development and capital projects. County staff work with community groups to gather feedback and raise awareness for traffic safety projects and campaigns. The county partners with other Vision Zero communities and organizations, like the Road to Zero Coalition, to advocate for federal Vision Zero support.	The county will coordinate with cities and the state department of transportation to create a region-wide culture of traffic safety. The county will partner on safety project delivery, education, and enforcement. To create a better understanding of crash factors, county departments and cities will compile and share crash data from law enforcement, emergency first responders, trauma centers, and hospitals. The county will engage other jurisdictions and organizations that have traffic safety campaigns aligned with regional messaging that the county can build upon.	The county works with the state and neighboring jurisdictions to improve safety on state-maintained roads and coordinate regionally on traffic safety. The county is advancing legislative solutions for transportation safety at the Virginia General Assembly. The county also works with local organizations and interest groups to understand the needs of different transportation users and promote transportation safety. Further, the county works with public safety and healthcare stakeholders to enhance the robustness of crash data.	**Forging key partnerships**	The county's Vision Zero Framework, How-To Guide, and Toolbox provide resources for local agencies to implement Vision Zero as a consistently applied standard practice across the county. The Framework provides resources for local jurisdictions to develop robust Local Road Safety Plans (LRSPs). The county has also worked with the state department of transportation to allow local jurisdictions to apply for state funding to complete the LRSPs.	Regional collaboration occurs among local governments, transportation agencies, law enforcement, advocacy organizations, and community groups. A working group coordinates and improves crash data, shares resources, and focuses enforcement on high-injury networks; sets actions as issues emerge; distributes Vision Zero outreach materials; and shares funding opportunities. Vision Zero education is also provided to K-12 students, with an emphasis on empowering youth leadership and prioritizing communities of concern.	N/A

Vision Zero recommendations from peer jurisdictions (continued)

Topic	Montgomery County, MD	Los Angeles County, CA	Arlington County, VA	Topic	Contra Costa County, CA	Denver Region, CO	Hillsborough County, FL
Tracking progress toward Vision Zero	The County tracks implementation for each of the plan's three areas: Complete Streets, Multimodal Future, and Culture of Safety. Complete Streets includes metrics on injuries and new treatments built. Multimodal Future includes metrics on vehicle miles traveled, travel mode, and transit stops near protected crossings. Culture of Safety includes metrics on ease of travel, seatbelt wearing, crashes with "big five" violations, crashes involving county-owned vehicles, safety awareness training for county employees, and response times to crashes with injuries.	The county routinely evaluates Vision Zero projects on the Collision Concentration Corridors to track progress and make modifications. The goal is to understand the impact and extent of traffic crashes countywide with a focus on disadvantaged communities. The county is establishing a process for counting people walking and biking, and it produces crash reporting. Additionally, the county provides Vision Zero data to track pedestrian and bicyclist injuries/deaths by sociodemographic characteristics and geography, holds data collection events and surveys, and enhances its infrastructure database to evaluate effectiveness for reducing injury crashes.	The county reports on individual actions and progress toward the goal of zero deaths and serious injuries. It conducts a comprehensive crash analysis, equity analysis, and critical crash reviews to identify crash patterns and quick-build responses. Annually, the county surveys Arlington residents, commuters, and visitors about transportation safety issues. It also conducts before/after studies to assess how new strategies or infrastructure score against established safety metrics. The county defined quantifiable performance measures for each program target area (e.g., number of speed-related crashes, number of intersection crashes).	**Tracking progress toward Vision Zero**	N/A	The region tracks progress toward six Vision Zero objectives. The quantifiable metrics include participation of local governments and allied agencies in Vision Zero, police department working sessions, reach of Regional Vision Zero partnership, school workshops, traffic safety improvement projects along the High-Injury Network, crash data, site visits by response teams, traffic safety funding opportunities, and transportation safety legislation.	The county measures its progress toward each of its goals and updates the community through an annual report. There are quantifiable metrics for pedestrian and bicyclist safety infrastructure, accessibility enhancements, narrowed vehicle travel lanes, mural painting events, and severe crashes at high-crash locations. Communication metrics track events held, social media engagements and followers, and involvement of the Vision Zero Coalition. Public perception, behavior, and funding opportunities are also tracked.
Taking Vision Zero from planning to action	Forty-five action items and associated tasks are separated by the strategy plan's three pillars of Complete Streets, Multimodal Future, and Culture of Safety. Each action item includes a description; budget sources; and information on study, design, and installation/construction plans.	Actions are organized into five objectives that represent the county's priorities and help put guiding principles into action: enhance county processes and collaboration, address health inequities and protect vulnerable users, collaborate with communities to enhance road safety, foster a culture of traffic safety, and be transparent, responsive, and accountable. Each action includes metrics for evaluating success and identifies the lead agency for implementation. Annually, the county revises actions if objectives are not met. A "collision concentration corridor" was defined and mapped for the plan.	Actions are grouped in four categories (Data & Evaluation, Process & Organization, Engagement, Partnerships) with several overarching objectives: data, analysis, progress reporting, planning, design, operations and maintenance, public involvement, education and encouragement, intra-agency collaboration, and interagency collaboration. Actions are reviewed, and next steps are identified in an iterative process over a five-year plan. An annual report is released with a public meeting to collect feedback on progress. The county hosts mid-year check-ins with the External Stakeholders Group to gather input on the program.	**Taking Vision Zero from planning to action**	N/A	The plan includes a Regional High-Injury network where the majority of serious-injury and fatal crashes occur. The plan includes six objectives. For each objective, there are action initiatives that include sub-actions, regional partners involved and responsible parties, and action year/implementation time frame. DRCOG will track progress on each implemented action initiative at the beginning of each year. Tracking metrics are provided for each objective.	The Action Plan has four themes, each with priority actions: Paint Saves Lives for pop-up design interventions; One Message, Many Voices for outreach and messaging; Consistent and Fair Enforcement; and the Future Will Not be Like the Past for flexible road design standards. These are documented in an annual report. The Hillsborough Community Traffic Safety Team meets regularly to discuss Vision Zero, and each year, the Vision Zero Coalition convenes to share implementation updates, accomplishments, and new actions and initiatives.

Prince George's County, State, and regional partners
are committed to Vision Zero.

Suitland, MD

Vision Zero Action Plan

Prince George's County completed its Vision Zero Action Plan in 2020. It is our road map to achieving zero deaths and serious injuries on our streets. The Action Plan is data-driven, innovative, and action-oriented. It builds on the Prince George's County Strategic Roadway Safety Plan and is organized around the "6 E's," listed below.

The 6 E's of transportation safety

- Education
- Emergency response
- Engineering
- Enforcement
- Evaluation
- Equity

Vision Zero Stakeholder Group

The Vision Zero Stakeholder Group, established in 2019, includes representatives from local, county, regional, and state agencies and jurisdictions as well as community and advocacy groups. The group initially convened to outline the County's Vision Zero Action Plan. The group continues to meet to address actions to achieve Vision Zero. There are two stakeholder subgroups. The Vision Zero Crash Review Task Force examines data to identify crash "hot spots" and propose safety improvements. The Communications Task Force discusses public outreach efforts and reviews communication tools.

