

**PRINCE GEORGE'S COUNTY COUNCIL
AGENDA ITEM SUMMARY**

Meeting Date: 11/6/2001

Reference No.: CR-72-2001

Proposer: Estepp

Draft No.: 1

Sponsors:

Item Title: A Resolution concerning U.S. 301 Southern Corridor
Transportation Study Recommendations

Drafter: Sandra Eubanks, Director
Transportation, Housing &
Environment Committee

**Resource
Personnel:** Eric Foster, Supervisor,
Transportation, Planning
Section M-NCPPC

LEGISLATIVE HISTORY:

Date Presented: ___/___/___

Executive Action: ___/___/___

Committee Referral: 11/6/2001 THE

Effective Date: ___/___/___

Committee Action: ___/___/___

Date Introduced: 11/6/2001

Public Hearing: ___/___/___ :__ __

Council Action: ___/___/___

Council Votes: RVR: __, DB: __, JE: , IG: , TH: , WM: __, AS: __, PS: , MW: __

Pass/Fail: — 4-0-0

Remarks: _____

BACKGROUND INFORMATION/FISCAL IMPACT

(Includes reason for proposal, as well as any unique statutory requirements)

This Resolution will adopt and endorse the Prince George's County Citizen Advisory Committee's (CAC) recommendations concerning the U.S 301 South Corridor Study and the Waldorf Bypass pursuant to CR-34-1999. The CAC evaluated the State Highway Administration alternatives for a Waldorf Bypass in the U.S. 301 South Corridor Study. The CAC consisted of seven members: three appointed by the County Executive, three appointed by the County Council, and a Chairman, jointly selected. The CAC held several meetings during 2000 to receive briefings on the issues and work done prior to its creation from SHA and M-NCPPC staff, then met jointly with the previously appointed Charles County CAC to continue the evaluation of the alternatives. The Prince George's CAC completed its recommendations on June 25, 2001.

COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND

2001 Legislative Session

Resolution No. CR-72-2001

Proposed by Council Member Estep

Introduced by _____

Co-Sponsors _____

Date of Introduction November 6, 2001

RESOLUTION

1 A RESOLUTION concerning

2 U. S. 301 South Corridor Transportation Study Recommendations

3 For the purpose of adopting and endorsing the recommendations as submitted by the Study
4 Group known as the Citizens Advisory Committee (CAC) dated June 25, 2001.

5 WHEREAS, the Prince George's County Council adopted CR-34-1999 on July 6, 1999,
6 which established a Study Group to evaluate the Maryland State Highway Administration
7 alternatives for a Waldorf Bypass in the U. S. 301 South Corridor Transportation Study; and,

8 WHEREAS, the members of the Prince George's CAC reviewed existing studies and
9 reports presented by the Maryland State Highway Administration and the Maryland-National
10 Capital Park and Planning Commission; and,

11 WHEREAS, the members of the Prince George's CAC met jointly with the Charles County
12 CAC appointed by the Charles County Commissioners and discussed the impact the alternatives
13 would have not only on Prince George's County but on Charles County; and,

14 WHEREAS, in June 2001, the CAC working with County citizens, the Maryland State
15 Highway Administration, and Maryland-National Capital Park and Planning Commission staff,
16 adopted the following positions, along with advise to the Charles County CAC, which are
17 attached hereto as Attachment A; and,

18 1. That Prince George's County request that the Surratts Road and T.B. intersections be
19 placed in the SHA budget for final design and construction beginning in FY 2003 and completed
20 as soon as possible; and,

21 2. That Prince George's County reject any western bypass of Waldorf in Prince George's
22 County and that the Waldorf Bypass be removed from the Prince George's County 1993

1 Adopted and Approved Subregion V Master Plan and Sectional Map Amendment and Approved
2 Land Use and Transportation Plan Map; and,

3 3. That Prince George's County endorse the upgrade concept for MD 5/US 301 south of
4 T.B. with the least possible impact on the existing business community; and,

5 4. That Charles County connect any bypasses to MD 5/US 301 south of the Prince
6 George's County line. A corridor other than the present road axis may not be available at the
7 southern Prince George's County line; and,

8 5. That Prince George's County give priority status to planning rail linkage to the Green
9 Line and request Charles County to act in concert with Prince George's County and the
10 Maryland Department of Transportation, and,

