

Banking on a Bright Future for Prince George's County

The Role of Transit & Transit-Oriented Development



Prince George's Advocates for Community-based Transit
Clean Water Action
Coalition for Smarter Growth

May 20, 2008 presentation to the Prince George's County Council

Prince George's has the assets to meet our region's need for room to grow



In the next 25 years:

- 1.25 million new jobs
- 1.5 million new residents

Transit and Transit-Oriented Development Future for Prince George's

15 Metro
stations

5 MARC
stations

Future
Purple Line
stations

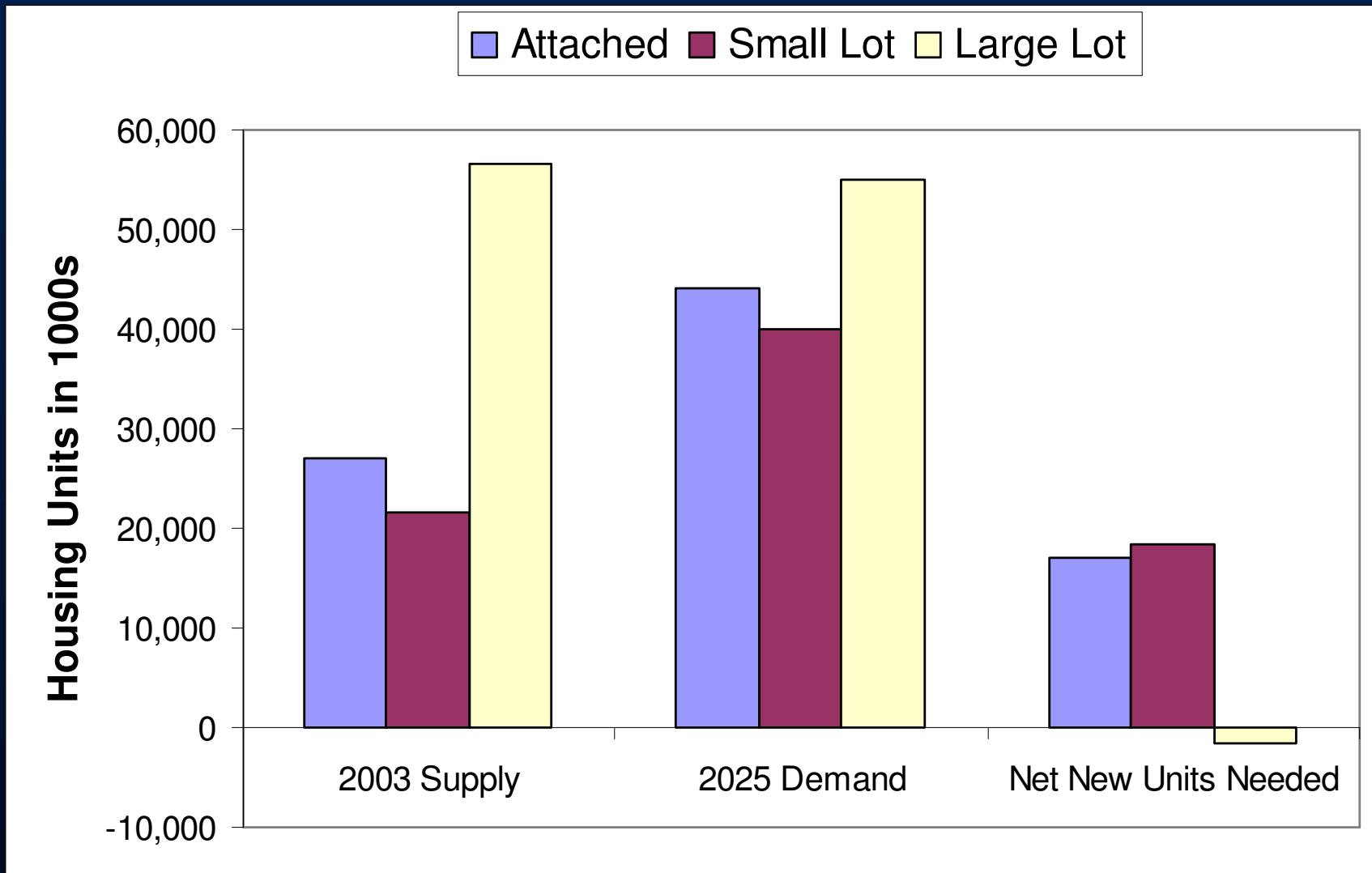


Changing U.S. Demographics: Demand will more than double for compact, urban-style housing

