



# City of Bowie

## Memorandum

Thursday, April 2, 2026  
Daniel J. Mears, Acting City Manager

### STATUS REPORT

1. Privatizing Economic Development

Last week, an economic development consultant, Mr. Frank R. Nero, visited the City and met individually with City Council members and business leaders as part of the work he is doing on contract with the City of Bowie on the feasibility of creating a private economic development corporation to lead many of the city's strategic economic development efforts.

Mr. Nero will deliver an independent study that evaluates the feasibility and optimal structure of creating a private economic development organization for the City of Bowie, supported by stakeholder engagement and comparative analysis of similar models. The consultant will develop and present governance options, organizational structure, a first-year budget, and a staffing plan, along with strategies for funding, public messaging, and implementation. The final product will be a comprehensive report and presentation to City leadership that outlines how such an entity could be formed, funded, and operated, and provides a recommended path forward for establishing and launching the organization.

2. City Sponsored Youth Job Fair

On Saturday, March 21, 2026, Youth Services, in partnership with the City Gymnasium, hosted the annual Youth Job Fair at the City Gymnasium. The event brought together 29 employers and more than 200 youth participants, providing valuable opportunities for workforce engagement. Attendees had access to career coaching and resume assistance throughout the event, helping to better prepare them for employment opportunities. Feedback from both employers and job seekers was overwhelmingly positive, reflecting the event's continued success in connecting local youth with potential employers and supporting early career development.

3. Whitemarsh Park Turf Replacement

The synthetic turf replacement project is nearing completion. G-MAX safety testing was conducted last week and the field passed all requirements for impact attenuation. The field was opened for community use this past weekend. Staff is coordinating with the contractor to finalize punch-list items, including the replacement of two sets of goals, at no additional cost to the City.

4. Bowie Ice Arena - Event & Programming Highlights

Last Thursday's Winter Olympic Fun Fair on Ice attracted nearly 80 new participants and resulted in eight new registrations for April lessons and summer camps. The monthly STEM Club and Skating Fun program was again sold out. Due to sustained demand, staff plan to expand offerings this summer and fall.

The final session on April 24 is already full. Summer camp registration opened March 2 and is progressing at a record pace, with limited spots remaining in full-day camps.

5. MDOT SHA Targeted Improvements - MD 197/Rockledge Segment  
To address safety and traffic flow concerns on MD 197 between Rockledge Drive and Rockledge Elementary School, a recent traffic study done by MDOT State Highway Administration has led to a targeted improvement plan scheduled for Summer 2026. The study determined that while some segments require restriction, the existing Two-Way Left-Turn Lane (TWLTL) between Rockledge Drive and the Bowie Golf Club must remain to prevent traffic from "spilling back" into through-lanes during high-volume events at the future Bowie Ice Arena. To stop motorists from dangerously using the turn lanes as through-lanes, flex posts will be installed south of Rockledge Drive and near the elementary school. These posts will strategically eliminate illegal "lane jumping" and head-on risks without obstructing residential driveways or school access, ensuring a safer, more predictable flow for both local and mainline traffic.

6. Force Main Inspection & Rehabilitation (Pump Station (PS) #2 Belair Drive & Pump Station (PS) #3 Longridge)  
Force mains are pressurized sewer pipes that transport wastewater from pump stations to treatment facilities or gravity sewer systems. Unlike gravity sewers, force mains operate under constant pressure, making them particularly vulnerable to internal corrosion, tuberculation, and deterioration over time. Failures in force mains can result in raw sewage spills, environmental contamination, costly emergency repairs, and disruptions to sewer service for residents and businesses. Proactive inspection and rehabilitation of these critical assets are essential to maintaining the integrity of the City's sewer system, protecting public health, and ensuring regulatory compliance.

On November 26, 2025, EBA was selected to inspect, evaluate, and draft a report of findings for two force mains. Their scope includes preparing primary design documents, recommending rehabilitation solutions, and providing cost estimates.

The consultant has completed inspections of PS#2 – Belair Drive Force Main and PS#3 – Longridge Force Main. Both are cast iron pipes, and inspections revealed heavy tuberculation, similar to conditions found in the city's water mains. Tuberculation, caused by the buildup of iron deposits along the interior pipe walls, reduces flow capacity and accelerates structural deterioration, increasing the risk of pipe failure if left unaddressed.

As of March 24, 2026, plans have been set up, including proposed lining access pits for both force mains. The consultant is currently reviewing the air release valve and blow-off locations. The project is expected to be complete by June 30, 2026.

7. Water Discoloration (Kenilworth Section and Affected Areas) - Proactive Communication Plan  
The City is actively addressing ongoing water discoloration concerns in the Kenilworth Section and surrounding areas, caused by sediment disturbance from main breaks, valve replacements, the Tulip Grove section fire, and routine

flushing. While not a health risk, the City recognizes the impact on residents and is taking concrete steps to reduce occurrences and improve communications.

The Department of Public Works is implementing two new operational measures: restricting contractor hydrant use to authorized locations, times, and flow rates to minimize sediment disturbance, and extending the post-work flushing protocol to ensure lines are clear before water is restored to residents.

To strengthen communications, the City will issue advance notices before scheduled flushing, provide real-time updates during unplanned disruptions, and publish water system updates on the City website and social media.

**8. LED Streetlight Fixture Upgrades**

The following installations have been completed:

Northview Drive (49), Mt. Oak Road (21), Princeton Square/London Lane (9), Tall Oaks Crossing on Pin Oak Pkwy (29), Allen Pond Parking Lot (33), Old Chapel Estates (13), Old Chapel (14), Fairview (32), Huntington Crest (50), Bowie Station (7), Old Town Bowie (6), Collington Station (32), Blacksox Park (9), and Belair Greens (23), for a total of 327 fixtures installed to date.

The following areas remain to be completed by the end of the fiscal year: Victoria Heights (17), Idlewild (44), Nottingham Drive (24), and Peach Preserve (5), totaling 90 fixtures. All budgeted funds are expected to be exhausted by June 30, 2026.

**9. Bowie Economic Development Incentive Fund (BEDIF)**

The City Council established the Bowie Economic Development Incentive Fund in 2011. The fund has provided the framework and guidance for the use of incentives to attract and retain businesses. In the current (FY2026) adopted budget the City Council appropriated \$100,000 that could be used for retail incentives. A copy of the approved BEDIF is attached.

**10. Stakeholder Meeting Outcome – Pin Oak Parkway to Mount Oak Road Trail Connection**

On Wednesday April 1, the City along with M-NCPPC staff, held a stakeholder meeting to present the updated feasibility study and preferred alignment for the trail connection between Pin Oak Parkway and Mount Oak Road. The primary goal was to provide residents with insight into the refined project scope and to gather feedback on the proposed route. In previous project phases, residents expressed concerns regarding the trail's potential intrusiveness on private property. Recognizing these concerns, the project team re-evaluated the original concepts. The current proposal features a more amicable alternative alignment that prioritizes existing public rights-of-way and utilizes the "Preferred Trail Route" identified in the feasibility displays. This refined path includes a combination of tinted shoulders and strategic crossings of the Collington Branch and the railroad to minimize proximity to private residences while maintaining the necessary north-south connectivity. Approximately 22 residents and stakeholders attended the meeting. The overall sentiment was positive, with a clear majority of attendees voicing support for the alternative trail alignment. Residents noted that the revised route felt more respectful of the residential context while still achieving the goal of closing a critical gap in the Bowie Byway. During the Q&A portion of the meeting, attendees inquired whether the trail project would involve a broader expansion or capacity improvement of Mount Oak Road. It was

clarified that the focus remains on multimodal safety and traffic calming (such as the proposed splitter islands and optical speed bars) rather than increasing vehicle lane capacity. There were several questions regarding the feasibility and impact of installing lighting along the trail segments. Questions were raised concerning how the project will be phased and budgeted in future City fiscal cycles and a breakdown of the specific steps of construction and the anticipated duration of the build-out. Overall, the meeting successfully fulfilled its objective of providing transparency and fostering a dialogue between the City and the community. Next steps include working with project partners for funding to complete design and implementation.

**11. Earth Month with Green Bowie**

April 22 marks the 56th anniversary of Earth Day, but every day is Earth Day for Planning & Sustainability staff. Work continues year-round to improve the environment through stream cleanups, native plantings, reducing greenhouse gas emissions, and more. Celebrate Earth Month by exploring events and finding simple ways to make a positive impact in the community and at home. Check out the [Green Bowie calendar of events](#) to get involved with April, or [sign up for a volunteer shift](#).

