Plan Highlights

The Approved Countywide Master Plan of Transportation (CMPOT) for Prince George’s County has been updated as the strategic transportation blueprint for Prince George’s County and was based on recommendations in the 2002 Prince George’s County Approved General Plan (General Plan).

Plan Framework

The CMPOT implements the Transportation Systems Element of the General Plan, which recommended that the countywide master plan of transportation be updated to:

- Propose a transportation system that supports the preferred development pattern for Prince George’s County.
- Fully capitalize on the economic development and community revitalization potential of the Purple Line in Prince George’s County.
- Ensure that countywide transportation system planning and land use planning are integrated to achieve county growth and development goals.
- Propose a county transportation network that reduces congestion and vehicle miles traveled.
- Consolidate into one comprehensive, up-to-date document the transportation recommendations of more than 41 master plans that have been approved since 1982.
- Provide strategic planning guidance that reflects major transportation and transit system changes since the last countywide master plan of transportation was approved in 1982, such as completion of the Metrorail (ARS) system and the new Woodrow Wilson Bridge, and the planned opening of the Purple Line in 2020.

Bikeways and Pedestrian Mobility

The vision for bicycle, pedestrian, and equestrian facilities is 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. Trails should be in compliance with the Americans with Disabilities Act (ADA) and designed to accommodate bikers, bicyclists, equestrians, and mountain bikers. Communities and roadways should be designed to accommodate pedestrians and bicyclists, as well as automobiles. Sidewalk and trail connections should be provided to schools, parks, activity centers, transit, and other public facilities.

Complete Streets

The Approved Countywide Master Plan of Transportation (CMPOT) employs the concept of complete streets to emphasize street, road, and highway design and construction that serves the transportation needs of pedestrians, bikers, transit users, drivers, and persons with disabilities, as well as motorists. The core CMPOT goal is to improve alternatives to the single-occupancy vehicle.

Fixed Guideway Transit and Transit-Oriented Development

The CMPOT envisions transit as the principal mobility option for residents and workers in Prince George’s County and as a means of maximizing the benefits of the state and county investment in transit infrastructure. It also recommends a comprehensive fixed guideway transit network that can serve county growth and development goals.

Transit-Oriented Development

Transit-oriented development (TOD) represents a flagship opportunity to implement the development vision for Prince George’s County at Metrorail and Purple Line stations.

Density: Successful TOD projects concentrate residential, employment, shopping, and recreational land uses to make them more cost-effectively accessible by transit, walking, and biking.

Diversity: Mixing complementary land uses in close proximity to one another and to transit significantly reduces or eliminates automobile trips, especially single-occupant vehicle trips.

Design: Policies that encourage transit-supportive density and diversity will not matter unless the TOD project is well designed. Transit-supportive design is critical to quality placemaking. It establishes a connection between land use and transit to make alternatives to the automobile more attractive and efficient for a wider range of trips.

Countwide Master Plan of Transportation Policy Geography

The CMPOT is based on the three categories of General Plan centers:

- Metropolitan Centers (Branch Avenue, College Park–University of Maryland, Greenbelt, and New Carrollton) are major centers and multimodal transit centers that are envisioned as serving the highest commuter volumes in the county.
- Regional Centers (Naylor Road, Takoma–Langley Crossroads, and Prince George’s Plaza) already have Metrorail, MARC, or major bus service, or have the potential to become major transit centers, particularly in the Purple Line corridor.
- Community Centers (West Hyattsville) are, or have the potential to become, focal points for quality transit-supportive, mixed-use redevelopment that serves the surrounding community.

Fixed Guideway Transit

CMPOT goals:
- Recognize the multibillion dollar investment in the transit system and maximize the benefits for transit system participants.
- Develop an integrated fixed guideway transit network for Prince George’s County.
- Capitalize on all opportunities for attracting quality transit-oriented development.
- Capitalize on the economic development and revitalization potential of the Purple Line.
- Integrate the county transit system with land uses to ensure that all countywide growth and development goals are achieved.

Fixed guideway transit can be bus rapid transit (busway), streetcar, and light, heavy, or commuter rail transit service. The defining characteristic is that the transit vehicle operates in its own right-of-way, which can be physically demarcated or operationally controlled by traffic and roadway signage and enforcement.
Highways Element

- Providing access for all users to existing highways by safely and efficiently of the General Plan.
- With the goals, strategies, and policies future public and private investments in
- Tier and for some master plan trails
- Preserve equestrian trails in the Rural communities.
- Corridor from surrounding
- Features, historic sites, and recreational
- Improve pedestrian and bicycle access
- Heritage National Scenic Trail on-road
- Provide bicycle-compatible road
- Develop a comprehensive and
- Provide bicycle-compatible road
- Improve pedestrian and bicycle access
to the existing parkland, natural
features, historic sites, and recreational
opportunities along the Potomac Heritage National Scenic Trail on-road
bicycle route.
- Work with the Maryland State Highway
Administration and the Prince George’s County Department of Public Works
and Transportation to develop a complete streets policy to better accommodate the needs of all users
within the rights-of-way.
- Identifies future locations for highway
rights-of-way that should be protected
from future development.
- Includes recommendations for access
controls that are appropriate to the
functional classification of the highway
network envisioned in the CMPOT.

Conservation and Enhancement of Special Roadways: Scenic and Historic Roads

The CMPOT seeks to conserve viewsheds and other natural and cultural features of scenic and historic roads, scenic byways, and parkways to the maximum extent possible when planning transportation improvements and when reviewing development and redevelopment proposals.

Strategic Transportation Planning

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Plan Implementation

Achieving the objectives of the CMPOT depends on successfully implementing the underlying goals, policies, and strategies that the plan recommends.

- Regular planning coordination between county and local, regional, and state agencies.
- Innovating solutions to transportation funding challenges.
- Planning for long-term transportation system sustainability.
- Targeting a multimodal transportation adequacy (concurrency) policy to accommodate the specific congestion problems of each General Plan tier, center, and corridor.
- Increasing transportation infrastructure funding in the Developed Tier.
- Attracting more private funding of transportation infrastructure in Developing Tier centers and corridors.
- Encouraging increased private sector funding of needed transportation infrastructure in the Developing and Rural Tiers.

Potomac Heritage National Scenic Trail

The route depicted on this map uses public roadways. All bicyclists should wear a helmet; follow all laws and regulations; and use caution, especially on Oxon Hill Road, Livingston Road.

The route on this map can be experienced by walking or bicycling, with the exception of small areas along the Potomac Heritage Trail that are not yet suitable for bicycle travel. This master plan is likely to have a “shelf life” that exceeds a number of key operational life spans for critical parts of the county transportation infrastructure.