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Department of Public Works and Transportation

2018-2019

# ANNUAL REPORT



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[www.princegeorgescountymd.gov/1002/Public-Works-Transportation](http://www.princegeorgescountymd.gov/1002/Public-Works-Transportation)

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# DIRECTOR'S INTRODUCTION

Prince George's County is a national leader in innovative transportation solutions, finding opportunities to meet the demands of a growing County while still maintaining accessibility, mobility, and livability. Always on the leading edge of transportation and land use policy, Prince George's has strong community and political support for continued innovation in sustainable transportation practices.



**Terry L.  
Bellamy**

**DIRECTOR, DEPARTMENT  
OF PUBLIC WORKS &  
TRANSPORTATION**

**PRINCE GEORGE'S  
COUNTY,  
MARYLAND**

Prince George's County's transportation system is re-creating itself as the role of transportation continues to change at an astonishing rate. The system's foundation is an unusually dense combination of urban, suburban and rural systems of streets that operates efficiently at a human scale while providing a wealth of cherished civic space. Its neighborhood commercial corridors are landmarks. Bestowed this inheritance, Prince Georgians continually reshape and refine their streets in a constant effort to maximize the transportation network's social and economic contribution to civic life. Over the last decade, the Department has made concerted efforts to diversify travel choice to maximize the social and economic value of the streetscape.

The pace of investment in diversification has never been more ambitious. Today Prince George's transportation network includes the construction of the Purple Line, a Light Rail Project that links Prince George's and Montgomery Counties through a series of stations and interconnectivity to

WMATA Metro Stations to support the growth of its largest employer, a nearly complete central city streetcar loop that has attracted billions in private investment, a bikeway network that will help produce the highest bike commute rate among large U.S. cities, a light rail network emanating from downtown in every direction, and an influx of new sidewalks.

This investment in our transportation system must continue, particularly as the County's population grows and places increased demands on the system. As manager of the right-of-way (ROW), the Prince George's Department of Public Works and Transportation (DPW&T) is responsible for coordinating all activities that occur under or alongside our more than 4,800 lane miles of road.

The Transportation Department's fundamental role is to apply a comprehensive approach to our transportation network with consideration of how transportation needs impact our community's priorities. A major component of the Department's strategy is the planning and development of our infrastructure. The Department ensures that we consider the technical aspects of road maintenance and public safety in addition to priorities like stronger neighborhoods, a growing economy, access to healthy foods and safer streets. We emphasize doing so in a way that is open and transparent, while providing our citizens with the most effective services at the best value.



We assist in long-term strategies for efficient and effective design, construction, and maintenance of our transportation infrastructure, including planning and design for new projects, repair and improvement projects, and collaboration with the Public Works Department on implementation of improvements to our transportation system.

We are the County's transit arm, "TheBus," Call-A-Bus, and a liaison to WMATA, WSTC, RTA, the Transportation Planning Board, and others pivotal to the success of a comprehensive transportation system.

## DIVISIONS

The Complete Streets Program designs and implements multimodal transportation projects and reviews private development for safety, accessibility, and connectivity. From new sidewalks to major street design, the Complete Streets Program helps make safe, efficient transportation options and creates great streets for everyone. Vision Zero is achievable if we look out for one another and are aware of our surroundings, doing our part by eliminating distractions and following the rules of the road. Prince George's County is committed to ending traffic violence in our communities. Through the Vision Zero program, Prince George's County and our partners are working to eliminate deaths and serious injuries on our streets.

The Operations Division oversees the day-to-day operation of our multimodal transportation network. The Operations Division manages events in public spaces, oversees our asset management program, and installs and maintains traffic signs, pavement markings, guardrails, speed humps, and other traffic management devices.

A hint of what is to come can be seen in the growing popularity of "Smart Cities" and "Beyond the Curb" technologies and planning. The Smart City Division plans for and develops new technology - autonomous vehicles, mobility as a service, and more - that will transform the future of transportation in Prince George's County. The Department will explore technologies to manage street lights, traffic signals, and data about our streets to keep us safe and moving efficiently.

Self-driving technology will make ride-sharing cheaper in that it will make a driver unnecessary. Advances pending in battery technology will expand the range of electric vehicles and reduce the time necessary for recharging them. Electric vehicles will be cheaper to operate and maintain once the technology matures.