**12. Information Technology – Penetration Testing**

As part of an FY26 budget objective, the Information Technology Department just wrapped up a full week of both internal and external penetration testing in partnership with a third-party vendor. This comprehensive process will soon provide us with a detailed written report, outlining any issues identified and ranking them by priority. With this valuable information, our IT team will be able to focus on resolving the most critical vulnerabilities first. Ultimately, these insights will strengthen our network's security and help us safeguard our systems against future risks.

**13. Retirement Planning Seminar for City Employees Recap**

On March 25, the HR Staff presented a Retirement Planning Seminar for City employees. Account Representative Daisy Jones, and Financial Planner Jeffery Brown of Mission Square Retirement gave presentations about best use of retirement products available to staff through Mission Square, as well as planning and information about social security planning. Attorney Natalie Peroutka of the Byrd & Byrd Law Firm presented information about Estate Planning, while Gloria Gaddy, Outreach Specialist at our Senior Center, provided an entertaining and informative presentation about post-retirement work and life options. Approximately 50 in-person and online employees attended the seminar.

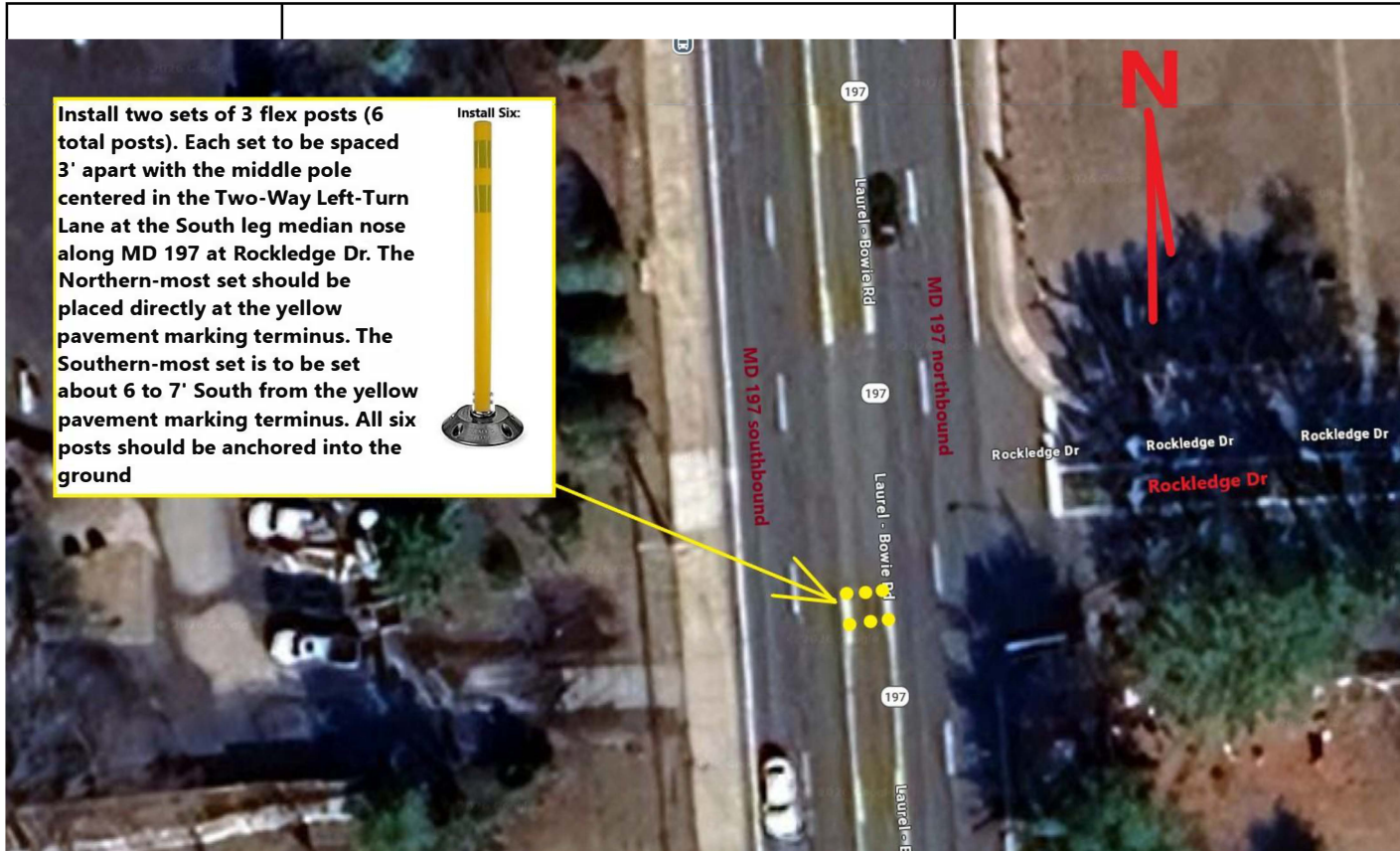
**14. Special City Election - April 7, 2026**

The election of the City's next Mayor will take place on Tuesday, April 7, 2026. Polls are open from 7:00 AM to 8:00 PM. Polling locations can be found on this link: <https://www.cityofbowie.org/895/Polling-Places-Neighborhoods-by-District>.

The City does **not** offer early voting at City Hall. Individuals who are unable to vote on Election Day may apply for an **absentee ballot**.

Absentee ballot requests must be submitted by **April 6, 2026**. Completed absentee ballots must be returned by **April 7, 2026, by 8:00 p.m. (close of polls)** to be counted.

For additional information and to request an absentee ballot, please visit:  
<https://www.cityofbowie.org/236/Absentee-Voting---City-Elections>



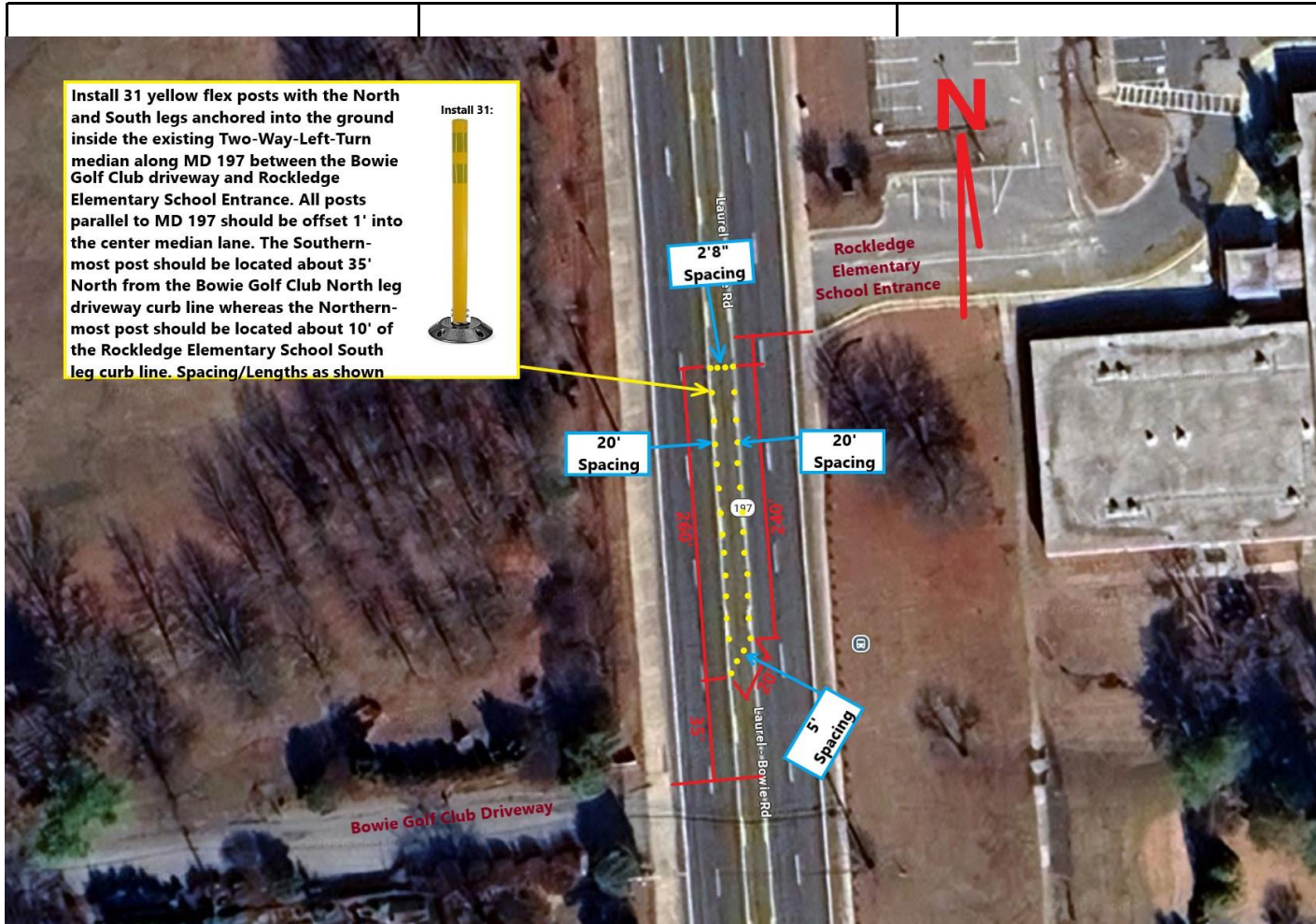
Install two sets of 3 flex posts (6 total posts). Each set to be spaced 3' apart with the middle pole centered in the Two-Way Left-Turn Lane at the South leg median nose along MD 197 at Rockledge Dr. The Northern-most set should be placed directly at the yellow pavement marking terminus. The Southern-most set is to be set about 6 to 7' South from the yellow pavement marking terminus. All six posts should be anchored into the ground



