City of Bowie
Regular City Council Meeting

Monday, August 1, 2022
Council Chambers - 8 p.m.

AGENDA

I. CALL MEETING TO ORDER

II. PLEDGE OF ALLEGIANCE

III. QUORUM

IV. AGENDA ADDITIONS/DELETIONS/AMENDMENTS

V. CITIZEN PARTICIPATION

VI. PRESENTATIONS

- **A.** Recognizing City of Bowie Employees for Response to an Explosion Emergency - Proclamation P-22-22

VII. CITY BOARDS AND COMMITTEES

VIII. COUNCIL ANNOUNCEMENTS

IX. CITY MANAGER'S REPORT

X. CONSENT AGENDA

- **A.** Approval of July 5, 2022 Meeting Minutes
- **B.** Approval of July 11, 2022 Meeting Minutes

XI. OLD BUSINESS

XII. NEW BUSINESS

- **A.** Bicycle Friendly Communities - Staff will brief Council on efforts to attain a Bicycle Friendly Community designation from the League of American Bicyclists
- **B.** City Transportation Priority List - Staff from the Planning Department will review the current Transportation Priority List for State and County facilities serving Bowie
- **C.** Zoning Update

XIII. ADJOURNMENT AND MOVE TO CLOSE SESSION

To adjourn to closed session under the statutory authority of the Md. Annotated Code, State Government Article §3-305(b)(14): “Before a contract is awarded or bids are opened, to discuss a matter directly related to a negotiating strategy or the contents of a bid or proposal, if public discussion or disclosure would adversely impact the ability of the public body to participate in the competitive bidding or proposal process.”

Note: The Ethics Commission has advised that under certain circumstances, members of the public may qualify as lobbyists when they testify before the City Council. If so, the Bowie Ethics Ordinance requires that certain information be filed with the Ethics Commission. Please review the information about lobbying that is provided with the City Clerk. If you have any questions about lobbying, please contact the Ethics Commission or the Assistant City Manager.

This meeting will be televised live on Verizon Channel 10 and Comcast Channel 71 and 996, repeated on 8/3/22 and 8/6/22 at 7:00 p.m., and web-streamed live.

For a closed-captioned version of the meeting video, please go to https://www.youtube.com/user/cityofbowiemd/playlists and select the 2022 Council Meetings list. Once the meeting video opens, be sure to click on "CC" button to turn on closed captioning.

NEXT REGULAR MEETING OF THE BOWIE CITY COUNCIL - TUESDAY, SEPTEMBER 6, 2022 - COUNCIL CHAMBERS - 8:00 P.M.

Memorandum

TO: City Council

FROM: Alfred Lott, City Manager

SUBJECT: Recognizing City of Bowie Employees for Response to an Explosion Emergency
Proclamation P-22-22

DATE: 07/28/2022

When an explosion occurred at a local nursing facility in June, the City of Bowie staff responded in a manner that makes the City proud. I offer Proclamation P-22-22 as a means to provide a token of appreciation for the over 50 Bowie employees who had a role in the emergency response.

ATTACHMENTS: 1. 20220801 - Proclamation P-22-22

PROCLAMATION
OF THE COUNCIL OF THE CITY OF BOWIE, MARYLAND
RECOGNIZING CITY OF BOWIE EMPLOYEES FOR THEIR RESPONSIVENESS, COMPASSION, AND COORDINATION AT AN EXPLOSION EMERGENCY AT A NURSING FACILITY

WHEREAS, before 4:00 am on Tuesday, June 14, 2022 a large explosion occurred at the Larkin Chase Center on Health Center Drive; and

WHEREAS, the incident while shocking, unsettling, disruptive, chaotic, and scary had no deaths or injuries, but required the evacuation and relocation of 112 Larkin Chase Center residents; and

WHEREAS, fifty-one Bowie employees were involved in the emergency event in numerous capacities to evacuate, care for, transport, communicate, and help the nursing patients connect with their loved ones; and

WHEREAS, Bowie employees assisted the Larkin Chase residents by aiding in the evacuation, staffing the gymnasium as a temporary shelter, providing food and care to the 83 residents who were relocated to the gymnasium, ensuring human needs were met, communication to the public and reconnecting loved ones, transporting residents to new nursing facilities; and

WHEREAS, Bowie employees coordinated with numerous outside agencies including Genesis HealthCare (Larkin Chase Center), Maryland Department of Emergency Management, Prince George's County Office of Emergency Management, Prince George's County Department of Health, Prince George's County Department of Social Services, Maryland Institute for Emergency Medical Services Systems, Butler Ambulance Services, and Prince George's County Fire/EMS; and

WHEREAS, Bowie employees have represented the City of Bowie very well and shown them to be conscientious, caring, effective, and excellent examples of the best in public service employees.

NOW, THEREFORE, BE IT PROCLAIMED that the Council of the City of Bowie, Maryland hereby recognizes City of Bowie employees in Emergency Management, Community Services, Communications, and Police for their responsiveness, compassion, and coordination at the explosion emergency at the Larkin Chase Center.

INTRODUCED, PASSED, AND PRESENTED by the Council of the City of Bowie, Maryland at a Regular Meeting on this 1st day of August, 2022.

Attest:

_____
Timothy J. Adams, Mayor

_____
Awilda Hernandez, City Clerk

The employees being recognized are as follows:

Name	**Dept.**
Andre Walton	CS
Antoinette Hansberry	CS
Bryan Hagin	CS
C. Keith Oden	CS
Charlene Taylor	CS
Chris Hyde	CS
Colleen Cofod	CS
Danielle Rogal - Hudspeth	CS
Duncan Churches	CS
Eugene Gloster	CS
Gary Sockwell	CS
Gloria Gaddy	CS
Hank Lloyd	CS
Jane Martin	CS
Jared Gray	CS
John Owens	CS
Juan Murphy	CS
Laurel Raymond	CS
Mary Orange	CS
Matt Corley	CS
Mike Lonergan	CS
Monica Leonard	CS
Nick Spurgeon	CS
Ray Drapeau	CS
Ray Esquerra	CS
Robert Caldwell	CS

Ron Lindsey	CS
Sally Hein	CS
Sheri Beach	CS
Tamara Hall	CS
Wendy Wilcox	CS
CPL David Redmond	PD
CPL Eugene White	PD
CPL John McMaster	PD
CPL Michael Johnson	PD
MPO Arie Neal	PD
MPO Tashiana Hill	PD
MPO Wilbert Golden	PD
MPO William Jackson	PD
PO Davon Brown	PD
PO Miles Franks	PD
SGT Antoine Gibson	PD
SGT Raford Moten	PD
Kaitlyn Sullivan	CMO
Lee Cornwell	CMO
Sonia Srivastava	CMO
Stephanie Lopez	CMO
Stephanie Robinson	CMO
Una Cooper	CMO

REGULAR CITY COUNCIL MEETING MINUTES

TUESDAY, JULY 5, 2022

CALL MEETING TO ORDER:

The Regular Meeting of the Bowie City Council was held on Tuesday, July 5, 2022, in the Council Chambers at City Hall. Mayor Pro Tem Boafo called the meeting to order at 8:05 p.m.

PLEDGE OF ALLEGIANCE TO THE FLAG:

Mayor Pro Tem Boafo led the Pledge of Allegiance to the Flag.

QUORUM:

In attendance were Mayor Adams (arrived 8:10 p.m.), Councilmembers Boafo, Esteve, Harrison, Ndebumadu and Woolfley, City Manager Lott, Assistant City Manager Mears, City Attorney Levan, City Clerk Hernandez, and Staff.

CITIZEN PARTICIPATION:

City Clerk Hernandez announced the one comment was received via email, it was forwarded to Council and it is attached as part of the record.

CITY BOARDS AND COMMITTEES:

A. Appointments/Reappointments/Swearing-In:

1. Councilmember Woolfley moved to appoint Mia Owens to the Community Recreation Committee and Christopher Rizzi to the Economic Development Committee for a two-year term. Councilmember Harrison second the motion and it carried 5-0. Mayor Pro Tem Boafo swore in the above members to their respective committees.
2. Councilmember Woolfley moved the reappointment of Nancy Franklin, Carl Robinson and William Schmitt as members of the Administrative Review Board for a 2-year term. Councilmember Esteve seconded the motion and it carried 5-0.
3. Councilmember Woolfley moved the reappointment of Lisa Frison, James Golato, Terry Rogers, Carl Schuettler and Ronald Skotz as members of the Advisory Planning Board for a 2-year term. Councilmember Harrison seconded the motion and it carried 5-0.
4. Councilmember Esteve moved the reappointment of Gabrielle Davison, Jacqueline Thompson and Joseph Wright as members of the Arts Committee for a 2-year term. Councilmember Harrison seconded the motion and it carried 5-0.
5. Councilmember Woolfley moved the reappointment of Don Phillips and Brian Suddeth as members of the Board of Elections for a 2-year term. Councilmember Esteve seconded the motion and it carried 5-0.

6. Councilmember Woolfley moved the reappointment of Lisa Henkel as a member of the Board of Personnel Appeals for a 2-year term. Councilmember Harrison seconded the motion and it carried 5-0.
7. Councilmember Esteve moved the reappointment of Bonaventure Askinlosotu, Adedayo Fashanu, Mary Ellen Winlund and Joseph Wright as members of the Community Outreach Committee for a 2-year term. Councilmember Harrison seconded the motion and it carried 5-0.
8. Councilmember Woolfley moved the reappointment of John P. Fagan, Jr., Tony Nichols and Carrie Weaver-Bridges as members of the Community Recreation Committee for a 2-year term. Councilmember Harrison seconded the motion and it carried 5-0.
9. Councilmember Harrison moved the reappointment of Bonaventure Askinlosotu, Elveeda Dixon, Jessica Fucile and Tisha Hillman as members of the Diversity Committee for a 2-year term. Councilmember Woolfley seconded the motion and it carried 5-0.
10. Councilmember Harrison moved the reappointment of Billy Louis, Yolanda Muckle, Arthur Rogers and Phyllis Thompson as members of the Economic Development Committee for a 2-year term. Councilmember Woolfley seconded the motion and it carried 5-0.
11. Councilmember Harrison moved the reappointment of Trasee Bradley, Frank Bryant, Sonia Huntley, LaDonna King, Nadji Kirby, Donna Nelson and Lynette O'Reggio for a 2-year term. Mayor Pro Tem Boafo seconded the motion and it carried 6-0.
12. Councilmember Woolfley moved the reappointment of Alexandra Harry Nappier, Abigail Snyder, Karin Taschenberger and John Teasdale as members of the Environmental Advisory Committee for a 2-year term. Mayor Pro Tem Boafo seconded the motion and it carried 6-0.
13. Councilmember Woolfley moved the reappointment of William Olukoya as a member of the Financial Advisory Committee for a 2-year term. Councilmember Harrison seconded the motion and it carried 6-0.
14. Councilmember Esteve moved the reappointment of Michelle Balfe, Linda Cooper, Howard Dobson, Maysen Gore-Duran, Sue Livera, Elena Wisler and Joshua Wooten as members of the Green Team Committee for a 2-year term. Councilmember Woolfley seconded the motion and it carried 6-0.
15. Councilmember Harrison moved the reappointment of Richard Bleach, JoAnn Marshall-Hobbs and Kenneth Wenzel as members of the Information Technology Committee for a 2-year term. Mayor Pro Tem Boafo seconded the motion and it carried 6-0.
16. Councilmember Harrison moved the reappointment of Delmer Billings, Ronald Gill, William Grayson, Bill Healy, Jill Hochm and and Jacqueline Rhone as members of the Public Safety Committee for a 2-year term. Councilmember Woolfley seconded the motion and it carried 6-0.

COUNCIL ANNOUNCEMENTS:

Mayor Adams thanked staff for the great work in cleaning up the City after the storm earlier in the day.

Councilmember Harrison congratulated her colleague Councilmember Ndebumadu, for being appointed by Governor Hogan to the Maryland State Board of Affordable Housing.

CITY MANAGER'S REPORT:

City Manager Lott stated that staff is preparing for the City's audit.