Vision Zero Stakeholder Group roles

Action Plan direction

Provide direction to the County to guide development of the Vision Zero Action Plan

Strategic guidance

Develop the vision, goals, actions, and performance measures to get to zero

Stakeholder coordination

Liaise with agencies, share information, and solicit feedback to inform the Action Plan

Advocacy

Champion Vision Zero Action Plan implementation within member agencies

We provide transparent progress tracking
through **VisionZeroPrinceGeorges.com**.

Recent Vision Zero progress

West Hyattsville, MD

Education
Prince George's County hosted the regional transportation safety campaign, Street Smart, in November 2021 at Oxon Hill, a high-injury location, to draw attention to this crucial issue. In February 2022, a "Lives Shatter on Impact" testimonial wall was presented at Prince George's Community College. More than 500 individuals have signed the Safety Pledge, with 10,000 pledge cards distributed.

Prince George's County is receiving $35,000 of assistance from the National Capital Region Transportation Planning Board to design more "traffic gardens" to help kids learn about traffic safety at schools and other public spaces.

Engineering
The Department of Public Works & Transportation (DPW&T) replaced the Temple Hill Road/Clinton Bridge in February 2022 to improve vehicular safety and accommodate pedestrians and bicycle traffic. The Marlboro Pike Coral Hills Bike and Pedestrian Improvement Project also includes bike lanes, upgraded traffic signals, and pedestrian refuge islands, with a goal to improve traffic calming as well as pedestrian and cyclist safety by narrowing the road. Additionally, Prince George's County is receiving technical assistance from MCWOG for road safety studies aligned with five locations identified through the High-Injury Network.

Evaluation
DPW&T launched the Pedestrian Safety Walk Audit toolkit in January 2022. Crash data and evaluation tools are available for members of the public to use.

Enforcement
The Prince George's County Council enacted CB-073-2021, legislation pertaining to speed monitoring systems in residential districts, in November 2021.
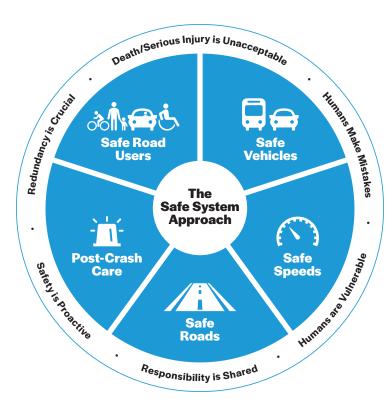
Policy
The Office of the Prince George's County Executive has expressed support for Maryland House Bill 656 "Safe Access for All (SAFE) Roads Act of 2022." This bill would require the Maryland State Highway Administration to recommend and implement context-driven design elements for pedestrian and bicycle safety consistent with the United States Department of Transportation's Federal Highway Administration proven safety countermeasures and the SHA's context-driven guide and associated strategies. The bill is currently still under consideration by the Maryland House of Representatives.

Learning from our peers, there are more Vision Zero actions we can bring to Prince George's County.

Integrate the Six Es and USDOT's "Safe System" approach

The six Vision Zero Es (Education, Emergency Response, Engineering, Enforcement, Evaluation, and Equity) need to be harmonized with the six principles of the Safe System Approach being championed by Federal Highway Administration. The safe systems concept refers to an intentional approach for achieving Vision Zero. It recognizes that humans make mistakes, and we can only achieve Vision Zero by integrating safety improvement efforts amongst all traffic safety stakeholders (road designers, vehicle manufacturers, policy makers, enforcement agencies, families, work-places, schools, etc.) to create a safe system. A safe systems approach is one in which practitioners work to design, build, and maintain a transportation system that promotes safe road user behaviors (human factors) and protects all road users from physical harm (forgiving systems). This is a shift from a conventional safety approach because it focuses on both human mistakes and human vulnerability.

Incorporate Complete Streets into road design standards
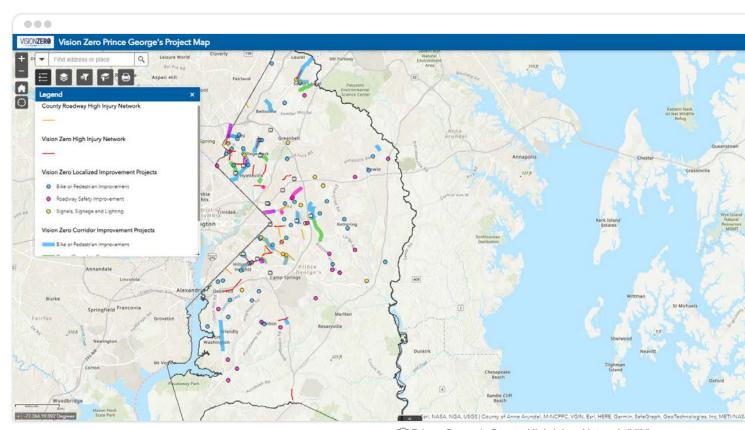
MPOT 2035 can play an important role in supporting better street design as part of the development review process. If MPOT 2035 sets basic Complete Streets expectations (e.g. marked crosswalks at all intersection legs, shared-use paths that meet standards for minimum width, sidewalks on both sides of all streets), the County will be better able to hold developers accountable.

Consider street maintenance as a tool for maintaining safety

Maintenance policies regarding County-owned roads need to be addressed in MPOT 2035, including pavement markings (i.e., crosswalks and bicycle lanes), snow removal, lighting, and shared-use path maintenance. A prioritization process is needed to create a sense of direction for improving the responsiveness of the maintenance program and allow it to grow over time.

Leverage the Safer Streets Priority Finder

Funded through a USDOT Safety Data Initiative Grant, the Safer Streets Priority Finder enables government agencies to understand the risk to vulnerable road users. Safer Streets Priority Finder is a free and open-source resource that allows practi-tioners and advocates to analyze and under-stand the risk to vulnerable road users (bicy-clists and pedestrians) on their local roads.

Prince George's County High-Injury Network (HIN) map

Monitor and update the High-Injury Network over time

Prince George's County uses a High-Injury Network (HIN) analysis to evaluate the performance of the road network. The High-Injury Network represents one-mile corridors in Prince George's County with the greatest frequency and severity of crashes involving people walking and biking. The County should continue to monitor crash trends and road safety on these corridors. As safety enhancements are built and conditions change over time, the County should repeat the data-driven analysis to add or remove corridors in the HIN.

Prince George's County can also expand its Vision Zero Crash Dashboard. Maryland has uniform crash reporting requirements, so further analysis could be conducted to better understand crash causation for fatal or serious-injury crashes.

Sustainability "meets the needs of the present without compromising the ability of future generations to meet their own needs."

- United Nations' "Bruntlandt Report," Our Common Future

We consider **three types of sustainability** in MPOT 2035:

📷 Bowie, MD

Environmental sustainability

Environmental sustainability focuses on responsible interaction of human infrastructure and practices with the natural world. The transportation system has a large impact on environmental sustainability in Prince George's County. A major focus is on improving resiliency so that when major natural events do happen, we are able to respond and adapt.