11 WHEREAS, the County Council endorses the overall recommendations as a policy
12 framework for guiding our continuing efforts to help the citizens of Southern Maryland address
13 the impact of increasing local and through traffic in Prince George's County and the Waldorf
14 area; and to recommend to the County those alternatives which minimize the impact upon
15 segments or roads located within the County; and,

16 WHEREAS, implementation of the CAC recommendations will require additional
17 consideration, public review and local and State approval; and,

18 WHEREAS, these recommendations, upon adoption, are designed to serve as a policy
19 guide for the State agencies and local governments in evaluation of transportation priorities and
20 alternatives under consideration by the Maryland State Highway Administration in its U.S. 301
21 South Corridor Study; and,

22 NOW THEREFORE BE IT RESOLVED by the County Council of Prince George's
23 County, Maryland, that the County Council hereby adopts and endorses the recommendations of
24 the Citizens Advisory Committee.

25 BE IT FURTHER RESOLVED, that the County Council hereby requests that the
26 Maryland State Highway Administration give strong consideration to the CAC recommendations
27 in the development of alternatives for the Waldorf Bypass in Prince George's and Charles
28 Counties.

29 BE IT FURTHER RESOLVED, that the Clerk of the Council is directed to transmit a
30 copy of the resolution to the Secretary of the Maryland Department of Transportation, Maryland
31 Transit Administrator, Maryland State Highway Administrator, Prince George's County

1 members of the Washington Metropolitan Area Transit Authority, each member of the Prince
2 George's Delegation in the Maryland General Assembly and the Prince George's County
3 Planning Department.

Adopted this 13th day of November, 2001

COUNTY COUNCIL OF PRINCE
GEORGE'S COUNTY, MARYLAND

BY: _____
Ronald V. Russell
Chairman

ATTEST:

Joyce T. Sweeney
Clerk of the Council

RECOMMENDATIONS OF THE
PRINCE GEORGE'S COUNTY CITIZENS ADVISORY COMMITTEE FOR US 301

JUNE 25, 2001

Introduction

The Prince George's County Council adopted CR-34-1999 on July 6, 1999, which established a Study Group, later known as the Citizens Advisory Committee (CAC), to evaluate State Highway Administration alignment alternatives for a Waldorf bypass relating to the US 301 Corridor Transportation Study. The resolution called for the Study Group to consist of seven members: three appointed by the County Executive, three appointed by the County Council, and a chairman jointly selected. The Study Group was encouraged to coordinate its efforts with the Charles County Citizens Advisory Committee through the auspices of the State Highway Administration to try to achieve a consensus on the recommendations on alternatives for both counties.

The appointed members of the Prince George's CAC are Jeffrey S. Gray, Chairman; Daniel W. Dyer; Harry Kriemelmeyer, Jr.; Walter Meinhardt, Sr.; Joseph W. Pinkney; Del. James E. Proctor, Jr.; and Rev. Harry L. Seawright. The Maryland State Highway Administration and Maryland National Capital Park and Planning Commission provided technical support.

The positions of the Prince George's CAC will benefit Prince George's County.

Positions

1. Over 12 years ago, the Maryland State Highway Administration obtained a Record of Decision approving interchanges at Surratts Road and T.B. Junction on MD 5. These two intersections are heavily overstressed at rush hour. Additionally, hundreds of dump trucks pass each day at T.B. further impacting traffic. These intersection improvements have never been done. The Maryland Department of Transportation's Consolidated Transportation Program for 2001 for Prince George's County (Project page H-32) indicates no right-of-way, engineering or construction funds through budget year 2006.

All US 301 bypass and upgrade plans intersect MD 5 south of T.B. and do not interfere with preliminary design and planning at this time. We urge that these long overdue, approved upgrades be implemented.

Recommendation:

The Prince George's CAC recommends that the County request that the Surratts Road and T. B. Junction intersections be placed in the SHA

budget for final design and construction beginning in FY 2003 and completed as soon as possible.