Install two sets of three yellow flex posts on the South leg of MD 197 at Rockledge Dr. Posts should be spaced 3' apart in each set. The two sets should be spaced a total of 6' apart beginning at the South leg median nose where the yellow pavement markings end. Both sets should be centered in the existing Two-Way-Left-Turn-Lane.



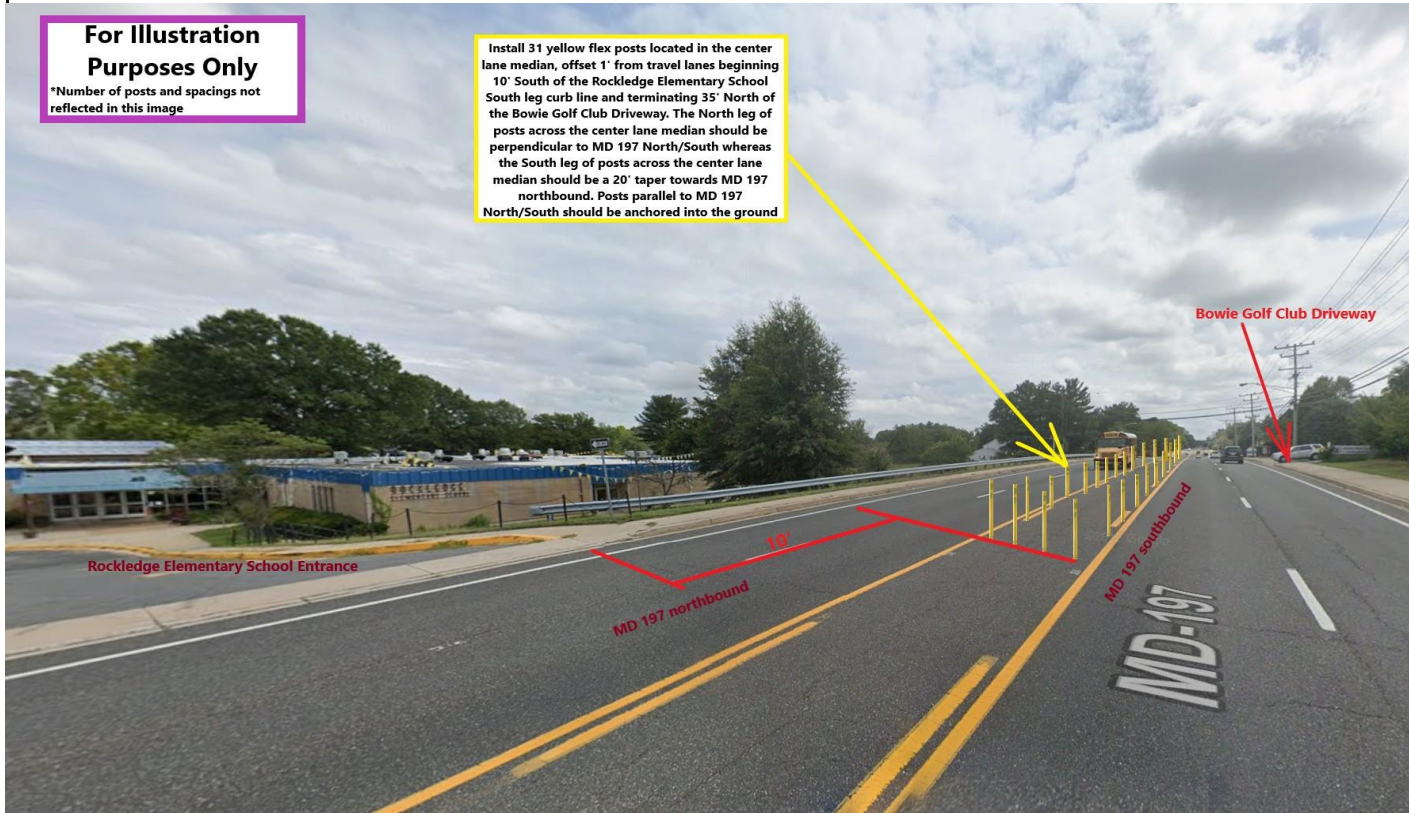
Install 31 yellow flex posts with the North and South legs anchored into the ground inside the existing Two-Way-Left-Turn median along MD 197 between the Bowie Golf Club driveway and Rockledge Elementary School Entrance. All posts parallel to MD 197 should be offset 1' into the center median lane. The Southern-most post should be located about 35' North from the Bowie Golf Club North leg driveway curb line whereas the Northern-most post should be located about 10' of the Rockledge Elementary School South leg curb line. Spacing/Lengths as shown



**For Illustration Purposes Only**

\*Number of posts and spacings not reflected in this image

Install 31 yellow flex posts located in the center lane median, offset 1' from travel lanes beginning 10' South of the Rockledge Elementary School South leg curb line and terminating 35' North of the Bowie Golf Club Driveway. The North leg of posts across the center lane median should be perpendicular to MD 197 North/South whereas the South leg of posts across the center lane median should be a 20' taper towards MD 197 northbound. Posts parallel to MD 197 North/South should be anchored into the ground



# **THE BOWIE ECONOMIC DEVELOPMENT INCENTIVE FUND**

## **I. PURPOSE AND OBJECTIVE OF THE FUND**

- A. The Bowie Economic Development Incentive Fund (“BEDIF” or the “Fund”) is established to aid in the retention and growth of private employers and the commercial tax base in the City of Bowie.
- B. The City proactively seeks State and County business incentives to support business growth, retention, and attraction and a fund needs to be created from which the necessary matching funds that are required of the City to obtain these other incentives can be rapidly provided.
- C. The Fund may be used for loans, conditional loans, or grants.

## **II. DEFINITIONS**

- A. Private Employer – a for-profit or nonprofit corporation or firm that is not owned, primarily funded or controlled by a governmental agency, including a lessor or supplier of real or personal property or service to a government agency.
- B. Conditional Loan – in the context of this Fund, a monetary incentive provided by the City upon the recipient’s agreement in writing to specific performance criteria that, when met, transform the loan to an outright grant.

## **III. ELIGIBILITY AND PRIORITY**

The following entities, in the following order of priority, will be eligible to apply for loans or grants from the Fund:

1. Any private employer employing 100 or more employees at a location within the City, corporate headquarters, high-technology companies, private employers which will generate high spin-off effects for the public investment, and other businesses in the City located in specific areas that may be from time to time designated for revitalization.
2. Any private employer (including nonprofit) that is located within the corporate limits of the City that plans to substantially expand or retain operations in the City.
3. Any private employer that relocates to the City.

## **IV. FUND USE CRITERIA**

- A. The Fund is to be used to provide the required match for business incentives and economic development grants offered by Prince George’s County, State and Federal agencies, or other sources. The Fund may serve as the inducement necessary for the other agency’s incentives and grants to be used.

