



City of Bowie

Regular City Council Meeting

Tuesday, January 16, 2024
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**
- VII. CITY BOARDS AND COMMITTEES**
- VIII. COUNCIL ANNOUNCEMENTS**
- IX. CITY MANAGER'S REPORT**
- X. CONSENT AGENDA**
 - A.** Approval of Letter to Prince George's County Council re: CR-84-2023, Proposed Amendments to the Endorsed Sectional Map Amendment for Bowie-Mitchellville and Vicinity
 - B.** Adoption of Amended Resolution R-69-23 Correcting the Amount of the Contract Awarded by Resolution No. R-69-23 and Waiving the Bidding Requirements of Section 61 "Purchasing and Contracting" of the City Charter, for Good Cause Shown, to Allow the City to Enter into a Contract with Emergency Services Consulting International, Inc. (Esci) for Police Department Testing Services in the Total Amount Of \$55,000
- XI. OLD BUSINESS**
 - A.** City's Traffic Calming Policy Discussion - Council and staff will continue discussion on possible policy changes
- XII. NEW BUSINESS**
- XIII. ADJOURNMENT**

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 1/17/2024 and 1/20/2024 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 2024 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 - MONDAY, FEBRUARY 5, 2024 - COUNCIL CHAMBERS - 8:00 P.M.



Memorandum

TO: City Council

FROM: Alfred Lott, City Manager

SUBJECT: CR-84-2023, Proposed Amendments to Endorsed Sectional Map Amendment
Bowie-Mitchellville and Vicinity

DATE: 01/11/2024

The Prince George's County Planning Board and District Council will hold a second public hearing on the Bowie-Mitchellville and Vicinity Sectional Map Amendment (SMA) on Tuesday, February 13, 2024 at 6:00 p.m. The purpose of the public hearing is to consider CR-84-2023, which proposes 16 individual amendments to the Planning Board's Endorsed SMA. The attached draft City position letter aligns with prior recommendations from City Council and allows the opportunity for the City to provide additional rationale supporting its recommendations.

Recommendation

Staff recommends that City Council approve the attached letter regarding CR-84-2023.

ATTACHMENTS:

1. 20240116 - PG County Resolution CR-084-2023
2. 20240116 - CR-84-2023 City of Bowie SMA Second Public Hearing Letter

COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND
SITTING AS THE DISTRICT COUNCIL

2023 Legislative Session

Resolution No. _____

CR-084-2023

Proposed by _____

Council Members Blegay and Watson

Introduced by _____

Co-Sponsors _____

Date of Introduction _____

September 26, 2023

RESOLUTION

1 A RESOLUTION concerning

2 The Bowie-Mitchellville and Vicinity Sectional Map Amendment

3 For the purpose of proposing amendments to the Endorsed Bowie-Mitchellville and Vicinity
 4 Sectional Map Amendment and directing that a second joint public hearing be held to take
 5 testimony on the proposed Amendments.

6 WHEREAS, on July 12, 2022, the County Council of Prince George's County,
 7 Maryland, sitting as the District Council, adopted CR-089-2022, thereby authorizing initiation
 8 and directing preparation of the proposed Bowie-Mitchellville and Vicinity Sectional Map
 9 Amendment by the Planning Director of the Maryland-National Capital Park and Planning
 10 Commission, pursuant to Section 3503(b)(1)(A) of the Zoning Ordinance; and

11 WHEREAS, the Bowie-Mitchellville and Vicinity Sectional Map Amendment was
 12 initiated to implement the comprehensive zoning recommendations of the 2022 *Bowie-*
 13 *Mitchellville and Vicinity Master Plan*, and ensure that future development is consistent with
 14 County policies; and

15 WHEREAS, the Planning Board of the Maryland-National Capital Park and Planning
 16 Commission, accepted requests for rezoning within thirty days after initiation to be considered in
 17 the preparation of the proposed Bowie-Mitchellville and Vicinity Sectional Map Amendment,
 18 pursuant to Section 27-3503(b)(1)(B) of the Zoning Ordinance; and

19 WHEREAS, the Planning Director of the Maryland-National Capital Park and Planning
 20 Commission, prepared and released the proposed Bowie-Mitchellville and Vicinity Sectional

1 Map Amendment on July 21, 2022, pursuant to Section 27-3503(b)(2) of the Zoning Ordinance;
2 and

3 WHEREAS, the District Council and the Planning Board held a duly-advertised joint public
4 hearing on the Proposed Bowie-Mitchellville and Vicinity Sectional Map Amendment on May 9,
5 2023; and

6 WHEREAS, on June 22, 2023, the Planning Board held a work session to consider the
7 recommendations and public hearing testimony; and

8 WHEREAS, on June 22, 2023, the Planning Board endorsed the proposed Bowie-
9 Mitchellville and Vicinity Sectional Map Amendment with revisions in response to the public
10 hearing testimony as described in Prince George's County Planning Board Resolution PGCPB
11 No. 2023-68; and

12 WHEREAS, the endorsed Bowie-Mitchellville and Vicinity Sectional Map Amendment,
13 Prince George's County Planning Board Resolution PGCPB No. 2023-68 and other supporting
14 documents were transmitted to the District Council on June 29, 2023; and

15 WHEREAS, on July 11, 2023, and September 12, 2023, respectively, the District Council
16 conducted public work sessions to review the endorsed Bowie-Mitchellville and Vicinity
17 Sectional Map Amendment and public hearing testimony; and

18 WHEREAS, after discussions and questions from members, the District Council voted to
19 direct staff to prepare a Resolution directing that a second joint public hearing be scheduled, in
20 accordance with applicable law, to seek further public comment and record testimony on several
21 properties within the Endorsed Bowie-Mitchellville and Vicinity Sectional Map Amendment.

22 NOW, THEREFORE, BE IT RESOLVED by the County Council of Prince George's
23 County, Maryland, sitting as the District Council for that part of the Maryland-Washington
24 Regional District in Prince George's County, Maryland, that the forthcoming joint public
25 hearing, testimony shall be accepted concerning the following amendments proposed by the
26 District Council:

27 **PROPOSED AMENDMENTS TO THE ENDORSED BOWIE-MITCHELLVILLE AND**
28 **VICINITY SECTIONAL MAP AMENDMENT (RESOLUTION PGCPB NO. 2023-68):**

29 **PROPOSED AMENDMENT NUMBER ONE**

30 Amend the Endorsed SMA to retain the existing RR (Rural, Residential)/CGO (Commercial,
31 General and Office) Zones for the properties located at 15500 Annapolis Road, Bowie, MD

20715 (Tax IDs 3742806, and 3742814).

PROPOSED AMENDMENT NUMBER TWO

Amend the Endorsed SMA to change the existing RR (Rural Residential) Zone to the CGO (Commercial, General and Office) Zone for the properties located at 1810 and 1814 Mitchellville Road, Bowie, MD 20716 (Tax IDs 0732743, and 0800102).

PROPOSED AMENDMENT NUMBER THREE

Amend the Endorsed SMA to retain the existing RE (Residential Estate) Zone for the property located at 1 SE Robert Crain Highway, Upper Marlboro, MD 20774 (Tax ID 0728675).

PROPOSED AMENDMENT NUMBER FOUR

Amend the Endorsed SMA to change the existing ROS (Reserved Open Space) Zone to the AG (Agriculture and Preservation) Zone for the properties located at 13308 Woodmore Road, Bowie, MD 20721 (Tax ID 5658802).