DPW&T is committed to advancing equity, promoting diversity and supporting inclusion. As a Department we are also committed to working to help achieve these goals.

# TRANSIT

## ➤ TRANSIT VISION PLAN

In 2018, the Department completed a five-year vision plan study which provides community and economic development-based recommendations for improved service opportunities throughout the County. The County expects to enhance transit services as early as January 2020. You can find the plan here: [www.princegeorgescountymd.gov/3170/transit-vision-plan](http://www.princegeorgescountymd.gov/3170/transit-vision-plan).

As we promote transportation resources and alternatives for residents and visitors, we expect to increase mass transit ridership and reduce the County's carbon footprint. To promote this, the County offers a range of services and promoted events throughout the year.

## ➤ NEW FIXED ROUTE BUSES

DPW&T added six new "El Dorado" fixed route buses to the fleet for fixed route services. These El Dorado buses offer features such as low floors, stylized windshields and low emissions.



# PUBLIC OUTREACH

DPW&T promotes public outreach events on a regular basis to let residents and visitors know about our services including TheBus, Call-A-Bus, Call-A-Cab, Rideshare, Employer Outreach, Guaranteed Ride Home, Capital Bikeshare, and Taxi compliance. Our goal is to educate the public on available transportation resources and alternatives, to increase mass transit ridership, and reduce our carbon footprint. For example:

## ➤ GET ON BOARD WITH TRANSIT DAY

Sponsored by the American Public Transportation Association (APTA), the 2019 National Get on Board Day, April 25, encourages people to support public transportation and showcases the benefits it brings to communities. Staff spoke to passersby about transit and rideshare services at the New Carrollton Metro Station.

## ➤ DUMP THE PUMP DAY

Held on June 20, Dump the Pump Day is a national public awareness day, sponsored by the American Public Transportation Association, to get people to park their cars for the day and ride public transportation. DPW&T staff provided giveaways and answered questions in English and Spanish at the Takoma/Langley Park Transit Center.

## ➤ BIKE TO WORK DAY

With regional and County agency partners, DPW&T has led the effort for Bike to Work Day the last couple years. Bike to Work Day across the region was celebrated on May 17. The County hosted a pitstop at the Wayne K. Curry Administration Building in Largo, Maryland. We offered people the chance to try out Capital Bikeshare bicycles, practice loading their own bicycle on a transit vehicle, get fitted for helmets, and have their bicycles serviced, all free of charge. The BeechTree Pedalers Bike Club led a bike ride to the Largo Town Center Metro so participants could learn about riding safely on our County roads.

The poster is for 'Dump the Pump Day' on June 20, 2019. It features the logos for Prince George's County and DPW&T. A gas pump icon is crossed out with a red circle and slash. The main text reads 'DUMP the PUMP Day 6.20.19 Ride \*The Bus\* FREE!'. Below this, it says 'Just Show the Nextbus App on your Smartphone or Tablet and receive one free Courtesy Pass to ride any TheBus Route. One per person.' There is a photo of a bus with 'HAVE A NICE DAY' on its side. At the bottom, it says 'DID YOU KNOW? PRINCE GEORGE'S COUNTY EMPLOYEES RIDE FREE EVERYDAY! Just show your badge to the driver and your ride is free!' and the Prince George's County 'Proud' logo.

# TRAFFIC OPERATIONS ON THE CUTTING EDGE

## ➤ CONNECTED VEHICLE PILOT PROJECT

The County has started deploying “Connected Vehicle” technology to test County infrastructure for the next wave of innovation in the transportation industry, Communication of Vehicle to Infrastructure (V2I). The County’s traffic operations staff, along with the Office of Information Technology (OIT), have partnered to build the network infrastructure to support this activity.

## ➤ AUTONOMOUS VEHICLE TESTING

Our goals for Connected Vehicle Technology in Prince George’s County include:

1. **IMPROVING** driver and pedestrian safety in Prince George’s County.
2. **BUILDING** smart infrastructure and improve existing intelligent transportation systems around the County.
3. **IMPROVING** the driving experience and develop a Connected Vehicle Operations plan in Prince George’s County.
4. **PAIRING UP** with 5G infrastructure providers to create a connected highway, a DSRC network, which means faster data transfer between vehicles and infrastructure.
5. **CREATING** a test track where Autonomous Vehicles can be tested with smart infrastructure.
6. **ULTIMATELY** we will install signs and markings to support driverless vehicle operations.



