

COMPLETE STREETS

Prince George's County plans, policies,
and projects

The Approved Countywide Master Plan of Transportation includes recommendations for bicycle, pedestrian and trail projects:

- ▣ Over 250 projects for trails, bikeways, designated bike lanes and sidewalk construction
- ▣ Trail projects that improve access to Metro
- ▣ Sidewalk and trail construction through the development review process
- ▣ Identification of Priority Sidewalk Corridors (retrofit projects) through master plans and sector plans
- ▣ Complete Streets Section and Policies

Trail connections to Metro



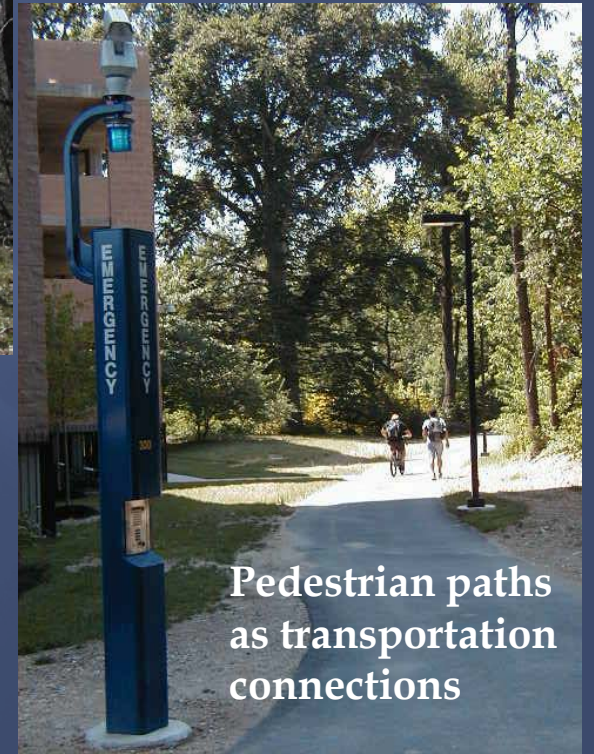
Extend the Henson Creek Trail to Metro



Expand the MD 4 Sidepath



Complete the Folly Branch Trail



Pedestrian paths as transportation connections

Enhanced streetscape along US 1



Bike and Pedestrian improvements can be made as development occurs.



Raised crosswalks in a residential environment improve pedestrian safety by slowing traffic and increasing the visibility of the crosswalk

Designated bike lanes and a sidepath along Ammendale Road



Sidewalks are crucial for walkable communities





Complete Streets Policies

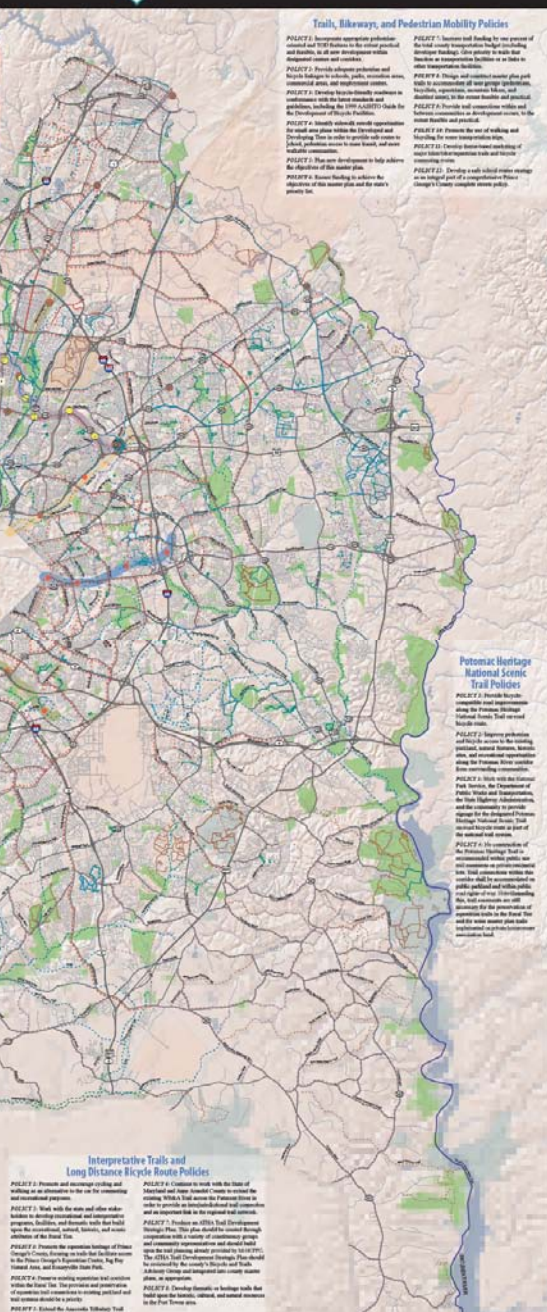
POLICY 1: Provide standard standards along both sides of all street corridors, within the County and County Park, that will be designed to accommodate all modes of transportation. This includes, but is not limited to, pedestrians, bicyclists, wheelchair users, and transit users. Standards should be included in the general Ordinance and Zoning Code.