PROPOSED AMENDMENT NUMBER FIVE

Amend the Endorsed SMA to change the existing AR (Agriculture-Residential) Zone to the CS (Commercial, Service) Zone for the properties located at 180 SE Robert Crain Highway, Upper Marlboro, MD 20774 (Tax IDs 0804666).

PROPOSED AMENDMENT NUMBER SIX

Amend the Endorsed SMA to change the existing AR (Agricultural-Residential) Zone to the AG (Agriculture and Preservation) Zone for the properties located at 16501 Annapolis Road, Bowie, MD 20715 (Tax IDs 0796425, 0712604, 0801563, 0692756, and 0712588).

PROPOSED AMENDMENT NUMBER SEVEN

Amend the Endorsed SMA to change the existing CGO (Commercial, General and Office) Zone to the RMF-20 (Residential, Multifamily-20) Zone for the property located at 3610 Elder Oaks Boulevard, Bowie, MD 20716 (Tax ID 3070588).

PROPOSED AMENDMENT NUMBER EIGHT

Amend the Endorsed SMA to change the proposed AR (Agricultural-Residential) Zone to the AG (Agriculture and Preservation) Zone for the properties located at 16200 Annapolis Road, Bowie, MD 20715 (Tax ID 1594761, and 1594753 (western portion only)).

PROPOSED AMENDMENT NUMBER NINE

Amend the Endorsed SMA to retain the existing AR (Agricultural-Residential) Zone for the properties located at NE Robert Crain Highway, 6513 and 6517 NW Robert Crain Highway,

Bowie, MD 20715 (Tax IDs 0822239, 5635696, and 5635708).

PROPOSED AMENDMENT NUMBER TEN

Amend the Endorsed SMA to retain the existing RE (Residential Estate) Zone for the properties located at 12205 and 12105 Annapolis Road, and 5015 Enterprise Road, Bowie, MD 20720 (Tax IDs 0733741, 0733782, and 0817676).

PROPOSED AMENDMENT NUMBER ELEVEN

Amend the Endorsed SMA to change the proposed AG (Agriculture and Preservation) Zone to ROS (Reserved Open Space) for the property located at Old Stage Road, Bowie, MD 20720 (Tax ID 0814830).

PROPOSED AMENDMENT NUMBER TWELVE

Amend the Endorsed SMA to retain the existing AR (Agricultural-Residential) Zone for the properties located at 5511 and 5521 Park Drive, Bowie, MD 20715 (Tax IDs 0818872 and 0818880).

PROPOSED AMENDMENT NUMBER THIRTEEN

Amend the Endorsed SMA to retain the existing AR (Agricultural-Residential) Zone for the properties located at 3600, 3702 and 3900 Church Road, Bowie, MD 20721 (Tax IDs 0801290, 0801233, 0801274, 0801241, 0801282, 0801340, 0801258, and 0801357).

PROPOSED AMENDMENT NUMBER FOURTEEN

Amend the Endorsed SMA to change the proposed AG (Agriculture and Preservation) Zone to the ROS (Reserved Open Space) Zone for the property located at Pennsbury Drive, Bowie, MD 20716 (Tax ID 0798421).

PROPOSED AMENDMENT NUMBER FIFTEEN

Amend the Endorsed SMA to retain the existing AR (Agricultural-Residential) Zone for the property located at 180 Robert Crain Highway, Upper Marlboro, MD 20774 (Tax ID 0804641).

PROPOSED AMENDMENT NUMBER SIXTEEN

Amend the Endorsed SMA to change the existing NAC (Neighborhood Activity Center)/ROS (Reserved Open Space) Zone to ROS (Reserved Open Space) for the properties located at Old Jericho Road, 9801 Laurel Bowie Road, Bowie, MD 20720 (Tax IDs 1660430 and 2789972).

BE IT FURTHER RESOLVED that the District Council, after holding a joint public hearing with the Planning Board, may reconsider each amendment, and may approve the Bowie-

1 Mitchellville and Vicinity Sectional Map Amendment with all, any one or more, a portion, or
2 none of the proposed amendments.

3 BE IT FURTHER RESOLVED that, pursuant to Section 27-3503(b)(6)(B) of the Zoning
4 Ordinance, a copy of this Resolution shall be transmitted to the Prince George’s County Planning
5 Board, to request that its comments be submitted to the Council prior to action on the
6 amendments, and a public hearing shall be scheduled to receive testimony on these proposed
7 amendments.

8 BE IT FURTHER RESOLVED that this Resolution shall take effect on the date of its
9 adoption.

Adopted this 26th of September, 2023.

COUNTY COUNCIL OF PRINCE GEORGE’S
COUNTY, MARYLAND, SITTING AS THE
DISTRICT COUNCIL FOR THAT PART OF
THE MARYLAND-WASHINGTON REGIONAL
DISTRICT IN PRINCE GEORGE’S COUNTY,
MARYLAND

BY: _____
Thomas E. Dernoga
Chair

ATTEST:

Donna J. Brown
Clerk of the Council



City of Bowie

15901 Fred Robinson Way
Bowie, Maryland 20716

January 17, 2024

The Honorable Jolene Ivey, Chair
Prince George's County Council
Wayne K. Curry Administration Building
1301 McCormick Drive, 2nd Floor
Largo, Maryland 20774

RE: CR-84-2023, Proposed Amendments to Endorsed SMA
Bowie-Mitchellville and Vicinity

Dear Council Chair Ivey:

The Bowie City Council has reviewed CR-84-2023 regarding the Bowie-Mitchellville and Vicinity Sectional Map Amendment (SMA) and wishes to provide our recommendations on the proposed amendments to the Endorsed SMA. Only three of the proposed Amendments are located within the City limits: Amendments Number One, Number Seven and Number Fourteen. The City Council supports all three.

1. Amendment Number One (Freestate Shopping Center): In our September 21, 2022 letter for the first SMA Public Hearing (copy attached), the City opposed rezoning of the Free State Shopping Center Parcel D (Tax ID – 742814) from RR (Rural Residential) to the CGO (Commercial, General and Office) Zone. The property owner submitted a request for rezoning to maximize the commercial potential of this property. The existing RR zoning has been in place for decades, and it serves as a density transition between the commercial uses in the shopping center and the single-family areas to the north. This zoning buffer should remain.

2. Amendment Number Seven (Elder Oaks Boulevard): On April 17, 2023, the Bowie City Council conducted a public hearing regarding the proposed SMA for Bowie-Mitchellville and Vicinity and focused on a single, vacant property located at 3610 Elder Oaks Boulevard in the Covington community. The 2.34-acre property is identified as Parcel 7c on Tax Map 55, Grid D-3 and is currently zoned CGO (Commercial General Office).

The Elder Oaks Boulevard property, rezoned from C-O (Commercial Office) to CGO in the 2022 Countywide Map Amendment, was most recently proposed for consolidated storage, but the applicant withdrew its plan, due to overwhelming neighborhood opposition. The CGO zone allows a vast array of commercial retail and service uses, office uses and some residential uses. The community is opposed to commercial uses in the middle of their neighborhood.

Some history is needed to understand why the Elder Oaks property is zoned commercial. The property is the remaining development parcel which was part of a planned commercial center (Parcel 7) located at the intersection of Mitchellville Road and Excalibur Road. The properties within the center were zoned Local Activity Center (L-A-C) and were subject to the Jenkins-Heim Comprehensive Design Zone (CDZ), approved via the 1975 Sectional Map Amendment for Bowie-Collington-Mitchellville and Vicinity (CR-108-1975). In the early 1990s, the planning concept for a community shopping center was negated when the major grocery anchor intending to come to the site decided to pursue its development at Collington Plaza. In 1994, a developer of senior housing approached the City for support of their concept to build an income-restricted senior housing community (Pin Oak Senior Apartments) in lieu of the retail center. The approved revision to the CDZ amended the land use from retail to senior housing for Parcel 7a. The approval also partitioned the remainder of Parcel 7 into Parcel 7b (public park), 7c (retail) and 7d (open space). Parcel 7c is the property now zoned CGO located at 3610 Elder Oaks Boulevard.