Demonstration Project at National Harbor



Connected Vehicles



Driverless Vehicles

# 2019 ACHIEVEMENTS

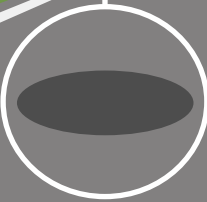
**6,700**

trees planted



**21,687**

potholes filled



**3,494**

illegal signs removed



**1,000,000**

square feet of sidewalk replaced



**1,027**

tons of litter  
cleaned up



**31.5**

miles of road  
resurfaced

**1,291**

distressed or dying  
trees replaced







# FROM THE DESK OF THE DEPUTY DIRECTOR, GWENDOLYN T. CLERKLEY

Fiscal Year 2019 was a productive year for the Department of Public Works and Transportation. Our operational response, preventative maintenance, innovative technology and capital project design and construction have been outstanding.

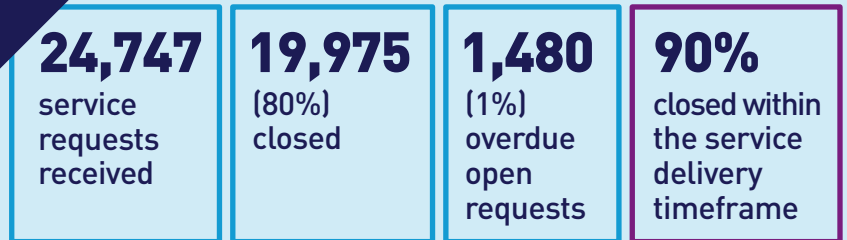


**Gwendolyn Clerkley**

DEPUTY DIRECTOR,  
DEPARTMENT OF  
PUBLIC WORKS &  
TRANSPORTATION

PRINCE GEORGE'S  
COUNTY,  
MARYLAND

## Service Delivery Stats



**GOAL**

We responded to winter weather, heavy rain, and high wind events in a timely manner, minimizing infrastructure and property damage. A review of specific capital projects designed and constructed by the Department demonstrates the level of knowledge, skill and ability our engineering and construction management staff possess, and demonstrates our ability to deliver projects on time and on budget. Excellence in customer service delivery and engaging the residents as partners in our service delivery model is critical to our success as an agency. We are also developing a consistent methodology to keep requesters informed on the status of their requests even when an email address is not available.

In keeping with the community being our partner, we addressed the issues and concerns brought to us via the Community Partner meetings. We shared the service delivery timeframes and the agency's methodology to develop the timeframes. We appreciated the support of our partners in embracing the timeframes, although they continue to encourage us to look for more expeditious ways

to deliver services. Community engagement was very instrumental in helping us complete our first complete green street projects on Edmonston and Swann Roads. The communities' willingness to provide the access, and sometimes land, to complete the projects was phenomenal.

We continue to explore opportunities to improve and expand our multimodal connectivity through smart technology and innovative businesses. Our agency was invited to join the Maryland Department of Transportation working group for connected and autonomous vehicles and improved the PGCTrip mobile application, which is available to the general public to disseminate relevant transportation information.

Our commitment to work and deliver services in the spirit of excellence, provide outstanding customer service and continue to be innovative in the use of technology is strong. It's strong only because of the dedicated staff of the Department of Public Works and Transportation, and we salute their service to the County's residents and customers.

# SNOW AND ICE CONTROL

When a snow emergency is declared, DPW&T is responsible for providing “passable” conditions on a network of more than 1,900 miles of county-maintained roadways to ensure the safety of residents, citizens, and travelers.

Routes are prioritized for service according to three categories: primary, secondary, and residential. Primary and secondary roads are serviced first to ensure that public safety and other emergency vehicles can travel. After completion of these roads, residential roads receive service.

Crews work diligently to clear roadways, which consists of salting, sanding, and/or plowing. We all need to work together since homeowners/renters and business proprietors are responsible for the removal of snow/ice from the sidewalks next to their homes or businesses.