POLICY 2: Develop standards for sidewalks and crosswalks. These standards should include, but not be limited to, sidewalk width, sidewalk material, sidewalk construction, and sidewalk maintenance. Sidewalks should be provided on both sides of all streets, and should be constructed to meet the needs of all users, including wheelchair users and transit users.

POLICY 3: Develop standards for bicycle lanes and paths. These standards should include, but not be limited to, lane width, lane material, lane construction, and lane maintenance. Bicycle lanes and paths should be provided on both sides of all streets, and should be constructed to meet the needs of all users, including wheelchair users and transit users.

POLICY 4: Develop standards for transit lanes and paths. These standards should include, but not be limited to, lane width, lane material, lane construction, and lane maintenance. Transit lanes and paths should be provided on both sides of all streets, and should be constructed to meet the needs of all users, including wheelchair users and transit users.

POLICY 5: Develop standards for transit stations and paths. These standards should include, but not be limited to, station width, station material, station construction, and station maintenance. Transit stations and paths should be provided on both sides of all streets, and should be constructed to meet the needs of all users, including wheelchair users and transit users.



Trail, Bikeway, and Pedestrian Mobility Policies

POLICY 1: Increase transportation infrastructure and facilities for the most practical and feasible, in all appropriate locations throughout the County, to provide for the needs of all users, including wheelchair users and transit users.

POLICY 2: Develop standards for sidewalks and crosswalks. These standards should include, but not be limited to, sidewalk width, sidewalk material, sidewalk construction, and sidewalk maintenance. Sidewalks should be provided on both sides of all streets, and should be constructed to meet the needs of all users, including wheelchair users and transit users.

POLICY 3: Develop standards for bicycle lanes and paths. These standards should include, but not be limited to, lane width, lane material, lane construction, and lane maintenance. Bicycle lanes and paths should be provided on both sides of all streets, and should be constructed to meet the needs of all users, including wheelchair users and transit users.

POLICY 4: Develop standards for transit lanes and paths. These standards should include, but not be limited to, lane width, lane material, lane construction, and lane maintenance. Transit lanes and paths should be provided on both sides of all streets, and should be constructed to meet the needs of all users, including wheelchair users and transit users.

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Interpretative Trails and Long Distance Bicycle Route Policies

POLICY 1: Provide for the development and maintenance of interpretative trails and long distance bicycle routes. These trails and routes should be developed and maintained in a way that provides for the needs of all users, including wheelchair users and transit users.

POLICY 2: Develop standards for interpretative trails and long distance bicycle routes. These standards should include, but not be limited to, trail width, trail material, trail construction, and trail maintenance. Interpretative trails and long distance bicycle routes should be provided on both sides of all streets, and should be constructed to meet the needs of all users, including wheelchair users and transit users.

POLICY 3: Develop standards for transit lanes and paths. These standards should include, but not be limited to, lane width, lane material, lane construction, and lane maintenance. Transit lanes and paths should be provided on both sides of all streets, and should be constructed to meet the needs of all users, including wheelchair users and transit users.

POLICY 4: Develop standards for transit stations and paths. These standards should include, but not be limited to, station width, station material, station construction, and station maintenance. Transit stations and paths should be provided on both sides of all streets, and should be constructed to meet the needs of all users, including wheelchair users and transit users.

Potomac Heritage National Scenic Trail Policies

POLICY 1: Provide for the development and maintenance of the Potomac Heritage National Scenic Trail. This trail should be developed and maintained in a way that provides for the needs of all users, including wheelchair users and transit users.

POLICY 2: Develop standards for the Potomac Heritage National Scenic Trail. These standards should include, but not be limited to, trail width, trail material, trail construction, and trail maintenance. The Potomac Heritage National Scenic Trail should be provided on both sides of all streets, and should be constructed to meet the needs of all users, including wheelchair users and transit users.

POLICY 3: Develop standards for transit lanes and paths. These standards should include, but not be limited to, lane width, lane material, lane construction, and lane maintenance. Transit lanes and paths should be provided on both sides of all streets, and should be constructed to meet the needs of all users, including wheelchair users and transit users.