CR-84-2023, Proposed Amendments to Endorsed SMA
Bowie-Mitchellville and Vicinity

In 2005, the current property owner of Parcel 7c was working with a contract purchaser to develop a medical office building on the property. When the 2006 Bowie and Vicinity Sectional Map Amendment was approved, the property was given C-O zoning to replace the antiquated L-A-C zoning to eliminate retail development and facilitate development of an office building. The property owner indicated that the site was not appropriate for retail uses, given its location, the surrounding land uses and the fact that other retail uses were already established in the immediate vicinity. The C-O zone permitted uses of a predominantly nonretail commercial nature, such as business, professional and medical offices, or related services. Unfortunately, the office developer did not follow through and the site has remained vacant, although the property owner has considered several other proposed uses.

The 2006 Approved Bowie and Vicinity Master Plan's SMA provided the rationale for the rezoning and relevant policy, stating: "The rezoning of this property from the L-A-C (Local Activity Center) to the C-O (Commercial Office) Zone is recommended in accordance with the master plan's recommendation to concentrate mixed-use land uses at the Bowie Regional Center and the mixed-use activity centers designated by the plan. This property is appropriate for the C-O zone to boost economic development in the area." This zoning change was recommended by the Planning Board in the "Endorsed" SMA after the Joint Public Hearing was held. The City supported rezoning to the C-O zone.

In retrospect, the City Council believes the decision to grant C-O zoning on the parcel did not fit well within the policies of the 2006 Bowie and Vicinity Area Master Plan. The policy specifically referenced in SMA Change Number 23 and 24 related to concentrating mixed use land uses in the Bowie Regional Center and the other mixed-use activity centers identified in the Master Plan. The Elder Oaks property is not located within the Bowie Regional Center, nor is it located within a designated activity center. The more relevant policy relating to the Elder Oaks property is Developing Tier Policy 3 found on page 10 of the 2006 Master Plan.

Policy 3 stated:

Policy 3: Protect, maintain and enhance the unique historical, cultural, and architectural identity, heritage, and character of the City of Bowie.

Strategy 3, under Policy 3, most certainly applied to the Elder Oaks property:

3. Encourage the compatibility of infill residential development located outside of the Bowie Regional Center or mixed-use activity centers. Consideration should be given to similarity in density, style, size, material, and design to the surrounding residential neighborhoods.

At a meeting held in the Covington community on March 8, 2023, many residents expressed disbelief when told that the Elder Oaks property is zoned for commercial use. The residents pointed out that the property is isolated from any other commercial areas and surrounded by residential land uses in Covington. The City Council agrees that residential, rather than commercial, zoning is appropriate in this instance.

The purposes of the Residential, Multifamily-20 (RMF-20) Zone are:

- (A) To provide suitable sites for high-density multifamily residential development;
- (B) To provide for this type of development at locations recommended by an Area Master Plan or Sector Plan, or at other locations which are found to be suitable by the District Council;

CR-84-2023, Proposed Amendments to Endorsed SMA
Bowie-Mitchellville and Vicinity

- (C) To support multifamily development at sites that are proximate to centers or are at appropriate locations along commercial corridors; and
- (D) To ensure compatibility with surrounding lands.

Based on the above, the City Council recommends that the current CGO zoning of the 3610 Elder Oaks Boulevard (Parcel 7c) be corrected and changed to the Residential, Multifamily-20 (RMF-20) Zone through this SMA.

3. Amendment Number Fourteen (South Lake County Owned Parcel): The current zoning of this County-owned parcel in South Lake is LCD (Legacy Comprehensive Design). The Endorsed SMA recommends the AG (Agriculture and Preservation) Zone. The property contains steep slopes and a stream, and it serves as an open space divider between the proposed single-family neighborhoods of South Lake and MD 214. Since the 3.24-acre Parcel 127 is publicly owned and adjacent to a large parcel of parkland owned by M-NCPPC, it meets the criteria for rezoning to the ROS (Reserved Open Space) Zone, which is the lowest density zone.

Proposed Amendments Located Outside of the City

The remaining Amendments are for properties located outside of the City.

1. Rural and Agricultural Areas

Amendment Number Six (Jesuit Property, South Side of MD 450): The Endorsed SMA retains the current AR (Agricultural Residential) Zone for the portion of the Jesuit Property south of MD 450. Amendment Number Six will further reduce the allowed density from two dwelling units per acre to five dwelling units per acre through application of the AG (Agriculture and Preservation) Zone. This lower density zone more effectively accomplishes preservation purposes and better reflects the status of the property within the Rural and Agricultural Areas. The property has a rich history that is worthy of preservation and many sensitive environmental features that justify restriction on any future development. We support this Amendment.

Amendment Number Eight (Jesuit Property, North Side of MD 450): Amendment Number Eight will rezone the portion of the Jesuit Property, north of MD 450, from the current RE (Residential Estate) Zone to the AG (Agriculture and Preservation) Zone. The Endorsed SMA recommends rezoning to the AR (Agricultural Residential) Zone. The property is currently in the County's mapped "Rural and Agricultural Areas", as is the remainder of the Jesuit Property. Therefore, there is no reason why the portion of the property north of MD 450 should be given a higher density zoning classification of AR, when a lower density zoning is possible. Additionally, the Jesuit organization has abandoned their one-time plan to sell their property to a developer and they wish to permanently preserve the land. The City supports this Amendment.

Amendment Number Nine (Ken Michael Property in MD 3 Median): The Endorsed SMA recommends the CS (Commercial Service) Zone for this property, located in the median of MD 3 north of Sylvan Drive. Amendment Number Nine proposes to retain the existing AR (Agricultural-Residential) Zone. To eliminate the potential for traffic congestion and accidents, the City supports retaining the AR Zone. Keeping the property in low density residential zoning best reflects the characteristics of the Rural and Agricultural Areas.

Amendment Number Five (East Side of US 301 at Marketplace Boulevard): The City Council opposes Amendment Number Five for property located at 180 SE Robert Crain Highway on the east side of US 301 at Marketplace Boulevard, which is recommended to be rezoned from the existing AR (Agriculture-Residential) Zone to the CS (Commercial, Service) Zone. This five-acre property is in the Rural and Agricultural Area and is not appropriate for commercial development. Furthermore, the classification in the Water and Sewer Plan is W-6/S-6 which indicates no community system planned.

CR-84-2023, Proposed Amendments to Endorsed SMA
Bowie-Mitchellville and Vicinity

2. Unwanted Higher Density Residential Development

Amendment Number Ten (Frank's Nursery Property): This Amendment revises the Endorsed SMA's recommendation for CGO (Commercial, General and Office) zoning to retain the existing RE (Residential Estate) Zone. A proposal to redevelop the former nursery into a dense townhouse community was rejected by the County Council through passage of legislation in early 2023. Retaining the RE zoning is in keeping with the one unit per acre development pattern that exists in all of the residential communities south of MD 450 and east of MD 193. The City Council supports this Amendment.