B. The City Manager shall allocate money from the Fund only upon the authorization of the City Council.

C. Consideration will be given to:

- 1). Assistance that will improve the City's economy and advance the City's economic development objectives and strategies
- 2). Assistance that brings significant employment growth either by creating new jobs, expanding on existing operations, or by retaining jobs at an existing operation
- 3). Assistance that causes significant investment by private employers that over time will provide significant revenues to the City
- 4). Private employers that are knowledge-based or have high value added products in expanding markets
- 5). Private employers that either help reverse or prevent commercial deterioration
- 6). Private employers that are renovating structures that will generate directly new revenues for the City
- 7). Private employers where the retention or attraction of jobs would not be likely to happen without the assistance from the Fund
- 8). Private employers where the City's assistance will enhance the comprehensive and competitiveness of the overall financial package and complements County and State financial incentives
- 9). Private employers whose activities, products, research or service enhance the quality of life for City residents or, if appropriate, have demonstrated a record of good corporate citizenship

## **V. INCENTIVE FUND USE PROCEDURES**

A. The Fund will consist of monies appropriated by City Council action; all repayments (interest and principal) on any loan from the Fund; all interest earned on monies in the Fund; and, all funds received from other public or private sources that are earmarked for the Fund.

B. The City Manager will make recommendations to the City Council regarding the use of this Fund. Such discussion may occur in closed session as permitted by law.

C. An analysis as described in paragraph VI below will be completed for all awards.

D. For each loan or grant made from the Fund there will be an appropriate agreement with the recipient, requiring the recipient to meet certain performance criteria specified in the offer of assistance, and including a repayment agreement, unless the City Manager describes why repayment of assistance is not required and the City Council approves. Performance requirements may include one or more of these:

- 1). Proof of an executed lease for a term at least as long as that contained in the loan or grant agreement.
- 2). Proof of a specific dollar amount of investment at the location
- 3). Achievement or maintenance of a specific minimum number of full time employees at the location
- 4). Hiring of a specific number of additional employees within a given time frame
- 5). Remaining open and fully operational at the location for the duration of the MOU

E. No monies from the Fund shall be disbursed without the approval of the City Council.

## **VI. STAFF ANALYSIS GUIDELINES**

A. One or more conditions listed in Section IV above must be identified.

B. One or more of these objective criteria may also be included in the analysis:

- 1). Demonstration that the project would not move forward without public incentives
- 2). Ability to leverage Federal, State, and County financial support and incentive programs
- 3). Economic Impact (job creation and/or retention; broadening of the tax base)
- 4). Incentives others are offering.
- 5). Tax credits that may be available.

## **VII. FUND MANAGEMENT**

A. The Fund may be managed internally by the City, or the City may use an external fund manager.

1). If an external fund manager is used, a negotiated management fee may be paid to the Fund manager to cover costs associated with managing the Fund.

B. Funds may be disbursed in the form of a loan, loan guarantee, or conditional loan convertible to a grant. A written agreement is necessary before any fund disbursement. The written agreement can be a multi-party agreement such as one signed by State, County, City, and the private employer; or, it can be a stand alone agreement between the City and the private employer.

C. In the event that all of the performance criteria established for a transaction are met over the term of the agreement, all outstanding deferred principal and accrued interest would be forgiven at the end of the agreement term.

D. In the event any of the performance criteria established for a transaction are not met, any loan, loan guarantee, or conditional loan will be repayable subject to terms and conditions set in an agreement with the private employer. Repayment conditions will be specified in any agreement.

E. The City must receive from any external Fund manager:

1). quarterly reports on the status of the Fund, due to the City of Bowie by October 15, January 15, April 15, and July 15 of each year; and

2). an audited annual report due to the City of Bowie by November 15 of each year, on the status and use of the Fund. The reports and audits may be in the form of reports and audits prepared for other participants in any funding arrangement such as the Maryland Economic Development Assistance Authority and Fund (MEDAAF) or the Prince George's County Incentive Leverage Fund (ILF)



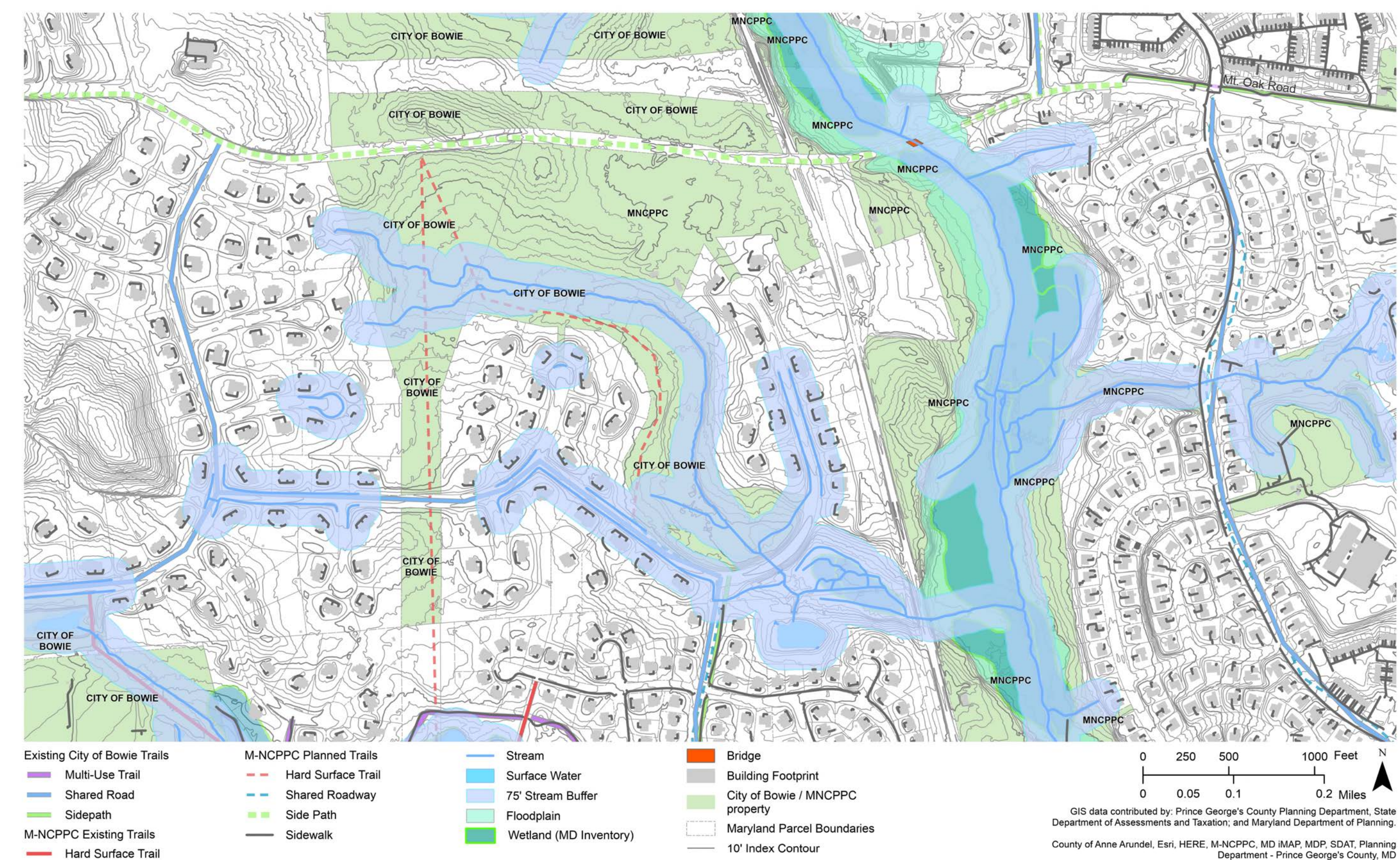
# Pin Oak Parkway to Mount Oak Road Trail Connection

## PURPOSE

- Evaluate the feasibility and identify a preferred route for the Bowie Byway between Pin Oak Parkway and Mount Oak Road.
- Evaluate the best crossings for the railroad, Collington Branch and Mt. Oak Road to connect to the existing side path along Nottinghill Dr. and an existing side path on the north side of Mount Oak Dr. (east of Nottinghill).
- Develop traffic calming concepts on Mt. Oak Road to increase safety for road crossings and side paths along Mt. Oak Road.