# PEDESTRIAN SAFETY CAPITAL IMPROVEMENT PROGRAM PROJECTS

The Pedestrian Safety Program involves the creation of multiple projects to provide for roadway improvements that are oriented toward the enhancement of pedestrian safety, particularly along roadways or at intersections which have a history of accidents. Priority is given to the correction of problems where there is a high incidence of pedestrian-related accidents. The Pedestrian Safety Capital Improvement Program projects are based upon an action plan that is measurable and data-driven. These projects hinge on input received from the community and an objective analysis of the existing field conditions and constraints.

## ➤ OVERARCHING PROGRAM OUTCOMES

- **PRESERVE AND EXPAND** upon existing pedestrian infrastructure
- **EMBRACE** a Vision Zero safety goal
- **HARNESS** new urban designs that foster a safer community

## ➤ ENGINEERING AND EVALUATION GOALS

- **DEVELOP AND IMPLEMENT** intersection design policies for high pedestrian crash locations
- **CONDUCT** pedestrian road safety audits at high crash intersections and corridors
- **ANALYZE** pedestrian automated counts
- **EVALUATE** pedestrian crash data
- **CREATE** priority lists for improved facilities

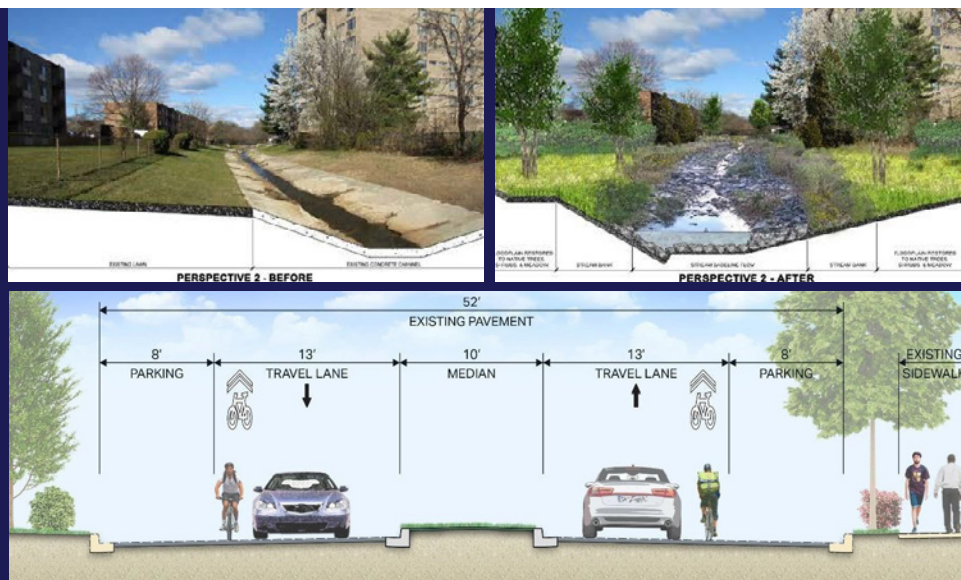


# GREEN COMPLETE STREET CAPITAL IMPROVEMENT PROGRAM PROJECTS

In 2012, the Prince George’s County Council in Maryland passed a Complete Streets Ordinance that requires the Department to incorporate measures to manage runoff and increase access for all users on roadways. Prince George’s County’s ordinance (CB-83-2012) combines the two concepts so that we must consider both in all transportation projects. The Green/Complete Streets Program delivers roadway improvements that are designed and constructed so that the impacts to the natural environment are lessened or improved.

Green streets are designed to manage stormwater runoff by retaining the water, instead of diverting it into storm sewers as quickly. Green streets often include green infrastructure elements such as permeable pavements, bioswales (i.e., vegetated shallow sloping water courses on the side of the road), and street trees. Green streets both protect roads by keeping storm systems from being overwhelmed by heavy rain and flooding streets, and protect water quality by filtering pollutants. We recognize that stormwater management is really a “user” of the roadway right of way that must be accommodated as part of the planning and design process.

Complete streets are designed to be safe for all users (pedestrians, bicyclists, drivers, etc.) by incorporating bike lanes, usable sidewalks, crosswalks, and other transit-oriented amenities. Complete Streets provide accessibility for all modes of transportation and all roadway users, while taking a context-sensitive approach to design. The United States Department of Transportation’s “twin vision” is for a safe transportation network that enhances livability and multimodal solutions that balance the needs of pedestrians, bicyclists, and transit riders, as well as freight carriers and automobiles, in urban and suburban situations.



