

CRYSTAL SAUNDERS HANCOCK
& SCOTT ROWE

MASTER PLAN OF TRANSPORTATION UPDATE

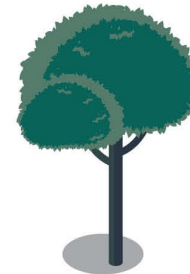
 THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
Prince George's County Planning Department

County Council
Committee of the Whole
May 30, 2023

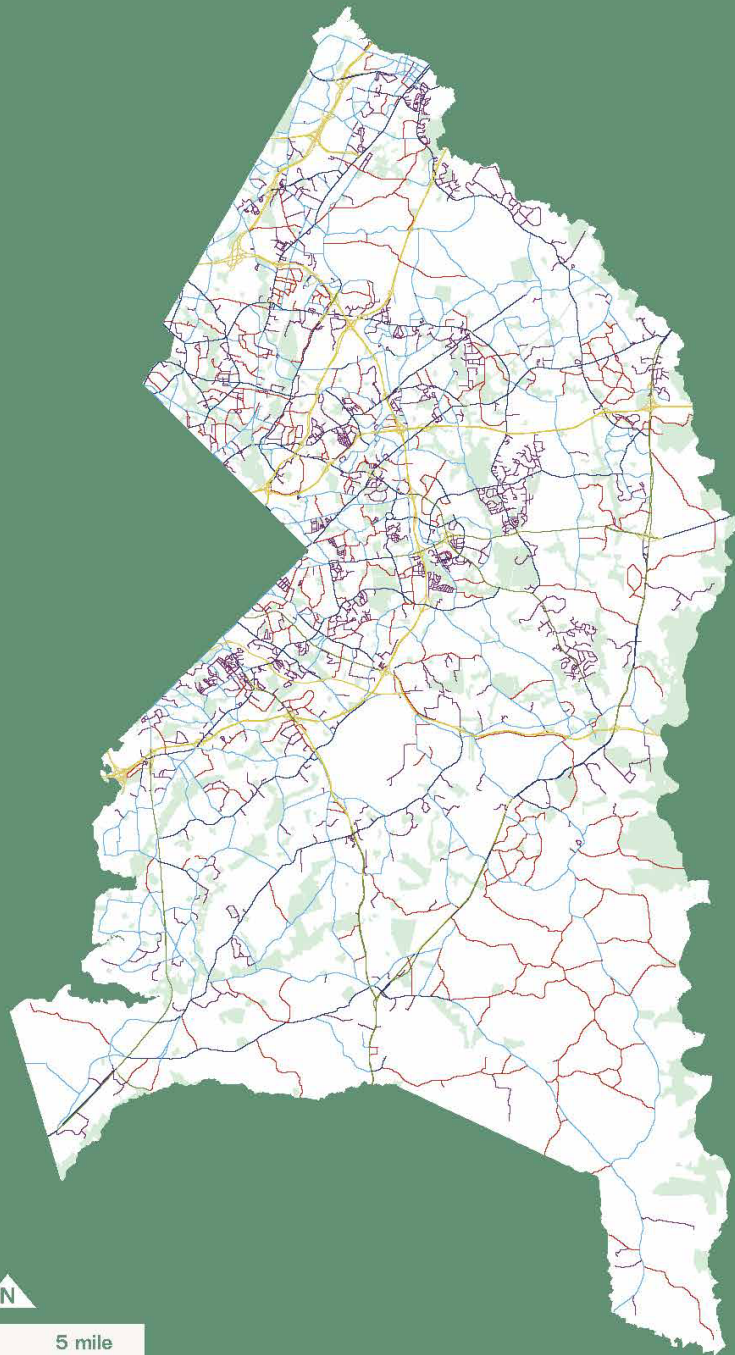


Prince George's County

Master Plan of Transportation 2035



 M-NCPPC
PRINCE GEORGE'S COUNTY
Planning Department



Roadway Classification

Legend

Functional Class

- Freeway
- Ramp
- Expressway
- Major Arterial
- Minor Arterial
- Major Collector
- Collector