Fiscal sustainability

These practices support long-term economic growth and prosperity without negatively impacting environmental and social aspects of the community. Improving and enhancing fiscal sustainability practices creates resilient transportation systems that can address both short-term and long-term financial uncertainties related to shifting population demographics, changing employment patterns, aging transportation systems, and climate-driven environmental changes.

Socio-cultural sustainability

MPOT 2035 envisions a countywide transportation system that supports the safe and equitable movement of people and goods. It also supports economic, cultural, recreational, and social activity in Plan 2035 Centers. Equitable access to Plan 2035 Centers, then, is the crux of social and cultural sustainability in Prince George's County. Social and cultural criteria also encompass objects and structures, such as historical remains and places of worship, and values such as sense of place, local culture, and traditions.

Sustainability strategies and co-benefits

Category	Strategy	♡ Socio-cultural	💲 Fiscal	🌿 Environmental
Emissions reduction: electric vehicle	Expand the electric vehicle charging network			●
	Set an EV market share goal for the county to support the State's goal of an additional 255,000 EVs by 2030			●
	Transition transit bus fleet to EV, including school buses	●	●	●
	Electrify county and public agencies' fleets			●
	Identify and implement zero-emission truck corridors			●
	Plan for autonomous/connected vehicle technologies, which are typically EV			●
	Investigate and provide private vehicle electrification incentives and disincentives (e.g., rebate program)		●	●
	Create an EV carshare program for low-income communities	●		●
Emissions reduction: vehicle miles traveled (VMT) reduction	Advocate for a vehicle carbon, gas, or VMT tax	●	●	●
	Expand transit capacity and service	●		●
	Expand transportation demand management strategies		●	●
	Expand bicycle, pedestrian, and micromobility system development	●	●	●
	Expand telework policies and programs	●	●	●
	Constrain cars in urban areas, limit major new road construction	●	●	●
	Limit road widening		●	●
	Implement congestion pricing that varies based on travel demands at different times of the day		●	●
	Price parking based on travel demand patterns	●	●	●

⬇ **Continues over next four pages**

Sustainability strategies and co-benefits (continued)

Category	Strategy	Socio-cultural	Fiscal	Environmental
Stormwater management	Repair, enhance, or add stormwater systems during road construction projects, including resurfacing	●	●	●
	Eliminate waivers for stormwater management requirements	●	●	●
	Increase tree canopy coverage and raingarden systems with infill development, and road projects—ensure continued compliance with Complete and Green Streets Program	●	●	●
	Prioritize climate resilient infrastructure to ensure stability of the transportation network over time and in response to changing climate conditions		●	●
	Where feasible, construct all critical infrastructure outside the 500-year floodplain		●	●
	Protect access roads to at least the 100-year flood elevation or maximum flood reach, whichever is higher		●	●
	If not already in existence, prepare a hazard mitigation plan with a focus on improving roads and infrastructure to withstand flooding			●
Heat reduction and adaptation	Focus on infill development, transit-oriented development, and smart growth principles	●	●	●
	Improve intermodal freight center access			●
	Consolidate urban freight centers			●
	Increase tree canopy coverage to reduce heat island effects and support active transportation goals	●	●	●
	Follow land use decisions that support alternative modes of transportation	●		●
	Explore opportunities to co-locate community resilience hubs (including cooling centers and access to critical resources and information) at transit centers using solar arrays to provide clean, resilient energy	●	●	●
	Cover all surface parking with solar arrays		●	●
	Implement hydration stations at transit hubs and along key active transportation corridors	●		●

Sustainability strategies and co-benefits (continued)

Category	Strategy	Socio-cultural	Fiscal	Environmental
	Develop extensive shade cover strategies in the places that are most subject to extreme heat and/or most exposed	●	●	●
Asset management	Prioritize climate resilient infrastructure to ensure stability of the transportation network over time and in response to changing climate conditions		●	●
	Focus on maintenance improvements that have the highest demand for transportation system users and/or provide critical network connections	●	●	●
	Improve road efficiencies with transportation system management operations (TSMO)		●	●
	Expand speed management on roads to maximize safety and encourage walking and biking	●		●
	Incorporate green infrastructure elements that reduce heat and increase permeability	●		●
	Identify resilience-friendly federal funding streams and invest in asset management systems		●	●
People-centric Complete Streets	Convert some parking spaces on high turnover main streets to loading zones, bus stops, and bicycle parking to serve more people with the same amount of space	●		●
	Widen sidewalks in commercial districts and narrow road cross-sections where traffic volumes are low or parallel vehicle routes exist to prioritize space for people rather than cars	●		●
	Add shade trees, places to sit, water fountains, trash bins, and pedestrian-scale lighting—all things that are overlooked by motorists but critical for generating foot traffic, transit activity, and bicycle comfort	●		●
	Enhance pedestrian crossing facilities with countdown signals, leading pedestrian internals, and high-visibility crosswalks	●		●

Sustainability strategies and co-benefits (continued)

Category	Strategy	♡ Socio-cultural	$ Fiscal	⊘ Environmental
	Use transportation infrastructure as community space in neighborhoods that lack parks and open space by reserving parking spaces for permanent parklets, by purchasing underutilized parking lots and paved areas for parks and playgrounds, and by offering an easy permit process for community groups to temporarily close streets for cultural events	●	●	●
High-capacity transit network	Designate high-capacity transit corridors and routes between all 26 Local Centers and RTDs	●		●
	Implement transit priority and reliability measures along these corridors such as placing transit (buses or trains) in its own right-of-way, adding transit-only lanes or queue jumps at key pinch points, adding transit signal priority in congested urban areas, and allow buses to stop in-lane by constructing bus boarding islands	●	●	●
	Offer no less than 15-minute service frequencies on this high-capacity network during peak periods and no less than 30-minute service frequencies in off-peak periods	●		●
	Implement reliable real-time bus tracking service through an app as well as at transit stops/stations along this network	●		●
	Maintain well-lit shelters at all transit stops/stations along this network	●		●
	Focus new development along these corridors and require that it adhere to transit-oriented development design guidelines. Office developments should offer subsidized transit passes to employees	●	●	●
	Work with major event and entertainments venues and transit agencies in the Local Centers and RTDs to offer free transit passes with their event tickets	●	●	●
	Create special tax districts in the downtowns, employment hubs, and Innovation Corridor Hub to support transit-oriented development initiatives		●	●
	Use tax increment financing at proposed convention, conference, and visitor centers nearby transit-oriented development		●	●

Sustainability strategies and co-benefits (continued)