CONSENT AGENDA:

Councilmember Woolfley made a motion to approve Consent Agenda items: A) Approval of June 6, 2022 Meeting Minutes; B) Approval of June 21, 2022 Meeting Minutes; C) Adoption of Resolution R-34-22 Authorizing the City Manager to Enter Into a Fourth Amendment to a Lease Agreement for the Property Known as "Bowie Commons" With North Merust Limited Partnership to Authorize the Assumption of the Lease by Bowie Housing Partners, Limited Partnership and to Further Authorize the City Manager to Execute a Deed for the Improvements Upon the Leased Premises to Bowie Housing Partners LP Subject to a Reversion of Title to the City Upon the Expiration or Other Proper Termination of the Lease; D) Adoption of Resolution R-35-22 Setting Forth Regulations for the Virtual Attendance of Councilmembers at City Council Meetings. Councilmember Harrison seconded the motion. Motion passed 6-0.

OLD BUSINESS:

A. Adoption of Ordinance O-3-22 Amending the Bowie City Code, Chapter 14 "Motor Vehicles and Traffic", Article III, §14-17B "Speed Monitoring Systems" to Authorize the Placement of Speed Cameras in the City of Bowie on Highways in Residential Districts that Have a Maximum Posted Speed Limit of 35 Miles Per Hour – Police Chief Nesky briefed Council on the ordinance which resulted from State legislation that allows speed cameras to be installed in residential areas with 35 mph speed limits. This ordinance will allow the City to monitor the speeds in residential areas using the cameras.

Public Hearing:

Since there was no one signed up to speak, Mayor Adams declared the Public Hearing to have been held.

Councilmember Harrison asked if the cameras are mobile. Chief Nesky replied yes.

Councilmember Ndebumadu asked if there is a prioritizing order of where the cameras would be installed first. Chief Nesky responded that they are considering a two-tier process, one which will be data driven and the neighborhoods with the most speed complaints.

Councilmember Woolfley made a motion to adopt Ordinance O-3-22. Mayor Pro Tem Boafo seconded the motion. Motion passed 6-0.

NEW BUSINESS:

A. Melford Revision to Detailed Site Plan #07031-05 – Mr. Joe Meinert, City Planning Director summarized the staff report. St. John Properties, Inc. is requesting the City's approval recommendation for a revision to the approved Detailed Site Plan for Pod 6 to substitute 59,640 square feet of research and development/flex space instead of office uses within the project. It meets all the zoning requirements of the County and the Advisory Planning Board and staff recommend approval of the revision.

Mr. Robert Antonetti with the law firm Shipley & Horne representing the applicant, presented images of the proposed entrances and designs of the building which meet all the requirements and follows the same layouts of other buildings that have been built in Melford.

Public Hearing:

Since there was no one signed up to speak, Mayor Adams declared the Public Hearing to have been held.

Mayor Pro Tem Boafo moved to approve the revision recommendation of Detailed Site Plan #07031-05. Councilmember Esteve seconded the motion. Motion passed 5-1 (Woolfley).

B. Annual Update from the Green Team Executive Committee – Michelle Balfe, Chair of the Bowie Green Team Executive Committee briefed Council on the work the committee did in FY 2022 and their projects for FY 2023. Bowie has been Sustainable Certified since 2013 and they are working on the recertification for 2022. In order to maintain the certification, there are many requirements that have to be met which include promoting local farmers market, maintaining Monarch Waystations, hosting Earth Day events just to name a few. For FY 2023 they plan to focus some programs on wellness, advocate for native species plantings in City stormwater upgrades and residential outreach and education on EV's, solar and electrification.

Mayor Adams thanked Ms. Balfe for her presentation.

C. Watermain Breaks Report – Public Works Director, Jose Aldayuz briefed Council on the circumstances of the watermain breaks that occurred last week. On Friday, June 24, 2022, the contractor hired by the City of Bowie excavated the ground to expose a water service connection at the 16" watermain (3501 Moylan Drive), in preparation for the upcoming Tee branch abandonment work scheduled for Monday, June 27, 2022. At 3:00 a.m. the night of the 24th, the City received calls of lines that burst which caused the changes in pressure and occurred failures in other areas of the City. Staff worked diligently all weekend to repair the leaks. The watermain break at Moylan Drive was likely due to multiple weak connections at the Tee branch line. According to the contractor, the bolts holding the connections appeared rusted, and not in good shape. This may be the cause for the weak connections. The pipe has been buried underground for over 60 years. Some components apparently have severely deteriorated. The watermain breaks and meter leak at the other locations are likely associated with the watermain break at Moylan Drive. A water hammer was likely created during the break and caused more damages to the pipes.

Councilmember Woolfley asked if there is a system in place that lists the areas where the valves that may have leaks are in the City. Mr. Aldayuz replied that there is not but is working on a proposed new plan/solution to solve these issues.

Mayor Adams thanked staff for the update.

D. Storm Update – Emergency Manager, Lee Cornwell, briefed Council on the storm that passed through the City earlier in the afternoon. It was confirmed that a tornado did touchdown in the S and B sections of the City. At the moment no injuries have been reported, two houses did suffer structural damage due to trees falling on them, several roads are closed due to trees down and are being cleared by staff and County staff. Roads are expected to be cleared within the next hour. There are approximately 300 homes without power and BGE is working on restoring the power.

ADJOURNMENT:

Mayor Pro Tem Boafo motioned to adjourn the Regular City Council meeting. Councilmember Woolfley seconded the motion. Motion passed 6-0. The meeting adjourned at 9:15 p.m.

Respectfully submitted,

Awilda Hernandez, MMC
City Clerk

Awilda Hernandez

From: nurbiz@verizon.net
Sent: Tuesday, July 5, 2022 2:13 PM
To: Awilda Hernandez
Subject: {EXTERNAL}: July 5, 2022 City Council Meeting; V. Citizen Participation: Bowie, Let Us Organize Ourselves as Our Cells

DATE: Tuesday, July 5, 2022

TO: Awilda Hernandez, City Clerk
City of Bowie, Maryland

FR: Mrs. Terry Nuriddin
15201 Johnstone Lane
Bowie, MD 20721

RE: July 5, 2022 City Council Meeting; V. Citizen Participation: **Bowie, Let Us Organize Ourselves as Our Cells:** Comments on the June 21, 2022 City Council Meeting; XI. Old Business: A. Economic Development Strategy and Action Plan

cc: Public Files

Good Day. This is Terry Nuriddin of Collington Station. Hope all is well.

In reading the Economic Development Strategy and Action Plan; listening to the commentary; and deciphering the answers to the questions, my family ask Bowie, **Let Us Organize Ourselves as Our Cells Do**.

Our cells are highly organized structures, that regulate, coordinate, and operate our marvelous bodies to sustain human life. Unconditionally committed to the preservation of their organisms, our cells organize operations for optimal human performance and function. I believe if they were to help their organism thrive *economically*, they would never put forth a 60-page economic plan that uses the word school only five times and in no significant manner. Let us organize ourselves like our cells would.

Education for our children should be our foremost priority because they are the future. Human sensitivity is needed to prepare us for the upcoming tasks needed to safeguard our present and future societal well-being. Rational sensitivity alone will not yield the proposed strategic and economic plans. Such plans should include pioneering ideas that enable a neighborhood school such as Pointer Ridge Elementary to remain open; our Tall Oaks High School to blossom as a green jobs academy for new workers and fossil fuel transitional workers; and the creation of K-12 learning orbits to inspire understanding of the environmental and biological subjects essential to ensuring a “town made safe” in the future.

Future consumers of goods and services will past through the various industry and occupational sectors tabulated in the plan. That is why we believe a nourishing K-12 education strategy should be an integral part of any economic plan. Moreover, this controlled-COVID 19 era, requires us to be mindful of how much the pre-COVID 19 industry and occupational sectors have changed. And, to avoid another uncontrolled-COVID 19 era, we are obligated to organize and promote the intelligence and resilience of our youth.

We have the opportunity as leaders to organize ourselves, i.e., Bowie, for unlimited societal benefits; just as our cells organize our bodies for an amazing array of surviving techniques.

REGULAR CITY COUNCIL MEETING MINUTES

MONDAY, JULY 11, 2022

CALL MEETING TO ORDER:

The Regular Meeting of the Bowie City Council was held on Monday, July 11, 2022, in the Council Chambers at City Hall. Mayor Adams called the meeting to order at 8:01 p.m.

PLEDGE OF ALLEGIANCE TO THE FLAG:

Mayor Adams led the Pledge of Allegiance to the Flag.

QUORUM:

In attendance were Mayor Adams, Councilmembers Boafo (arrived 8:07 pm), Esteve, Gardner, Harrison, Ndebumadu, and Woofley, Assistant City Manager Mears, City Attorney Ruff, Staff, and the Public.

CITY BOARDS AND COMMITTEES:

Councilmember Esteve motioned to appoint the following people to the Bowie Race Track Property Task Force: Tanya Hedgepath as part of the Executive Steering Committee; Charles McIntosh, Rick Cormier, and Shereta Clark as part of the Bowie Community Engagement Subcommittee; and Elmer Dengler, Karin Taschenberger, Linda Bailey, Karl Stehmer, Michelle Balfe, and Michael Lagua as part of the City Committees Subcommittee. (Councilmember Harrison seconded the motion. Motion passed 6-0 (Boafo not yet present.) Mayor Adams swore-in the newly appointed Task Force members.

COUNCIL ANNOUNCEMENTS:

Mayor Adams thanked everyone for attending and viewing the meeting.

Councilmember Esteve shared his appreciation for Proclamation P-21-22 Recognizing the 32nd Anniversary of the Americans with Disabilities Act being on the agenda, and thanked the Mayor for his role when first appointed in calling attention to the ways the City could become more accessible to those with disabilities.

Councilmember Woolfley thanked the Police Department and City staff for their recent efforts in assisting a gentleman who was lost.

CITY MANAGER'S REPORT:

Assistant City Manager Mears shared information about Alert Bowie and encouraged residents and other interested individuals to sign up.

CONSENT AGENDA:

Mayor Pro Tem Boafo made a motion to approve Consent Agenda items: A) Adoption of Proclamation P-21-22 Recognizing the 32nd Anniversary of the Americans with Disabilities Act; B) Adoption of Resolution R-36-22 Accepting a Bid Proposal for Temporary Labor Services; and C) Adoption of Resolution R-37-22 Accepting a Bid Proposal for Residential Tree Planting Services. Councilmember Esteve seconded the motion. Motion passed 6-0 (Gardner did not vote).

NEW BUSINESS:

A. Briefing on Proposed Bowie, Mitchellville and Vicinity Section Map Amendment - Mr. Joe Meinert, Planning Director, introduced Mr. Thomas Lester from the Maryland-National Capital Park and Planning Commission. Mr. Lester briefed Council on the boundary, goals, and schedule of the sectional map amendment, the comprehensive rezoning component that occurs as the follow up to the recently approved Bowie, Mitchellville and Vicinity Master Plan.

Mayor Adams thanked Mr. Lester for undertaking that significant task.

Councilmember Esteve asked for a copy of the presentation shown tonight and the District Council Presentation. Mr. Meinert will add the documents to the City website.

Councilmember Gardner asked how often the Sectional Map Amendment is updated to which Mr. Lester replied every 7 years as needed. Councilmember Gardner also asked about the public participation component of the Master Plan. Mr. Lester responded that the public participation program period was a year and a half, was completed virtually once the pandemic started, that exit surveys were completed for participants, and that they had above average participation for a master plan.

B. Project Financing - Mr. Michael Roach from CTL Finance, LLC gave an informational presentation on credit tenant lease financing solutions as they might relate to the building of a new ice arena. Mayor Adams thanked Mr. Roach for attending and stated the City staff would reach back out if needed.

When asked, City Attorney Ruff advised against asking questions and stated that Council may comment. Mayor Pro Tem Boafo thanked Mr. Roach for the presentation, as did Councilmember Gardner who also thanked Councilmember Harrison for bringing this type of financing idea to their attention. Councilmember Gardner started to comment that he would not support borrowing additional money but Mayor Adams stopped the comments to stay in keeping with City Attorney Ruff's advice.