POLICY 4: Develop standards for transit stations and paths. These standards should include, but not be limited to, station width, station material, station construction, and station maintenance. Transit stations and paths should be provided on both sides of all streets, and should be constructed to meet the needs of all users, including wheelchair users and transit users.

The Countywide Master Plan of Transportation includes a comprehensive network of bicycle, pedestrian, and trail facilities. The Complete Street Policies are reflected on the plan map.

Complete Streets

- ▣ Sidewalks along both sides of new roads
- ▣ New road construction accommodates all travel modes
 - All projects moving forward in County CIP are complete streets
- ▣ Small area plans
 - Sidewalk retrofit opportunities
- ▣ Bicycle-compatible roadways
 - Bike lanes
 - Wide curb lanes and paved shoulders
- ▣ Development review:
 - Evaluate Developed and Developing Tier projects for complete streets conformance
- ▣ Shoulders repaved to accommodate bicyclists
- ▣ Countywide Complete/Green Streets Program is in County CIP
- ▣ Permitting and Road Standards enforce County's Complete Streets Policies

MPOT Complete Streets Policies

POLICY 1:

- ▣ Provide standard sidewalks along both sides of all new road construction within the Developed and Developing Tiers.

POLICY 2:

- ▣ All road frontage improvements and road capital improvement projects within the developed and Developing Tiers shall be designed to accommodate all modes of transportation. Continuous sidewalks and on-road bicycle facilities should be included to the extent feasible and practical.

Complete Streets Policies (continued)

POLICY 3:

- ▣ Small area plans within the Developed and Developing Tiers should identify sidewalk retrofit opportunities in order to provide safe routes to school, pedestrian access to mass transit, and more walkable communities.

POLICY 4:

- ▣ Develop bicycle-friendly roadways in conformance with the latest standards and guidelines, including the 1999 AASHTO *Guide for the Development of Bicycle Facilities*.

Complete Streets Policies (continued)

Policy 5:

- ▣ Evaluate new development proposals in the Developed and Developing Tiers for conformance with the complete streets principles.

Policy 6:

- ▣ Work with the 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 right-of-way.

CR-54-2009 added the following policy and strategy

AMENDMENT 7

Policy 12:

- ▣ Develop a safe school routes strategy as an integral part of a comprehensive Prince George's County Complete Streets Policy.

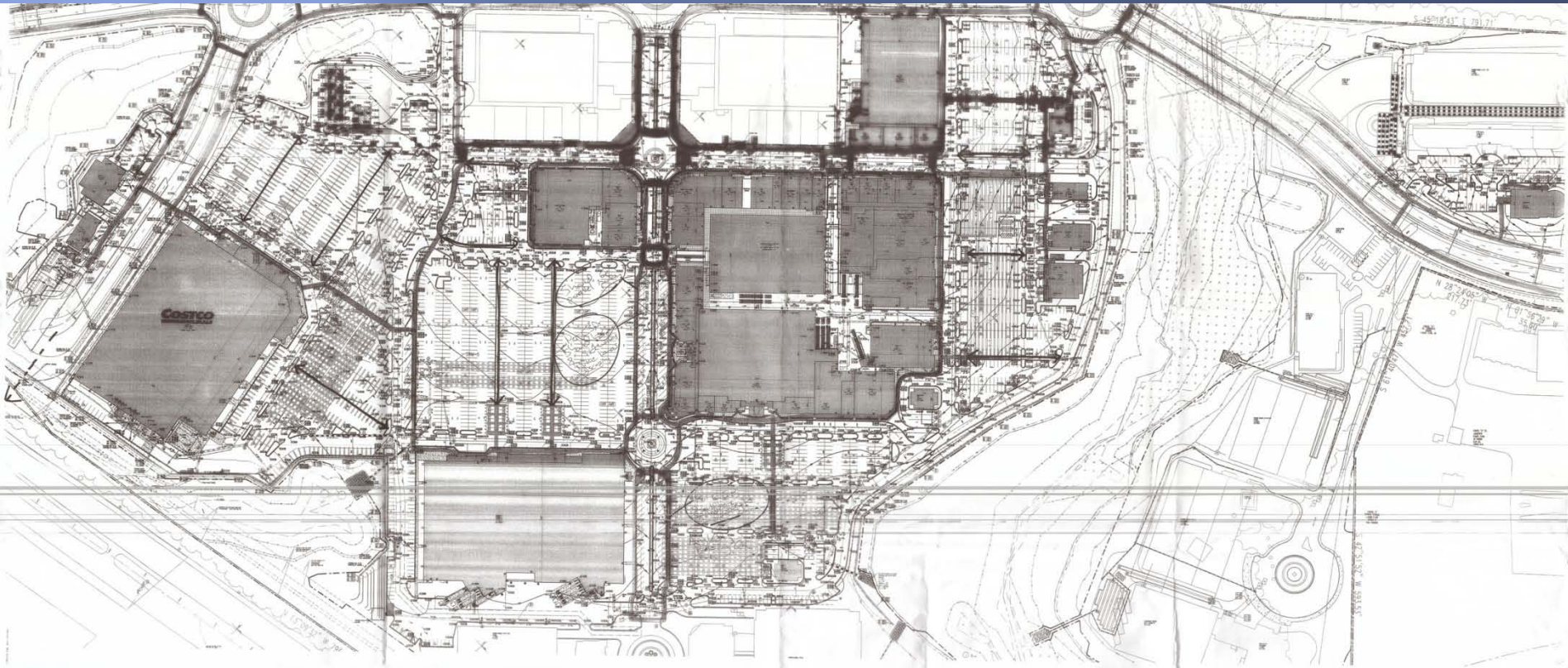
Strategies:

- ▣ Coordinate the county Complete Streets policy with school route analysis and planning by the Prince George's County Planning Department, Prince George's County Board of Education and Prince George's County Department of Public Works and Transportation.

Some recent projects and improvements in Prince George's County



Woodmore Town Center incorporates several complete street elements



Designated bike lanes along Ruby Lockhart Boulevard, Tower Place and Evarts Street

Wide sidewalks along Evarts Street, Ruby Lockhart Boulevard, Tower Place, Town Center Boulevard, and Campus Way

Wide sidewalks, landscaping, pedestrian amenities, and pedestrian scale lighting was provided along Town Center Drive.





Designated bike lanes and wide sidewalks were provided along Ruby Lockhart Boulevard (above). Medians were utilized as pedestrian refuges at major crossings (left).



Sidewalks, crosswalks, and striping provide access through some of the parking lots.

The Ammendale Road project included designated bike lanes, a sidepath along one side and a standard sidewalk along the other.





The Old Marlboro Pike bridge (MD 725) project includes sidewalks and wide outside curb lanes. The sidewalk link will provide access from a residential community to a shopping center and bus stop. The old bridge was too narrow to accommodate sidewalks.

Other recent bicycle and pedestrian improvements

- ▣ Restriping along Walker Mill Road included over .80 miles of bike lanes
- ▣ The Lottsford Road project included wide outside curb lanes and sidewalk construction
- ▣ DPW&T recently received a Safe Routes to School grant (almost \$900,000) for sidewalk construction around several inner beltway schools
- ▣ The City of Bowie has worked with DPW&T to sign several major bicycle routes in the Bowie area

The issues and challenges of retrofitting existing road to complete street standards



Complete Streets Principles - retrofitting existing roads

1. Encourage medians as pedestrian refuge islands.
2. Design turning radii to slow turning vehicles.
3. Find wasted space and better utilize it
4. Time traffic signals to function for all modes.
5. Reduce crossing distances.
6. Increase crossing opportunities.
7. Encourage pedestrian-scaled land use and urban design.
8. Acknowledge that pedestrians will take the most direct route.
9. Ensure universal accessibility.
10. Pursue targeted education and enforcement efforts to reduce bicycle and motor vehicle crashes.

Challenges to Complete Streets Implementation

- ▣ Currently funding is extremely constrained for implementing road retrofit or improvement projects. Building new roads to accommodate users and requiring that frontage improvements include all users can be done, but retrofitting existing streets is difficult
- ▣ Lack of right-of-way. Many roads in the Developed Tier (inside the Beltway) were dedicated and constructed at a time when sidewalks were not required. Sufficient R-O-W does not exist for providing sidewalks

Challenges to Complete Streets Implementation

- ▣ It is difficult to retrofit existing centers and commercial areas if they were not constructed with sidewalks or bike accommodations
- ▣ Utility facilities serve as a significant impediment/challenge to installing sidewalks and other complete street improvements
- ▣ Difficulty providing connections between adjoining properties owned by different owners as development occurs.
- ▣ Cul-de-sacs are often provided where a full road connection may be appropriate to provide connectivity

Possible Next Steps:

1. Further development of the Complete Streets Policy
2. Identification of opportunities for immediate bike lane striping, placement of shared lane markings, and wayfinding signage
3. Continue the County's Safe Routes to Schools Strategy
4. Initiate the development of an implementation plan/process. This can include implementation of sidewalk retrofits, grant applications, and pedestrian safety improvements.