Mobility and Accessibility Assets

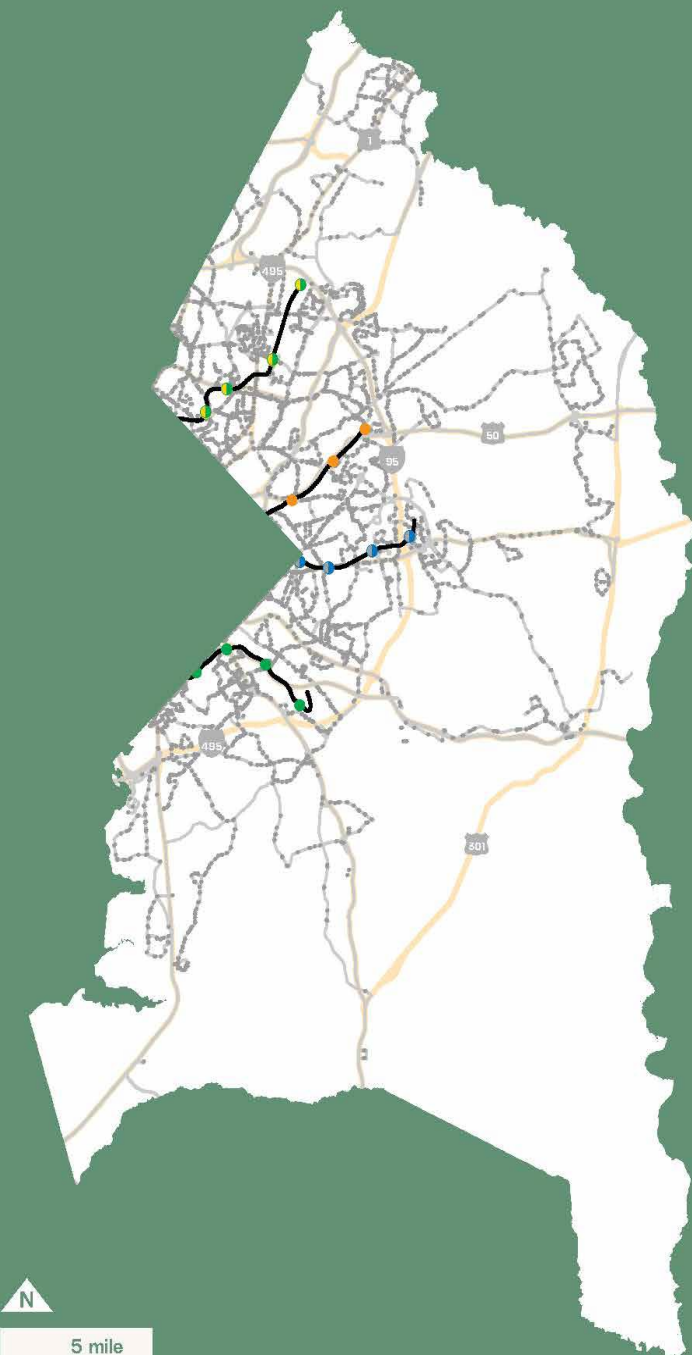
- Nation's most important interstate highway (I-95)
- Region's most important highway (Capital Beltway)
- Direct access to primary I-95 alternates
 - US 301/MD 3
 - Baltimore-Washington Parkway
- Region's primary east-west highway (US 50)

Figure 1:

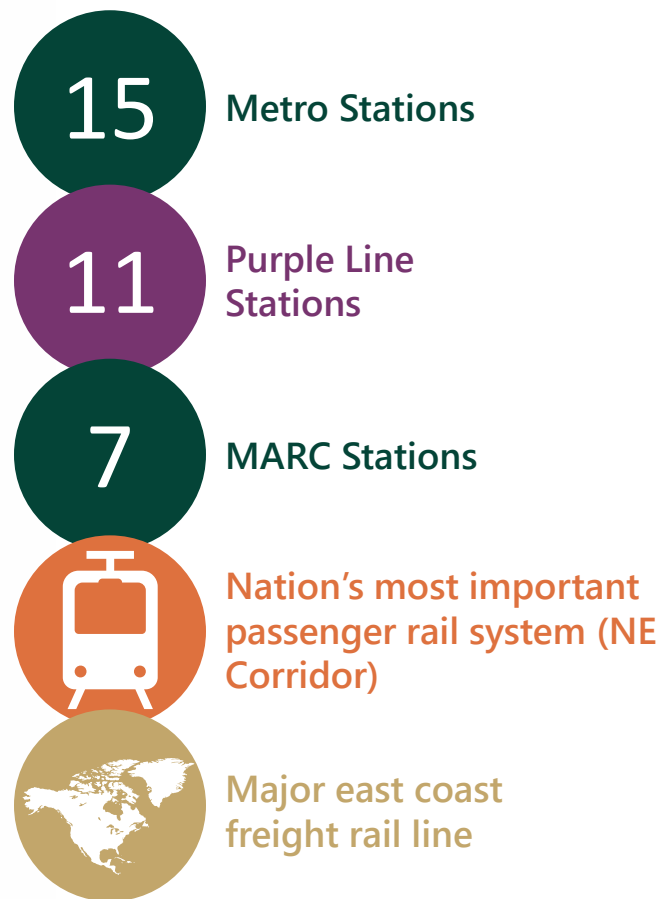
EXISTING TRANSIT ROUTES & STOPS

Legend

- Metro Station
- Metro Lines
- Bus Stops
- Bus Service