Amendment Number Thirteen (Freeway Airport Property): Similar to the Frank's Nursery situation, the County Council negated a higher density development potential through passage of legislation in early 2023. Amendment Number Thirteen will retain the existing AR (Agricultural-Residential) zoning of the Freeway Airport property, preserving the zoning pattern and development character, south of US 50 and west of Church Road, which has always been reserved for permanent low density land uses. The Endorsed SMA recommends the RSF-A (Residential Single Family Attached) Zone, which would destroy the established community character and policies that have been in place for decades. The City supports this Amendment.

3. Other City Recommendations

Amendment Number Two (Mitchellville Road Properties): The City supports Amendment Number Two, as it will allow for a more comprehensive development of several parcels located on the west side of US 301 at its intersection with Mitchellville Road. This area is part of the Pointer Ridge Activity Center mapped out in the 2006 Bowie and Vicinity Area Master Plan and is the northernmost section of the planned activity center.

Amendment Number Twelve (City-Owned Property in Sherwood Manor): This property, located at 5511 and 5521 Park Drive, has been owned by the City since the construction of the MD 3 interchange at Belair Drive. The property consists of two undeveloped lots created in the Sherwood Manor subdivision. The current zoning of AR (Agricultural-Residential) more accurately reflects the character and density of the subdivision. The Endorsed SMA recommends downzoning the property to the AG (Agriculture and Preservation) Zone, limiting its development potential to only one development right. The land is a City surplus property asset that should not be devalued by a reduction in development density. The City Council, therefore, supports Amendment Number Twelve to retain the current AR Zone.

The City Council greatly appreciates your consideration of all these recommendations. Thank you for the opportunity to provide input on CR-84-2023. We look forward to the conclusion of this very long process, which will establish updated planning and zoning policies for our area.

Sincerely,

Bowie City Council
Timothy J. Adams
Mayor

Attachment – September 21, 2022 Letter from Adams to Dernoga

cc: The Honorable Ingrid S. Watson
Mr. Thomas Lester, III, M-NCPPC Community Planning



City of Bowie

15901 Fred Robinson Way
Bowie, Maryland 20716

September 21, 2022

The Honorable Calvin S. Hawkins, II, Chair
Prince George's County Council
Wayne K. Curry Administration Building
1301 McCormick Drive, 2nd Floor
Largo, Maryland 20774

RE: Bowie-Mitchellville and Vicinity Sectional Map Amendment (SMA)

Dear Council Chair Hawkins:

On September 19, 2022, the Bowie City Council conducted a public hearing regarding the proposed SMA for Bowie-Mitchellville and Vicinity. The City Council heard testimony from a dozen residents who spoke in opposition to Zoning Change (ZC) 56 involving the Freeway Airport property. ZC 56 proposes rezoning from the current AR (Agriculture Residential) to the RSF-A (Residential Single-Family Attached) zone. In addition, many of the residents spoke in opposition to ZC 42 involving the Frank's Nursery property. ZC 42 proposes rezoning from the current RE (Residential Estate) zone to the CGO (Commercial General Office) zone.

At the conclusion of the public hearing, the City Council voted unanimously to support the many Zoning Changes in the proposed SMA, with several revisions described in the table below:

Zone Change # (ZC)	Location	Current	Proposed	City Council Recommendation
9	Edge of planning area along NE side of MD 197 north of OTB	AR	AG	AG, but other nearby parcels should also be included
10	PEPCO Lemons Bridge Rd	AR	AG	AG, but City parcel should be included
30	Jesuit Prop. N. side of MD 450	RE	AR	AG – s. side of MD 450 should be AG also, not AR
35	Forest Drive Lot 7	RE	AG	RE
36	MD 3 south lot	RE	AG	RE
45	Old Stage MNCPPC Parcel and HOA prop	RR	AG	AG – Part owned by MNCPPC should be ROS
50	Park Drive Lots 4-5	AR	AG	AR
73	SFD Longleaf, Plat 14	AR	AG	AR
74	Two SFD Longleaf, Plat 14	AR/AG	AG	AR
104	N end of South Lake along MD 214, open space	LCD	AG	ROS

Letter to Chair Calvin S. Hawkins, II
Bowie-Mitchellville and Vicinity SMA

The City Council also concurs with nine of the 18 Individual Property Owner requested changes, but takes exception to the nine specific requests noted below:

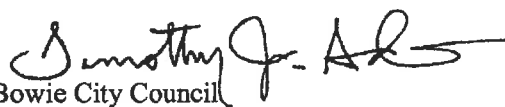
Property Owner Request #	Location	Current	Requested	City Council Recommendation
3	6513 and 6517 NW Crain Highway – Ken Michael Prop	AR	CS	AR*
4	Jericho Park Road	AR	Chesapeake Bay RCA zone	AR
5	16620 Sylvan Drive	RE	CGO	RE
6	3900, 3600 and 3702 Church Rd Freeway Airport	AR	RSF-A	AR*
7	15550 Annapolis Rd--Freestate Shopping Center	RR, CGO	CGO	Retain RR on rear parcel (Parcel D) Tax ID - 742814*
9	Frank's Nursery MD 450/MD 193	RE	CGO	RE
11	3704 Church Rd, south of Freeway Airport opposite Dawn Whistle Way	AR	RSF-A	AR
15	1 SE Crain Hwy	RE	CS	RE*
17	180 Robert Crain Highway	AR	CS	AR

***Request is already covered by Proposed SMA Zone Change**

The City Council also asks that more time be given to hear from residents and allow the County planning staff appropriate time to do a proper analysis of the Freeway Airport request, as well as public testimony from the joint public hearing. The City respectfully requests a delay in the County Council's public hearing process and decision on this SMA, as the current schedule sets a self-imposed deadline when there is no urgency.

The City Council appreciates the efforts made thus far to update the Master Plan for our community. We strongly urge you to take more time needed for a careful review of public input on this proposed SMA. Thank you for the opportunity to provide recommendations on this comprehensive rezoning.

Sincerely,


Bowie City Council
Timothy J. Adams
Mayor

cc: The Honorable Todd M. Turner



Memorandum

TO: City Council

FROM: Alfred Lott, City Manager

SUBJECT: Amending Resolution R-69-23 Awarding a Contract for Police Testing Services to Emergency Services Consulting International, Inc.

DATE: 01/11/2024

On November 27, 2023, the City Council passed Resolution R-69-23 approving a contract with Emergency Services Consulting International, Inc., for police testing services in the amount of Thirty Thousand Dollars (\$30,000.00). However, the memorandum accompanying Resolution R-69-23 explained that the total amount of the contract would be \$55,000. There was a clerical error in the amount of the contract approved in Resolution R-69-23. The correct amount should have been Fifty-Five Thousand Dollars (\$55,000.00).

The pricing of the services covered for this vendor, Emergency Services Consulting International, Inc. is as follows: Corporal exam - \$7,500, Sergeant exam - \$18,000, Lieutenant exam - \$14,500, Police Officer 1st Class exam - \$7,500 and Master Police Officer exam - \$7,500.

I concur with the recommendation to amend this resolution and request your approval of R-69-23.