Category	Strategy	♡ Socio-cultural	$ Fiscal	⊘ Environmental
Expand walking and biking opportunities	Convert unused or underused rail and other infrastructure corridors into walking and biking paths	●	●	●
	Reduce road widths where traffic volumes can fit into fewer travel lanes and add protected bicycle lanes and wider sidewalks	●		●
	Increase bicycle parking requirements for new developments and increase visibility of bicycle parking in commercial districts	●	●	●
	Improve wayfinding for bicyclists and pedestrians with travel time estimates to nearby destinations	●	●	●
	Incorporate bicycle safety classes into public school curriculum and offer bicycle safety classes at local community centers	●	●	●
	Expand Capital Bikeshare to other Local Centers and RTDs. In parts of the County further from Washington, D.C., work with community organizations to offer low-cost, multi-day bicycle rentals, including for e-bikes and/or scooters	●	●	●
	Offer e-bike rebates for people who can show proof of selling or getting rid of a vehicle	●	●	●
	Promote bike/walk to work and bike/walk to school days with local jurisdictions	●	●	●
Frequent community engagement	County transportation planners and operators should regularly attend existing community events (street fairs, sports events, farmers markets, etc.) to spread the word about services, discount programs, and new projects and to listen to residents' access and mobility concerns	●		
	Establish a social media presence for transit and road updates that people are excited to follow. The radio is not a good source of traffic and travel information for all residents and social media should increasingly be utilized to share information. To attract followers, the County should invest substantial resources in its social media communications program and use interactive content, such as contests, prizes, and quizzes to generate excitement	●		

What is the future of multimodal transportation in Prince George's County?

Prince George's County provides options for walking, biking, driving, and riding transit, yet we find ourself underperforming in the transportation satisfaction of our residents.

One of the most important elements of Plan Prince George's 2035 is strengthening connections between communities through a robust transportation network. Across the country, jurisdictions are facing the same crisis of fewer resources available to serve community transportation needs. One of the most prominent factors is the need to rectify historic injustices brought about by unbalanced or biased disinvestment in communities of color leading to inferior transportation infrastructure in areas with denser populations.

We looked to several communities across the United States with similar demographic characteristics to Prince George's County, specifically as they related to racial mix, transportation commute, and age diversity. We reviewed highway, transit, pedestrian, bike, and shared-use path master plans to identify national best practices so the County can identify existing policies that are good candidates to build on or expand and new policies t should be considered. Many policies found in these plans have been implemented by Prince George's County in part or in whole.

Summary of peer jurisdictions

Peer jurisdictions we studied

- Montgomery County, MD
- Richmond, VA
- Atlanta, GA
- Pensacola, FL

Plans we reviewed

2015
City of Richmond, VA
Richmond Bicycle Master Plan

2017
Atlanta Regional Commission
Walk. Bike. Thrive. A Regional Vision for a More Walkable, Bikeable, and Livable Metropolitan Atlanta

2018
M-NCPPC Montgomery County
Technical Update to the Master Plan of Highways and Transitways

2018
M-NCPPC Montgomery County
Bicycle Master Plan

2018
Florida-Alabama TPO
Pedestrian/Bicycle Master Plan

Recommendations from peer jurisdiction plans

Plan	Vision	Major focus	Key relevant recommendations
City of Richmond, VA **Richmond Bicycle Master Plan**	**Envision** a future where bicycling is an integral component of daily life. A well-connected network of bicycle infrastructure coupled with a shift in culture will create an environment that is safe and comfortable for people of all ages and abilities	**Create** an environment that supports bicycling as a viable means of transportation, creates a safe and welcoming place for all users within the established network, connects people to destinations with a time-efficient travel option, and establishes equal access to bicycling for all	• Ensure that all construction projects assume some accommodations will be provided for pedestrian and bicycle access • Incorporate bicycle facilities into zoning bylaws and ordinances • Require the construction of sidewalks, bicycle facilities, shared-use paths and safe crosswalks during the new development efforts • Explore opportunities to revise existing easements to accommodate public access greenway/path facilities • Consider bicycle facilities during transit route reorganization and station upgrades • Consider repaving projects as an opportunity for revising pavement markings to narrow vehicle travel lanes and create space for bicycle lanes and shoulders
Atlanta Regional Commission **Walk. Bike. Thrive. A Regional Vision for a More Walkable, Bikeable, and Livable Metropolitan Atlanta**	**Be** one of the most connected and safest regions in the United States for walking and bicycling and use active transportation to improve the mobility, safety, and economic competitiveness for residents and communities	**Develop** policies for decisionmakers to use that support a walkable and bikeable region and map out a pathway for local and regional partners to implement and support identified policies and programs. Organizing principles include: 1. A focus on short trips to maximize the benefits associated with more walking and biking 2. An opportunistic approach to Complete Streets improvements on major streets to enable the region to make the most of limited resources 3. "20-minute neighborhoods," which include a mix of land uses, create a connected street grid, frequently incorporate bikeways (every half mile), and are convenient to shared-use paths and transit	• Focus investments in areas that enable short trips for walking or bicycling to work, transit, or daily needs • Prioritize active transportation investments in parts of the regions where land use and transportation networks naturally support options for short trips • Ensure that the regional system facilitates seamless transitions between active transportation and other modes, such as transit and driving, which are better suited to long trips • Implement Complete Streets principles on every road with any project receiving federal funds • Prioritize projects that have a positive impact on public health outcomes • Incorporate transit access as a factor when prioritizing proposed bikeway projects • Incorporate Active Transportation in Design Guidelines and Engineering Standards • Create and activate pedestrian or bicycle advisory committees

Recommendations from peer jurisdiction plans (continued)

Plan	Vision	Major focus	Key relevant recommendations
M-NCPPC Montgomery County **Technical Update to the Master Plan of Highways and Transitways**	**Develop** a fundamentally sound, balanced and flexible future transportation system that helps to build and maintain livable communities within Montgomery County. Transportation, when planned well, can be an asset to the quality of life in a community. This plan is a multimodal plan and, ultimately, a plan focused on serving people, not just vehicle trips	**Provide** a "road map" for making transportation investments within the context of a long-range vision. It ensures the future network of transportation facilities will serve residents, businesses, visitors and people passing through the county	• Align the road design and target speed standards for roads within urban areas so that they are designed for the safety and convenience of all users of the road system including pedestrians, bicyclists, transit users, automobile drivers, commercial vehicles freight haulers and emergency service vehicles
M-NCPPC Montgomery County **Bicycle Master Plan**	**Become** a world-class bicycling community. Everyone in Montgomery County will be able to travel by bicycle on a comfortable, safe and connected bicycle network. Bicycling will become a viable transportation option and will elevate the quality of life in the county	**Identify** a series of strategies and recommendations that will enable policy and decisionmakers to increase bicycling rates, create a connected and low stress bicycling network, provide equal access to low stress bicycling, and improve the safety of biking	• Establish a bikeway classification system to organize bikeways based on their level of separation from traffic • Create a low-stress bicycling network • Establish a high-capacity network of arterial bikeways between major activity centers to enable bicycle travel with few delays in an environment where all users can safely and comfortably coexist • Adjust road standards and design criteria that apply to all roads that are designated for multimodal use that incorporate non-motorized user feelings of safety • Establish grade-separated crossings for new freeways and those undergoing major changes. Ensure standalone capital projects include grade-separated crossings for bisecting road networks. Where no improvements are planned, incorporate ramp signalization to reduce conflicts • Provide abundant and secure bicycle parking at transit stations as well as commercial and multifamily residential developments • Monitor performance
Florida-Alabama TPO **Pedestrian/Bicycle Master Plan**	**Improve** the quality of life for all communities within the planning area by providing education, engineering, enforcement, equity, and encouragement of multi-modal transportation choices	**Identify** locations where bicycle or pedestrian projects should be constructed based on factors to help the TPO determine where to focus their resources that led to overall recommendations about prioritization	Prioritize projects with the following factors: • Improve safety • In the proximity of schools and connect people to them • Near an activity center • In evidence-based/anecdotal need areas, such as a worn pathway cut through grass • High rates of zero vehicle ownership

Plan 2035 identified that within the decade-long study period from 2010 to 2019, there was no change in the split between people walking, biking, riding transit, and driving.