Household	1960	2000	2025
With Children	48%	33%	28%
Without Children	52%	67%	72%
<i>Single Person</i>	13%	26%	28%

- Married Couples with kids are no longer dominant
- “Senior Tsunami”
- Single-Person Households will grow the most
- **By 2025: 72% of households will not have children**

2025 deficit of urban-style housing



Real Estate Market Assessment

“Americans are voting with their feet to abandon strip malls and suburban sprawl, embracing instead a new type of community where they can live, work, shop, and play within easy walking distance.”

-- **Chris Leinberger**, developer, real estate analyst, & author of *The Option of Urbanism: Investing in the New American Dream*

Triple Bottom Line of Transit-Oriented Development

- Community enhancement
- Fiscal benefits
- Environment/Energy/
Climate Cooling



Transit-Oriented Development Goals

- Walkability
- Expanded mobility, shopping and housing choices
- Regional connectivity
- Financial return and value recapture
- Place-making and community revitalization



Transforming suburban strips into mixed use, walkable, transit-oriented



Transit and Transit-Oriented Development Future for Prince George's

Tools for TOD

- Placemaking approaches to land use regulation
- Streets as shared public spaces



Arts Overlay District, Hyattsville

Tool: Urban Design

Zoning for building form

A. Building Placement:

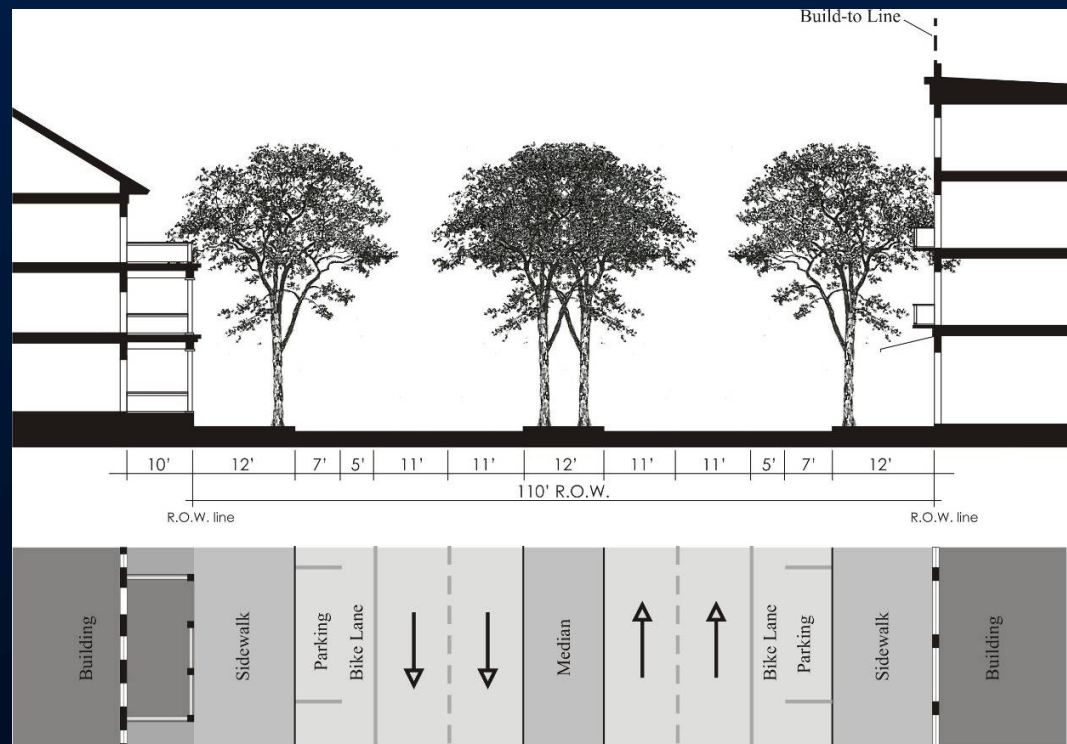
Build-to-line location: 0–10 ft.
from property line