ADJOURNMENT AND MOVE TO CLOSE SESSION:

Mayor Pro Tem Boafo motioned to adjourn to closed session under the statutory authority of the Md. Annotated Code, State Government Article §3-305(b)(1): “To discuss the appointment, employment, assignment, promotion, discipline, demotion, compensation, removal, resignation, or performance City of Bowie evaluation of appointees, employees, or officials over whom this public body has jurisdiction; any other personnel matter that affects one or more specific individuals”. Councilmember Woolfley seconded the motion.

Upon Mayor Adams' call for discussion, Councilmember Gardner asked if it would be out of line for him to ask his colleagues to support a motion to develop an RFP for such services of a firm to go out to open market. Assistant City Manager Mears responded that that's part of the process that the City is already going through. Councilmember Gardner asked about engaging financial institutions. Assistant City Manager Mears responded that the City will bring a wide number of ideas for financing to

Council when they get to that part of the process.

The motion passed 7-0. The meeting was adjourned at 8:47 pm.

Respectfully submitted,

Carolyn Fifer (for City Clerk Awilda Hernandez)
Assistant to the City Clerk

PRESIDING OFFICER'S WRITTEN STATEMENT FOR CLOSING A MEETING ("CLOSING STATEMENT") UNDER THE OPEN MEETINGS ACT (General Provisions Article § 3-305)

This form has two sides. ***Complete items 1 – 4 before closing the meeting.***

1. **Recorded vote to close the meeting:** Date: 7-11-22 Time: 5:53; Location: City Hall;
Motion to close meeting made by: Boafo Seconded by Woolfley;
Members in favor: All; Opposed: _____;
Abstaining: _____; Absent: _____.

2. **Statutory authority to close session (check all provisions that apply).**
This meeting will be closed under General Provisions Art. § 3-305(b) only:

(1)[✓] "To discuss the appointment, employment, assignment, promotion, discipline, demotion, compensation, removal, resignation, or performance evaluation of appointees, employees, or officials over whom this public body has jurisdiction; any other personnel matter that affects one or more specific individuals"; **(2)**[ ] "To protect the privacy or reputation of individuals concerning a matter not related to public business"; **(3)**[ ] "To consider the acquisition of real property for a public purpose and matters directly related thereto"; **(4)**[ ] "To consider a matter that concerns the proposal for a business or industrial organization to locate, expand, or remain in the State"; **(5)**[ ] "To consider the investment of public funds"; **(6)**[ ] "To consider the marketing of public securities"; **(7)**[ ] "To consult with counsel to obtain legal advice"; **(8)**[ ] "To consult with staff, consultants, or other individuals about pending or potential litigation"; **(9)**[ ] "To conduct collective bargaining negotiations or consider matters that relate to the negotiations"; **(10)**[ ] "To discuss public security, if the public body determines that public discussion would constitute a risk to the public or to public security, including: (i) the deployment of fire and police services and staff; and (ii) the development and implementation of emergency plans"; **(11)**[ ] "To prepare, administer, or grade a scholastic, licensing, or qualifying examination"; **(12)**[ ] "To conduct or discuss an investigative proceeding on actual or possible criminal conduct"; **(13)**[ ] "To comply with a specific constitutional, statutory, or judicially imposed requirement that prevents public disclosures about a particular proceeding or matter"; **(14)**[ ] "Before a contract is awarded or bids are opened, to discuss a matter directly related to a negotiating strategy or the contents of a bid or proposal, if public discussion or disclosure would adversely impact the ability of the public body to participate in the competitive bidding or proposal process." **(15)**[ ] "To discuss cybersecurity, if the public body determines that public discussion would constitute a risk to: (i) security assessments or deployments relating to information resources technology; (ii) network security information . . . or (iii) deployments or implementation of security personnel, critical infrastructure, or security devices."

Continued →

3. **For each provision checked above, disclosure of the topic to be discussed and the public body's reason for discussing that topic in closed session.**

Citation (insert # from above)	Topic	Reason for closed-session discussion of topic
§3-305(b) [1]	Personnel	City Manager Performance evaluation
§3-305(b) [ ]		
§3-305(b) [ ]		
§3-305(b) [ ]		
§3-305(b) [ ]		

4. **This statement is made by** Timothy J. Adams**, Presiding Officer.**

****

WORKSHEET FOR OPTIONAL USE IN CLOSED SESSION: INFORMATION FOR SUMMARY TO BE DISCLOSED IN THE MINUTES OF THE NEXT OPEN MEETING. (See also template for summary.)

➢ **For a meeting closed under the statutory authority cited above:**

Time of closed session: 8:53

Place: City Hall

Purpose(s): Personnel

Members who voted to meet in closed session: Adams Gardner Harrison Esteve Woolfley Boafo Ndebumadu

Persons attending closed session: Adams Gardner Harrison Esteve Woolfley Boafo Ndebumadu Ruff

Authority under § 3-305 for the closed session: (1)

Topics actually discussed: City Manager Performance Evaluation

Actions taken:

Each recorded vote:

➢ **For a meeting recessed to perform an administrative function (§ 3-104):** Time:

Place:

Persons present:

Subjects discussed:

(Form Rev.10/1/2018)

Memorandum

TO: City Council

FROM: Alfred Lott, City Manager

SUBJECT: Bicycle Friendly Community Designation Application

DATE: 07/28/2022

Staff will brief Council on efforts to attain a Bicycle Friendly Community designation from the League of American Bicyclists.

ATTACHMENTS: None

Memorandum

TO: City Council

FROM: Alfred Lott, City Manager

SUBJECT: City Transportation Priority List

DATE: 07/28/2022

I. Background

Each year, the City Council conducts an overview of the State's Consolidated Transportation Program (CTP) and County Capital Improvement Program (CIP) for the purposes of establishing the City's Transportation Priority Listing. The City's priorities are communicated to State and County officials as early input to the next year's budget cycle.

A typical project in the CTP will go through four distinct stages, as noted below. Not all activities for each project may be funded at the same time. Some projects are funded for the first activity, but then left dormant for various reasons. The levels of activity, or stages, a typical project goes through are:

- Project Planning, which is a two-step process. The first part of Project Planning is the delineation of a project's limits and identification of those agencies whose participation will be necessary in the project. The second step is to determine necessary improvements which may be required for construction of a project, such as identifying various activities like right-of-way acquisition or wetlands mitigation which must be carried out, and determining such design aspects of a project as the required number of lanes or whether noise barriers will be required;
- Design and Engineering, which is where the actual details of such factors as how much fill may be needed, where the various utilities will be located (i.e., underground versus overhead), etc., are determined;
- Right-of-Way Acquisition, which is where SHA actually negotiates with land owners to obtain whatever land is needed to construct the project; and
- Construction, which is the final activity where the road or improvement is actually constructed.

It should be noted that some of the four stages of a project might occur simultaneously. It is not uncommon for planning and engineering, planning and right-of-way acquisition, engineering and right-of-way acquisition, or in some cases, construction and right-of-way acquisition to take place at the same time. For very large projects, phasing is also common, with different actions taking place in the different phases.

II. State Transportation Projects

Attachment #1 is a listing of State transportation projects in the Bowie area. These projects are summarized below by category:

A. Design and Engineering Projects
1. MD 450 from Stonybrook Drive to west of MD 3 (95% engineered)
2. MD 197, from US 50 to MD 450 Relocated – Design underway

B. Project Planning
1. MD 3, from MD 450 to Anne Arundel County line (Project Planning completed—On hold)
2. US 301/MD 197 interchange (Project Planning completed--Project on hold)
3. US Route 301 South Corridor Transportation Study (Planning on hold)

The City's transportation priority list letter to the State Transportation Secretary dated August 9, 2021 is provided as Attachment #2. A copy of the current Prince George's County Transportation Priority List is provided as Attachment #3. The City's 2021 letter reiterated Council's highest transportation priorities, which include the following:

1. The urgently needed upgrade of MD 197 - Move MD 197, from Kenhill Drive to MD 450 relocated from **Design and Engineering to Construction (#6 on County list).**

2. The completion of MD 450 - Move MD 450, from Stonybrook Drive to west of MD 3, from **Design and Engineering toRight-of-Way andConstruction Projects (#8 on County list).** The City also requested a reexamination of the design plans for the Bowie Mainstreet section of the project to provide for a more multi-modal, complete street design. In a letter dated March 11, 2021, Transportation Secretary Slater replied: "When resources are identified, MDOT SHA will reexamine its existing MD 450 design through the lens of Context Driven. I believe doing so will lead, ultimately, to a project that addresses the needs of all users and reinforces the City's desire to realize its Bowie Mainstreet concept."

The remaining priority recommendations on the list from last year included:

1. Grade-separation of the US 301 intersections with MD 197, Harbour Way/Governor Bridge Road and Excalibur Road/Mitchellville Road - Move US 301/MD 197 interchange from **Project Planning to Design and Engineering (#9 on County list).**

2. The upgrading of US 301 from Excalibur Road to Leeland Road – Include funding for **Project Planning** and/or interim capacity improvements for both the northbound and southbound lanes.

3. Upgrading of MD 3 from US 50 to Anne Arundel County line. **(Fund Design and Engineering. Project does not appear on County list.)** Safety improvements are currently under construction at the MD 3/Forest Drive intersection.

4. Public Transit via the US 50 Corridor – Investigate US 50, between New Carrollton and Annapolis, as a priority transit corridor, restructure existing service to become more efficient and provide new transit options.

5. New Interchange on US 50 at MD 193. (**County Project Planning Start Priority #7)**

6. New Roadway Connecting MD 197 near Bowie State University with MD 3 in Anne Arundel

County. A State Feasibility Study is recommended.

7. MD 978 (Hall Road) – Provide sidewalk extension and bridge over Collington Branch, between Pointer Ridge Drive and the CSX railroad tracks. **(Sidewalk retrofit was completed west of CSX railroad tracks in 2018.)**

8. MD 197 North Median landscaping retrofit, from MD 450, north to Rockledge Elementary School.

Recommendation (State Transportation Projects): It is recommended that the City Council reiterate its support for the major projects noted in this memo, with a strong emphasis on completing the MD 197 upgrade as soon as possible.

III. County Transportation Projects

Attachment #4 identifies Prince George's County transportation projects, as they appear in the County CIP. The County projects in the Bowie area are summarized below by category:

A. Construction Projects
1. Horsepen Park (completed)
2. WB & A Bridge over Patuxent River (construction underway)
3. Bridge Replacement – Chestnut Avenue

B. Design/Engineering/Right-of-Way Acquisition/Planning
1. Bridge Replacement – Governor Bridge Road (On hold; design alternatives reviewed in 2018)
2. Bowie Heritage Trail (Bowie State/MDNR property)
3. Collington Branch Stream Valley Park Hiker-Biker Trail on Hall Road
4. Church Road Improvements
5. US Route 301 improvements, south of MD 214

A copy of the City's 2021 letter to the County Executive regarding County transportation priorities is included as Attachment #5.

Several City-recommended projects have not been included in the CIP (e.g. Mitchellville Road, Old Stage Road). It is recommended that these be included with funding in the out years. In addition, the County is working to improve Race Track Road, between Idlewild Drive and Clearfield Drive, through a Countywide Public Works Department project. This project is not listed individually within the County CIP, but the County expects to complete design, secure all the necessary permits and clear right-of-way by the end of calendar year 2022 and begin construction in mid-2023. The project is expected to take one year to construct.

The following additions and changes are recommended for County capital programs:

Road Projects

1. Add Mitchellville Road, from US 301 to Mount Oak Road, to **Design and Engineering Projects**, including funding for planning, design and engineering.

2. Add Church Road, from Leeland Road to MD 450, to **Construction and Design/Engineering/Planning Projects**, including funding for planning, design and engineering**.** This year, City Council offered to donate the land necessary to re-align Church Road, between MD 214 and Woodmore Road/Mount Oak Road. However, the County did not advance any funding for improvements to Church Road.

3. Add Old Stage Road as a **Construction Project.**

4. Continue funding for the Race Track Road improvement project, between Idlewild Drive and Clearfield Drive, as a **Construction Project**.