ATTACHMENTS: 1. 20240116 - Amended Resolution R-69-23

RESOLUTION
OF THE COUNCIL OF THE CITY OF BOWIE, MARYLAND
CORRECTING THE AMOUNT OF THE CONTRACT AWARDED BY RESOLUTION NO. R-
69-23 AND WAIVING THE BIDDING REQUIREMENTS OF
SECTION 61 "PURCHASING AND CONTRACTING" OF THE CITY CHARTER, FOR
GOOD CAUSE SHOWN, TO ALLOW THE CITY TO ENTER INTO A CONTRACT WITH
EMERGENCY SERVICES CONSULTING INTERNATIONAL, INC. (ESCI) FOR
POLICE DEPARTMENT TESTING SERVICES IN THE TOTAL AMOUNT OF \$55,000

WHEREAS, the Charter of the City of Bowie, Maryland (hereinafter, "the City"), Section 61(b)(1) requires that all expenditures for, *inter alia*, materials, construction of public improvements or contractual services involving more than Twenty-Five Thousand Dollars (\$25,000) be made by written contract upon sealed bids to the lowest responsive bid; and

WHEREAS, City Charter, Section 61(b)(3) provides that the City Council by a two-thirds vote may waive the bidding requirements of Section 61(b)(1) for good cause shown; and

WHEREAS, on November 27, 2023, the City Council passed Resolution R-69-23 waiving the bidding requirements of Sec. 61(b)(1) of the City Charter for good cause shown and awarding a contract to Emergency Services Consulting International, Inc. ("ESCI") for police testing services in the amount of \$30,000; and

WHEREAS, the pricing proposed by ESCI is as follows: Corporal exam - \$7,500, Sergeant exam - \$18,000, Lieutenant exam - \$14,500, Police Officer 1st Class exam - \$7,500 and Master Police Officer exam - \$7,500, which was set forth in the memorandum accompanying Resolution R-69-23; and

WHEREAS, there was a clerical error in Resolution R-69-23 as the total amount of the pricing set forth above is \$55,000; and

WHEREAS, the City Council hereby incorporates the Recitals contained in Resolution R-69-23 by this reference as if the Recitals were set forth in full herein (see attached R-69-23); and

WHEREAS, the City Council desires to award the contract to ESCI for police testing services in the full amount of \$55,000.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Bowie, Maryland, upon a two-thirds vote, that the bidding requirements of Section 61(b)(1) of the City Charter are hereby waived, and the award of a contract to Emergency Services Consulting

International, Inc., for the Police Department promotional testing services, is hereby approved and the City Manager is authorized to enter into an agreement with ESCI in an amount not to exceed Fifty-Five Thousand Dollars (\$55,000).

INTRODUCED AND PASSED by the Council of the City of Bowie, Maryland at a Regular Meeting on January 16, 2024.

ATTEST:

THE CITY OF BOWIE, MARYLAND

Awilda Hernandez
City Clerk

Timothy J. Adams, Mayor



Memorandum

TO: City Council

FROM: Alfred Lott, City Manager

SUBJECT: Continuation of Traffic Calming Policy Discussion

DATE: 01/11/2024

At the November 27, 2023 City Council meeting, staff and Council discussed the desire and opportunities for additional efforts surrounding traffic calming to address the perceptions of speeding on residential streets. Staff had shared that they would be preparing items to include in the upcoming budget submittal and the City Council had also asked for some proposed ideas of what can be done prior to the upcoming budget to help address speeding.

For the Tuesday, January 16, 2024 meeting staff will provide a preview of the department submittals to the City Manager for the FY 2025 budget to address additional traffic calming activities through both design and enforcement. Additionally, staff will discuss the interim ideas that can be implemented now, to further enhance traffic calming through both enforcement and design.

Staff has also begun a draft of changes to the Neighborhood Traffic Management Program to customize it for the City of Bowie, instead of using the Prince George's County program. The proposed ideas for Bowie are still in development and internal review, but include:

- Creating a greater distinction between Level I traffic calming measures and the Level II and III measures.
- Adding additional Level I measures.
- Reducing the petition requirement on Level II and III measures to 60% on the affected street and adjacent streets.
- Adding that Level I measures could be implemented with a 51% petition, even if points are not met.

The draft document is included in the agenda and is available for discussion and feedback, however it is not ready for adoption.

ATTACHMENTS: 1. 20240116 - Bowie Traffic Calming Policy 2024 Recommendations

Neighborhood Traffic Management Program



For more information, please visit:

<http://www.cityofbowie.org/230/Engineering-Traffic-Calming-Measures>

City of Bowie

15901 Fred Robinson Way
Bowie, Maryland 20716

Neighborhood Traffic Management Program

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Neighborhood Traffic Management Program

Introduction

The Neighborhood Traffic Management Program (NTMP) for residential streets represents the commitment of the City of Bowie in promoting and encouraging the safety and livability of the City's residential communities. In an effort to reduce the impact of traffic on our neighborhoods, the NTMP provides a process for identifying, evaluating, and addressing undesirable traffic conditions related to speeding and excessive cut through traffic volumes.

This document describes traffic management measures that can be implemented, the methods used to evaluate the need for management measures on a given street, and the process whereby citizens and the City government work together to improve neighborhood traffic conditions through NTMP.

NTMP GOALS

The Neighborhood Traffic Management Program has four primary goals:

1. Improve neighborhood livability by reducing the speeds and impact of vehicular traffic on residential streets, while providing for the safe, efficient and economical movement of persons and goods throughout the City.
2. Promote safe and pleasant conditions for residents, pedestrians, bicyclists, and motorists on neighborhood streets, while preserving access for emergency vehicles, buses, and other users.
3. Encourage and promote citizen involvement in all phases of NTMP.
4. Make efficient use of City resources by ranking requested streets according to their NTMP point assignment scores and other factors.

NTMP PROCESS

Since traffic management ~~devices affect~~ all the residents living within the community and in the event of eligibility there will be a need for close coordination with the community, all requests should come from the home owners association (HOA). In the event an HOA does not exist, the request should be made through the City Councilmember for the street.

When the City receives a request for traffic management changes on a particular residential street the City conducts traffic engineering studies to determine the type and severity of traffic problems occurring on the street. With NTMP's point assignment system, requested streets can be evaluated and rated according to their individual point scores, which reflect the prevailing traffic conditions on the given street. It should be noted that NTMP entails only the neighborhood residential streets and does not include arterial and collector type roadways that are in our roadway system classification. These roadways are classified as arterial/collector roadways and typically have a wider (right-of-way) that connects two major routes.

Arterial/collector roadways are exempt from the installation of NTMP's physical devices as they are designed to accommodate higher volumes of traffic at relatively higher speed to handle increased capacity and also to minimize the reduction of emergency response times, especially for large trucks using these roadways.

If a residential street is found eligible ~~for either Level II or III NTMP measures-~~ (according to the NTMP point score and other factors), the required approval of the residents has been obtained (60% petition on street to receive traffic management and on any adjacent street(s) expected to have an increase in cut through traffic), and the necessary funding is available, the City will install the traffic management devices ~~such as speed humps, traffic circles, or diverters in Level II or III-~~ if found feasible. NTMP will also make available traffic diversion measures such as one-way street patterns or turn prohibitions and will include educational measures such as the Speed Awareness Program.

Traffic Management Measures

All City streets qualify for traffic control devices in accordance with the **Manual on Uniform Traffic Control Devices**, the use of which is mandated by State law. This manual, prepared by a national joint committee of municipal, county, and State officials, describes conditions or warrants which should be present prior to the installation of traffic control devices, including the multi-way stop control.

NTMP traffic management measures for residential neighborhoods have been classified in three levels, each progressively more restrictive to motorists using the street. This section describes the measures.

