

# Fact Sheet

## Walk/Bike connections bill

Prince George's County Council bill CB-2 ensures that new development in urban centers and corridors creates safe connections for people to transit, schools, parks, stores and other destinations by building missing links in essential walking and bicycling facilities. CB-2-2012, formally titled, "Adequate Public Pedestrian and Bikeway Facilities in Centers and Corridors" Act, establishes basic standards providing for missing pedestrian and bicycling connections for new developments in urban centers and corridors. This bill is proposed by Council Members Eric Olson (District 3) and Mel Franklin (District 9).

### Why it's needed

Currently, new developments are only obligated to contribute to road capacity for car traffic in off-site transportation improvements. This means that a developer may be required to pay millions of dollars in road capacity expansions far from the development site but make no investment in missing sidewalks, hazardous crossings, or other basic pedestrian or bicycle infrastructure connecting the property to nearby destinations.

This bill helps new developments fill in missing links and ensure that new residents can safely walk or bicycle to the nearest bus stop, Metro station, school, store, library or park. By investing in relatively low-cost sidewalks, crossing improvements, bike lanes, trail connections or other walk/bike facilities, residents will have true alternatives to driving for every trip and can take better advantage of transit and nearby amenities. This builds higher quality communities and takes cars off the road, relieving overall traffic impacts of new developments.

By filling in the missing links in sidewalks, bikeways, and pathways, this bill helps build "complete streets," by designing streets that work for everyone, an important goal of the Countywide Master Plan of Transportation.

### How it works

This bill asks the county to make a determination if the walking and bicycling facilities in the proposed subdivision and surrounding area are adequate. If they are not, the county may require the developer to construct missing walk/bike links within a one-half mile of the walking or biking distance of the subdivision. The amended bill also sets modest limits to the total cost the developer would be responsible for to build a missing pedestrian or bicycle facilities (35 cents per square foot for commercial and \$300 per unit for residential development). The only

subdivisions subject to the bill are located in the County's "centers & corridors," which are designated planning areas around Metro stations, major town centers and corridors.

Examples of adequate pedestrian and bikeway facilities:

- Installing or improving sidewalks
- Increasing safe pedestrian crossing opportunities at all intersections
- Streetlights, trees and other streetscape features
- Multi-use trails, bike paths, and/or pedestrian pathways and crossings

## **Act now – Contact your Council Member, tell her or him to vote for this bill**

[Contact your Prince George's County Council member](#), or the council chair, the [Honorable Andrea Harrison](#), and [County Executive Rushern Baker](#) and urge them to support this bill. This bill increases safety, broadens transportation choices, reduces traffic and enhances the quality of new development. Let them know that the old way of doing things – only building bigger roads for more cars, while ignoring the opportunity to make walking and bicycling safer and easier – needs to change. Creating more walkable communities and better connecting people to transit, stores, schools and jobs makes for safer, healthier and more attractive places to live and work.

Speak at the public hearing, April 24, at 1:30 pm, in the County Council chambers in Upper Marlboro, or send you comments by this date.

For more information, contact:

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