Space Between

Buildings:

0 ft. if attached

6–10 ft. if detached



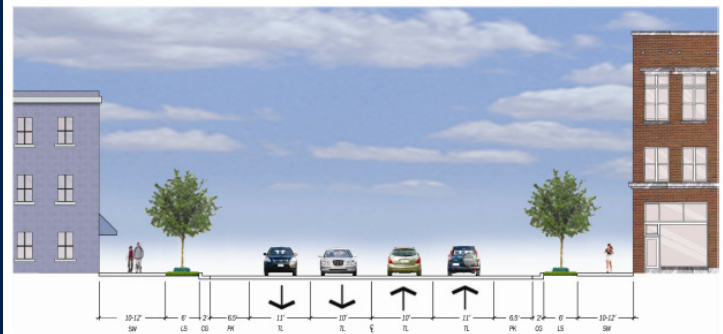
Four Lane Avenue

Tool: Streets as Shared Public Spaces

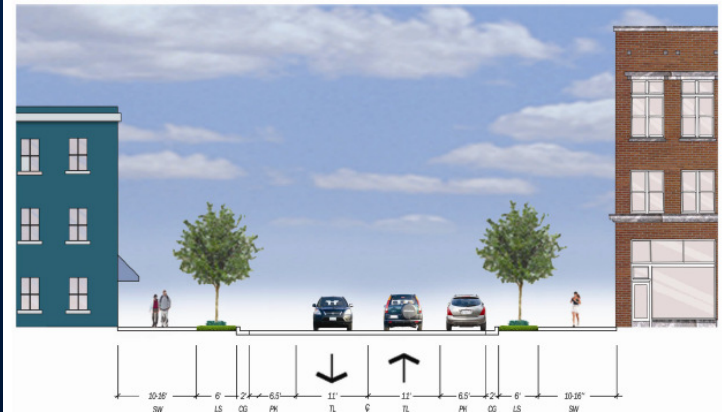
- Low speeds
- Roadside: walkway, furniture, planting strip, trees
- Travelway: narrowed lanes, bicycle lanes/shared lanes
- On-street parking
- Reduced crossing distance
- Tight corners

Example: Arlington Master Transportation Plan

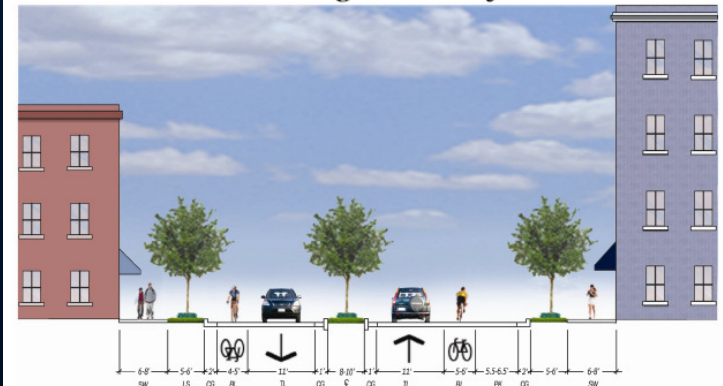
Urban Center Mixed Use



Urban Center Retail



Residential - Med/High Density



TOD to protect water quality

- Focus development in already urbanized areas
- Improve stormwater management as part of redevelopment
- Vegetative techniques: green roofs, green streets



Transit-oriented development Recommendations

- Metro station development strategy
TOD focus based on near & long term market potential
- Complete & Green Streets policy
- Walk/bike access plans to all Metro stations
- Mixed Use Zone