Note that the multi-way stop control, one of the most frequently requested traffic control devices, is not included. The multi-way stop control may be warranted at locations with significant and approximately equal volumes on all approaches, where a correctable accident problem exists that cannot be solved using other means or as an interim measure where a traffic control signal is urgently required. Due to the significant volumes required, a multi-way stop control is seldom warranted within residential neighborhoods. The multi-way stop has been shown to be ineffective in providing the desired state of reasonable and consistent speeds throughout the roadway, is detrimental to air and noise quality due to the number of starts and stops, and can cause safety problems due to the high incidence of noncompliance.

LEVEL I MEASURES (REQUIRED POINTS SCORE = 50 POINTS)

Level I measures are passive in nature and include educational methods ~~and~~ special pavement markings, and signage. For some of these measures to be implemented, neighborhood involvement is required. Residents may also be required to participate in the educational measures.

Speed Awareness Program

The Speed Awareness Program is an educational measure intended to increase motorists' awareness of the speed at which they travel on neighborhood streets and to provide residents a positive outlet to show their concerns regarding speeding in their neighborhood. The program provides a Speed Monitoring Awareness Radar Trailer (SMART), which includes a radar unit, a speed limit sign and a digital speed display board that shows motorists the speed at which they travel. SMART is used during Speed Awareness Day events scheduled and attended by at least 10 members of a participating neighborhood.

The purpose of the Speed Awareness Program is to assist HOAs throughout the City in addressing chronic speeding conditions on specific roadway sections by participating in "Speed Awareness Day" events.



A Speed Awareness Day is a 4 to 6 hour event during which a group of citizens (minimum 10 persons) assembles at a safe location adjacent to the targeted roadway to demonstrate their concern about speeding conditions. Typically, groups draw attention by conveying a positive message to passing motorists (e.g. "Safe at 25 MPH" "No Need to Speed," etc.) through the use of preprinted signs and apparel. It is the sole responsibility of the HOA to plan, schedule, and publicize the event and to provide the necessary signs, T-shirts, etc.

For its role, the City provides and monitors a Speed Monitoring Awareness Radar Trailer (SMART) and provides loaner safety vests for the participants. The City will also request that at least one Bowie Police Officer be present during the event.

Requests for scheduling of Speed Awareness Day events are coordinated through the City's Department of Public Works.

Special Pavement Markings

Special pavement markings involve the installation of shoulder/parking lanes and/or center left turn lanes to narrow the travel path in an effort to better control speeds. These special lanes are used on roadways which are at least 36 feet wide, and they have the greatest benefit on streets where limited on street parking occurs.

Additional striping options may include road center lines or other markings which visually constrict roadway widths.



Special Pavement Markings

Speed Awareness Signage

Speed Awareness Signage includes roadway signage with messages such as 'Children at Play', 'Slow Down', or other messages relevant to the roadway conditions. The signage serves as a visual reminder for motorists to control their speed. The signage is appropriate for residential streets.

Speed Detection Systems

Speed Detection Systems are a variety of devices with radar that detect vehicle speed and can alert speeding motorists with visual alerts, messages, or their travel speed. This education measure may be installed on a temporary or permanent basis and is appropriate for residential streets. Depending on the system, it may collect traffic data as well.

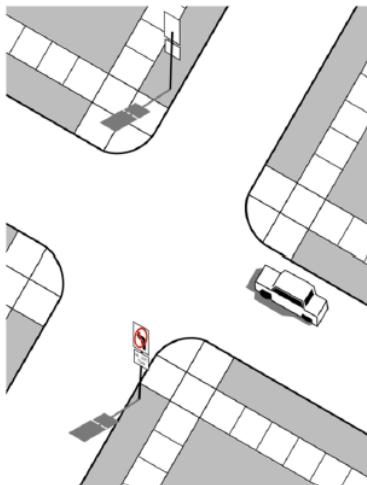
LEVEL II MEASURES

(REQUIRED POINTS SCORE = 60 POINTS)

Level II measures include traffic control devices and physical measures which control access to neighborhoods, change travel patterns, and regulate the flow of traffic through the neighborhood. Prior to implementation of a Level II measure a petition must be signed by the 60% of affected residents.

Turn Prohibitions

Turn prohibitions are used to deter cut through traffic by prohibiting entry into and out of a neighborhood on streets which primarily experience a peak hour through traffic problem. Turn prohibitions should be implemented only after careful study as they may divert traffic to nearby residential streets or to intersections with an existing congestion problem. Turn prohibitions shall not be considered for residential collector streets. Turn prohibitions require police enforcement to be effective.



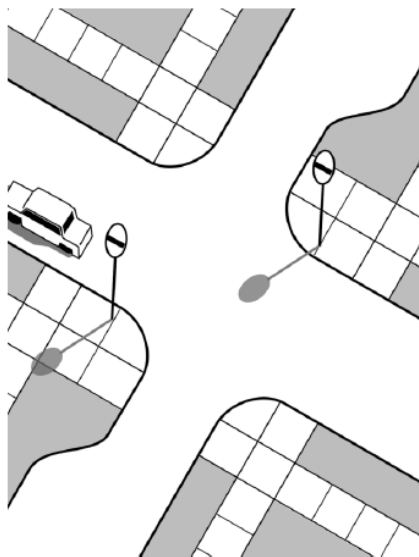
Turn Prohibition/One Way

Chokers

Chokers are the narrowing of streets, either at an intersection or midblock location, to reduce the speed of motorists. The narrowing is usually accomplished by reconstructing the curb line to extend into the street in a "bulb" fashion, but can also be achieved by providing an island in the center of the street (reverse choker). Chokers are similar in appearance to semi-diverters, but two-way traffic is maintained. The primary advantages of chokers are safer pedestrian movements due to a reduction in the distance and time it takes to cross the street, and an improved neighborhood appearance when properly landscaped. Due to the limited effect on travel speeds and volumes when used alone, chokers should only be used in conjunction with other physical measures such as traffic circles or roundabouts.

Semi-Diverters

Semi-diverters are the narrowing of street approaches to intersections. In conjunction with Do Not Enter signs, these devices are used to prevent access into a neighborhood. Semi-diverters are installed to address through traffic problems by modifying traffic patterns in the same manner as one-way streets while still allowing two-way traffic beyond the prohibition. Because of their effect on traffic patterns, semi-diverters should be installed only on streets which have an adequate alternative route to serve diverted traffic. Because they can be easily violated, police enforcement is required to obtain the full benefits of semi-diverters.



Semi-Diverter

Roundabouts

Like traffic circles, roundabouts have a circular raised island in the center of an intersection. In addition, divisional islands are used on some or all of the approaches to prevent traffic from making direct left turn movements in front of

the center island. Roundabouts are large enough for trucks and buses to traverse, and KEEP RIGHT and ONE WAY signs are placed to establish a counter clockwise flow of traffic around the island. Roundabouts are appropriate where traffic circles are desired but the minor street AWDT exceeds 1,000 vehicles per day, and on roadways wider than 36 feet. Roundabouts have YIELD signs on each approach and provide the added benefit of reducing delays to side street traffic by giving equal vehicular right of way. They also reduce intersection related accidents by slowing approaching motorists and eliminating direct left turns.

