



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

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October 8, 2019

MEMORANDUM

TO: The Prince George's County Planning Board

VIA: James Hunt, Chief, Development Review Division

Sherri Conner, Supervisor, Subdivision and Zoning Section
Development Review Division

FROM: Amber Turnquest, Planner Coordinator, Subdivision and Zoning Section
Development Review Division

SUBJECT: **Preliminary Plan of Subdivision 4-18029, Park Place**
Planning Board Agenda October 10, 2019 – Staff's Proposed Revisions to Findings
and Conditions

After receipt of additional information, which has been included in additional back up, and further consideration of the transportation finding, staff recommends that the finding and related condition be revised as follows:

Finding 2, page 5

2. **Previous Approvals**—This property was rezoned from the R-R Zone to the I-3 Zone via A-9953-C, approved by the Prince George's County District Council on August 10, 2006. There are no conditions of approval applicable to this application...

15. **At the time of preliminary plan of subdivision, the applicant shall provide a traffic warrant study of the Muirkirk Road/Muirkirk Meadows Road intersection.**

~~The results of an August 2019 traffic study show that the intersection, when analyzed under total traffic, exceeds the 50-second delay threshold for adequacy. Pursuant to the "Transportation Review Guidelines, Part 1" (Guidelines), when an intersection operates with a delay greater than 50 seconds, a second analysis using the critical lane volume (CLV) methodology is required. If the results of the second analysis show a CLV of less than 1150, then the intersection is deemed to be operating adequately, and no further action is required. The results of the traffic study show that the intersection operates with CLVs of 958 and 911 during the AM and PM peak hours, respectively. Staff concludes therefore that, from the standpoint~~

~~of transportation adequacy and per the Guidelines, a signal warrant study is not necessary at the intersection of Muirkirk Road and Muirkirk Meadows Road. However, Condition 15 was established by the District Council in their review and approval of CSP-17005, and staff recommends that this condition be carried forward. A traffic signal warrant study shall be completed and submitted to the Prince George's County Department of Public Works and Transportation (DPW&T) prior to PPS signature approval.~~

In a September 26, 2019 email from the Department of Public Works and Transportation (DPW&T), staff was provided information regarding a traffic signal warrant study at this location. In January 2018, a signal warrant study was conducted by DPW&T for the subject intersection, and a signal was found to be warranted. In May 2019, the applicant completed a more recent traffic signal warrant study for the subject intersection and provided this study to the Transportation Planning Section. While the study indicates that "it is unlikely a traffic signal will be approved by the County" (Guckert to McCoy, May 2019), it does indicate that two warrants were met, which could result in DPW&T approving a traffic signal at the subject intersection. It is at the discretion of DPW&T whether or not a traffic signal be installed at this location.

While the 2018 signal warrant study indicated that a signal would be warranted, and the 2019 study indicated that a signal may be warranted, the applicant would not be required to provide the signal with this application because the "Transportation Review Guidelines, Part 1" (Guidelines) did not find this intersection to be inadequate for transportation. Pursuant to the Guidelines, when an intersection operates with a delay greater than 50 seconds, a second analysis using the critical lane volume (CLV) methodology is required. If the results of the second analysis show a CLV of less than 1150, the intersection is deemed to be operating adequately and no further action is required. The results of the traffic study show that the intersection operates with CLVs of 958 and 911 during the AM and PM peak hours, respectively. Consequently, from the standpoint of transportation adequacy and per the Guidelines, the intersection is found to be adequate and a signal warrant study would not have been necessary, since these CLVs fall below the adequacy threshold of 1150. Additionally, Condition 15 of the CSP did not require any improvements to be made should a signal be warranted, only that the signal warrant study be completed.

Staff therefore concludes that the traffic signal warrant study that was done in May 2019, and provided to staff, satisfies Condition 15 of CSP-17005.

Condition 2, page 19

- ~~2. Prior to signature approval of this preliminary plan of subdivision, a traffic signal warrant study shall be completed and submitted to the Prince George's County Department of Public Works and Transportation.~~