This signals a need for more opportunities, infrastructure, and strategic policies to help lead the County toward it's goal of promoting and providing opportunities for people to use multimodal transportation options.

Drawing from the plans we reviewed in peer jurisdictions and building on our existing efforts, we developed 10 recommendations that can be applied to projects throughout Prince George's County to help us move toward a future where travel is safe and convenient regardless of how you get around.

1. Rethink design standards.
Revise road design standards to accommodate multimodal uses for every road undergoing major renovations and for newly designed infrastructure. As the County is continuing to see changes in the urban/suburban/rural landscape, there are opportunities to update the transportation network to encourage feelings of safety and belonging for all users. The design standards must reflect these changes to create an inclusive and comprehensive transportation network.

2. Track our progress toward multimodal travel.
Identify ways to track the County's progress in encouraging people to shift away from single-occupancy vehicles. Shifting to other forms of transportation than single-occupancy vehicles is the overall goal to improve a number of health and wellness outcomes. The alternative to single-occupancy motor vehicles that is chosen should not be of primary concern except to determine where additional infrastructure resources may be focused.

3. Change what we measure.
Modify transportation planning and assessment metrics to reduce focus on automobile movement and increase focus on people movement. Traditional planning processes consider traffic congestion and the effect of vehicle movement through intersections and road segments as key indicators for road widening, interchange design, or construction. These types of projects often negatively affect non-vehicular modes of travel—such as through higher vehicle speeds or wider roads to cross—and they encourage driving by supplying additional road capacity. Adjusting the assessment metrics to provide weight to the needs of non-vehicular users could increase feelings of safety that may affect peoples' choices of which travel mode to use.

4. Zero in on short trips.
Identify minor origin-destination pairs within Neighborhood Reinvestment Areas and Downtown Areas and monitor non-vehicular travel. Short trips via bicycle or walking (i.e. travel to school, local markets, parks, etc.) are often undercounted because they are taken by those who are not regularly part of the travel survey and assessment counts (i.e. school-aged children, caregivers, etc.). Understanding where and how many of these trips are happening highlights them in the planning process and can help identify areas where transportation resources could be reallocated in a meaningful way.

5. Build Complete Streets.
Designate Complete Streets Corridors within every Neighborhood Reinvestment Area and Downtown Area. By definition, Complete Streets are designed to accommodate all users of the network, regardless of age, ability, or travel mode. They are also designed to increase feelings of safety by slowing automobile traffic, increasing visibility of people walking and biking, and providing a designated space for all travelers. Placing these in parts of the county where growth is targeted can help provide balance for all the interests competing for priority within the transportation network.

6. Focus funding on key connections.
Prioritize funding of Complete Streets Corridors that connect to major destinations or job centers. Providing options that allow people to vary which travel modes they use supports the Plan 2035 goal of connecting neighborhoods.

7. Prioritize and promote connections to transit.
Address first and last mile walking and biking gaps in the network in each of the eight regional transit districts, including pilot zones in each transit district for PGC Link. This app-based, on-demand "microtransit" service operating in portions of the County offers customers a direct ride between their start and end point. The lack of change to the modal split identified in Plan 2035 indicates that simply having additional infrastructure is not enough to change travel behaviors. If using an alternative mode of transportation is not convenient and does not feel safe, this trend is likely to continue.

8. Operate transit when people need it.
Increase County-operated transit service hours to align with the needs of residents using these services. In our public engagement surveys, we included questions about use of transit in the County. Anecdotally and specifically, the limited hours of availability for County-provided transit was a key deterrent to increased use.

9. Focus on building new projects.
Measure transportation mobility success by lane-miles of completed construction of bikeways and supportive facilities. Creating a more specific set of metrics by which to assess success, including safety studies of before and after implementation, will help the County identify key trends in transportation use and mode share. Currently, repainting a shared bike lane is given equal weight as constructing new lane-miles of bicycle infrastructure. This dilutes any attempt to assess the performance of connections within the bicycle network.

Riverdale Park, MD

10. Make it Prince George's.
Dedicate resources to educating users, marketing, and promoting multimodal transportation options in the County to individuals who represent the diversity of the county (i.e. African Americans, senior citizens, women, and youth). While safety is a key deterrent for many in using alternative or active transportation modes, providing education about the many available modes, showcasing people who look like the population in the County as users, and promoting active transportation modes as a healthier and convenient option can lead to success adjusting modal decisions.

Capital improvement plans determine what projects get built.

Westphalia, MD

We want to make sure the transportation projects we build are helping to advance the goals and values of MPOT 2035.

For this reason, we reviewed all the projects in the two main transportation capital improvement programs that fund projects in the county. These documents are the CIP and CTP.

We compared the projects in the CIP and CTP with the proposed projects in the 2009 MPOT and master and sector plans.

FY2022 – 2027
Approved Capital Improvement Program and Budget for the Prince George's County Department of Public Works and Transportation (CIP)

FY2022 – 2027
Maryland Consolidated Transportation Program, 2022 State Report on Transportation (CTP)

The goal of this comparison was to understand two important questions:

- What roads are expected to receive construction projects over the next six years?
- How do these projects achieve or advance the 2009 MPOT goals?

The CTP included 25 projects and the CIP included 17 projects in Prince George's County. Ultimately, we found that all of the projects are compatible except one: MD 200, the Intercounty Connector. This project is complete and open for service, but some final construction and environmental elements are still underway. This project was deleted in the 2009 MPOT east of where the current MD 200 ends at US 1 (Baltimore Avenue). There was a proposed new County road, extending east from the current end of MD 200, but this project has since been removed from master planning efforts because of its environmental impacts, and any Intercounty Connector recommendations regarding this future road will no longer be included.

Older plans from the 1980s and 1990s emphasized a need to increase road capacity by widening existing roads. Since then, perspectives have shifted to consider more holistic goals like the greenhouse gas reductions, public health, safety of people traveling by all modes, and quality of life for the residents of the communities traversed by wider and higher-speed roads—especially those who have been excluded from past transportation decisions or experienced a disproportionate share of the burden.

Our new approach is to consider additional space on existing roads previously earmarked for additional or wider lanes for people walking and biking, enhancing the streetscape, and other amenities.

Everybody walks or rolls.

People love the paths, walkways, and bikeways in Prince George's County, and they want more.

Plan 2035 and MPOT 2035 community engagement revealed overwhelming support for building more shared-use paths.