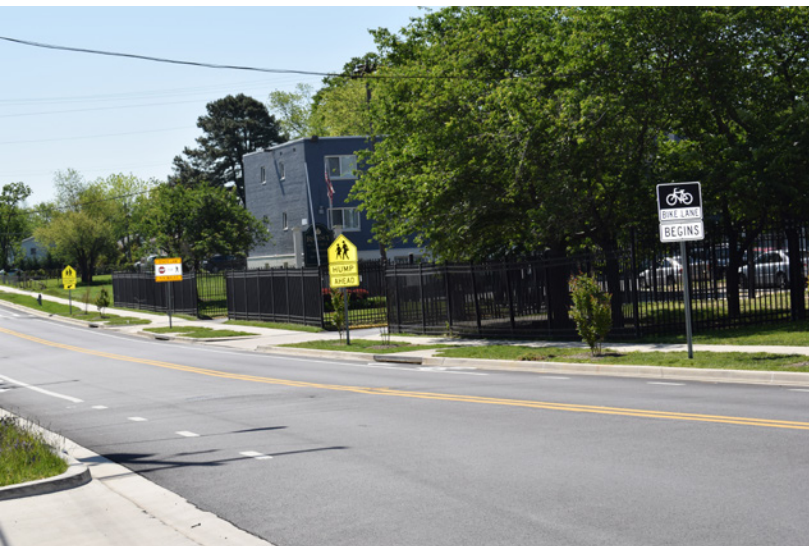
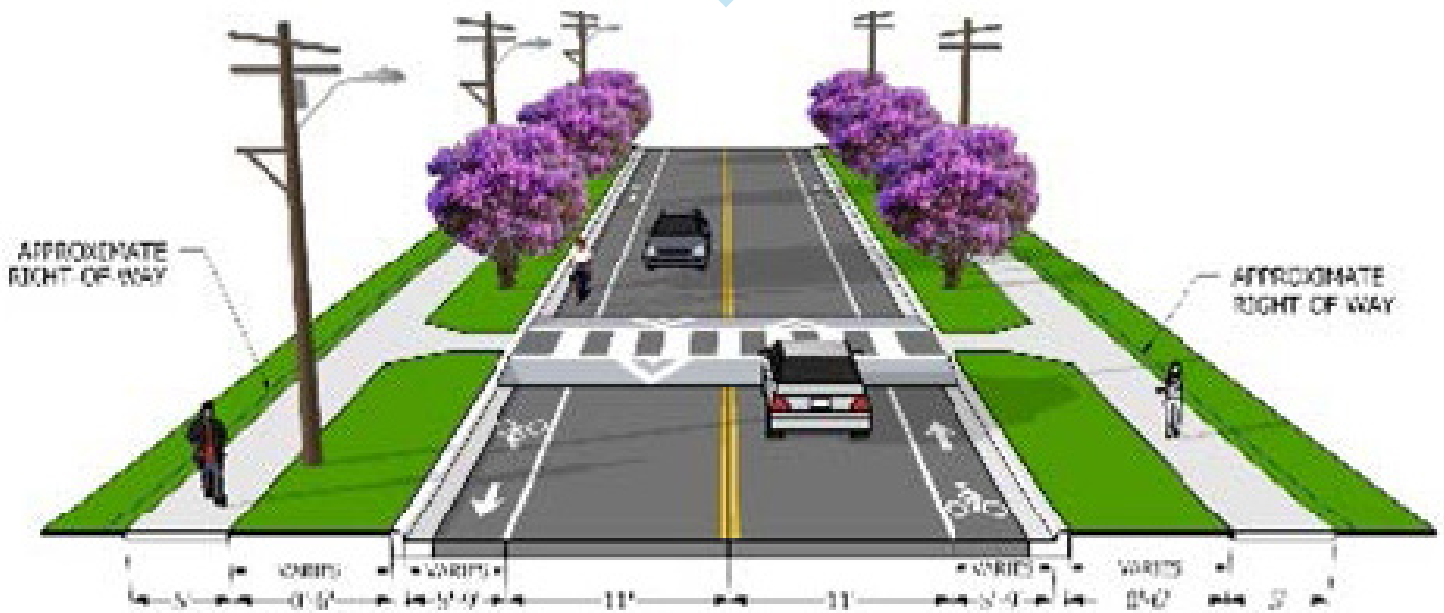
# CONTEE ROAD ALIGNMENT AND RECONSTRUCTION