Trail/Sidewalk Projects

1. Pursuant to the approved Bowie and Vicinity Master Plan, request MNCPPC funding for construction of a pedestrian underpass under MD 197 to connect Normal School Road to the MARC Train Station at Bowie State University (a feasibility study and preliminary engineering plan, funded by the Metropolitan Washington Council of Governments' Transportation-Land Use Connections program, was completed in 2014.) This project should be added to the **Design/Engineering/Planning Projects** category.

2. Pursuant to the Walkable Communities Strategy for Old Town Bowie, add a CIP project to evaluate sidewalk retrofit construction on Old Laurel Bowie Road, Chestnut Avenue and Duckettown Road. This project should be added to the **Design/Engineering/Planning Projects** category.

3. Pursuant to the adopted Citywide Trails Plan, request MNCPPC funding of a trail link between Dolphin Way in Woodmore Estates and Dunwood Crossing Drive in Woodmore Highlands, using the former A-44 right-of-way. This project should be added to the **Design/Engineering/Planning Projects** category.

4. Add a project to construct a new pedestrian bridge over MD 214 in accordance with the Citywide Trails Plan to **Design/Engineering/Planning Projects.** (A bridge could possibly be located on MNCPPC land situated between Hall Road East and Pennsbury Drive on the north side of MD 214 and MNCPPC land in the Karington development on the south side of MD 214. This year, a feasibility study funded by the Metropolitan Washington Council of Governments' Transportation Land Use Connections program was completed.)

Transit Projects

In previous correspondence with Prince George's County, the City Council has endorsed the following improvements and enhancements to the transit system serving the City:

1. Establish a downtown circulator route (The Bus) serving the Bowie Center, including Covington and Melford.
2. Establish a regional transit route from Annapolis to Laurel via the Northview Park-and-Ride lot.
3. Establish County bus (The Bus) service between the 450 Mainstreet area and the City of Greenbelt.
4. Evaluate County bus (The Bus) service between Bowie Town Center and Largo Town Center, including service along Woodmore, Mount Oak and Mitchellville Roads.
5. Evaluate County bus (The Bus) service between Fairwood and Upper Marlboro, via Fairwood Parkway, Church Road, Leeland Road and US 301.
6. Continue to advocate for efficiency improvements to WMATA bus service.
7. Initiate County bus (The Bus) transit service in Old Town Bowie to connect it to other cultural and business attractions within the City.

Recommendation (County Transportation Projects): It is recommended that City Council include all the above recommendations in the priority list letter to Prince George's County.

ATTACHMENTS:

1. 20220801 - Attachment 1
2. 20220801 - Attachment 2
3. 20220801 - Attachment 3
4. 20220801 - Attachment 4
5. 20220801 - Attachment 5

Attachment #1: State CTP Projects (2022)

Design and Engineering Projects

1. Route 450 from Stonybrook Drive to MD Route 3 (Prince George's County Line 29) - This project consists of design and engineering to upgrade the section of MD Route 450, from a point approximately 1,000 feet east of its intersection with Stonybrook Drive, to MD Route 3 to a multi-lane divided highway (1.4 miles). Planning studies were completed for this segment in 1988. Engineering is approximately 95% complete. Project is on hold. Traffic volume in 2021 was 23,900 average vehicles per day; projected traffic volume for the Year 2041 is 39,500 vehicles per day. Project is on hold.

2. MD Route 197 (Prince George's County Line 26) - Study to upgrade and widen existing MD 197 to a multi-lane divided highway from Kenhill Drive to MD 450 Relocated (1.4 miles). Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles. Design underway; County contributed $1 million to design, SHA added $2.5 million to complete 30% design. In 2021, the average daily traffic was 33,000 vehicles per day, and it is projected to be 42,500 in the Year 2041.

Project Planning

1. MD Route 3 (Prince George's County Line 15) - This project consists of a study to upgrade MD Route 3 from US Route 50 to MD Route 32 (8.9 miles) to address safety and capacity concerns. The project would improve safety and relieve traffic congestion in this heavily traveled corridor. Planning complete. In 2021, the average daily traffic range was 64,600 – 82,200 vehicles per day and is projected to grow to 86,100 – 133,500 vehicles per day in the Year 2041. Project is on hold.

2. US Route 301/ MD Route 197 Interchange (Prince George's County Line 22) - Study to upgrade and widen US Route 301, from north of Mount Oak Road to US 50 (2.0 miles) and MD 197 from US 301 to Mitchellville Road (0.3 miles). Bicycles and pedestrians will be accommodated where appropriate. Improvements are needed to accommodate the existing and projected high volumes of traffic generated by continuing growth along the US 301 corridor and to address existing safety problems. Traffic volume in 2021 was 62,400 average vehicles per day on US 301/18,600 on MD 197; projected traffic volume for the Year 2041 is 74,500 vehicles per day on US 301/24,900 on MD 197. Project is on hold.

3. US Route 301 South Corridor Transportation Study (Prince George's County Line 21) - This is a multi-modal corridor study to consider highway/transit improvements from the Potomac River to the US Routes 301/50 interchange in Bowie (50.3 miles). This study will address transportation needs and consider related environmental and growth management issues. Average daily traffic volumes in Prince George's County range from 95,800 vehicles per day in 2021 to 127,400 vehicles per day in 2041. Project is on hold.

City of Bowie

15901 Excalibur Road
Bowie, Maryland 20716

August 9, 2021

The Honorable Gregory I. Slater
Transportation Secretary
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, Maryland 21076

RE: City of Bowie 2021-2022 Transportation Priorities

Dear Secretary Slater:

The Bowie City Council is pleased to present the City's Transportation Priority List for 2021-2022, which was the subject of a public hearing at City Hall on August 2, 2021. The City's priorities for State transportation facilities are unchanged from last year; however, this year we wish to add some additional justification and updated background for several projects on our list.

Before detailing our priorities, I would like to note the City's disappointment with the continual lack of transportation funding for worthy projects located in Bowie. The recent situation involving the I-270 toll lanes highlighted the critical need to move ahead with funding of pending projects, including longstanding, approved highway improvements such as MD 197, MD 450 and US 301. Further delays in MDOT funding for these projects will result in unacceptable traffic congestion, safety issues, negative economic impacts and lost opportunities to acquire real property needed for the improvements before values escalate. The City Council urges you to program the necessary funds in the next CTP to move these Bowie projects closer to reality.

The City's Transportation Priorities for 2021-2022 include:

1. Local Road Improvement Priorities

The City's highest transportation priorities for roadway construction include the following five projects. ***MD 197 is the City Council's highest transportation priority.***

- **MD 197** (Prince George's County CTP, Line 26):
  FULLY FUND RIGHT-OF-WAY AND CONSTRUCTION

The State Highway Administration was moving ahead with a re-design of Preliminary Engineering plans for the project, but funding was suspended in the FY 2021-2026 CTP. $8.0 million in design funding was deferred due to reduced revenues from COVID-19 pandemic. We understand MDOT will continue to re-evaluate all deferrals for opportunities to restore funding as additional information becomes available on revenues and potential federal infrastructure support. This project consists of upgrading and widening 1 existing MD 197 to a multi-lane divided highway from Kenhill Drive to MD 450 Relocated (1.4 miles). Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles. In 2020, the average daily traffic was 35,800 vehicles per day, and it is projected to be 42,500 in the Year 2040.

The existing, two-lane section is already severely congested in the morning and evening peak periods and at all hours on the weekends. The lack of roadway capacity has resulted in ever-increasing diversion of traffic from MD 197 onto the City's local street system. In addition, there are continuing concerns voiced by residents about pedestrian safety and access from the side streets. In response to numerous safety incidents, a mid-block crossing was installed recently near the Foxhill Park entrance. MD 197 is ready for the State's investment of right-of-way and construction funding in the next CTP. As you may know, City residents have been waiting for relief from this harmful congestion bottleneck for more than three decades. The MD 197 is currently Construction Priority #6 for Prince George's County.

- **MD 450** (Prince George's County CTP, Line 29):
  FULLY FUND RIGHT-OF-WAY AND CONSTRUCTION

This project is the last section of a multi-segment improvement of Maryland 450, from the Whitfield Chapel Road near the Capital Beltway to MD 3. Project planning was completed for the entire alignment in 1991. Completion of design, as well as land acquisition and construction is needed, between Stonybrook Drive and west of MD 3. Design is over 90% complete but the project is on hold. Traffic volume in 2020 was 25,900 average vehicles per day; projected traffic volume for the Year 2040 is 39,500 vehicles per day. This project is crucial to the City's economic development since it provides principal access to the Bowie Mainstreet commercial area. Most important, however, is the critical need to create a safer roadway.

The City Council appreciates your consideration of a re-examination of the roadway design concept for Bowie Mainstreet, as earlier this year Administrator Tim Smith concurred with our request to reexamine the existing MD 450 design as soon as funding resources have been identified. The City feels the Bowie Mainstreet setting, with its origins as the center of commerce and social activity for the original Levitt-built subdivisions constructed in the 1960s, represents a unique combination of Urban Center, Traditional Town Center and Suburban Activity Center characteristics. This area would greatly benefit from an expert review of the conditions and an evaluation of context driven opportunities for future implementation when the MD 450 project is constructed. Such recommendations may possibly alter (and improve upon) the physical design shown in the current design and engineering plans.

The City Council is also anxious to see SHA acquire the needed land for highway improvements, east of Race Track Road. We believe the changing circumstances of the Jesuit Property ownership present a unique opportunity for acquisition from a willing seller. Expending State funds now would be a prudent, cost-effective way to assemble right-of-way for lane widening and construction of the future interchange at MD 450/MD 3.

For all these reasons, the City Council requests that funding be placed into the CTP to fully complete design and engineering, right-of-way acquisition and construction over the next several years. This project is currently #8 on the Prince George's County Transportation Priority List.

- **US 301/MD 197 Interchange** (Prince George's County CTP, Line 22):
  FUND DESIGN AND ENGINEERING

The City Council worked very closely with SHA staff to identify an acceptable alternative (Alternative 2 with Roundabouts). Project Planning was completed in 2007, and the project is ready to move into design and engineering. Development pressures continue to mount in this area, including mixed-use development at the Mill Branch Crossing project and a regional recreational park being planned by The Maryland-National Capital Park and Planning Commission. This intersection provides access to the majority of Bowie businesses and is at the heart of the City's downtown (designated as the smart growth, mixed use "Bowie Center"). As noted during the Project Planning study, increasing traffic volume will

also create a permanent congestion bottleneck in the regional road network and potentially harm the local economy, unless the interchange project moves forward. Unfortunately, this critical project has been lingering on hold since 2007 for lack of funding. Traffic volume in 2020 was 67,800 average vehicles per day on US 301/20,200 on MD 197; projected traffic volume for the Year 2040 is 74,500 vehicles per day on US 301/24,900 on MD 197. The project is now Construction Priority #9 on the Prince George's County Transportation Priority List.

- **US 301, from Excalibur Road to Leeland Road** (not currently in the CTP):
  FUND PROJECT PLANNING OR INTERIM CAPACITY IMPROVEMENTS THROUGH DISTRICT 3

There has been increasing growth in traffic volume on US 301, between Excalibur Road and Leeland Road, in recent years. The amount of traffic congestion and the substantial amount of approved additional development in the corridor accentuates access and safety concerns. Since it is likely that the ultimate, controlled access improvements planned for US 301 will not occur for many years into the future, the existing roadway should be widened to three travel lanes in each direction as soon as possible, in order to keep pace with other road improvement projects slated for construction north and south of this segment. If a separate Project Planning study is not possible, we would respectfully request that a study be funded at the District level.

When fully constructed, the South Lake development plan will include 380,000 square feet of retail use, 220,000 square feet of office use, two hotels and 1,360 dwelling units, including 325 multi-family apartment units, 126 multi-family condominium (two-over-two) units, 567 townhouse units and 342 single-family detached units. In addition, a major County sports complex is approved just south of South Lake. Liberty Sports Park will feature multiple fields for a variety of youth sports, including lacrosse, football, soccer, field hockey and rugby. This complex will draw visitors from throughout the country and will have a significant economic impact on Prince George's County and the surrounding area. The tremendous amount of new development in this area deserves a comprehensive approach to improving US 301. The US 301 South Corridor Transportation Study (Prince George's County CTP, Line 22), also on hold, might present a funding opportunity to plan for construction of a third northbound lane.