Traffic Circles

Traffic circles are raised islands placed at four way and T-intersections. Used only on residential streets, circles are intended to reduce the speed of traffic by reducing the street's width and forcing motorists from their normal travel path. The circles are installed in a series and are spaced from 600 to 1,000 feet apart to maintain a reasonable speed throughout the street. Traffic circles offer the neighborhood an opportunity for beautification, as landscaping may be placed within the raised islands. (Prior to installation of circles, the HOA needs to agree to maintain the landscaped area). Traffic circles differ from roundabouts in that motorists turning left at traffic circles are not required to drive around the island placed within the intersection. This type of operation is required due to the difficulty experienced by truck operators in making left turn movements when they are required to drive around the island. Stop signs are retained on the minor street approaches, and the normal right-of-way rules prevail. To limit the number of conflicts within the intersection, it is

recommended that the greater of the minor streets' AWDT be limited to fewer than 1,000 vehicles per day and that the street's width not exceed 36 feet. Traffic circles may be supplemented by other raised traffic islands on a street where unevenly spaced intersections would lead to improperly spaced traffic circles. These islands (which vary in shape) are placed at T-intersections and midblock locations; they cause a lateral (horizontal) shift in traffic, thereby slowing motorists.



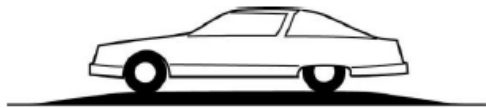
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One-Way Streets

One-way streets are used to deter cut through traffic by changing the traffic pattern in a neighborhood. They should be implemented only after careful study, as they may cause speeding conditions due to the lack of opposing traffic, and they may increase emergency vehicle response times. To be implemented, one-way streets require a convenient parallel roadway and approval by residents of both streets. They should not be implemented on streets wider than 26 feet or when alternative routes are not available.

Speed Humps

Speed humps are raised sections of pavements designed to reduce speeds on residential streets. They may also reduce through traffic volumes where suitable alternative routes are available. Speed humps are not to be confused with speed bumps, humps have a more gradual rise and have not been found to create safety or operational problems. Humps are used in a series and are usually spaced from 600 to 1,000 feet apart. They should not be installed on streets less than 1,500 feet in length or on cul-de-sacs and dead end streets. Speed humps should also not be installed on severe grades or curves or on streets wider than 40 feet. Locations without curb and gutter must be considered carefully as such locations may



FLAT TOP
PROFILE

Flat Top Speed Hump Profile

encourage motorists to use the shoulders to avoid the hump. The type of speed hump currently used by the City is the flat top profile which is designed for use on roads with an Average Weekday Traffic (AWDT) of fewer than 5,000 vehicles. Locations with an AWDT of more than 5,000 vehicles must be studied carefully prior to installation of any feasible device. Flat top humps have been shown to reduce speeds to between 24 and 30 MPH throughout the entire roadway.

LEVEL III MEASURES

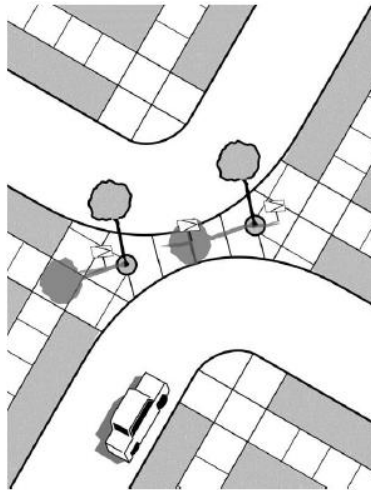
(REQUIRED POINTS SCORE = 80 POINTS)

Level III measures are used solely for the purpose of addressing severe through traffic problems. These measures have the greatest detrimental impact on the residents of the neighborhood and should be considered only after all other measures have been shown to be ineffective.

In addition to requiring a petition (as in Level II), Level III measures require a public hearing to give the general public an opportunity to express their concerns. Due to the severe impact on travel patterns Level III measures should not be considered on residential collector streets.

Diagonal Diverters

Diagonal diverters are raised curbed and landscaped areas placed diagonally at intersections. These devices convert the intersections into two unconnected streets with sharp turns. They are strategically located to prevent direct movements through a neighborhood while still allowing the through movement to occur over a longer distance. The additional time it takes to traverse the neighborhood



Diagonal Diverter

discourages through traffic. Diverters should only be used as part of a system of neighborhood traffic management devices, as individual installations do not benefit the neighborhood as a whole.

Full Closures

Full closures are the most effective, but also the most restrictive neighborhood traffic management devices used to deter through traffic. They involve removing or completely blocking the paved area at a strategic point and constructing turnarounds. Full closures should only be considered when all other traffic management devices have been found to be ineffective in addressing the neighborhood's problem. Full closures should only be considered at locations where a reasonable alternate route exists and where the impacts to the neighborhood and the general traveling public are considered acceptable.



Full Closure Planter

Note: The City reserves the right to implement or install NTMP measures to address critical safety concerns directly attributable to excessive traffic speeds or volumes, even if the generally required citizen support is not received. In addition, once any NTMP physical measure is installed it shall only be removed or modified if it is determined that the measure is the direct cause of a traffic safety problem.

NTMP Point Assignment System

For the purposes of NTMP, a residential street is defined as a City maintained roadway with substantial residential development fronting both sides of the street, and which does not function as a ~~rural or~~ major collector or as an arterial road. The following information is used to develop a numerical score for each requested residential street. Scores are used to rate the requested streets according to their prevailing traffic conditions and to determine which level of NTMP measures is appropriate for the subject street. A high score, available funding, and other factors are used to determine which roadways will proceed to the next NTMP phase which may involve direct community participation in educational measures such as the Speed Awareness Program or obtaining the required community approval for the installation of ~~such~~ Level II or III measures.

ROAD CATEGORIES

The initial step in determining a requested street's point score is to identify the road category in which the street falls. NTMP recognizes three categories of residential streets:

- **Secondary residential**
A 26 foot wide (or narrower) local access street.
- **Primary residential**
A 36 to 52 foot wide street which functions as a main access point to a neighborhood or as a through road, but does not directly connect two major roads.
- **Residential collector**
A 36 to 52 foot wide street which directly connects two major roads. This type of street serves a significant volume of commuter traffic.

Given the wide variety of roadways throughout the City, many of which are constructed to nonstandard designs and which have unique functions some streets for which measures are requested may not comfortably fall into any of the above categories. However, it is expected that through the use of sound traffic engineering judgment, each street will be fitted into the category to which it is most closely related or the desirable AWDT volume for that street will be modified as required.

POINT SYSTEM CRITERIA

Once a requested street has been categorized, a point system using eight criteria is used to determine the street's score.

1. Traffic volume

Points are assigned according to the street's category and the desirable AWDT for that category. The desirable AWDT is based on the road's width function, and the type of traffic which it should handle considering the overall local roadway network. Points are assigned according to how much greater (by percentage) the current AWDT volume on the requested street is than the desirable AWDT volume for the road category into which it falls (see the Neighborhood Traffic Management Program Point Assignment Work Sheet for details about the traffic volume and other criteria).

30 points maximum score

2. Speed

Points are assigned according to how many miles per hour the measured 85th percentile speed on the requested street is over the posted speed limit. The 85th percentile speed indicates that 85 percent of vehicles on a particular street are traveling at this speed or below, as measured by a spot speed study. The 85th percentile speed is a nationally recognized standard.

35 points maximum score

3. Traffic accidents

Points are assigned based on the street's accident rate (accidents per million vehicle miles) for the three most recent years for which accident data is available. Adjustment factors of 2 and 1.5 are used, respectively, for converting accident rates into score points for secondary and primary residential streets. Additional points are given if there is a record of pedestrian or fatal accidents.

30 points maximum score

4. Elementary school or playground on the street

Ten (10) points are assigned to a street on which an elementary school or a playground is located.

10 points maximum score

5. Major pedestrian generators

Five (5) points are assigned to a street which has one or more major pedestrian generators within one quarter mile of the street. Major pedestrian generators include schools, libraries, parks, playgrounds, and stores.