DPW&T completed a \$13 million reconstruction and realignment of Contee Road from US 1 to Konterra Drive in September 2018. This 1.14-mile-long project utilized green/complete street strategies and required resolving complicated design and construction issues. This multimodal facility includes a four-lane divided roadway with a median, bicycle lanes, sidewalks, street lights, traffic signals, curb and gutter, and landscaping. This project garnered two awards from the County Engineer's Association of Maryland – the 2018 Large Project of the Year and the 2019 Maryland Quality Initiative Award for a project over \$5 million.



# SWANN ROAD GREEN/COMPLETE STREET IMPROVEMENTS

In February of 2019, DPW&T completed a \$3 million Green Complete Street Project to improve the safety, functionality and aesthetics of Swann Road from Silver Hill Road to Swann Place, a nearly one-mile stretch. The project involved substantial roadway modifications that included the construction of curb and gutter to address drainage issues, provided complete sidewalks on both sides of the roadway, bike lanes, improved street lighting, tree planting and extensive storm water management. Another key component of this project is improved connectivity to William Beanes Elementary School and the community center from Swann Road.



# SUITLAND ROAD AND REGENCY PARKWAY OUTFALL STABILIZATION

The Suitland Road and Regency Parkway Outfall Repair Project replaced a severely failing juncture of multiple outfalls and restored a highly degraded tributary flowing to Henson Creek within the Potomac River Watershed. The repair involved installing a new storm drain system, known as gray infrastructure, which now safely discharges into a restored riparian floodplain and stream system and contributes to ecosystem restoration. The project combined three outfalls into a larger, single storm drain system that discharges further from the roadway intersection, and the side slopes were redesigned for sidewalks so pedestrians can walk safely. DPW&T started the construction project in November 2018 and completed the project by the grant deadline of June 30, 2019.



# CHERRY HILL ROAD

Geometric improvements and installation of traffic signal on Cherry Hill Road at the entrance of Townley apartments.



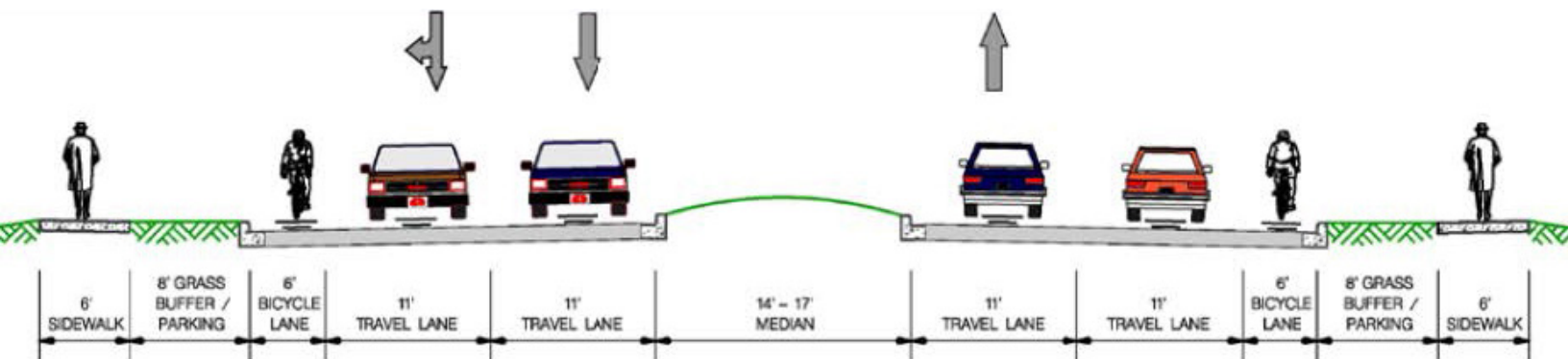


# AGER ROAD GREEN/COMPLETE STREET IMPROVEMENTS

The Ager Road Green/Complete Street Project spans from MD-410 (East-West Highway) to MD-500 (Queens Chapel Road). The main objectives are to make the road safer and more accessible, and to decrease the amount of nutrients in the Anacostia River Watershed. The project's proposed improvements include reconstructing Ager Road for two travel lanes in each direction, bicycle lanes, and on-street parallel parking along with continuous sidewalks on both sides of the roadway.