- **MD 3** (Prince George's County CTP, Line 15):
  FUND DESIGN AND ENGINEERING

This project will upgrade MD Route 3 from US Route 50 to MD Route 32 (8.89 miles) to address safety and capacity concerns. The project will improve safety and relieve traffic congestion in this heavily traveled corridor. In 2020, the average daily traffic range was 70,100 – 89,200 vehicles per day, and is projected to grow to 86,100 – 133,500 vehicles per day in the Year 2040. The forecast for 2040 represents about a 50% increase in growth of the traffic volume, and it demonstrates that a need to move ahead with design and engineering now exists.

Additional traffic in the corridor will be generated by the mixed-use development at Melford Village, located at the MD 3 interchange with Belair Drive. The approved plan for Melford Village, includes up to 100,000 square feet of retail, up to 260,000 square feet of employment, 126,520 square feet of research space and up to 2,500 dwelling units (including up to 1,000 senior adult multi-family units, 1,000 non-senior multi-family units and 500 townhome units). This site is now under development and moving quickly toward building permits. The new growth is in addition to the 1.4 million square feet of employment use already existing or approved at the same site. To their credit, the developer of Melford, St. John Properties, has contributed significantly by making traffic capacity improvements at the MD 3/MD 450 intersection ahead of schedule. Because Project Planning is completed for the MD 3 project, it is recommended that funding be provided to begin Design and Engineering. The City Council greatly

appreciates SHA's recently completed interim safety improvements and signalization along the southbound lanes of MD 3, south of MD 450.

2. Other Immediate Transportation Priorities

Two remaining local priorities for State transportation facilities are identified below.

1. MD 978 (Hall Road) – District 3 completed construction of a sidewalk between Hall Station Drive and the CSX railroad tracks in 2017. We ask that you continue to support improvements to MD 978, as this roadway is part of the City's master planned trail network, known as The Bowie Byway. A concept development plan was completed and is awaiting design funds for the segment between the CSX railroad and MD 214. Both the City and County are committed to partnering with SHA to complete pedestrian improvements that will ensure safe access to the new South Bowie Library. Just this summer, the City completed a feasibility study, working with District 3, that examined the potential for a grade-separated pedestrian bridge over MD 214 in the vicinity of Hall Road.

2. MD 197 North Landscaping Retrofit – Twenty years ago, SHA's Office of Environmental Design prepared a concept plan for landscaping of the median areas between Rockledge Elementary School. We would like to see this plan implemented. The retrofit design was achieved with broad community consensus, and the City feels the promised work is long overdue and should be initiated as soon as possible. We believe the State would qualify for stormwater credit by reducing impervious surfaces in this part of the MD 197 corridor. The City Council asks that you provide a current cost estimate for this project so that it might be implemented by SHA District 3 as soon as possible.

3. Long-Range Transportation Priorities

In addition to the above, the City Council wishes to highlight several other extremely important improvements to the State transportation system. These projects are not currently listed in the State Consolidated Transportation Program but have regional significance:

- Acquisition of the CSX Railroad tracks from Morgantown on the Potomac River all the way to Bowie – There is a once-in-a-lifetime opportunity to establish a regional hiker-biker trail amenity in place of the CSX railroad tracks, since the coal fired power plants at Morgantown on the Potomac River and Chalk Point on the Patuxent River will be shutting down operations soon. The railroad corridors could be repurposed to a Rails-to-Trails concept, enhancing multi-modal travel opportunities within Prince George's and Charles Counties. MDOT leadership is essential in this regard, and we implore you to work at the highest levels to ensure that the opportunity for non-vehicular travel is preserved and eventually realized.

- Public Transit Via the US 50 Corridor - The US 50 corridor should be officially designated as a Priority Transit Corridor in the State's future planning. The City recommends establishment of a new, regional bus route from Annapolis to Laurel via US 50, with a stop at the Northview Park-and-Ride lot in Bowie, within the next several years to provide transit service that integrates with existing WMATA bus routes and the Central Maryland Regional Transportation Agency (RTA) in Anne Arundel County.
- A New Interchange on US 50 (I-595) at MD 193 - The City Council is very concerned that traffic levels on MD 197, which are continuing to increase, may even be made worse unless MD 197 is upgraded and a new interchange is constructed on US 50 at MD 193. The current Prince George's County Transportation Priority List recommends a Project Planning study for an

additional interchange on US 50, at some location between MD 197 and MD 704 (County Project Planning Priority #7), and the project's stated purpose is to relieve congestion and improve safety on MD 197 and MD 450. Since it is both a City and County priority, the next logical step for this project would be to add it to the Highway Needs Inventory (HNI) at the earliest possible opportunity and consider funding of a Project Planning study in the out years of the CTP.

- A New Roadway Connecting MD 197 near Bowie State University with MD 3 in Anne Arundel County – There is a need to conduct a feasibility study to further examine regional traffic congestion in the MD 450 corridor, east of Race Track Road, and the heavy volume of motorists who are projected to use MD 450, Race Track Road and Jericho Park Road in order to travel between Laurel and Crofton. Please note that this need to evaluate the operational and environmental feasibility of this roadway connection is recommended in both the Approved Prince George's County Master Plan of Transportation and the Approved Bowie State/MARC Station Sector Plan. This facility will greatly enhance access to the planned, mixed-use Transit Oriented Development community charted for the Bowie State MARC Station area. State leadership is key to realizing this future transportation concept.

As always, the City Council greatly appreciates your dedication to responsible transportation planning and for your impressive commitment to serving the residents of Maryland. Thank you for this opportunity to provide our recommendations.

Sincerely,

Bowie City Council
Timothy J. Adams
Mayor

cc: The Honorable Douglas J.J. Peters, State Senator
The Honorable Marvin E. Holmes, Delegate
The Honorable Geraldine Valentino-Smith, Delegate
The Honorable Ronald L. Watson, Delegate
The Honorable Todd M. Turner, County Council Chair
The Honorable Derrick Leon Davis, County Council Member
The Honorable Angela D. Alsobrooks, County Executive
The Honorable Elizabeth M. Hewlett, Prince George's County Planning Board Chairman
Mr. Tim Smith, SHA Administrator
Ms. Erica Rigby, SHA District Engineer
Mr. Paul J. Wiedefeld, WMATA General Manager/CEO
Mr. Terry Bellamy, Director of Prince George's County DPW&T

PRINCE GEORGE'S COUNTY COUNCIL

"Building the People's Movement"

Calvin S. Hawkins, II
Chair
At-Large Council Member

November 16, 2021

Mr. Gregory I. Slater, Secretary
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, Maryland 21076

Dear Secretary Slater:

For your consideration, please find the Prince George's County (the "County") Priority Projects List and Letter for the Fiscal Years (FY) 2022-2027 State Consolidated Transportation Program (CTP). The documents establish the County's priorities for a comprehensive multimodal transportation network that will strengthen Prince George's County, the Capital region and the state. These projects advance this objective through Vision Zero Prince George's, Transit Oriented Development (TOD), and a transportation strategy that spurs economic growth while promoting sustainability, resiliency, safety, access, and equity.

Upon review of the Draft FY 2022-2027 CTP, the County appreciates that it reflects important improvements. Specifically, the **Arena Drive Interchange**, construction funding for the **Blue Line Corridor Improvements**, design funding for **Greenbelt**, and additional funding for **MD 197** planning are all welcome enhancements. These are positive steps, as historically, too many of the County's priority projects have stalled, been delayed or have not been advanced. As a result, while appreciated, these first incremental steps are not in themselves enough and must be built upon with more deliberate actions to advance the critical priorities expressed on our list.

We would like to emphasize the crucial need to complete the **Purple Line** project as expeditiously as possible while stressing aspects of pedestrian safety and the aesthetics of the alignment as critical priorities. The Purple Line is a light rail facility designed to enhance access for people walking, biking and using transit. We recognize the alarming increase in crashes involving pedestrians and bikers in the corridor, so it is imperative to enhance the safety improvements and countermeasures. Specifically, we urge integration of critical elements recommended by M-NCPPC (MD 193 SPACES report) and the County, including sidewalk and bicycle facilities where they currently do not exist. The County looks forward to working with the State and the Concessionaire on the path forward for expeditious completion of the project, advancing safety both during construction and once in revenue operation.

The priority list directs resources toward projects that enhance community revitalization, promote economic development, increase transit access, reduce congestion, and improve roadway safety for all users. As we do these things, it is also important that critical elements of maintenance, including care of medians and trash removal are carried out effectively.

Website: pgccouncil.us/CMAL_Hawkins | County Administration Building
Telephone: (301) 952-2195 | 14741 Governor Oden Bowie Drive, 2nd Floor
f ◎ : CMALHawkins | Upper Marlboro, Maryland 20772

All the projects expressed on the list are priorities for the County. They cover a range of transportation issues and areas that are needed in the FY 2022-2027 CTP. They include:

VEHICLE AND PEDESTRIAN SAFETY

- **Vision Zero Prince George's Multimodal Enhancements on State-Maintained Roadways:** Both Prince George's County and the State of Maryland are Vision Zero jurisdictions. During the COVID-19 period, we have been confronted even more clearly by the limitations and opportunities provided by our built environment. Regrettably, Prince George's County reflects the nationwide trend: While Americans drove less in 2020 due to the pandemic, National Highway Traffic Safety Administration's (NHTSA) early estimates show more people died in motor vehicle traffic crashes—the largest projected number of fatalities since 2007[i]. NHTSA's research suggests that throughout the national public health emergency and associated lockdowns, driving patterns and behaviors changed significantly, and that drivers who remained on the roads engaged in more risky behavior. We are grappling with how the risks to vulnerable road users might have recently changed and how we can effectively respond. The County and the State collaborate in implementing Vision Zero. Much more is needed as the data shows a preponderance of these crashes are at night and along State maintained high-speed arterial roadways. We endorse SHA convening the Multiagency Vision Zero Working Group, which focuses on improving specific high pedestrian crash corridors as part context-driven design.

TRANSIT/WMATA/MULTI-MODAL

- **Arena Drive Interchange/Blue Line Corridor Initiative Improvements:** The Arena Drive interchange [Medical Center Drive] is integral to the new University of Maryland Regional Medical Center and the gateway to the new downtown Largo, and the Blue Line Corridor. The County appreciates the appropriation of approximately $8 Million towards improvements to local infrastructure, the addition of a new page in the CTP for the Arena Drive Interchange and efforts to advance the Central Avenue Corridor Connector Trail.

- **New Carrollton:** Continued investment in this vital TOD, which will soon serve as the beginning of the Purple Line, is essential. With the incoming light rail, existing MARC and Amtrak Stations, and the Joint Development project involving WMATA and the State, additional funding is needed to enhance connectivity, environmental treatments, and streetscaping.

- **Washington Metropolitan Area Transit Authority (WMATA) Funding:** Transit systems have been particularly hard hit during the pandemic. To address the recovery and the post-COVID 19 environment, sustained funding for the WMATA system is essential. Both the Metrorail and Metrobus are vital for

mobility in the County. An increased focus on Transit Oriented Development through the Joint Development Process and overall coordination are essential to the health and vibrancy of both WMATA and the County.

- **TheBus:** Prince George's County operates "TheBus," a transit system independent of WMATA and the system faces similar COVID-19 challenges. The proposed decreased funding support for the Locally Operated Transit Systems (LOTS) programmed for Prince George's County is contrary to the mission and the necessity to grow public transit systems that support the backbone of the nation's workforce. Enhanced funding is critical to meet existing needs and future growth, which for Prince George's County includes low/no emission vehicles and infrastructure and a LEED certified facility to support the system's growth.

- **MD 5, Branch Avenue/Southern Maryland Rapid Transit:** The Branch Avenue Project, which will improve traffic flow and new interchanges in the Branch Avenue corridor and the Southern Maryland Rapid Transit (SMRT), proposed fixed guideway project along the MD5/US-301 corridor from Prince George's County to Charles County, both need to be advanced. The 2021 General Assembly Session provided a funding mechanism to advance the SMRT. The State needs to finalize the remaining project planning and design elements for the projects so they can move into construction.