Mobility and Accessibility Assets



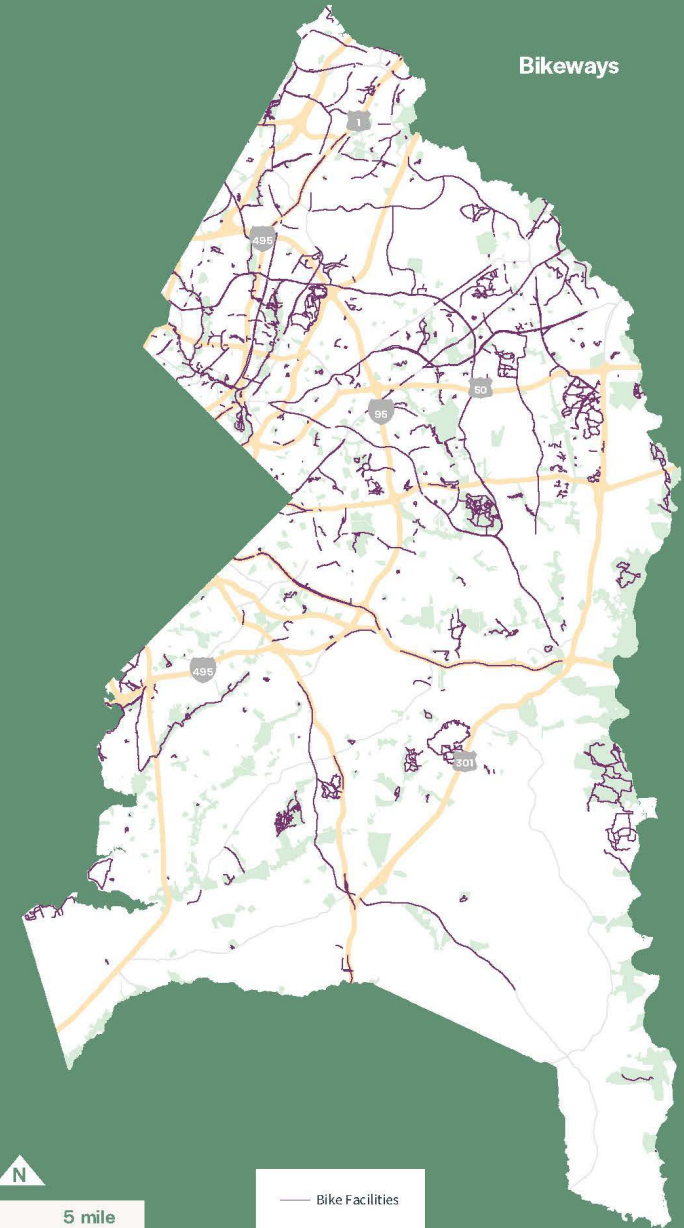
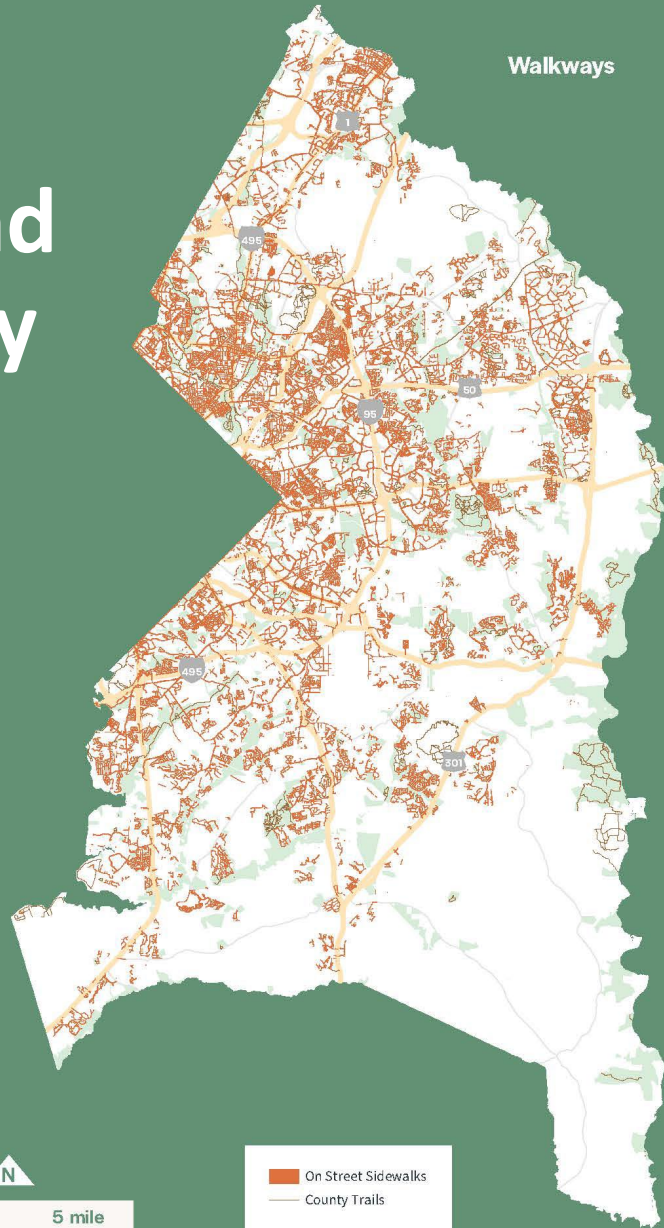
One seat transit rides:

- University of Maryland
- Bowie State University
- All three airports
- Downtown DC
- Rosslyn-Ballston Corridor
- National Landing
- Tysons
- Dulles Corridor
- Bethesda
- Silver Spring

Sources: Prince George's County GIS Open Data Portal, 2022; Maryland's GIS Data Catalog, 2022

Mobility and Accessibility Assets

- Connections to regional trail network
- Walkable neighborhoods at UMD, National Harbor, and older communities



One Integrated System, Many Players

MDOT SHA manages most major roads and main streets in the County.

Two of the three major vehicular routes into DC are National Parks.

MdTA manages the Intercounty Connector

WMATA manages heavy rail and a significant bus network.

DPW&T manages the remainder of the road network and The Bus

M-NCPPC manages most of the trail network.

One Integrated System, Many Players

Sidewalks are managed by a hodgepodge of property owners.

MTA operates MARC, commuter buses, and the Purple Line.

Amtrak owns the Northeast Corridor/ Penn Line.

CSX owns the Camden Line.

DPIE has final say on what types of roads and streets are constructed as part of new development projects.

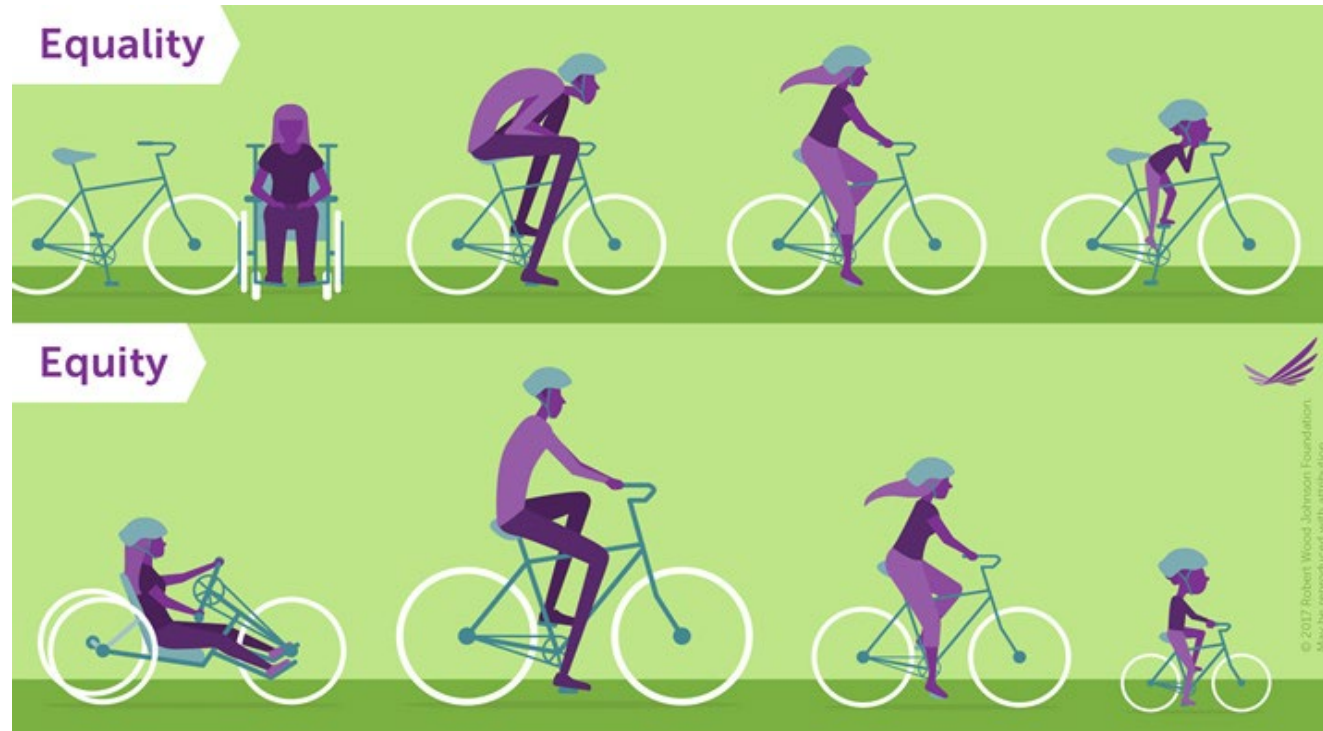
DDOT manages Southern Avenue and Eastern Avenue.

A significant portion of our traffic comes from other counties, drives through Prince George's County, en route to other counties.

Great Opportunities, but Major Challenges

▶ We have a transportation system (including facilities, operating agencies, and regulations) appropriate for a 1980s greenfield exurb, but we are a first-tier suburb of a major world city with strong competition to be a 21st Century community of choice.

▶ Stark mismatches between the transportation network we have, the one many residents want, and the one we need.



◀ Conflict between Plan 2035 Land Use and Transportation and Mobility adequacy recommendations.

◀ Underappreciation of tradeoffs inhibits policymaking and creates impossible expectations

◀ Lack of attention to equitable outcomes creates disparities in safe access to opportunities.

Great Opportunities, but Major Challenges



- Lack of adequate and safe pedestrian facilities inhibits active transportation, limits accessibility, and makes the County less competitive.
- Existing plans and regulatory environment set up for building a 1980s exurb and predicated on never-ending road widening we cannot afford.
- Lack of bicycle and pedestrian facilities inhibits economic development and discourages new residents or employers.
- The State and County have a major skill/experience deficit in planning, designing, building, and maintaining the type of transportation network we need.

Transportation and Land Use



- The best transportation plan is a good land use plan.
- Creating places where people do not need to drive reduces vehicle traffic.
- Transit requires density.
- Businesses and residents below 40 and over 65 increasingly prefer walkable, bike-friendly, transit-served communities (especially corporate headquarters).
- Regional housing shortage: where does it go?

Transportation and Land Use

- We use a transportation adequacy measure created in the 1950s called “Level of Service” that measures vehicle travel speed and the capacity of a roadway to handle traffic.
- “Adequacy” is determined by the number of vehicles that pass through an intersection in an hour divided by a predetermined capacity of a roadway to accommodate those trips.