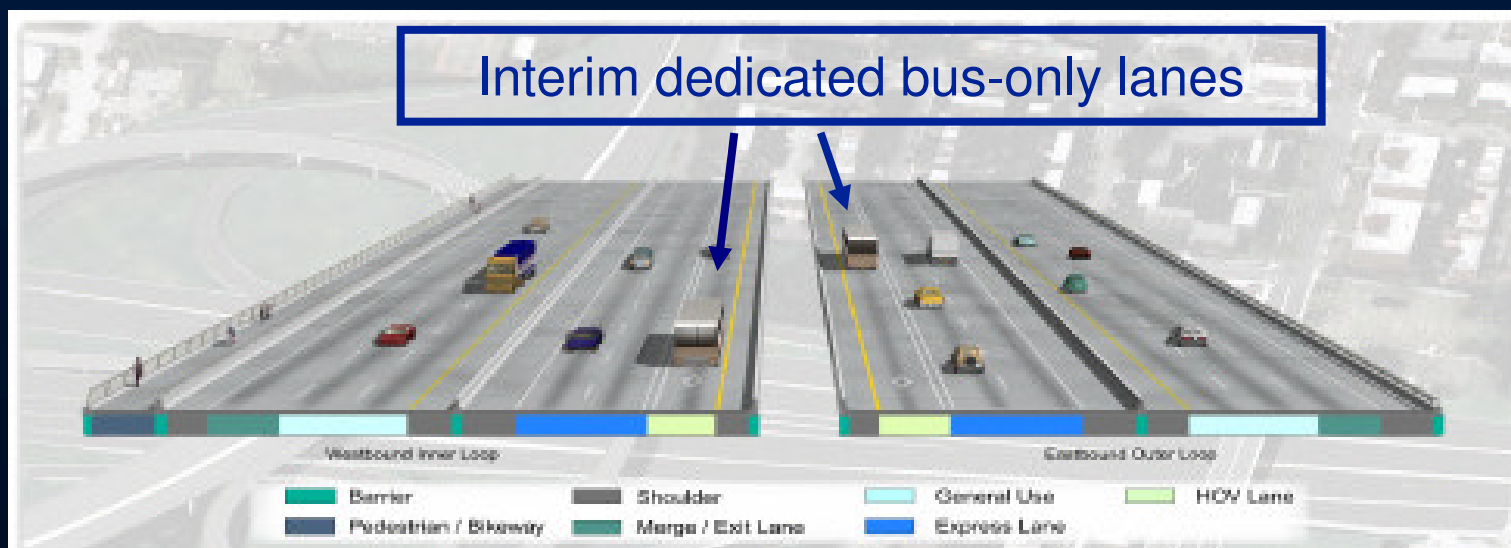
Wilson Bridge is Rail-ready

- Local/express design can provide a future barrier separation between highway lanes and rail
- Wider space required for Metrorail's "footprint," related equipment controls and operation of trains.
- Space reserved in the drawbridge piers for future WMATA equipment
- Rail will connect people to jobs in Alexandria, Oxon Hill, National Harbor and beyond
- Rail service can accommodate growing volume by adding more rail cars and more frequent service



Recommendations: Put Rail on the Wilson Bridge

- Complete study for rail plan
- Secure funding
- Interim: dedicated bus lanes



Better Bus Service



- Bus service covers areas beyond rail – half a million daily trips today
- Better bus service gives more commuters an alternative to driving
- Buses increase person-capacity of limited road space
- Failing Clean Air standards, water pollution & global warming
- High cost of car ownership relieved by better bus service

Better Bus Service Recommendations

- Short term: Encourage a fast but comprehensive review of DPWT's Transit Plan
- Longer term: Develop a true strategic plan for enhancing bus transit
- Develop funding strategy



Purple Line

Light rail alternative to congested East-West traffic

- Despite its heavy population, suburban Maryland has no East-West rail.
- Maryland's Capital Beltway regularly congested, and commuters have no alternative but to clog local roads.
- Light rail would attract suburban passengers
- Connect jobs between New Carrollton, University of Maryland & Montgomery County
- +60,000 trips daily between Bethesda and New Carrollton



Purple Line Recommendations

- Support Purple Line at EIS hearings in September
- Publicize hearings to residents and encourage attendance and comments
- Support future Purple Line extensions as part of the update of the Countywide Master Plan of Transportation

Discussion



Andy Fellows, Clean Water Action

Bonnie Bick, Sierra Club

Jimmy Allen, Prince George's ACT

Karren Pope-Onwukwe, Prince George's ACT

Cheryl Cort, Coalition for Smarter Growth

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