- **Bus Rapid Transit (BRT):** Prince George's County recently completed a Feasibility Study, under the auspices of a State Innovation Transportation Innovation Grant (STIG), that demonstrated five routes for advancement as BRT. Continual funding will allow Prince George's County to advance the projects from study corridors to functioning BRT.

- **Transit Oriented Development:** Prince George's County appreciates MDOT advancing previously requested TOD designations. We need five additional TOD's in the County, and funding is needed for projects at TOD's including Greenbelt, New Carrollton, Branch Avenue and Largo.

STATE ROADS & HIGHWAYS

- **MD 210, Indian Head Highway (Palmer Road at Livingston Road West Interchange)**: We look forward to the long-awaited completion of the Kerby Hill Road interchange by the end of 2021. Moving forward with subsequent interchanges are crucial to improve safety on this dangerous roadway. The County appreciates the coordinated effort in advancing a shared use bicycle-pedestrian corridor as well as planning of the next interchange.

- **I-95 / Greenbelt Metro Access:** The County is pleased to see that the Draft CTP reflects funding for this. Creating a full-interchange remains critical for safe and efficient access to the Metrorail station from I-95, which will stimulate economic development in the area and establish it as a major TOD location.

- **MD 4 Corridor Interchanges (Westphalia Road, Dower House Road, and MD 223 Woodyard Road).** In addition to construction of the complete MD 4 at Suitland Parkway project, design for the remaining interchanges along Pennsylvania Avenue must be advanced. This will address mission-related needs at Joint Base Andrews and enhance development projects in the area.

- **MD4 at Suitland Parkway:** During the CTP Tour in 2020, the County expressed extreme displeasure regarding the delays, scale backs, and construction issues that have befallen this project. The County is pleased that the state has reinitiated the project and restored the flyover to the design as originally planned. However, given delays and inconvenience the community faces, it is imperative SHA quickly complete this project.

- **US 1, Baltimore Avenue (MD 193 to I-95/495):** Now that the State has advanced Phase I to construction, it must quickly fund and advance the subsequent phases.

- **MD 197, Collington Road (US 50 to MD 450):** Widening MD 197 from US 50 to MD 450 is important for relieving congestion, improving safety, and supporting economic development in the Bowie area. The County appreciates the inclusion of funding for this project in the Draft CTP to advance planning and design.

The County looks forward to collaborating with the Maryland Department of Transportation to support a comprehensive multimodal transportation program through funding of the projects noted in this letter and list. Expeditious advance of these projects will strengthen Prince George's County, the region, and the State of Maryland. We thank you for your partnership.

Angela D. Alsobrooks
County Executive

Calvin S. Hawkins, II
County Council Chair

Enclosure

cc: The Honorable Joanne C. Benson, Chair, Prince George's County Senate Delegation
The Honorable Nick Charles, Chair, Prince George's County House Delegation
The Honorable Deni L. Taveras, Vice-Chair, Prince George's County Council
The Honorable Mel Franklin, Member, Prince George's County Council
The Honorable Thomas E. Dernoga, Member, Prince George's County Council
The Honorable Dannielle M. Glaros, Member, Prince George's County Council
The Honorable Todd M. Turner, Member, Prince George's County Council
The Honorable Jolene Ivey, Member, Prince George's County Council

The Honorable Derrick Leon Davis, Member, Prince George's County Council
The Honorable Rodney C. Streeter, Member, Prince George's County Council
The Honorable Monique Anderson-Walker, Member, Prince George's County Council
The Honorable Sydney J. Harrison, Member, Prince George's County Council
Tara H. Jackson, Chief Administrative Officer, Office of the County Executive
Floyd E. Holt, Deputy Chief Administrative Officer, Office of the County Executive
Martin L. Harris, Acting Director, Department of Public Works and Transportation
Elizabeth Hewlett, Chair, Prince George's County Planning Board, M-NCPPC
Andree Green Checkley, Prince George's County Planning Department, M-NCPPC
Bill Tyler, Director, Department of Parks and Recreation, M-NCPPC
Tim Smith, Administrator, MDOT State Highway Administration
Holly Arnold, Acting Administrator, Maryland Transit Administration

PRINCE GEORGE'S COUNTY
2021 PRIORITY PROJECTS LIST
MARYLAND DEPARTMENT OF TRANSPORTATION PROJECTS

CRITERIA FOR PRIORITY STATE PROJECTS WITHIN PRINCE GEORGE'S COUNTY

The Maryland State Consolidated Transportation Program (CTP) Priority Projects List (the "List") is developed by staff of the Prince George's County Department of Public Works and Transportation (DPW&T) in coordination with the staff of the Maryland-National Capital Park and Planning Commission (M-NCPPC). The List is based on the collective input received by partner agencies and internal analysis. The CTP List is forwarded to the Prince George's County Executive and Prince George's County Council for review, approval, and transmittal to the Maryland State Department of Transportation (MDOT) through a joint signature letter.

Criteria used to prioritize the CTP List are as follows:

Safety Improvements – Each project is evaluated to determine the safety enhancements to be achieved for all users in response to data and determined needs.

Capacity Improvements – Each project is evaluated to determine the capacity improvements to be provided for the transportation facility users in response to the needs.

Revitalization – Each project is reviewed to determine the project's contribution to the Prince George's County's (the "County's") revitalization initiatives and improvements to each community's well-being and environmental sustainability through the implementation of current, sound, and sensitive practices.

Economic Development – Each project is evaluated to determine the project's contribution to the County's economic development policies and goals.

Mass Transit – Each project is evaluated to determine the project's contribution to the County's Master Plan for implementation of transit services with emphasis on intra-community transit needs.

Project Schedule – Each project schedule is evaluated to assure the progression of projects from the planning stage into the construction phase for each subsequent year. The availability of projects for the construction phase assures that County projects are available to compete for construction funding each year.

Other Funding Sources – Each project is evaluated to determine the availability of "other" funding sources to supplement State and federal funding provided in the CTP.

I. STATE TRANSIT PROGRAMS AND PROJECTS IN PRINCE GEORGE'S COUNTY

A. Transit Expansion and Funding:

1.	Purple Line (Phase I: New Carrollton to College Park Phase II: College Park to Bethesda	*Ensure timely and expeditious completion of construction* of this vital project which is critical for access, mobility, regional connectivity and economic development.
2.	*"TheBus"*	*Modernize, Maintain and Expand Community-Based Bus Services* to address unmet or underserved transit demands (i.e., enhanced service for National Harbor / South County.) Enable fulfillment of the County's Transit Vision Plan, conversion to electric busses and associated infrastructure, planning for a new facility and re-organization of services to provide a more effective and efficient system.
3.	WMATA Funding	*Maintain and enhance system improvements* to deliver effective transit throughout the County with emphasis on maintaining MetroBus and MetroRail service in the County; including, high-capacity transit routes, enhanced investment in TOD/Joint Partnerships; improved connectivity between activity centers.
4.	Southern Maryland Transit	*Expand fixed guideway transit services* from Branch Avenue Metrorail Station south along the MD 5/ US 301 Corridor to Charles County to relieve congestion in Prince George's County. The Project needs to be advanced through the planning and design process and State mandates need to be implemented.

5.	Fixed Guideway Transit	*Connect transit from the Yellow Line in Virginia to the Southern Green Line of Metrorail* (Branch Avenue or Suitland) via the Woodrow Wilson Bridge (WWB) and National Harbor to provide transit connection between Maryland and Virginia.
6.	Bus Rapid Transit	*Study expanded fixed guideway / bus rapid transit services*.as identified in a recent STIG grant Study that identified five corridors for further study. In addition, BRT routes studied in the Draft Environmental Impact Statement (DEIS) for the paused section of the I-495/I-270 Managed Lanes project must proceed.
7.	MARC (Cornerstone/Growth &Investment Plan)	*Expand and enhance service along the MARC Camden and Penn Lines* and continued through service at Union Station connecting to Virginia Rail Express (VRE). Restore funding for the MARC Cornerstone/Growth and Investment Plan.

Transit Oriented Development:

Support State funding for Transit Oriented Development (TOD) in Prince George's County as it is vital for economic development and smart growth. All the TOD Centers on this list are important for the economic health and vitality of the State and the County and require significant support.

The first five must be added to the State's Designated TOD list and require investment/funding.

- Largo Metrorail Station/Blue Line Corridor Improvements
- Suitland Metro Station
- Prince George's Plaza Metro Station
- College Park / Discovery District Metro / Northern Gateway Purple Line Stations
- West Hyattsville
- New Carrollton Transit Station
- Greenbelt Metro Station

- Branch Avenue Metrorail Station
- Bowie MARC Station
- Southern Avenue Metro Station
- Laurel MARC
- Naylor Road Metro

II. STATE HIGHWAY ADMINISTRATION (SHA) PRIORITY PROJECTS

The SHA Priority Projects List is intended to provide guidance to SHA on the order in which Prince George's County's elected officials desire project planning to start and see actual construction take place. The recommended projects have been prioritized from a strategic planning effort to provide: (1) the greatest benefit to areas inside or adjacent to the Beltway; (2) priority safety improvements; and (3) economic development growth within the County. Historically, projects currently funded for construction in the CTP are expected to proceed to construction based on the published funding schedule, which ordinarily would be excluded from this Priority List.

A. Construction Priorities:

1.	I-95 / I-495 at Arena Drive Widening / Interchange; And Blue Line Corridor Improvements	*Provide funding to: (1)* Improve interchange capacity; (2) Reduce Congestion 3) Improve safety for vehicles, bicycles, and pedestrians; and (4) Promote economic development serving as a gateway for Downtown Prince George's. Advance improvements for all Blue Line Corridor Stations to support the County platform for economic development.
2.	MD 210 - Indian Head Highway Interchange and Intersection Improvements (Could be redesigned and constructed in one phase) Phase II Palmer Road / Livingston Road Phase III Oxon Hill Road / Old Fort Road	*Complete Kirby Hill Road Interchange and advance redesign and construction of remaining intersections* to relieve existing and projected congestion, as well as support economic development. Other alternatives to relieve congestion and improve safety for all modes and provide accommodations for bicyclists and pedestrians.
3.	US 1 - Baltimore Avenue (College Avenue to I-95/I-495)	*Complete construction on Phase I and fund completion of*

		planning and advance design of
	Roadway Reconstruction (To be completed in phases) Phase II – MD 193 to Hollywood Road Phase III – Hollywood Road to 95/I-495	*Phase II / III* *into construction* to improve safety; provide streetscaping for community revitalization; improve transit access; bicycle and pedestrian safetyI-and accommodation and upgrade the Cherry Hill Road intersection.
4.	I-95 / Greenbelt Metro Access	*Restore State / federal construction funding* for safe and efficient access from I-95 / I-495 to the Greenbelt Metrorail Station and support mixed-use development around the Station.
5.	MD 5 / US 301 to Charles County Line Interchanges and Widening • Surratt's Road • Burch Hill Road (A-65)	*Provide funding to advance planning, design and construction* of this major multi-modal corridor project to relieve congestion. TB to Charles County Line; improve safety for all modes; provide accommodations for bicyclists and pedestrians and economic development.
6.	MD 197 - Collington Road (US 50 to MD 450)	Restore *funding and advance planning, design and construction;* improve safety; support roadway widening and economic development and provide safe bicyclist and pedestrian crossing treatments.
7.	MD 717 / Water Street Bridge and Roadway Reconstruction	*Advance design completion and fund construction;* improve safety in the Upper Marlboro area by raising MD 717 out of the floodplain.
8.	MD 450 - Annapolis Road (Stonybrook Drive to MD 3)	*Advance design completion and fund construction;* relieve congestion *construction:* relieve congestion improve safety and support roadway widening and economic development.

9.	US 301 - MD 197 Interchange (To be constructed in phases)	*Advance design & construction.* improve safety; relieve congestion in this rapidly developing commercial area and improve bicycle and pedestrian facilities.