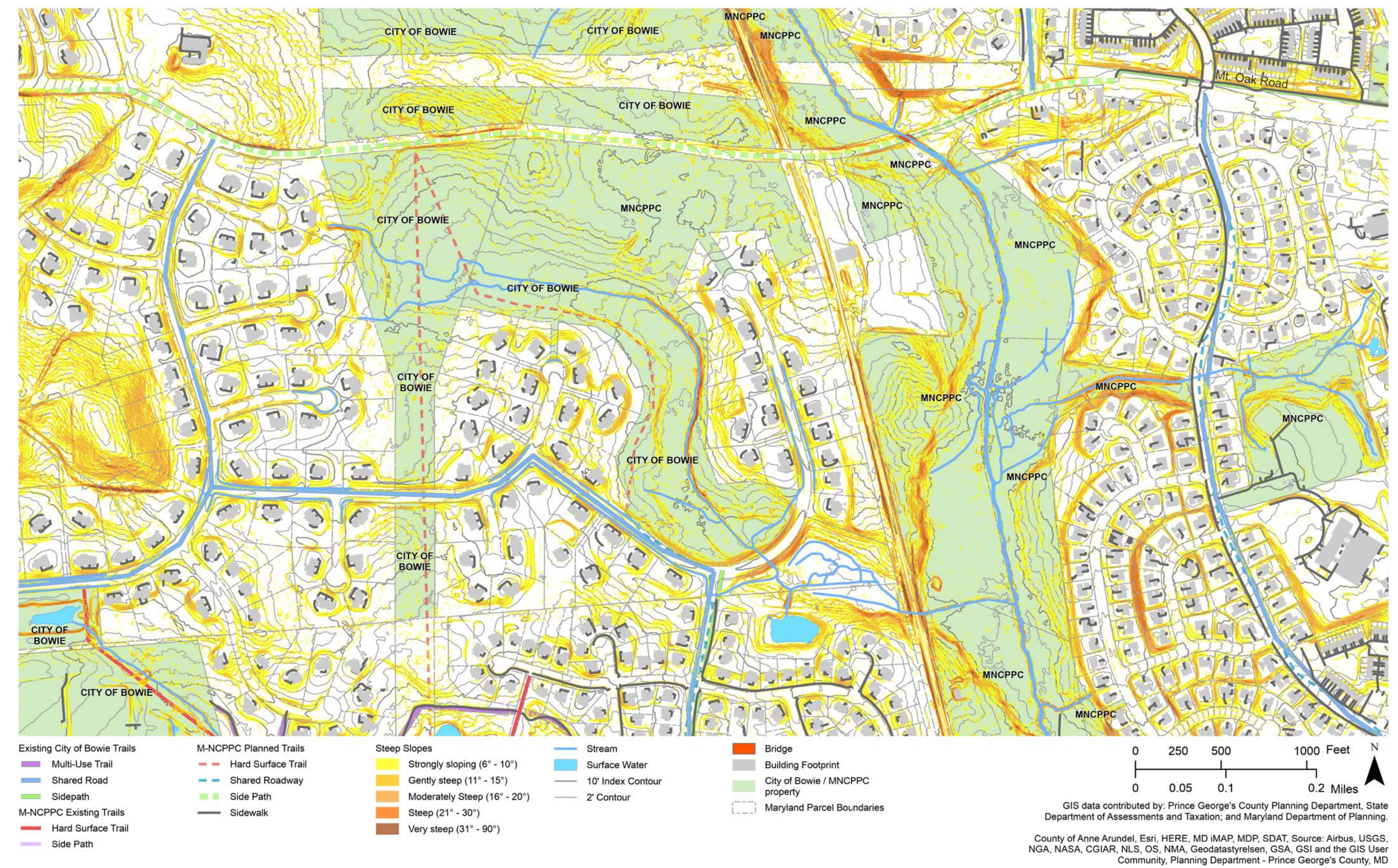
## Existing Conditions

### Wet Soils, Wetlands and Flood Prone Areas



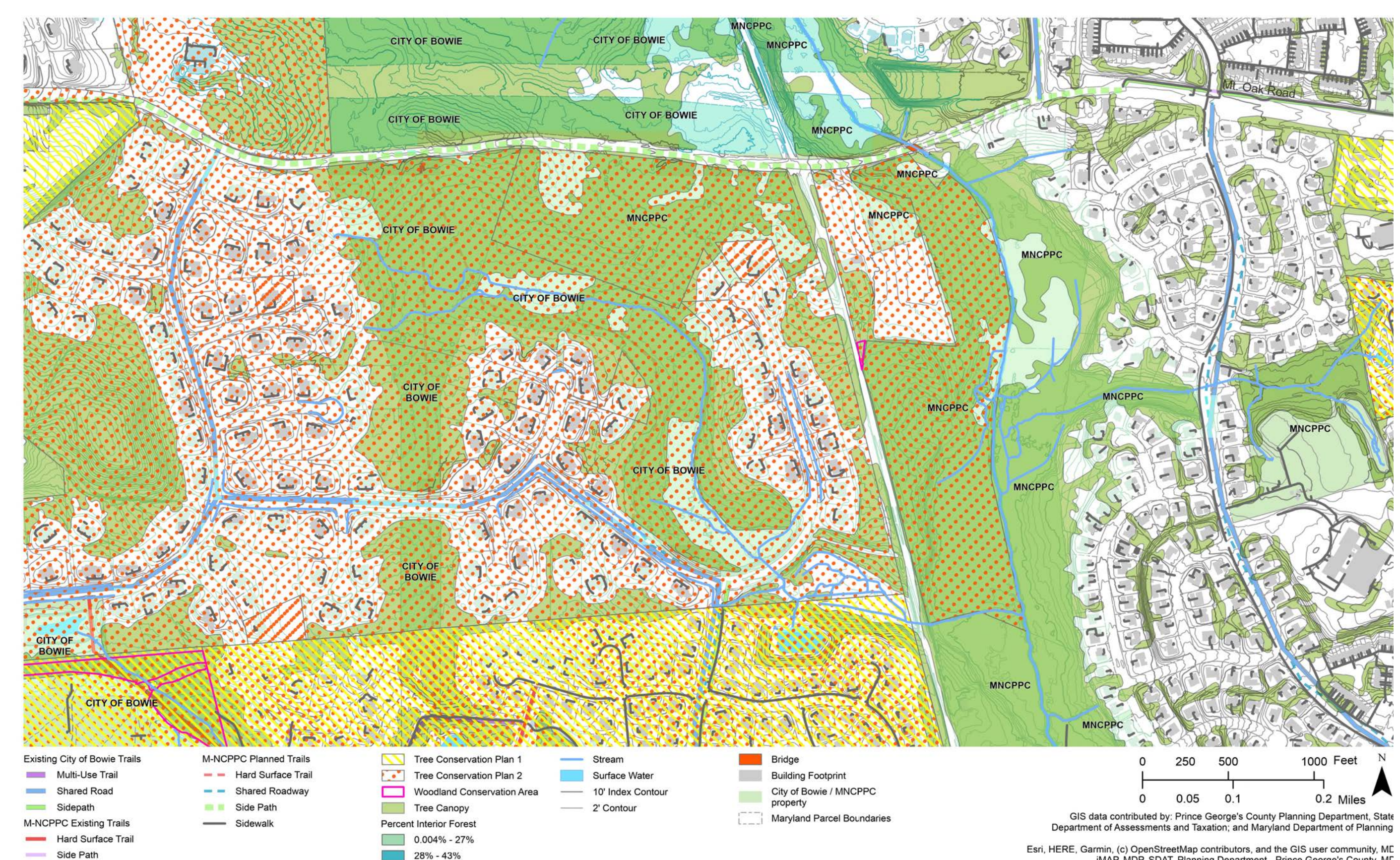
- The bottomland areas associated with the Collington Branch tributary contain pockets of potential wetlands (as mapped on the Maryland Wetland Inventory) or associated with hydric soils.
- Seventy-five-foot stream buffers are shown in a light blue tone.