70%

Survey respondents who walk or bike regularly as a mode of transportation

Lack of bike lanes

Biggest factor keeping survey respondents from using active transportation

6%

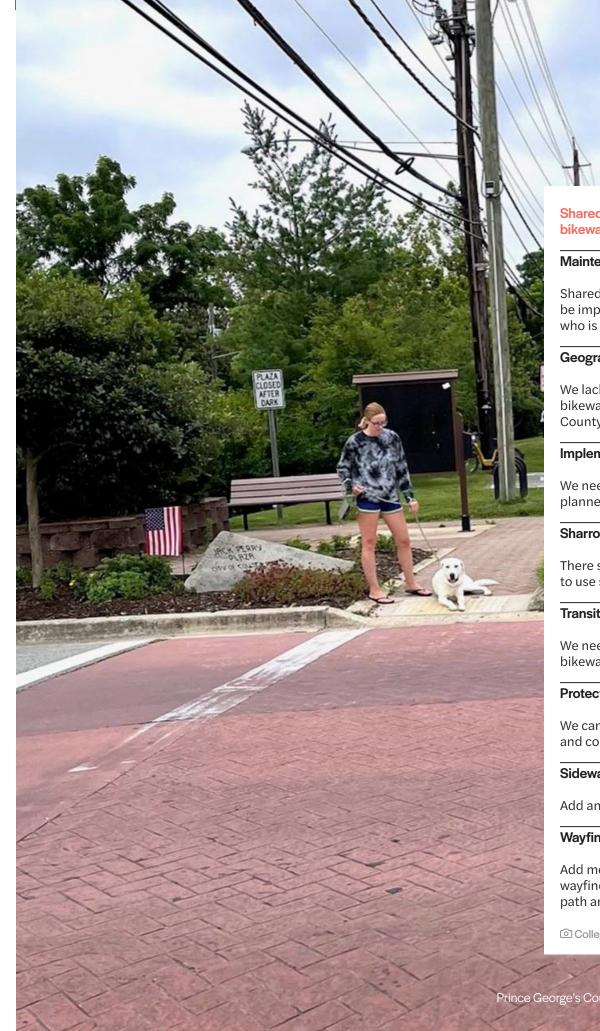Survey respondents who switched to bicycling during the pandemic

100+

Miles of shared-use paths and bikeways built in Prince George's County since 2009

510

Miles of planned shared-use paths in Prince George's County

40

Miles of planned bike lanes in Prince George's County

In January and February of 2022, we surveyed more than 250 members of the Prince George's County community to hear their thoughts on how transportation can be improved in the County. We also held a series of three evening online public meetings in late January 2022.

Shared-use path and bikeway needs we heard

Maintenance

Shared-use path maintenance could be improved. It is sometimes unclear who is responsible for maintenance.

Geographic equity

We lack shared-use paths and bikeways in some portions of the County, especially to the south.

Implementation

We need to build more of the planned shared-use paths.

Sharrows

There should be better guidance on when to use shared-lane markings, if ever.

Transit Connections

We need more shared-use path and bikeway connections to Metrorail stations.

Protected Bike Lanes

We can add more protected bike lanes and connections to protected bike lanes.

Sidewalks

Add and repair sidewalks.

Wayfinding

Add more, and more consistent, wayfinding signs on the shared-use path and bikeway network.

College Park, MD

MPOT 2035 will build on the County's prior shared-use path, bike, and walk planning efforts.

2009 Master Plan of Transportation

The vision for shared-use paths and bikeways within the 2009 Master Plan of Transportation was to "develop a comprehensive network of paved and natural surface trails, sidewalks, neighborhood trail connections, and on-road bicycle facilities for transportation and recreation use."

2009 MPOT map of trails and bikeways

MPOT 2009 goals for shared-use paths, bikeways, and pedestrian mobility

Provide a continuous network of sidewalks, bikeways, and trails

Develop a comprehensive and accessible trail network designed to meet the recreational needs of all trail groups

Provide bicycle-compatible road improvements along the Potomac Heritage National Scenic Trail

Improve pedestrian and bicycle access to the existing parkland, natural features, historic sites, and recreational opportunities along the Potomac River corridor from surrounding communities

Accommodate trail connections within this corridor on public parkland and within public road rights-of-way

Advances in active transportation planning since the 2009 MPOT

Much has changed in the field of active transportation planning since the 2009 MPOT. And along with it, some of the thinking has changed within the County about which types of walking and biking facilities are appropriate for which corridors. There is increased understanding that factors like traffic speed and volume affect feelings of comfort and safety when walking and biking. Further, we need to consider racial and economic equity when we plan where to improve walking and biking infrastructure. New national guidelines on active transportation planning also reflect some of these considerations. We will consider these factors in MPOT 2035 to create a shared-use path and bikeway network for the next two decades.

2018 Trails Strategic Plan

The Prince George's County Department of Parks and Recreation developed the Strategic Trails Plan to guide trail development and management and create a framework for trail planning and development that can be used countywide.

This plan provides guidance related to trail implementation and program development. The plan inventoried paved shared-use paths and natural surface trails and defined a three-tier organizational system, which is shown to the right. The key point of this classification system is that it focuses on the function of the various types of trails. Primary and secondary trails include everything that is used for transportation. The recreation trails (paved and unpaved) are trails that do not serve a transportation function.

The plan assessed policies, practices, and activities related to shared-use path, trail, and bikeway maintenance and implementation, and it identified physical and institutional barriers to trail development and opportunities to overcome the barriers.

Primary shared-use paths

Primary shared-use paths provide the highest quality recreation and transportation experience, typically in a greenway or park-like setting. They provide a contiguous network throughout the County, and they are part of a regional bicycle and pedestrian pathway system that should link all of the Plan 2035 activity centers.

Secondary shared-use paths and trails

Secondary shared-use paths and trails include off-road sidepaths built adjacent to major roads as basic bicycle and pedestrian accommodations. They also include path systems within residential communities and the many spurs and extensions from primary shared-use paths that provide connections.

Recreation trails

Recreation trails include paved loop trails in parks and other institutional settings. They also include natural surface (dirt) trails designed for hiking, mountain biking, equestrian use, and general access through natural areas.

Plan action items

The Trails Strategic Plan plan recommended six actions for trail development.

- Coordinating trail planning and development
- Adopting new policies to improve trail implementation
- Managing the park trail network effectively
- Maintaining the park trail network
- Activating the trail network
- Creating trail partnerships

2021 Pedestrian and Bicycle Networks Implementation Program

This effort combined current pedestrian and bicycle plans into one updated document. It identified priority projects to fund over the next five years with $15 million in local funding plus state and federal grants. The prioritization process used four factors to score and rank projects.