Transportation “Adequacy”

- Subdivision Regulations define adequacy as a certain number of vehicular trips during the peak-hour.
- Planning Board Transportation Review Guidelines define adequacy as a measure of volume vs. capacity.

| Site Location | Level of Service (LOS) Standard | Threshold Values | | Exception |
|--|---------------------------------|---|---------------------------------------|---|
| | | Critical Lane Volume (CLV) (Intersection) | Volume-to-Capacity Ratio (v/c) (link) | |
| Transportation Service Area (TSA) | | | | |
| TSA 1 | E | 1,451-1,600 | 1.000 | Planning Board may allow developments to mitigate per 24-4505(d). |
| Local Centers in TSA 1 | E | 1,451-1,600 | 1.000 | Planning Board may allow developments to mitigate per 24-4505(d). |
| TSA 2 | D | 1,301-1,450 | 0.845 | Planning Board may allow developments to mitigate per 24-4505(d). |
| Local Centers in TSA 2 | E | 1,451-1,600 | 1.000 | Planning Board may allow developments to mitigate per 24-4505(d). |
| TSA 3 | C | 1,151-1,300 | 0.650 | Planning Board may allow developments to mitigate per 24-4505(d). |
| Local Centers in TSA 3 | E | 1,451-1,600 | 1.000 | Planning Board may allow developments to mitigate per 24-4505(d). |
| Local Transit-Oriented (LTO) or Regional Transit-Oriented (RTO) Base or Planned Development (PD) Zones | | | | |
| Transit Edge Areas | Transit Edge | 1,601-1,800 | 1.000 | See 24-4502(b)(1) |
| Transit Core Areas | Transit Core | 1,801-2,000 | 1.000 | See 24-4502(b)(1). If CLV exceeds 2,000 in the RTO and LTO base or PD zone “core,” refer to Section 24-4505(b)(4) for mitigation. |

Transportation “Adequacy”

There are several ways for a subdivision to meet these standards:



Major intersections/roadways within the impact area of a subdivision have sufficient capacity to accommodate the trips generated.

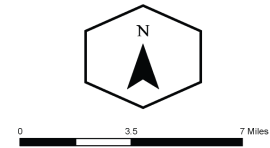
Applicant reduces the number of dwelling units or non-residential floor area

Applicant facilitates alternative (non-driving) trips by constructing bicycle and pedestrian facilities.

In the RTO/LTO base zones and PD zones, contribution to creating a Transportation Demand Management District.










Applicant funds and/or constructs new road capacity.

Growth Policy Map



REGIONAL TRANSIT DISTRICTS

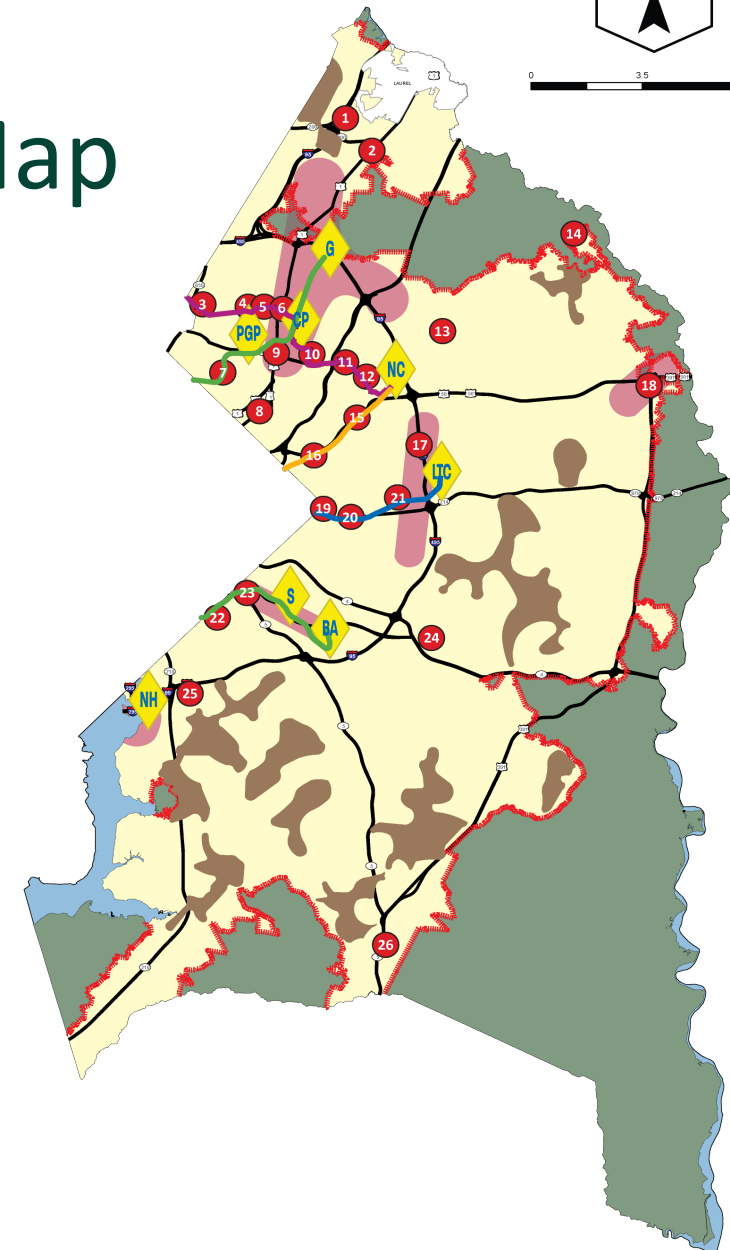
- BA - Branch Avenue Metro
- CP - College Park/UM Metro/M Square Purple Line
- G - Greenbelt Metro
- LTC - Largo Town Center Metro
- NC - New Carrollton Metro
- NH - National Harbor
- PGP - Prince George's Plaza Metro
- S - Suitland Metro