### Slope and Terrain

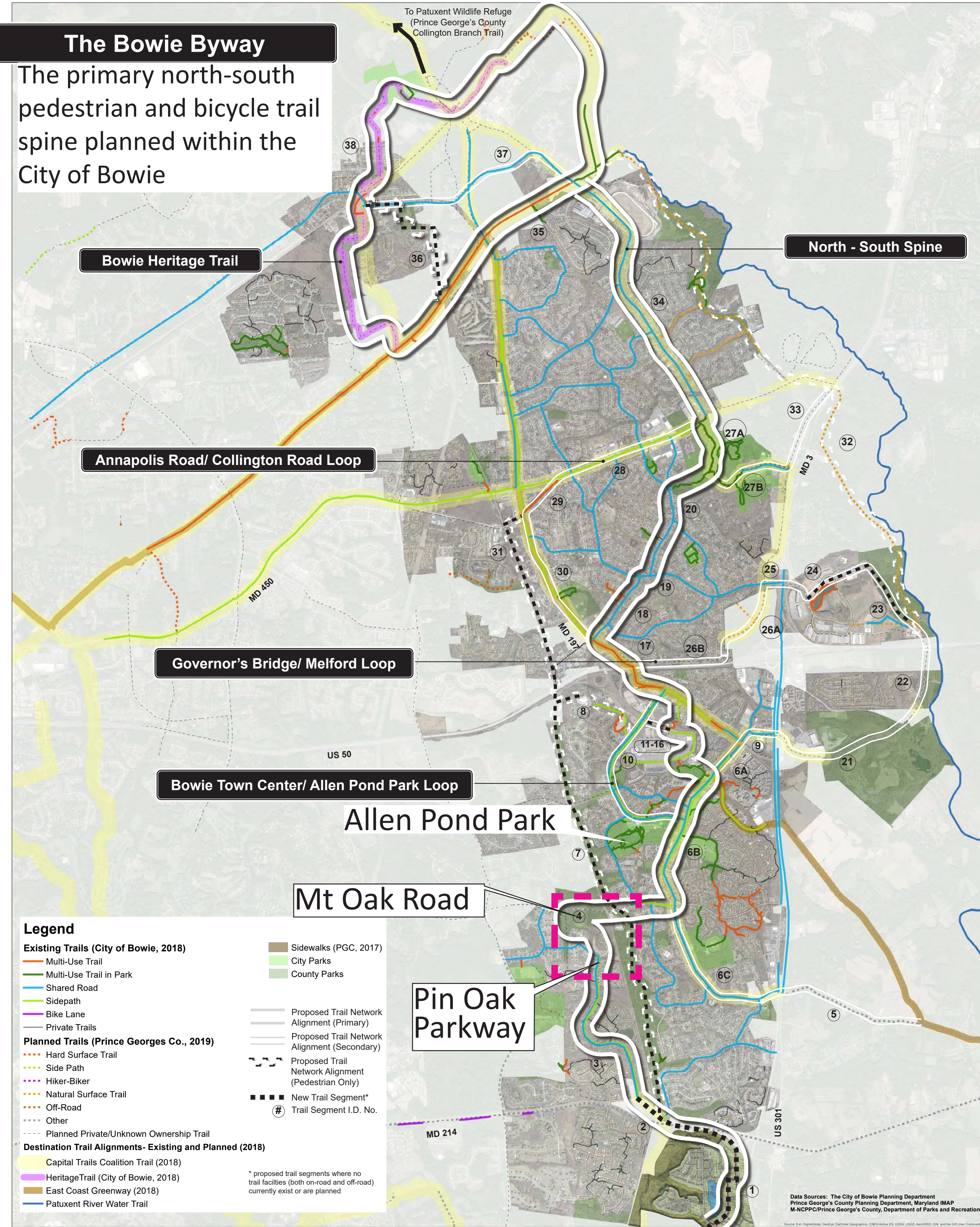


- A side hill trail can be built paralleling the Collington Branch tributary.
- Most of the site consists of gently sloping areas, with some small pockets of steeper slopes (<10%).

### Woodland



- The existing tree canopy north of Mt. Oak Road has greater potential for serving as habitat for forest interior dwelling species (FIDS).
- Field work was undertaken to identify an alignment that minimizes impact to existing mature trees and tree canopy.

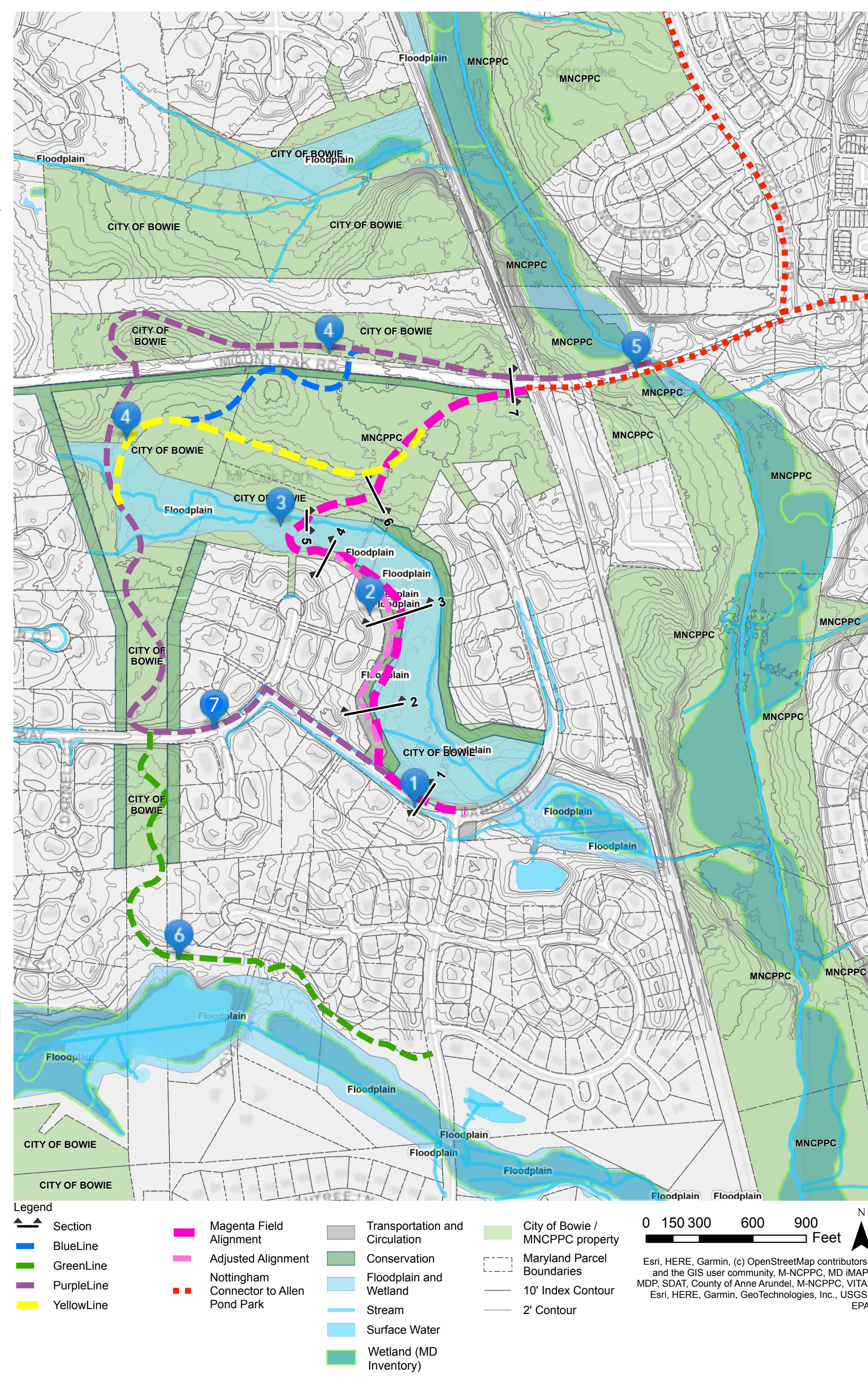


Update of City of Bowie Trails Master Plan PROPOSED TRAIL NETWORK

## FEASIBILITY ISSUES

The following feasibility issues (number list refers to map numbers) are factors that were used to evaluate alternative trails (dashed lines):

1. **Dahlia Drive** – behind the guardrail or on the road side of the guardrail?
2. **Behind Dolphin Way** – there is an existing transportation (trail) easement (gray tone) behind homes. A field checked alignment is shown.
3. **Crossing the Collington Branch Tributary** – where is the best place to cross?
4. **Mount Oak Road** – where is the best place to cross? (2 options)
5. **Mount Oak Road** – which side of the road is best for crossing the railroad and the bridge over Collington Branch and extending eastward to Nottinghill Drive?
6. **Ashleigh HOA Trail** - an alternative route to connect to City and M-NCPCC property?
7. **Alternatively** can the path run along both Dahlia Drive and Dolphin Way to its intersection with City property?