Project prioritization factors

Demand

Prioritizes segments where bicycling can potentially occur daily

Connectivity

Prioritizes segments that link existing and proposed facilities

Safety

Prioritizes segments with a history of bicycle-involved crashes

Equity

Prioritizes segments in active transportation and transit-dependent communities

◻ Anacostia River Trail System

Trail and bikeway network mileage

Facility type	501 ● Existing	550 ● Proposed	1,051 Total	Paved	Unpaved
Primary trails	66	293	359	●	○
Secondary trails	120	115	235	●	○
Recreational trails	153	102	255	●	●
Bike lanes	64	34	98	●	○
Separated bike lanes	6		6	●	○

Bikeways

N

5 mile

— Existing Trail & Bikeways Facilities
--- Proposed Trail & Bikeways Facilities

Prince George's County has a powerful transportation forecasting model, which we call TransForM.

We ran TransForM to assess how well the roads in our county accommodate the amount of traffic that uses them, which we measure using level of service, or LOS, where A is best and F is worst.

Clinton, MD

TransForM uses traffic volumes from a "base" year of 2015. We scaled these volumes up to match 2020 pre-pandemic conditions. From here, we used population and employment estimates from a future year, in this case 2045, to estimate future levels of traffic on our roads. We do this by scaling up the 2020 traffic volumes to match anticipated levels of travel that would correspond to the future-year (2045) population and employment.

The model assesses traffic in the AM and PM rush hour periods.

The traffic volumes that the model projects for 2045 account for demographic changes, transportation projects under construction, and projects with allocated construction funds within the current Prince George's County Capital Improvement Program and Maryland Consolidated Transportation Program. With all of these factors, the model includes over 7,500 road segments.

We use a formula to determine LOS in each direction that uses a ratio of traffic volume by road capacity and the number of lanes. We call this the volume-to-capacity, or V/C, ratio. A V/C ratio measures the level of congestion on a road by comparing the road demand (traffic volumes) with road supply (carrying capacity).

We calculated the AM and PM V/C ratios for 2020 and 2045 to determine the LOS for each road segment in the model network.

Prince George's County uses LOS standards that are based on the V/C ratios shown below. LOS measures the perceived quality of the flow of traffic by people driving and is based on experienced travel times and speeds, and predictability of future traffic conditions and waiting times. These standards come from the 2012 Transportation Review Guidelines that the Maryland-National Capital Park and Planning Commission publishes.

Level of service (LOS) standards

Prince George's County uses LOS standards based on the V/C ratios shown below:

LOS A: Lower than 0.275
LOS B: 0.276 – 0.450
LOS C: 0.451 – 0.650
LOS D: 0.651 – 0.845
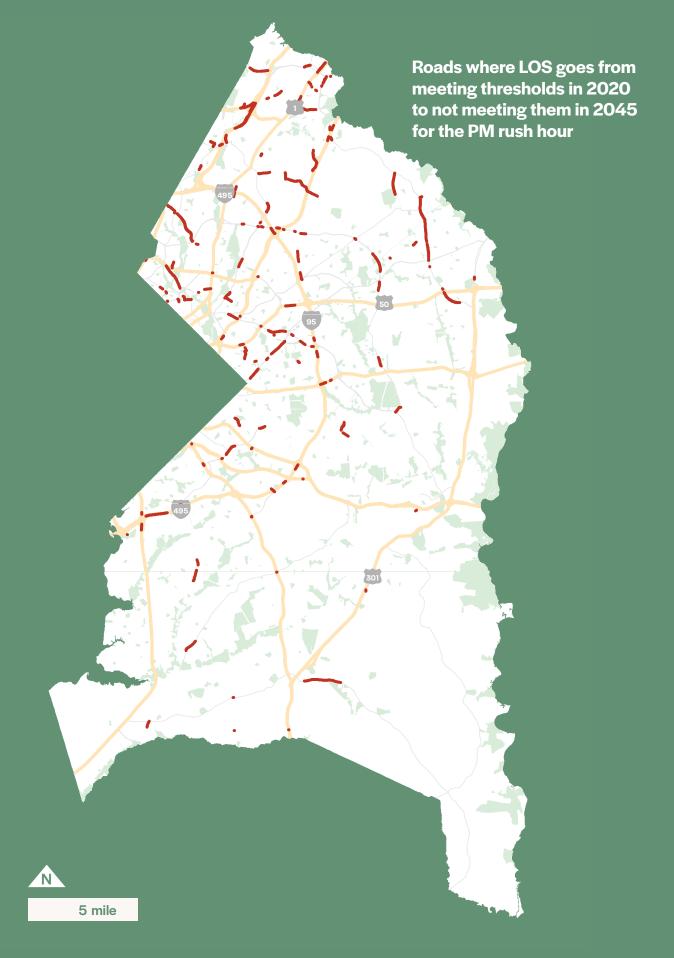LOS E: 0.846 – 1.000
LOS F: Higher than 1.000

Riverdale Park, MD

Modeling results summary

	2020 **Base-year existing conditions LOS**	2045 **Future-year conditions LOS**	2020 – 2045 **Roads where LOS degrades from meeting to not meeting thresholds**
AM	**729** roads (10 percent) are below the LOS threshold, which suggests high congestion for these roads.	**506** roads (seven percent) are oversaturated—operating at LOS E and F. They do not meet the minimum acceptable LOS thresholds and would require additional capacity if we want them to continue to perform at the LOS standards.	From the Base-Year 2020 Existing Conditions LOS (AM) Scenario to the Future-Year (2045) Conditions LOS (AM) Scenario, **144** roads (two percent) shift from meeting the threshold to going below the LOS threshold.
PM	**1,789** roads (24 percent) are below the LOS threshold, which suggests high congestion for these roads.	**1,387** roads (18 percent) are below the LOS threshold, which suggests capacity additions would be needed for these roads if we want them to continue to perform at the LOS standards.	From the Base-Year 2020 Existing Conditions LOS (PM) Scenario to the Future-Year (2045) Conditions LOS (PM) Scenario, **311** roads (four percent) shift from meeting the threshold to going below the LOS threshold.

Roads where LOS goes from meeting thresholds in 2020 to not meeting them in 2045 for the AM rush hour

Roads where LOS goes from meeting thresholds in 2020 to not meeting them in 2045 for the PM rush hour

N

5 mile

N

5 mile

Orienting development around transit is good for transit *and* development.

Here is what transit-oriented development can look like in Prince George's County.

Prince George's County has long strived to leverage its extensive transit network by promoting transit-oriented development, or TOD.

Hyattsville, MD

Transit-oriented development positions moderate-to-dense clusters of development within a short walk of a transit station, usually a quarter- to half-mile. When development is oriented around transit, using transit becomes more convenient, and the development is also easier to access by transit, boosting its economic potential.
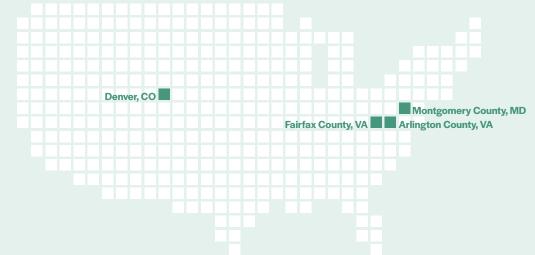
By orienting development around transit, we can support economic growth and increase transit use at the same time. As part of MPOT 2035, we considered the current potential for TOD in Prince George's County and the steps we might take for continued support of TOD.

We looked to leading examples of TOD from across the country to identify practices we can bring to Prince George's County.