-  Blue Line
-  Green Line
-  Orange Line
-  Purple Line
-  Plan 2035 Growth Boundary
-  Employment Areas
-  Future Water and Sewer Service Areas
-  Established Communities
-  Rural and Agricultural Areas

LOCAL CENTERS

1. Konterra
2. Muirkirk MARC
3. Takoma/Langley Crossroads
4. UMD West*
5. UMD Center*
6. UMD East *
7. West Hyattsville
8. Port Towns
9. Riverdale MARC
10. Riverdale Park*
11. Beacon Heights*
12. Annapolis Road/Glenridge*
13. Seabrook MARC
14. Bowie MARC
15. Landover Metro
16. Cheverly Metro
17. Landover Gateway
18. Bowie
19. Capitol Heights
20. Addison Road
21. Morgan Boulevard
22. Southern Avenue Metro
23. Naylor Road Metro
24. Westphalia
25. Oxon Hill
26. Brandywine

*Future Purple Line Centers



Guiding Principles



Concentrate Future Growth



Prioritize and Focus our Resources



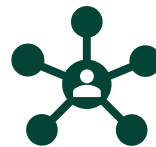
Build on our Strengths and Assets

PLAN 2035 GOAL

“Provide residents and workers in Prince George's County with a safe, affordable, accessible, and energy-efficient multimodal transportation network that supports the County's desired land use pattern and Plan 2035 goals.”



Create Choice Communities



Connect our Neighborhoods
and Significant Places



Protect and Value our
Natural Resources

Be Bold

Long-Term
Commitment to our
Vision and Priorities

Targeting our
investments

Challenging the Status Quo

Redefining Success

BEING BOLD IS HARD WORK

Putting the Needs of the
Whole before Those of the
Individual Parts

Changing How We Think

Being Innovative

What is the MPOT?

- » Articulates the County's vision for transportation and mobility.
- » Establishes the County's policies for the movement of people and goods.
- » Recommends new or improved streets, services, and bike/ped facilities.



Background

The last MPOT update was in 2009 and served largely as a compendium of previously-approved transportation policies and facility recommendations. It has been amended or replaced over 71% of the County by 21 newer area master and sector plans.



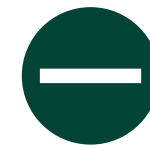
Growth

- 100,000+ new residents in the County
- Increased regional market demand for walkable neighborhoods near transit



New Plans

- Plan 2035 (2014)
- Urban Street Design Guidelines (2016)
- New Subdivision Regulations (2018)
- New Zoning Ordinance (2018)
- Climate Action Plan (2021)
- Countywide Map Amendment (2022)
- 21 new master, sector, and transit district development plans and Resource Conservation Plan



New Realities

- COVID impacts
- Evolution of best practices
- 1990s exurban APF requirements
- Increased climate and public health awareness

Engagement Process



Jan.
2022

Countywide
virtual
meetings



Jan.-Feb.
2022

Community
Survey



Oct.
2022

Community
Advisory
meeting



Ongoing

Office Hours



Upcoming Engagement Opportunities



Coordination with individual Councilmembers



Additional partner agency engagement and review to ensure buy-in



Stronger alignment with Climate Action Plan, recently approved master/sector plans and DPR Strategic Trails Plan.

A successful plan must center around a set of shared values.