5 points maximum score

6. Sidewalk

Points are assigned according to how much (by percentage) of the street does not have sidewalk. The points are calculated by multiplying the percentage of the street without sidewalk by 10. For example 80% (without sidewalk) x 10 = 8 points.

10 points maximum score

7. Limited sight distance

Five (5) points are assigned to a street with uncorrectable and extensive sight distance limitations due to such conditions as vertical or horizontal curves.

5 points maximum score

8. Cut Through Traffic

Ten (10) points are assigned to a street on which a majority of the current AWDT volume is comprised of nonlocal (cut through) traffic. It is expected that nonlocal motorists (typically commuters) may not be as sensitive to a neighborhood's safety needs as the neighborhood's residents. In addition, nonlocal motorists may be less receptive to neighborhood sponsored educational measures such as the Speed Awareness Program.

10 points maximum score

NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM POINT ASSIGNMENT WORKSHEET

STREET NAME _____

FROM _____ TO _____

STAFF _____ DATE _____

1) **VOLUME (Average Weekday Traffic)** _____ **POINTS** _____
(MAXIMUM 30 points)

ROAD CATEGORY	DESIRABLE AVERAGE WEEKDAY TRAFFIC (vehicles per day)	DESIRABLE PEAK HOUR VOLUME	CURRENT	AVERAGE WEEKDAY TRAFFIC (vehicles per day)		
		If exceeded (10 Points)	(10 Points)	(20 Points)	(30 Points)	
Secondary Residential	600	100 vph	600 - 750	751 - 900	>900	
Primary Residential	2,000	200 vph	2,000 - 2,500	2,501 - 3,000	>3,000	
Residential Collector	3,000	300 vph	3,000 - 3,750	3,751 - 4,500	>4,500	

Secondary Residential -- 26' (or narrower) local access road.

Primary Residential -- 36' to 52' primary residential road which may function as a through road but does not directly connect two major roads.

Residential Collector -- 36' to 52' through road which directly connects two major roads.

2) **85TH PERCENTILE SPEED** _____ **POINTS** _____
POSTED SPEED LIMIT _____ (MAXIMUM 35 points)

	MILES PER HOUR (MPH) OVER POSTED SPEED LIMIT			
TYPE OF STREET	<6MPH	6-10 MPH	11-15 MPH	>15MPH
Secondary Residential	5	15 points	25 points	35 points
Primary Residential	5	15 points	25 points	35 points
Residential Collector	5	15 points	25 points	35 points

TOTAL POINTS SHEET 1 _____

STREET NAME _____ DATE _____

3) ACCIDENT RATE _____ X 2.0 (Secondary Road) = Points _____

X 1.5 (Primary Road) = Points _____

Plus add (Pedestrian = 5 pts., Fatal = 10 pts.) = Points _____

Accident rate = $\frac{\# \text{ accidents}}{1095 \times \text{AVPD} \times \text{road length}} \times 1,000,000$

Total Points _____
(MAXIMUM 30 points)

4) ELEMENTARY SCHOOL OR PLAYGROUND ON ROADWAY Points _____
(YES = 10 Points)

5) MAJOR PEDESTRIAN GENERATORS Points _____
(YES = 5 Points)

Schools, libraries, parks, playgrounds,
stores, etc. within ¼ mile radius of subject road

6) SIDEWALK Points _____
(MAXIMUM 10 Points)

% of roadway without sidewalk on at least one side multiplied by 10
Example 80% x 10 = 8 pts.

7) LIMITED SIGHT DISTANCE Points _____
(YES = 5 Points)

(Uncorrectable and extensive sight distance conditions due
to vertical or horizontal curve)

8) CUT THROUGH TRAFFIC Points _____
(YES = 10 Points)

SHEET 1 TOTAL POINTS _____

SHEET 2 TOTAL POINTS _____

TOTAL SCORE: POINTS _____

The Neighborhood Traffic Management Process

TRAFFIC MANAGEMENT REQUESTS AND CITY RESPONSE

Requests for neighborhood traffic management must be made by the Home Owners Association or through the ~~if~~ elected council representative for the street.

When a request is received, the City will conduct a traffic study of the requested street in order to obtain traffic volume, speed, and accident information. In addition, information on pedestrian safety and the street's physical conditions will be gathered. The City will review this information and assign points to the studied street as described in the preceding section, NTMP's Point Assignment System. A new study will not be completed if there was a study completed within the previous three years.

According to the street's point score and the study's overall findings, the staff will recommend the appropriate level of NTMP measures to address the street's prevailing conditions (A minimum score of 50, 60, or 80 points is required for a street to be eligible for Level I, II, or III, respectively).

Once the street is found to be eligible for either Level II or III of NTMP measures, further review will be made to determine if the street's physical conditions (horizontal curvature grade, drainage, etc.) will allow the safe installation of physical traffic management devices and to ensure that emergency vehicle and bus access will be preserved on the studied street. Also to be assessed at this point is the probability that the installation of traffic management devices on a particular street may divert traffic onto other residential streets. If a significant volume of traffic is expected to be diverted onto other streets, those streets will be identified and evaluated for possible installation of traffic management devices.

If a street is found not to be eligible for any level of NTMP measures, the staff will always review such a street to ensure that all of the appropriate traffic control devices are in place in accordance with the **Manual on Uniform Traffic Control Devices**. Streets not meeting the required criteria can still obtain ~~the a Level I~~ NTMP device if ~~90~~51% of the home owners on the affected street ~~and 60% on all the side streets~~ agree in writing to the NTMP device.

It should be noted that the Level II or III NTMP approval process also requires input from the Police and Fire Departments in terms of their impact on emergency response time in the serving area. The representatives from these agencies are invited in the community meeting, organized by the HOA, to provide their input on how the possible measures will impact the community. This is to ensure that the community makes an informed decision about emergency services in their respective area before sending the petition to the Department of Public Works. The City reserves the right not to proceed with the installations if there are negative impacts expressed by the Police and Fire Departments.

CITY'S RESPONSE TO REQUESTOR AND NEIGHBORHOOD MEETING

The HOA or the Councilmember's ~~office~~ will be informed in writing of the study's results and the staff's recommendations. If the requested street is eligible for NTMP measures the

requester will be informed regarding the next step in the process, which involves scheduling a meeting between the neighborhood residents and City staff. At this meeting, details about the Level I various NTMP educational measures ~~(such as the Speed Awareness Program)~~ or the installation of the Level II or III physical traffic management ~~devices (traffic circles, speed humps, etc.)~~ or the implementation of traffic diversion measures ~~(one-way street patterns, turn prohibitions, etc.)~~ will be discussed. The required neighborhood approval process (by agreement, petition, and/or public hearing) for the selected measure will also be discussed.

IMPLEMENTATION OF APPROVED NTMP MEASURES

When the City receives the required neighborhood agreement to participate in educational measures or the required approval for ~~either the traffic management devices or traffic diversion plans~~ measures, it will proceed as follows:

1. For ~~Level I educational~~ measures, schedule and coordinate ~~Speed Awareness Days~~ program or installation.
2. For traffic diversion measures, install the appropriate traffic control devices ~~(signs)~~ to establish one-way streets or turn prohibitions.
3. For the installation of physical traffic management devices, place the eligible street on a candidate list for installation, which will be prioritized according to each street's point score the initial date of request for the street available funding, schedule of resurfacing of that particular street, and other factors.
4. After any of the described measures have been installed, the City will monitor the project street and the residents' input to determine the effectiveness of the utilized measures and their impact on the surrounding road network.