TOD examples we studied

Many of the nation's TOD leaders happen to be here in the Washington, D.C. metro area. Denver, Colorado is another front runner. As we examined the practices used in these places, we focused on TOD station-area planning, financing, and implementation with an eye to affordable housing, streamlining the development review process, and joint development between developers and transit agencies or local governments.

Denver, CO

Montgomery County, MD
Fairfax County, VA Arlington County, VA

Key findings

Establish a shared vision.

Establish a shared vision for TOD with developers and the community through planning documents and policies.

Require affordable housing.

Affordable housing can be mandatory through set-asides or inclusionary zoning.

Leverage zoning.

Zoning is an effective tool for allowing greater densities in exchange for developer-provided public amenities and for setting the level of development that is allowed by right.

Build in community benefits.

The site plan approval process can be used to negotiate site-specific and countywide benefits.

Update land use plans in station areas.

Performing comprehensive land use plan updates at station areas can generate growth that supports high frequency transit.

Streamline the development process.

Making it easier for developers to get their projects approved can lessen the cost and reduce the time it takes for development to happen.

Use typologies to set expectations.

TOD typologies can set expectations about future development and guide the desired level and character of development.

Consider partnerships.

Public-private partnerships and WMATA's joint development program are ways to leverage investment, achieve intended development types, and encourage TOD at Metrorail, MARC, and Purple Line stations in Prince George's County.

TOD typologies for Prince George's County

TOD type	Existing and candidate TOD sites	Land uses	Density	Multimodal connectivity	Parking supply
Regional Transit Districts	• Branch Avenue Metrorail • College Park/UMD Metrorail/Purple Line • Greenbelt Metrorail • Largo Town Center (future Downtown Largo) Metrorail • National Harbor • New Carrollton Metrorail • Prince George's Plaza (future Hyattsville Crossing) Metrorail • Suitland Metrorail	Moderate- to high-density and intensity regional-serving centers; mix of office, retail, entertainment, public and quasi-public, flex, and medical uses; balance of uses will vary depending on center's predominant character and function	40+ dwelling units/acre; 3+ FAR for new commercial development; greater density within a quarter-mile of Metrorail and light rail stations	Metrorail with frequent local feeder connections (bus and shuttle service) and intermodal facilities, commuter rail (Amtrak and MARC services), fixed guideway (light rail and bus rapid transit), and interstate highways and arterials; walkable and bikeable	Parking varies based on site
Local Transit Centers	• Addison Road Metrorail • Capitol Heights Metrorail • Cheverly Metrorail • Landover Metrorail • Takoma-Langley Crossroads • Morgan Boulevard Metrorail • Naylor Road Metrorail • West Hyattsville Metrorail	Smaller-scale, mixed-use centers; local-serving retail and limited office uses; mid-rise and low-rise apartments and condos, townhouses	15-30 dwelling units/acre; 1.5-3 FAR for new commercial development	Metrorail or light rail and local transit connections with all types of bus service	Potential for localized parking
Neighborhood Centers	• Annapolis Road/Glenridge • Beacon Heights • Muirkirk MARC • Oxon Hill • Port Towns • Riverdale MARC • Riverdale Park • Seabrook MARC • Southern Avenue Metrorail	Neighborhood-serving retail and office uses; mid-rise and low-rise apartments and condos, townhouses, and small-lot single-family	10-15 dwelling units/acre; 0.5-2 FAR for new commercial development	Light rail, commuter rail, or local bus hub	Limited or no park-and-ride facilities
Campus Centers	• Bowie MARC • UMD East • UMD Center • UMD West	Low- to medium-density, mixed-use development oriented toward supporting university research, as well as community housing and retail needs, and student housing needs at Bowie MARC; mid-rise and low-rise apartments, condos, townhouses, and small-lot single family	10-15 dwelling units/acre; 0.5-3 FAR for new commercial development	Light or commuter rail, arterial roads, and local/express bus service	Parking varies based on site

TOD typologies

provide a snapshot of the aspirational character for development in the transit station area.

They set expectations for the type of development and establish a level of magnitude for possible investments. The typologies define station area characteristics including land use mix, street and block pattern, building placement, building height, and the mobility options people use to move around. The typologies account for characteristics such as land uses, zoning, density, multimodal connectivity, and parking supply.

📷 National Harbor. Oxon Hill, MD

Next steps for TOD

Identify the five most promising station areas for TOD.

Screen sites for high, medium, and low intensity land use and transit mix scenarios.

Use plans, regulations, and data to consider development factors like available land, permitted land uses and densities, demand and support for development, property ownership, and environmental preservation.

Assess multimodal factors like walkability, bike access, and parking supply.

Develop an evaluation matrix that compares the five most promising station areas and a set of pragmatic recommendations to advance the efforts in the next 5 to 15 years.

MPOT 2035 builds on the foundation of past plans and policies.

We consulted many plans, policies, and studies to help build MPOT 2035. The cover images show which plans helped shape the sections of this Current Conditions Report, as shown by the section numbers and titles below the images.

2009
Master Plan of Transportation

1. Unbuilt Master Plan Rights-of-Way
3. Special Roadways
5. US 301/MD 3 Assessment
6. Transportation Equity Practices
9. Performance Measures
11. Sustainability
13. CIP and CTP
14. Bikeways
16. Transit-Oriented Development

2014
Plan Prince George's 2035 (Plan 2035)

1. Unbuilt Master Plan Rights-of-Way
5. US 301/MD 3 Assessment
6. Transportation Equity Practices
7. Large-Scale Transit Corridors
8. Bus Transit Corridors
9. Performance Measures
11. Sustainability
12. Multimodal Transportation
15. TransForM Model
16. Transit-Oriented Development
17. Existing Plans and Policies

📖 The County's 37 master, sector, and transit district development plans prepared since 2008 also inform MPOT 2035.

2018 – 2022
Transit Vision Plan

2. High-Congestion/ Low-Transit Corridors
6. Transportation Equity Practices
7. Large-Scale Transit Corridors
8. Bus Transit Corridors
16. Transit-Oriented Development

FY2022 – 2027
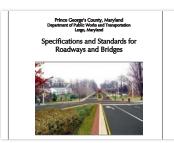**Maryland Consolidated Transportation Program**

13. CIP and CTP

FY2022 – 2027
Capital Improvement Program and Budget

1. Unbuilt Master Plan Rights-of-Way
2. High-Congestion/ Low-Transit Corridors
13. CIP and CTP

2021
Climate Action Plan

11. Sustainability

2012
Specifications and Standards for Roadways and Bridges

5. US 301/MD 3 Assessment
15. TransForM Model

2017
Urban Street Design Standards

1. Unbuilt Master Plan Rights-of-Way

2012
Transportation Review Guidelines

2. High-Congestion/ Low-Transit Corridors
15. TransForM Model

2018
Trails Strategic Plan

14. Bikeways

2017 – 2020
Strategic Roadway Safety Plan

10. Vision Zero

2020 – 2022
Vision Zero Action Plan

6. Transportation Equity Practices
10. Vision Zero

Appendices