2. The Prince George's CAC has considered the various options of US 301 eastern or western bypasses and the upgrade. We commend the recent proposed designation of southern Prince George's County as a "Rural Tier" by the Commission 2000. We also observe that significant rural land masses west of MD 5/US 301 would be bisected by a western bypass, according to the 1993 Approved Subregion V Master Plan Sectional Map Amendment and Approved Land Use and Transportation Plan map. The environmental impacts of a western bypass are far higher than is acceptable.

Recommendation:

The Prince George's County CAC rejects any western bypass of Waldorf in Prince George's County and recommends that the Waldorf Bypass (F-10) be removed from the Prince George's County 1993 Approved Subregion V Master Plan and Sectional Map Amendment and Approved Land Use and Transportation Plan map.

3. The Prince George's CAC has considered the upgrade options for US 301 in Prince George's County on its current right-of-way and have no objection to an upgrade. A rapid decision is needed to properly adjust for development at McKendree Road and Cedarville Road.

Recommendation:

The Prince George's CAC endorses the upgrade concept for MD 5/US 301 south of T.B. in Prince George's County with the least possible impact on the existing business community.

4. The congestion on US 301 has a profound impact on Prince George's County's citizens and commerce, as well as the citizens and commerce in Charles County and St. Mary's County. We urge the Charles County CAC to consider Prince George's County in its deliberations and recommendations.

Recommendation:

The Prince George's CAC recommends that Charles County connect any bypasses to MD 5/US 301 south of the Prince George's County line. A corridor other than the present road axis may not be available at the southern Prince George's County line.

5. The emergence of the Metrorail Green Line as an important transportation element now and in the future must be recognized by priority status for planning a heavy or light rail connection from Waldorf to the Branch Avenue Green Line terminus inside of the Beltway.

Recommendation:

The establishment of rail links to the Green Line are a principal element in our recommendations. We urge the Prince George's County Council to give priority status in planning this linkage and request Charles County to act in concert with Prince George's County and the Maryland Department of Transportation.

Advice to the Charles County CAC

1. We are mindful of the concerns of Charles County businesses along US 301 if an upgrade concept is adopted. It is important to note that the east-west crossing at Business 5/MD 228 is a failed intersection and almost as heavy as north-south through traffic on US 301. The time demand of a multi-function traffic signal represents a through flow constraint to 70-75 % of the present three-lane wide roadway on US 301, and the two-lane flow on Business 5/MD 228.

Recommendation:

We recommend that the Business 5/MD 228 and US 301 intersection be designated for early upgrade to an urban diamond interchange.

2. Our committee studies indicate that the incomplete status of Western Parkway and the narrow, unimproved status of MD 925 eliminates or restrains use of these roads as additional north-south routes. Properly completed, these parallel roads can assist in congestion alleviation during and after construction and in opening additional access to present or future businesses on US 301.

Recommendation:

We urge the Charles County CAC to include Western Parkway completion and MD 925 improvement as a cornerstone of their recommendations.

3. The improved Mattawoman-Beantown Road (new MD 5) should be studied for further improvement, including a flyover ramp at US 301 and an interchange at MD 5-Leonardtown Road, which would be safer and divert traffic destined for eastern Charles and St. Mary's Counties from present US 301. MD 5 represents a

considerable taking and expense that does not fulfill its intended purposes because of the lack of free flowing interconnections at its north and south termini.

Recommendation:

We recommend that the improvements be started on Mattawoman-Beantown Road.

4. An eastern bypass of Waldorf would pass through areas not yet developed, but zoned and planned for development. Charles County should revise the Comprehensive Plan to indicate a future road east of Waldorf. It also could provide an eastern La Plata bypass if actively planned now, La Plata's visioning notwithstanding. An eastern bypass of Waldorf would serve Southern Maryland better than a western bypass.

Recommendation:

We recommend that the Charles County Commissioners plan a pathway for future transportation routes east of Waldorf, allowing both road and light rail connection rights-of-way in the future.

Conclusion

We, the members of the Prince George's County Citizens Advisory Committee for US 301, reviewed, studied and discussed every study and report presented by the State Highway Administration and the Maryland-National Capital Park and Planning Commission. We likewise thoroughly discussed the impact the options would have not only on Prince George's county but also on Charles County.

The planning has gone on for over a decade with many maps but no decisions. During this time, Prince George's County roads have become severely impacted with increased in and out-of-county traffic from new residents and new commerce.