B. <u>Project Planning Priorities:</u>

1.	I-95 / I-495 at Arena Drive Widening / Interchange Improvements / Reconstruction; Blue Line Corridor Improvements	*Immediately move into the program and funding for planning, design, and construction*; *improve interchange construction*; improve interchange capacity; reduce congestion; provide enhanced safety for vehicles, pedestrians and bicycles; promote economic development serving as a gateway for the County and provide optimal accommodation for multimodal transportation. Advance improvements for all Blue Line Corridor Stations to support the County platform for economic development
2.	MD 193 - University Blvd. be completed in phases) Phase I: US 1 to Hanover Pkwy II: County Line to Adelphi Road	*Move all phases into planning*; (To improve pedestrian, bicycle and vehicular safety; intersection Phase improvements; provide continuous LED street lighting and landscaping and community enhancement, critical aspart of the Purple Line. Advance M-NCPPC Study (SPACES) identifying MD 193 Corridor Improvements
3.	MD 410 - East-West Highway / Riverdale Road / Veterans Pkwy (To proceed in phases) Phase I: MD 212 to US 1 (Road Diet) Phase II: MD 212 to MD 650	*Complete planning of all phases*: improve safety, provide streetscaping, for community and economic development; provide continuous overhead lighting and side paths on both sides of MD 410, provide safe bicycle and pedestrian crossings, including a signal and safety upgrade for two Sligo Creek Trail crossings with overhead lighting.

4.	MD 4 Corridor, Pennsylvania Ave Widening and Interchange Improvements • Suitland Parkway Interchange with flyover ramp • Dower House Road Relocation /Interchange & short-term improvements • Westphalia Road Interchange	*Provide funding to advance planning and construction*; relieve congestion, improve safety and provide access to employment centers in the MD 4 corridor and for Joint Base Andrews. Expedited design and construction of the MD 4 at Suitland Parkway interchange with the flyover ramp is imperative.
5.	MD 458 Silver Hill Road • MD 5 to Suitland Road • Suitland Road to MD 4 MD 4 to Walker Mill Road	*Advance into project planning*; improve safety for all users and provide streetscaping, revitalization, and continuous overhead lighting for community intersection improvements.
6.	US 50 – John Hanson Highway (MD 704 to MD 197) New Interchange	*Initiate project planning.* relieve congestion and improve safety on MD 197 and MD 450.
7.	MD 212 – Powder Mill Road (Pleasant Acres Drive to I-95) Roadway and Intersection Reconstruction	*Advance into planning;* improve safety and support for economic development.

C. Gateway Beautification Projects:

Funding is needed for enhancements / clean-up of smaller scope projects to improve aesthetics, LED street lighting, Stormwater Management (SWM), sidewalk, beautification, streetscaping andbicycle facilities to enhance public, motorized and non-motorized transportation safety at the entrances of the County from the Nation's Capital.

1. MD 218, Suitland Road

2. MD 4, Pennsylvania Avenue

3. US 50 / MD 201 John Hanson Highway / Kenilworth Avenue

4. MD 214, East Capitol Street

5. MD 210, Indian Head Highway

D. Safety and Urban Reconstruction Priorities:

Funding is needed for projects that improve pedestrian, bicycle, and vehicular safety, provide street

lighting and streetscaping to support the Vision Zero strategy and community enhancement.

1. MD 704, Martin Luther King Highway
(Hill Road to MD 450)

2. Alt. US 1 MD @ MD 450 Annapolis Road
(Specific to Peace Cross)

3. MD 218 Suitland Road
(DC Line to MD 458)

4. MD 4, Pennsylvania Avenue
(DC Line to Silver Hill Road)

5. MD 450, Annapolis Road

- Finns Lane / Harkins Road to MD 564, Lanham-Severn Road) and extending the limits from MD 410 (Veterans Parkway) to MD 564 (Lanham-Severn)Bladensburg
- - Green/Complete Street Project (Peace Cross to MD 202)

E. <u>Bicycle and Pedestrian Corridor Priorities:</u>

Retrofitting of existing State roadways to enhance and enable safe bicycle and pedestrian mobility in alignment with a Vision Zero objective.

1. MD 704 (multi-use side path and buffered bike lanes - MD 450 to Hill Road)

2. MD 193 (sidewalks, designated bike lanes and safety improvements from the Montgomery County Line to MD 564, to be done in phases)

- Phase I: Montgomery County Line to Adelphi Road (incl. SPACES program)
- Phase II: US 1 to Hanover Parkway
- Phase III: Hanover Parkway to MD 564

3. US 1 (DC line to Howard County Line to be done in phases)

- Phase I: Guilford Drive to I-95 / I-495
- Phase 2: Guilford Drive to DC Line (includes the Trolley Trail)
- Phase 3: Contee Road to Howard County Line
- Phase 4: I-95 / I-495 to Odell Road

4. Oxon Hill Road / MD 414 / National Harbor – bike lane and sidewalk safety improvements; facility and access improvements along MD 414 from MGM / National Avenue to Bald Eagle Road, including improvements for under/over passes and connecting Oxon Hill Cove Park

5. MD 450 (road diet, restriping for designated bike lanes – just west of 410to the Baltimore-Washington Parkway)

6. Bowie Heritage Trail

7. MD 223 (multi-use side path– MD 4 to Livingston Road, in phases)
- Phase I: Steed Road to MD 5
- Phase II: MD 5 to MD 4
- Phase III: Livingston Road to Steed Road

F. Park Trails Priorities:

Dedicate funding for completion of and connection to trails to enhance the County and State trailway network.

1. WB&A Trail Connections (Anne Arundel County to the Anacostia River)
- Phase I – Bicycle/pedestrian bridge over Patuxent River connecting Prince George's and Anne Arundel Counties
- Phase II – Cheverly to Bladensburg Waterfront Park (Euclid Street Park to Lloyd Street)

2. Central Avenue Connector Trail (Marvin Gaye Trail / Capitol Heights Metro to Largo Metro)

3. Rhode Island Avenue Trolley Trail Extension

Phase I: Armentrout to Farragut Street
Phase II: DC Line to Armentrout Drive

4. Suitland Parkway Trail (DC Line to Westphalia Central Park)

5. Little Paint Branch Trail Extension
- Phase I - Along Old Gunpowder Road (Denim Road to 900 feet north of Denim Road and facility gaps north of Konterra Drive)
- Phase II – Multi-Use Facility across I-495 / I-95 (Cherry Hill Road)

6. Piscataway Creek Trail (MD 223 to the Potomac River)

7. Oxon Run Trail (Southern Avenue to Naylor Road)

8. Henson Creek Trail Extension (Temple Hill Road to Suitland Parkway) including cross Beltway access.

[i] https://www.nhtsa.gov/press-releases/2020-fatality-data-show-increased-traffic-fatalities-during-pandemic

Attachment #4: County CIP Projects (2022)

Construction, Design/Engineering, Planning Projects

1. Bridge Replacement – Chestnut Avenue – The project replaces the Chestnut Avenue bridge over Newstop Branch and reconstructs the approach roadways. The existing 19-foot span steel and reinforced concrete bridge is experiencing deterioration and in need of structural replacement. Design completed in FY 2020. Planning and land acquisition funds spent in FY 2021; construction scheduled to start in FY 2022. Construction funding of $2.0M appears each year in Year 1 and Year 2. Estimated completion date moved back from FY 2022 to FY 2023.

2. Governor's Bridge Replacement – This project replaces the existing structure over the Patuxent River. Design phase completed in FY 2021. Project remains on hold.

3. Church Road Improvements – This project provides geometric and safety improvements to Church Road between Woodmore Road and MD 214 (Central Avenue). Improvements will include intersection improvements, some local realignment of the roadway, and the addition of shoulders and roadside drainage where necessary. This improvement is needed to enhance safety along the roadway. All funding remains in the Beyond 6 Years category in the CIP.

4. US Route 301 Improvements (south of MD 214) –This project consists of the improvement of US 301 by providing a third through lane north and south bound between MD 214 and MD 4 and further widening as needed, at Trade Zone Avenue, MD 214 and MD 725. Associated intersection improvements at Old Central Avenue, Trade Zone Avenue, Leeland Road and Village Drive West will also be undertaken. This project is necessary to provide satisfactory levels of service during peak periods at the intersections along US 301 should State Highway Administration planned improvements be delayed. It provides for increased capacity to accommodate planned development in this area as well as enhanced safety for the traveling public. Construction funding allocations of $4.13M annually appears in each CIP year, from Year 1 through Year 6. Design, construction funding and project completion to be determined.

5. Horsepen Park – Installation of multi-age playground, picnic shelter, bicycle pump track and basketball court. A later phase will include a large bicycle pump track, a bicycle skills area, a shade structure and a restroom. All construction funding will be spent through FY 2021. Project completed FY 2021.

6. WB & A Bridge Over Patuxent River – The bridge over the Patuxent River is a critical link between the WB & A in Prince George's County and the WB & A in Anne Arundel County. Design completed in FY 2019; construction began in FY 2021. Est. completion date FY 2022.

7. Collington Branch Stream Valley Park – Walking path along Hall Road. Project cost increased from $400K to $468K with $100K construction funding spent through FY 2021 and $329K in construction funding moved back from Year 3 to Year 4. Design and construction start to be determined. Estimated completion date moved back from FY 2023 to FY 2025. The State Highway Administration is requesting internal funding to design the proposed side path along Hall Road, adjacent to the park property. Building the trail within the park was problematic due to permitting issues and the high cost of

building in a wetland. M-NCPPC funding should remain in case SHA has a shortfall. The walking path will provide the adjacent neighborhood access through the park.

8. Bowie Heritage Trail – This trail is the northern section of the City of Bowie's planned Bowie Heritage Trail. It will extend from the Bowie MARC Station eastward through Bowie State University and State DNR lands to the northern terminus of the WB & A Spur. Project cost remains $468K. $139K funding is shown as expended prior to FY 20, but $329K construction funds were moved up from Year 5 to Year 4. Design and construction start TBD. Completion date remains FY 2025.

City of Bowie

15901 Excalibur Road
Bowie, Maryland 20716

August 9, 2021

The Honorable Angela D. Alsobrooks
Prince George's County Executive
County Administration Building
Upper Marlboro, Maryland 20772

RE: Bowie City Council 2021-2022 Transportation Priority List

Dear County Executive Alsobrooks:

On August 2, 2021, the Bowie City Council reviewed the City's Transportation Priority List. We wish to provide you with this letter to highlight our priorities for State and County transportation facilities. Below are the City's transportation priorities and recommendations:

1. **State Transportation Priorities**

The attached letter to Transportation Secretary Gregory Slater includes the City Council's top priorities for projects that would be State funded. **The City's highest priority for State roadway facilities continues to be the reconstruction of MD 197 (Collington Road) between Kenhill Drive and Relocated MD 450 (currently County Priority #6).** The State Highway Administration was moving ahead with a re-design of Preliminary Engineering plans for the project, but funding was suspended in the FY 2021-2026 CTP. $8.0 million in design funding was deferred due to reduced revenues from COVID-19 pandemic. The lack of roadway capacity has resulted in ever-increasing diversion of traffic from MD 197 onto the City's local street system. In addition, there are continuing concerns voiced by residents about pedestrian safety and access from the side streets. The City asks that you amend the County's Transportation Priority List to make **MD 197** one of the County's highest priorities for construction.

The City's other major priorities for State facilities include:

- Reconstruction of MD 450 (Annapolis Road) between Stonybrook Drive and MD 3 (County Priority #8);
- Construction of an interchange at the US 301/MD 197 intersection (County Priority #9);
- US 301 capacity and safety improvements between Excalibur Road and Leeland Road (The City recommends adding a Project Planning study for US 301 to the County Priority List).
- Design and engineering of MD 3, between US 50 and MD 32 (The City recommends adding this project to the County Priority List); and,

The justification for each project is offered in the attached letter to Secretary Slater.