PRIORITIZING PEOPLE

Successful communities are built at the human scale

CREATING GREAT PLACES

The County's success depends on a high-quality public realm

PRINCE GEORGIANS COME FIRST

Decisions are made to the benefit of Prince Georgians

EQUITY MEANS SAFE ACCESS FOR ALL

An equitable network provides safe and equitable access to the most opportunities

SUSTAINABILITY IS PARAMOUNT

Climate-smart travel options sustain the County and the planet

Challenges to Tackle

Achieving the vision of Plan 2035 requires a fresh look at how Prince George's County approaches mobility and accessibility.



Placemaking

Building places where people want to live, work, study, and play



Sustainability

Increasing opportunities for car-free and car-light living



Equity

Improving accessibility in transit-deficient communities



Safety

Making streets safe for all users



Streets vs. Roads

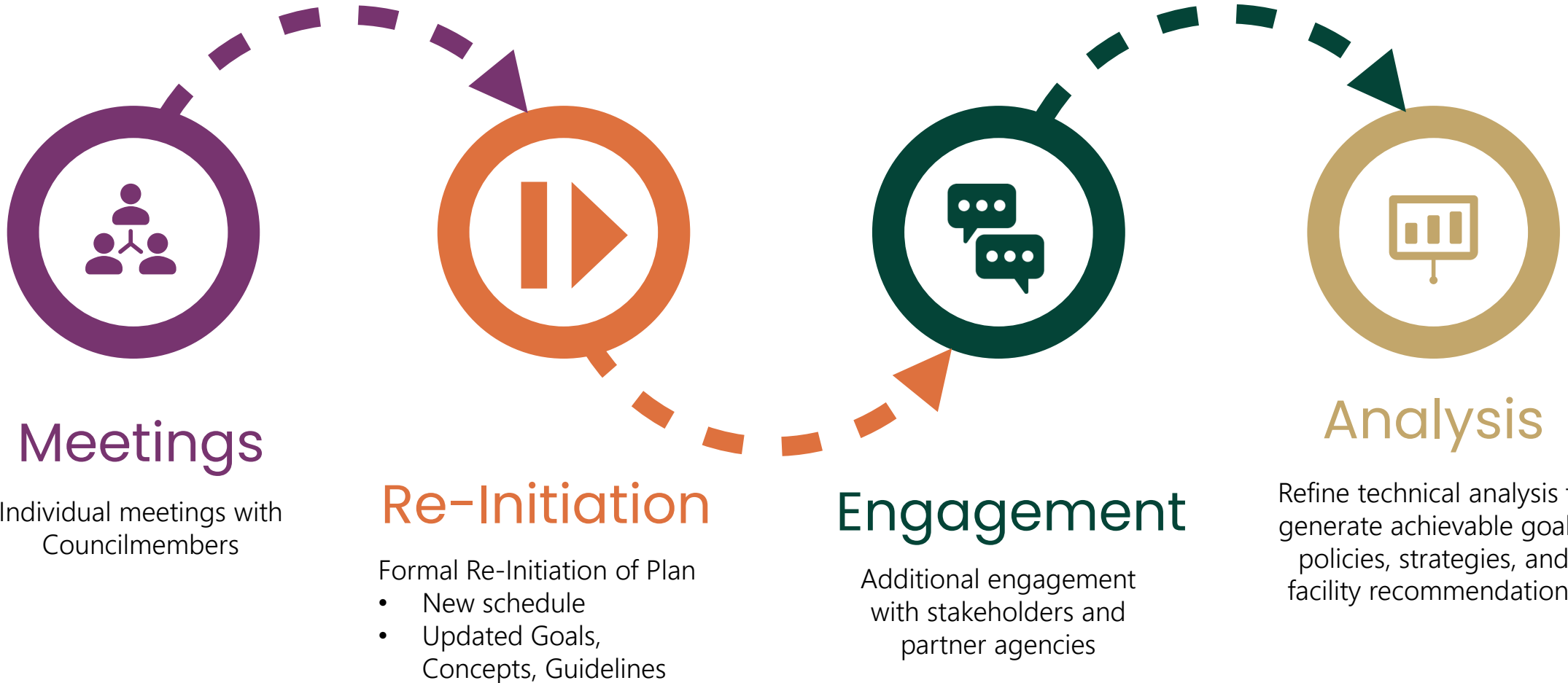
Differentiating commuter routes from Main Streets



Information

Increasing knowledge on tradeoffs and options

Next Steps



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