



Angela D. Alsobrooks
County Executive

PRINCE GEORGE'S COUNTY GOVERNMENT

OFFICE OF THE COUNTY EXECUTIVE

January 14, 2022

Ms. Donna J. Brown,
Clerk of the Council
Prince George's County Council
14741 Governor Oden Bowie Drive
Upper Marlboro, MD 20772

Dear Ms. Brown:

On behalf of the Prince George's County Executive Branch, please find our comments regarding the 2021 Preliminary Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan. This Sector Plan focuses on the remaining segment of the Purple Line corridor that has not had an update to address the needs of the community as it relates to this vital project. It identifies strategies to achieve economic success for Prince George's County and how to best harness the potential of the Adelphi Road/University of Maryland Global Campus (UMGC) / University of Maryland (UMD) Station Area and synergy with the Campus as well as the neighboring communities.

The Purple Line represents a transformative opportunity for the County and the Region. This plan serves as an important follow up to the 2013 Purple Line TOD study and provides a blueprint for advancing stronger, safer connectivity to the station, the UMGC/UMD campuses and the communities both to the north and south of the station area.

The comprehensive sector calls for the creation of a new pedestrian-oriented neighborhood that provides new housing opportunities for students, employees, and alumni of the University of Maryland, College Park and other future residents who desire the regional connectivity provided by the Purple Line, by creating a dynamic community that embraces sustainable urban design, respects natural resources, is sensitive to external impacts, and reduces automobile dependence. The Executive Branch fully embraces the overall goals and ambitions of this proposal.

Specific to the plan, the Department of Public Works and Transportation (DPW&T) would like to highlight our responses:

- The Adelphi Road-UMGC-UMD Purple Line Station Area provides a unique opportunity to create an area that connects residents and those associated with the University of Maryland through a robust network of bicycle, pedestrian and micro-mobility infrastructure, and bus and Purple Line transit services. University Boulevard (MD 193) and Adelphi Road are important roads that provide vehicular mobility and access to the area; however, these roadways also make pedestrian movements and access difficult.
- The intersection of University Boulevard and Adelphi Road is at the center of the area plan. The size and number of lanes at the intersection, in conjunction with the traffic volumes and travel speeds prove to be a challenge to active mobility. Looking at the intersection safety, the plan states there were zero pedestrian and driver fatalities between 2015 and 2018.

TM1 – Incorporate active transportation safety features, attractive landscaping and storm water management best practices into all streets. The adjacent streets are not County maintained, except for Adelphi Road. Therefore, new streets will most likely not be County maintained.

A major CIP project would be required to transform Adelphi Road (93-ft r/w) into an urban boulevard type roadway. The project would need to include a four-lane section rather than a two-lane with on-street parking as shown on the master plan. Dimensions for the active transportation modes and travel lanes would have to be modified/adjusted to adequately fit within the right-of-way. The redesigned traffic signals at MD 193 and Adelphi Road and Campus Drive at Adelphi Road would need to be coordinated with the Maryland State Highway Administration to provide adequate progression.

TM2 – Minimize the potential motor vehicle traffic impact generated by all future developments in the sector plan area. Assuring active transportation safety design is essential and should be incorporated and financed by development proposals.

TM3 – Minimize and mitigate the environmental impacts of transportation infrastructure, facility design and construction.

TM4 – Enhance active transportation infrastructure to support healthy and sustainable travel modes and attract business and employees. A new traffic signal is proposed at Cool Spring Road and Adelphi Road to connect the neighborhood to the east side of Adelphi Road. An alternate project is being developed by DPW&T that would provide the necessary connectivity. The preferred location for a signal or signalized crosswalk would be Adelphi at 26th Pl. (1/2 mile to the North).

TM4.5 – To provide pedestrian and bicycle facilities as recommended by the DPW&T Cool Spring Road/Adelphi Road Pedestrian and Bicycle Access Improvements Project adjacent to the western portion of the plan area.

TM4.6 – On page 68 and Page 69 of the Report states T-205 is a proposed 8' path tying into the existing side path along Cool Spring and Adelphi. Please modify to state that the side path, along Cool Spring and Adelphi, is a planned five (5) foot sidewalk with three (3) foot buffer or eight (8) foot wide shared use path.

TM4.6 – On page 69: Regarding TM 4.6. DPW&T will evaluate if a signalized crossing at Adelphi Rd. and 26th Pl. (1/2 mi. to the North) is preferred over the feasibility of a signalized crosswalk at the intersection of Cool Spring Road and Adelphi Road to connect the neighborhood to the east side of Adelphi Road and create a more direct, walkable route from the neighborhood to the Purple Line Station.

TM5 – Increase connectivity through development of a comprehensive shared-use path and trail network. Adelphi Road is an essential part of the network and would therefore require a major CIP project per above.

TM6 – Create micro-mobility opportunities at key locations.

TM7 – Explore the potential of increasing connectivity to destinations throughout the County by expanding transit services and amenities.

TM8 – Support the County's efforts to achieve Vision Zero.

TM9 – Manage parking to encourage walking, bicycling, transit, and other alternative modes of transportation. Parking management must be carefully considered. Some current guidelines create a parking "shortage", therefore, several County residents park illegally or on roadways that are not suited for spill-over parking.

Regarding transit beyond the Purple Line, it should be noted that the County does not currently have any routes in this corridor, however, WMATA does and M-NCPPC is encouraged to seek their input. At first glance, the transit related comments are consistent with other TOD developments – create safe pedestrian connections between the Purple Line Station and surrounding neighborhoods. Therefore, county transit providers would support real time information and "floating bus stops," as appropriate.

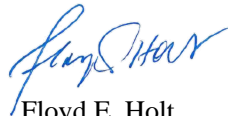
Ms. Donna J. Brown

Page 3

January 14, 2022

In conclusion, DPW&T clearly defines that active transportation and safety are essential components for the plan's success. Robust funding will be necessary for the proposed improvements to accommodate active transportation modes on Adelphi Road. The Executive Branch very much appreciates the opportunity to comment on the exciting vision contained in the Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan and sees no points of conflict with the plan. If there are any further questions or concerns, please contact Anthony Foster, Special Assistant to the Deputy Chief Administrative Officer. We look forward to working with all partners in advancing its implementation.

Sincerely,



Floyd E. Holt
Deputy Chief Administrative Officer
Government Infrastructure



Angie Rodgers
Deputy Chief Administrative Officer
Economic Development

Cc: Andree Green Checkley, Esq., Planning Director
Derick Berlage, AICP, Acting Deputy Planning Director
Kipling Reynolds, AICP, Chief, Community Planning Division
Scott Rowe, AICP, CNU-A, Planning Supervisor, Long-Range Planning Section, Community Planning Division
Shubha Punase, AICP, LEED-GA, Planning Coordinator, Long-Range Planning Section, Community Planning Division