## Neighborhoods

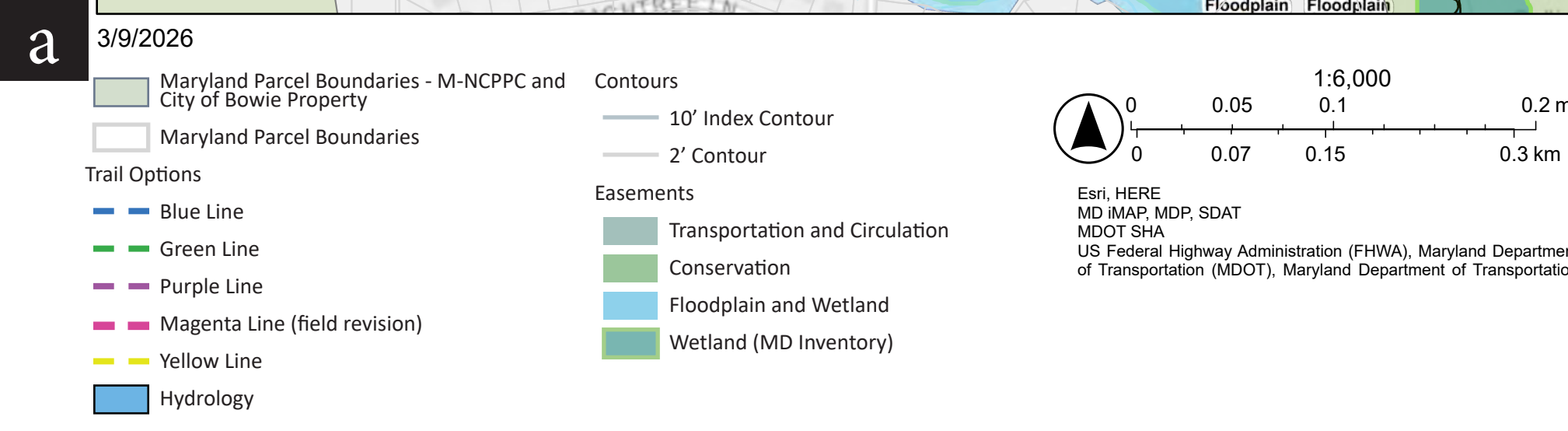
- The primary route alternatives are in the Woodmere Estates neighborhood.
- Portions of the Purple Route are within the Ashleigh neighborhood.
- The Green Route option would utilize the existing HOA path and a vacant parcel within Ashleigh to connect to Mt. Oak Park.



# 2 Alternatives Considered

Segment #	Length (LF)	Description	Watercourse Crossings	Other structures	Road Crossing
1	375	Dahlia Road widening and pavement reallocation			
2	2550	Paved shared use path through wooded City and M-NCPPC property	Small Bridge over tributary to Collington Branch	Low boardwalk across wetlands	
3	1770	Paved shared use path on south side of Mt. Oak Road (min. separation from roadway is 5')	Limited space on existing bridge over Collington Branch (south side)	<4' height retaining wall required for 50' approaching Nottingham Dr.	Railroad (south side of Mt. Oak) + Crossing Mt. Oak Road at Nottingham Dr.
4		Shared roadway + new sidewalk along Dahlia Drive and Dolphin Way			Crossing Dolphin Way from Dahlia Drive
5		Paved shared use path in City property (narrow section)	Culvert req'd.		
6		Paved shared use path in City property to Mt. Oak Road crossing #1	Culvert req'd.		Crossing Mt. Oak Road (mid-block RRFB required)
7		Paved shared use path on north side of Mt. Oak Road (min. separation from roadway is 5')	Limited space on existing bridge over Collington Branch (north side)		Railroad crossing (north side of Mt. Oak)
8	540	Paved shared use path from segment 5 to either segment 9 (yellow) or segment 10 (blue)	Culvert req'd.		
9	1180	Paved shared use path from Segment 8 to Segment 3 (magenta)			
10	1005	Paved shared use path to Mt. Oak Road crossing			Crossing Mt. Oak Road (mid-block RRFB required)
11	1305	Widen existing 6' asphalt path in Ashleigh HOA to 10'			
12	1225	Paved shared use path over HOA property (545 LF) and City property (through the narrow sections)			Crossing Dolphin Way

Two primary alternatives, with three options, were identified for further analysis to determine the most suitable and feasible alignment for the path route:



Numbers correspond with design issues and segment descriptions, left

**Magenta Route: the shortest and most direct connection utilizing:**

- Segment 1 – cycle track on Dahlia
- Segment 2 – City of Bowie and M-NCPPC property
- Segment 3 – using the south side of Mt. Oak Rd. to cross the CSX rail line and the Collington Branch
- Crossing Mt. Oak Road at the Nottingham Drive intersection (red dashed line)

**Purple Route: longer route utilizing:**

- Segment 1 – cycle track on Dahlia
- Segment 4 – side path and bicycle lane on Dahlia Drive and Dolphin Way connecting to the western side of City property
- Segment 5 – crossing the tributary of Collington Branch in the upper reaches of its catchment area
- Segment 6 – use the western crossing Mt. Oak Drive and continuing on the north side
- Segment 7 – cross the CSX rail line and Collington Branch on the north side of Mt. Oak Drive connecting to Nottingham Drive's side path directly from public land

**Three Purple Route options:**

**Green Route:**

- Segment 11 – widened Ashleigh HOA path
- Segment 12 – connect through HOA property to the Purple Route

**Yellow Route:**

- Segments 8 and 9 – cross City and M-NCPPC property and connect to the south side of Mt. Oak Road (Segment 3)

**Blue Route:**

- Segment 10 – cross Mt. Oak Road at the central location (to Segment 7)

## DESIGN ISSUES

**1** **1** **1** Pin Oak Parkway at Dahlia Drive

- City of Bowie designated bike route (on-street) with an existing 5-foot sidewalk/side path located on the east side approaching Dahlia Dr.
- In both alternatives and all options, the sidewalk will need to be extended from its terminus on Pin Oak to a crosswalk to the north side of Dahlia Drive.
- Enhanced (buffered) bicycle lanes are recommended in the 2019 Trails Master Plan for path segments without on-street parking needs. Where on-street parking is retained a transition from the buffered bicycle lane to shared roadway can be accommodated (**b**).

**1** **1** **4** Dahlia Drive

- Both alternatives would need to address the guardrail and embankment (falling away to the north) on Dahlia Drive to accommodate a separated shared use pathway (**c**).
- Dahlia Drive has crowned pavement (28-feet wide) with open drainage (swales and culverts on the south side and sheet flow on the north side toward the City of Bowie property). There is enough existing pavement to create striped 5-foot minimum bike lanes and 10-foot travel lanes throughout.
- However, a wider shared use path or two-way cycle track would be safer and provide a better experience.