The stated objective of the Waldorf studies has been to help the citizens of Southern Maryland overcome the delays and failed intersections in the Waldorf area. To implement this objective, improvements must be made.

These recommendations were adopted by the Prince George's County Citizens Advisory Committee for US 301 on June 25, 2001.

**PRINCE GEORGE'S COUNTY COUNCIL
AGENDA ITEM SUMMARY**

Meeting Date: 11/13/2001

Reference No.: CR-72-2001

Proposer: Estepp

Draft No.: 1

Sponsors: Estepp

Item Title: A Resolution concerning U.S. 301 Southern Corridor
Transportation Study Recommendations

Drafter: Sandra Eubanks, Director
Transportation, Housing &
Environment Committee

**Resource
Personnel:** Eric Foster, Supervisor,
Transportation, Planning
Section M-NCPPC

LEGISLATIVE HISTORY:

Date Presented: ___/___/___

Executive Action: ___/___/___

Committee Referral: 11/6/2001 THE

Effective Date: ___/___/___

Committee Action: 11/8/2001 FAV

Date Introduced: 11/6/2001

Public Hearing: ___/___/___ :__ __

Council Action: 11/13/2001 ADOPTED

Council Votes: RVR:A, DB:A, JE:A, IG:A, TH:A, AS:A, PS:A, MW:A

Pass/Fail: P

Remarks: _____

TRANSPORTATION, HOUSING AND ENVIRONMENT COMMITTEE DATE: 11/8/01

Committee Vote: Favorable, 4-0, (In favor: Council Members Estepp, Gourdine, Hendershot and Shapiro)

Staff gave an overview of the legislation and informed the Committee of referral comments that were received. Pursuant to CR-34-1999, a Citizen Advisory Committee (CAC) was established to evaluate the State Highway Administration alternatives for a Waldorf Bypass in the U.S. 301 South Corridor Study. The CAC held several meetings during 2000 to receive briefings on the issues and work done prior to its creation from the SHA and the Maryland-National Capital Park & Planning Commission, then met jointly with the previously appointed Charles County CAC to continue the evaluation of the alternatives. The Prince George's CAC completed its recommendations on June 25, 2000.

The sponsor of CR-72-2001 indicates that the study of the 301 corridor has gone on for years. The Charles County CAC have been meeting three (3) years prior to the establishment of the Prince George's CAC. The establishment of a Prince George's CAC allowed for the County citizens to have some input.

Millie Kriemelmeyer spoke in support of CR-72-2001 indicating that she had information pertaining to costs associated with each recommendation. Mrs. Kriemelmeyer indicates that the flyover ramp at U.S. 301 is still being considered.

Harry Kriemelmeyer, CAC member, spoke in support of CR-72-2001 elaborating on the recommendations. The Prince George's CAC did not support a western bypass. However, they did support upgrade options for MD 5/US 301 south of T.B. Mr. Kriemelmeyer indicates that while the Prince George's CAC reached a consensus before the Charles County CAC, both Committees were in agreement with the recommendations. The Charles County Commissioners will not make their decision until March of 2002.

Gordon Gemeny spoke in opposition to CR-72-2001 indicating that the impact of an eastern bypass would in total be far greater than the western bypass. Mr. Gemeny recommended that CR-72-2001 be tabled to allow Charles County an opportunity to make their decision and that further costs study be considered.

The Prince George's CAC did not address the eastern bypass in their recommendations.

**BACKGROUND INFORMATION/FISCAL IMPACT
(Includes reason for proposal, as well as any unique statutory requirements)**

This Resolution will adopt and endorse the Prince George's County Citizen Advisory Committee's (CAC) recommendations concerning the U.S 301 South Corridor Study and the Waldorf Bypass pursuant to CR-34-1999. The CAC evaluated the State Highway Administration alternatives for a Waldorf Bypass in the U.S. 301 South Corridor Study. The CAC consisted of seven members: three appointed by the County Executive, three appointed by the County Council, and a Chairman, jointly selected. The CAC held several meetings during 2000 to receive briefings on the issues and work done prior to its creation from SHA and M-NCPPC staff, then met jointly with the previously appointed Charles County CAC to continue the evaluation of the alternatives. The Prince George's CAC completed its recommendations on June 25, 2001.