Again, the City requests your support for including two specific projects needed to address regional traffic circulation in the next County Priority Letter:

New Interchange at US 50/MD 193

During the engineering study of the MD 450 reconstruction project, SHA traffic forecasters agreed that, due to projected traffic volumes on MD 450, impacts on MD 197 between US 50 and MD 450 would be significant enough to examine the need for an additional interchange on US 50 at some location between MD 197 and MD 704. A possible interchange project is currently listed as a project planning priority (#7) on Prince George's County's list, and the project's stated purpose is to relieve congestion and improve safety on MD 197 and MD 450. The City Council determined during our review of the 2006 Bowie and Vicinity Master Plan that this interchange should be constructed at MD 193. The development of the Fairwood project, redevelopment of Freeway Airport and continued growth in the Church Road and Enterprise Road corridors are further justification for an additional interchange on US 50. We request your assistance in making a new interchange at US 50/MD 193 a top County transportation priority in your next joint signature letter to the State.

A New Roadway Connecting MD 197 near Bowie State University with MD 3 in Anne Arundel County

There is a need to conduct a feasibility study to further examine regional traffic congestion in the MD 450 corridor, east of Race Track Road, and the heavy volume of motorists who are projected to use MD 450, Race Track Road and Jericho Park Road in order to travel between Laurel and Crofton. Please note that this need to evaluate the operational and environmental feasibility of this roadway connection is recommended in both the Approved Prince George's County Master Plan of Transportation and the Approved Bowie State/MARC Station Sector Plan. This facility will greatly enhance access to the planned, mixed-use Transit Oriented Development community charted for the Bowie State MARC Station area. State leadership is key to realizing this future transportation concept, and it would be extremely beneficial if your Priority Letter to Secretary Slater could include a request for this study.

2. **County Capital Improvement Program**

Church Road - The City's highest priority for County roadways is Church Road. An improvement project has remained in out years of the CIP for many years, but with no real effort to move it forward. Unfortunately, the $9.7 million upgrade project for Church Road continues to be shown in the "Beyond 6 Years" category of the CIP, and the completion date for the project is "to be determined". The referenced project provides geometric and safety improvements to Church Road between Woodmore Road and MD 214 (Central Avenue). Improvements will include intersection improvements, local realignment of the roadway, and the addition of shoulders and roadside drainage where necessary. The horizontal and vertical alignment of the roadway will be improved. The roadway upgrade is needed to enhance safety and eliminate the S-curve and narrow roadway south of Woodmore Road.

Church Road is a major road serving a large portion of the Prince George's County's estate-home community. Redevelopment of Freeway Airport with over 500 residential homes and construction of a planned 60,000 square foot church by The Redeemed Christian Church of God/Victory Temple at the intersection of Church Road and Mount Oak Road, will place a tremendous burden on the road. Because of the overwhelming need for a safer road that provides adequate traffic carrying capacity, full construction funding for the segment of Church Road between Mount Oak Road and MD 214 should be programmed in the first years of the CIP. The City owns the bulk of the land needed for straightening the

dangerous S-curves, south of Tall Oaks Vocational School. The City is willing to donate six acres of land to Prince George's County thus providing the land needed for a roadway realignment at this location.

We urge you to support a feasibility study for the Church Road corridor in the DPW&T budget for FY 2023, and consider placing funding for design of improvements between MD 214 and Mounty Oak Road in Year 2 of the FY 2023 CIP and funding for construction in Years 2-3, so that this critical safety project can move forward soon. Doing so will immeasurably benefit all our citizens. The City Council looks forward to your cooperation.

Mitchellville Road – This important roadway serves as a major conduit for both pedestrian and vehicular traffic, from the Bowie Town Center to Pointer Ridge and US 301. It is our understanding that a project to improve Mitchellville Road exists within the Countywide CIP page, but there is currently no funding available for it. The City recommends a cost-effective project consisting of a 2-lane urban section roadway (including on-road bike lanes) which will provide needed refuge for pedestrians, allow for safer bicycle access and improve drainage conditions. We ask for your cooperation by including full funding for these improvements, south of Mount Oak Road, in the Countywide CIP project over the next three years.

Old Stage Road - The City recommends County funded improvements to Old Stage Road, where it intersects with Church Road as soon as possible. The narrow, existing roadway near Church Road is a bottleneck for traffic congestion and restricts the ability of emergency vehicles to serve the communities along Old Stage Road. The developer of Fairwood completed an extension of Fairview Vista Drive, east of Church Road, which now connects with Old Stage Road. A large amount of traffic generated by Fairwood is impacting both Church Road and Old Stage Road. It is our hope that planning and design for Old Stage Road can be coordinated with future improvements to Church Road, which we hope will be the subject of a DPW&T feasibility study in FY 2023.

Race Track Road - The City Council supports a continuation of funding for pedestrian safety and aesthetic landscaping improvements to Race Track Road. There is avid community support for the project. We will continue to work in partnership with your Department of Public Works & Transportation and their consultant as the project moves forward through the design process. The City appreciates your helping to address the many safety challenges on Race Track Road.

Governors Bridge Replacement - The Bowie City Council is very disappointed with the decision not to replace or repair Governors Bridge, which crosses the Patuxent River within the City limits. Governor Bridge Road is an important vehicular route connecting Prince George's County with Anne Arundel County. The road provides a second point of access for the 240 single family dwellings in the Longleaf community, 478 multi-family apartment units at Governor's Green, the Prince George's Stadium North Parking Lot, several automobile dealerships and other properties. The City has always understood that the bridge would be repaired or replaced, so that vehicular access could be restored. The City would like to see a bridge improvement that enhances safety and preserves access (especially for emergency vehicles).

Old Town Bowie - The City asks for your commitment to evaluate sidewalk retrofit construction on Old Laurel Bowie Road, Chestnut Avenue and Duckettown Road in Old Town Bowie. Pedestrian improvements were recommended for these roadways as a result of a field review with community members, City and County staff, and elected officials in 2005, and they are long overdue. The City Council has a particular focus in ameliorating pedestrian and safety conditions on MD 564, the main street in Old Town Bowie. The City would like to have this roadway included in the County's Vision Zero efforts.

US 301 Improvements (south of MD 214) – This project consists of the improvement of US 301 by providing a third through lane north and south bound between MD 214 and MD 4 and further widening as needed, at Trade Zone Avenue, MD 214 and MD 725. Associated intersection improvements at Old Central Avenue, Trade Zone Avenue, Leeland Road and Village Drive West will also be undertaken. This project is necessary to provide satisfactory levels of service during peak periods at the intersections along US 301 should State Highway Administration planned improvements be delayed. It provides for increased capacity to accommodate planned development in this area as well as enhanced safety for the traveling public. Construction funding of $410,000 is programmed in Year 1 of the current CIP. Construction funding allocations of $6.3M annually appear in each CIP year, from Year 2 through Year 6.

The City Council observed that developers have added a third through lane to some segments of the southbound lanes of US 301, south of MD 214, but that no projects or funding appear to be available to add a third *northbound* lane. It is recommended that the County join the City in requesting that the Prince George's County portion of the CTP include funding for Project Planning. Alternatively, the US 301 South Corridor Transportation Study (Prince George's County CTP, Line 23), also on hold, might present a funding opportunity to plan for construction of a third northbound lane.

3. Public Transit

Planned mixed-use development, such as at Bowie Town Center, Melford Village, South Lake and Mill Branch Crossing strengthens the case for better and more frequent transit service within our City. In addition, some of the more remote portions of the City are sorely underserved by public transit or have no service at all. The establishment of a new Transit Oriented Development at the Bowie State MARC Station will help with this, but it won't address many of our needs.

The City Council was pleased to learn of a new County microtransit service, *PGC Link*, which is now being piloted in the Fort Washington area. We understand that Bowie is a potential future expansion area for this service. As envisioned, the transit system will serve the Bowie Town Center, the Park and Ride Lot and immediate neighborhoods bounded by MD 197, US 301, MD 450 and MD 214. We hope to see an expansion of *PGC Link* in Bowie by early 2022.

Expansion of the County transit service to the Bowie area will go a long way toward addressing the transit needs identified by the City Council, as follows:

1. *Initiate County bus (TheBus) transit service in Old Town Bowie to connect it to other cultural and business attractions, including Bowie State University.*

2. *Evaluate County bus (The Bus) service between the 450 Mainstreet area and the City of Greenbelt.*

3. *Evaluate County bus (The Bus) service between Bowie Town Center and Largo Town Center, including service along Woodmore, Mount Oak and Mitchellville Roads.*

4. *Evaluate County bus (The Bus) service between Fairwood and Upper Marlboro, via Fairwood Parkway, Church Road, Leeland Road and US 301.*

5. *Designate the US 50 corridor as a Priority Transit Corridor on all future County plans.*

6. *Ensure the establishment of a regional transit route from Annapolis to Laurel via the Northview Park-and-Ride lot in the next several years.*

7. *Continue to advocate for efficiency improvements to WMATA bus service.*

4. **Trails**

One new project with regional significance is recommended:

Acquisition of the CSX Railroad tracks from Morgantown on the Potomac River all the way to Bowie - There is a once-in-a-lifetime opportunity to establish a regional hiker-biker trail amenity in place of the CSX railroad tracks, since the coal fired power plants at Morgantown on the Potomac River and Chalk Point on the Patuxent River will be shutting down operations soon. The railroad corridors could be repurposed to a Rails-to-Trails concept, enhancing multi-modal travel opportunities within Prince George's and Charles Counties. State and County leadership are essential in this regard, and we implore you to work at the highest levels to ensure that the opportunity for non-vehicular travel is preserved and eventually realized.

The City's continuing trail priorities include:

Bowie Heritage Trail - The County's assistance, through the M-NCPPC CIP, is requested for construction of a pedestrian underpass under MD 197 (outside the City limits) to connect Lemon's Bridge Road near the D.S.S. Goodloe House to the MARC Train Station at Bowie State University. A feasibility study and preliminary engineering plan, funded by the Metropolitan Washington Council of Governments' Transportation-Land Use Connections program, was completed in 2014. Also, this fiscal year, the City will complete a 2,200 linear foot extension of The Bowie Heritage Trail, from Old Town Bowie to Jericho Park/Lemon's Bridge Road. Construction must also continue on a new hiker-biker trail bridge over the Patuxent River and through the State of Maryland property adjacent to Bowie State University.

A-44 Greenway Trail - The City is also interested in a partnership with M-NCPPC to design and build a north-south trail system in the Church Road corridor (mostly outside the City limits), using lands dedicated to public use from the now-obsolete Inter-County Connector (A-44). The City would like to explore the possibility of trail construction on M-NCPPC property between Dolphin Way in Woodmore Estates and Dunwood Crossing Drive in Woodmore Highlands.

Pedestrian Bridge over MD 214 – A project should be added to the M-NCPPC CIP to construct a new pedestrian bridge over MD 214 (outside the City limits). Just this summer, the City completed a feasibility study, working with the Maryland State Highway Administration, that examined the potential for a grade-separated pedestrian bridge over MD 214 in the vicinity of Hall Road. A recommended location for a future bridge is on M-NCPPC land situated between Hall Road East and Pennsbury Drive, on the north side of MD 214, and County owned land in the South Lake (Karington) development, on the south side of MD 214.

The City Council truly appreciates all you do for our community, and we thank you for your support of the City's transportation priorities. The City Council urges you to fund these recommendations in the budget year ahead.

Sincerely,

Bowie City Council
Timothy J. Adams
Mayor

Attachment - Letter to Transportation Secretary Slater dated August 9, 2021

cc: The Honorable Todd M. Turner, County Council Chair
The Honorable Derrick Leon Davis, County Council Member
The Honorable Douglas J.J. Peters, State Senator
The Honorable Marvin E. Holmes, Delegate
The Honorable Geraldine Valentino-Smith, Delegate
The Honorable Ronald L. Watson, Delegate
The Honorable Elizabeth M. Hewlett, Chairman, Prince George's County Planning Board
Mr. Paul J. Wiedefeld, WMATA General Manager/CEO
Mr. Terry Bellamy, DPW & T Director
Mr. William "Bill" Tyler, M-NCPPC Parks Director
Ms. Andree Green Checkley, M-NCPPC Planning Director

Memorandum

TO: City Council

FROM: Alfred Lott, City Manager

SUBJECT: Zoning Update

DATE: 07/28/2022

At Council's request, City staff will provide a zoning update for the City based on the Sectional Map Amendment.

ATTACHMENTS: None