This Green Complete Street Project improves the safety, functionality and aesthetics of Ager Road. The project involves substantial modifications including a road modification to reduce speeding, upgraded traffic signalization and the removal, in certain areas, of the service roadways to provide for greater greenspace and improved pedestrian facilities. The scope of the project includes improved street lighting, tree planting, stormwater management and bike lane installation. It also provides for trail connectivity to the existing Northwest Branch trail network and West Hyattsville Metro station.

## RENDERING OF AGER ROAD GREEN/COMPLETE STREET PROJECT





# FUTURE OF GREEN INFRASTRUCTURE

DPW&T is in the process of revising its Specification and Standards for Roadways & Bridges. As part of this effort, green infrastructure practices for use in the public right-of-way will be added. These new, green standards have been developed in collaboration with other departments that play a role in the planning, development, construction and maintenance of streets and adjacent land uses in the County. Once approved for use by the County Council, DPW&T's green infrastructure standards and specifications will complement and support the County's Complete and Green Streets Policy and new Urban Street Design Standards. This is all part of DPW&T's ongoing commitment to support the strategies of Plan Prince George's 2035 by creating walkable, urban places, which not only improve safety and comfort for both bicyclists and pedestrians, but facilitate sustainable stormwater management for cleaner local waterways and a restored Chesapeake Bay.





# FROM THE DESK OF THE DEPUTY DIRECTOR, MARTIN HARRIS

Under the leadership of County Executive Angela Alsobrooks and Director Terry Bellamy, DPW&T is pushing the boundaries in creating a more multimodal and interconnected transportation network for Prince George's County residents and visitors. The most visible example for many may be our rapidly expanding bikeshare initiative.



**Martin  
L. Harris**

DEPUTY DIRECTOR,  
DEPARTMENT OF  
PUBLIC WORKS &  
TRANSPORTATION  
PRINCE GEORGE'S  
COUNTY,  
MARYLAND

Since its launch in 2018, our bikeshare program linking riders to locations throughout the County and region has grown to over 18 stations – with many more on the way. Others may have noticed new fixed-route (TheBus) and paratransit buses have gone into service over the last several months, the first steps in enhancing the quality and appearance that our fleet needs and that our residents deserve. If you are a paratransit rider, you have almost certainly noticed that – thanks to our new NOVUS scheduling technology – your required lead time in scheduling a trip has been cut in half. By next year, that should be down to a single day.

Perhaps you have ridden in a taxi that is a bit newer or cleaner because it has been through DPW&T's revitalized inspection program and noticed a Passenger Bill of Rights in it that outlines what your rights are as a taxi rider in Prince George's County. These changes over the past year have enhanced both the capacity and quality of our service.

However, as exciting as that is, in FY 2020 we will be taking the next step by bringing microtransit to Prince George's County. Microtransit is a technology-driven demand response service scaled to the need of the requesting individual. Our pilot program will utilize smaller vehicles to deliver passengers to locations of interest within defined geographical areas. The goal is to learn how to integrate this new tool into the overall system to provide an even broader range of mobility options.

While we are working to expand mobility options, we are doing so with a laser-like focus on safety. As detailed elsewhere in this report, Vision Zero Prince George's is the umbrella initiative that brings everything together to do this. As Vision Zero states, the loss of even one life on our roadways is unacceptable. Therefore, we are bringing all tools at our disposal to bear in addressing our safety challenges, from design, educational and programmatic initiatives to working with our County and State leaders to advance legislation and policy that will make our roads, drivers, passengers, cyclists, and pedestrians safer.



One thing Vision Zero demonstrates is that partnerships are critical to making our County the safe, interconnected, vibrant community our residents deserve. Whether it be law enforcement working to curb speeding and distracted driving, our Fire/EMS professionals providing frontline care, DPW&T teams designing communities to be more walkable and bikeable, or citizens taking their time to clean up the County and keep us Growing Green with Pride, our success is dependent on each other.

At DPW&T, we look forward to attending your community meetings, answering your questions, and working both in service to you, as well as side-by-side with you, for the betterment of the place that we are so proud to call home.