**5** **8** Dolphin Way

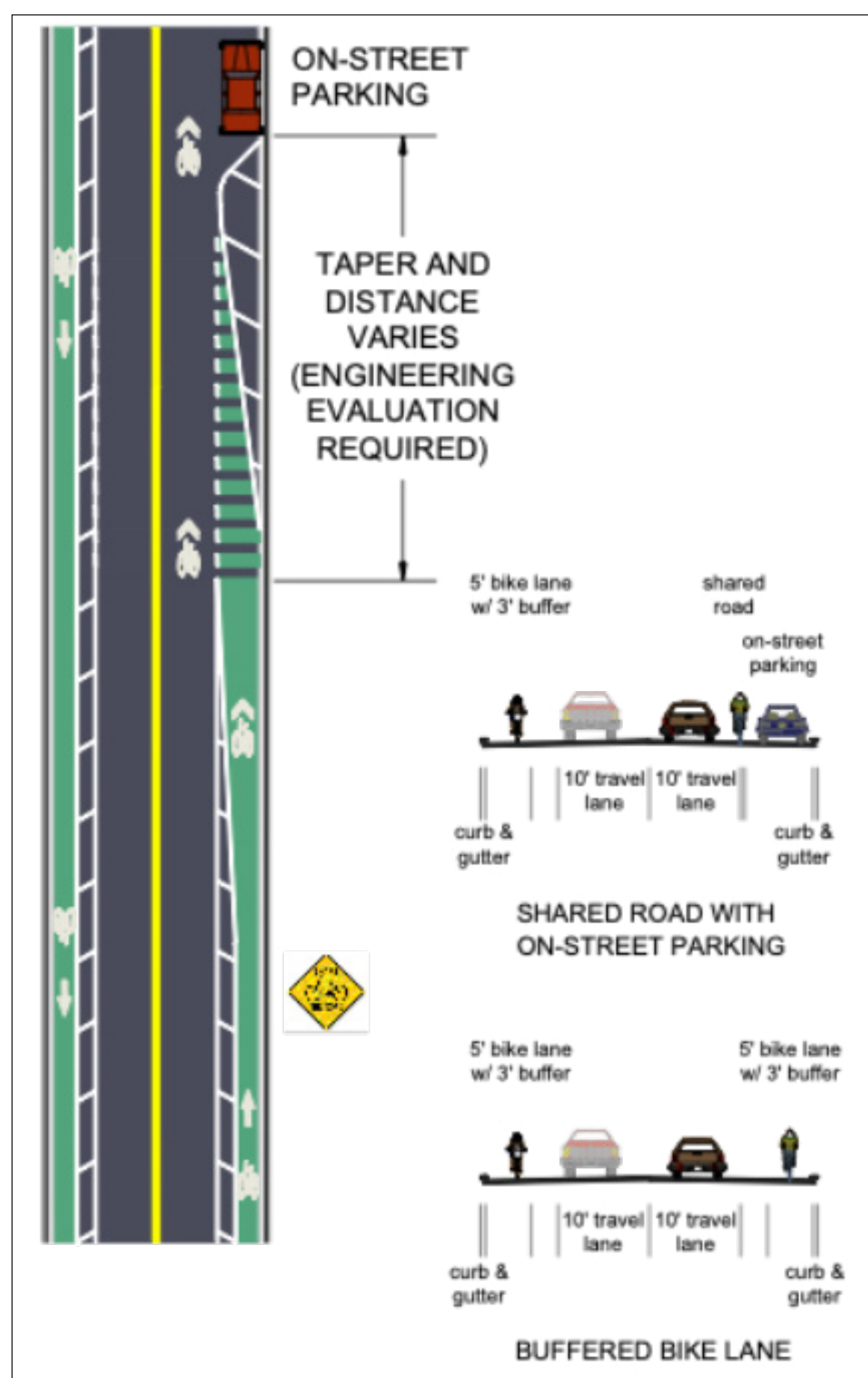
The Purple Route would continue westward on Dolphin Way until it intersects with City property. The crowned pavement width on Dolphin Way widens to 32' with ditches on both sides, providing enough space for striped bicycle lanes. Access to City property would need to cross the ditch on the northern side (**d**).

**2** **5** **6** **7** **8** City of Bowie Municipal Properties

The most direct route between Dahlia Drive and Mt. Oak Road is the Magenta Route, which traverses City of Bowie properties on the south side of the tributary to Collington Branch. Field work identified a topographic break to ensure that the path can be built above flood prone elevations. Water levels are controlled at a stormwater management structure at Dahlia Drive (**e**).

**3** **9** **10** Mt. Oak Park (managed by M-NCPPC)

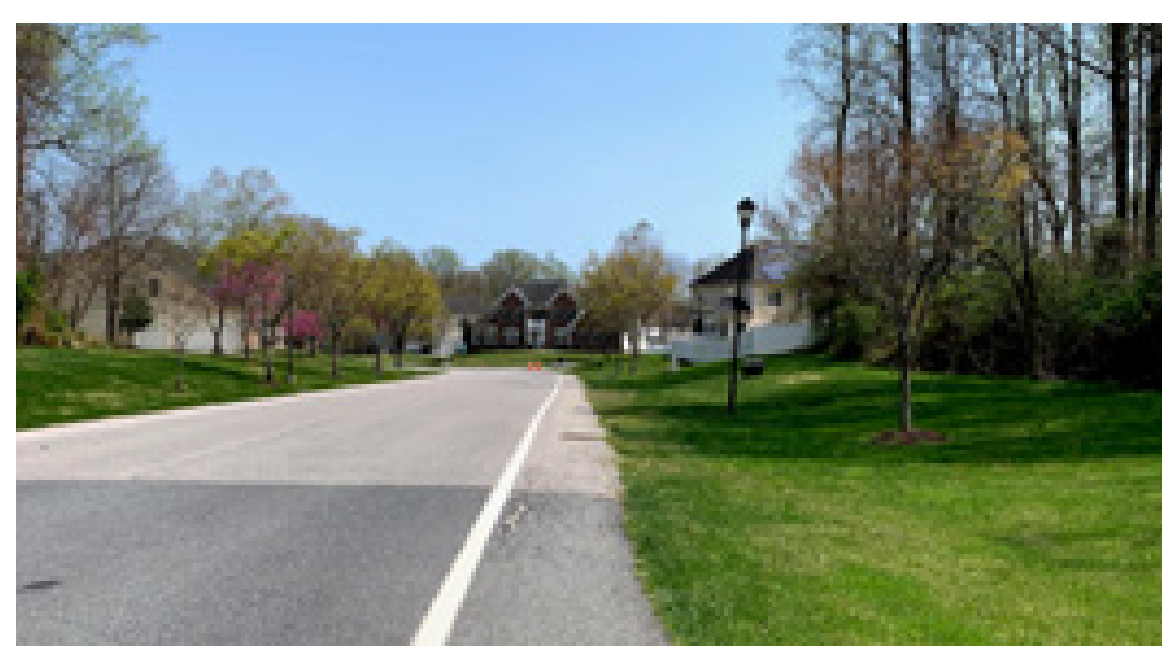
Mt. Oak Park, currently undeveloped, was formerly used for agricultural purposes, leaving behind remnant farm roads and barn structures (**f**). The remnant farm roads lead to a former bridge site that remains the most suitable location for a path crossing of the tributary to Collington Branch (**g**).



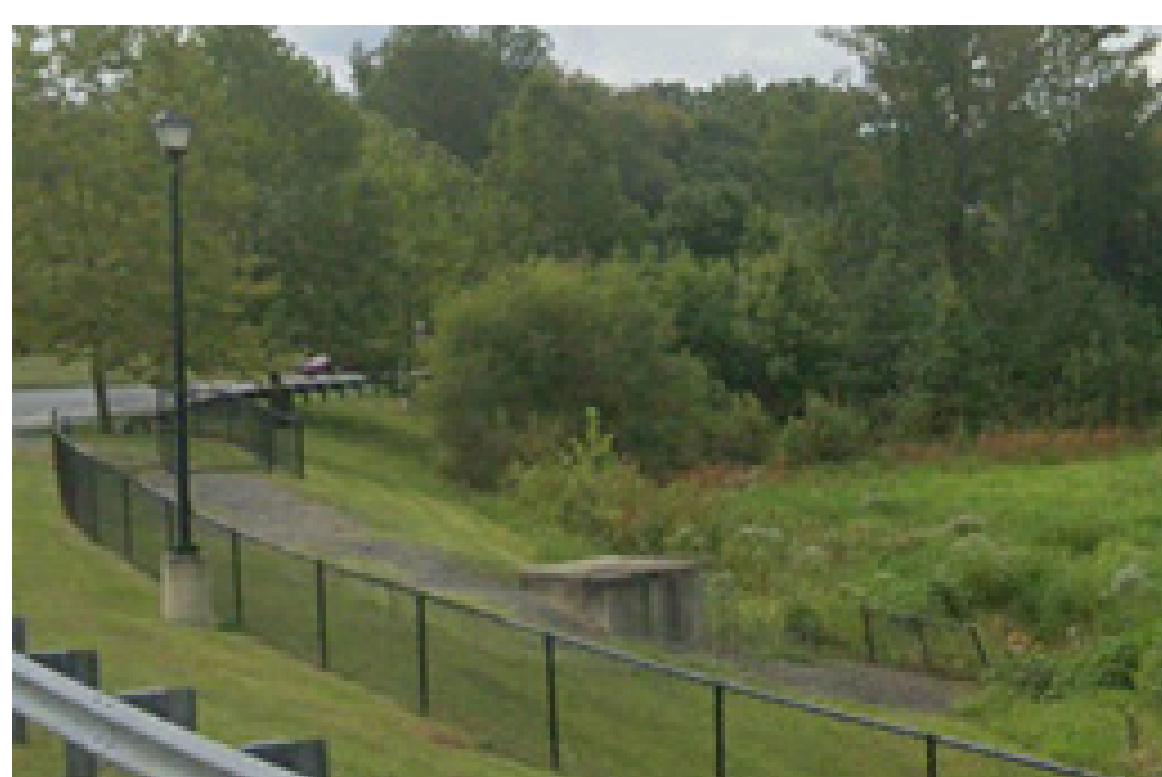
**b** Detail from Trails Master Plan illustrating transition from buffered bicycle lanes to shared roadway.



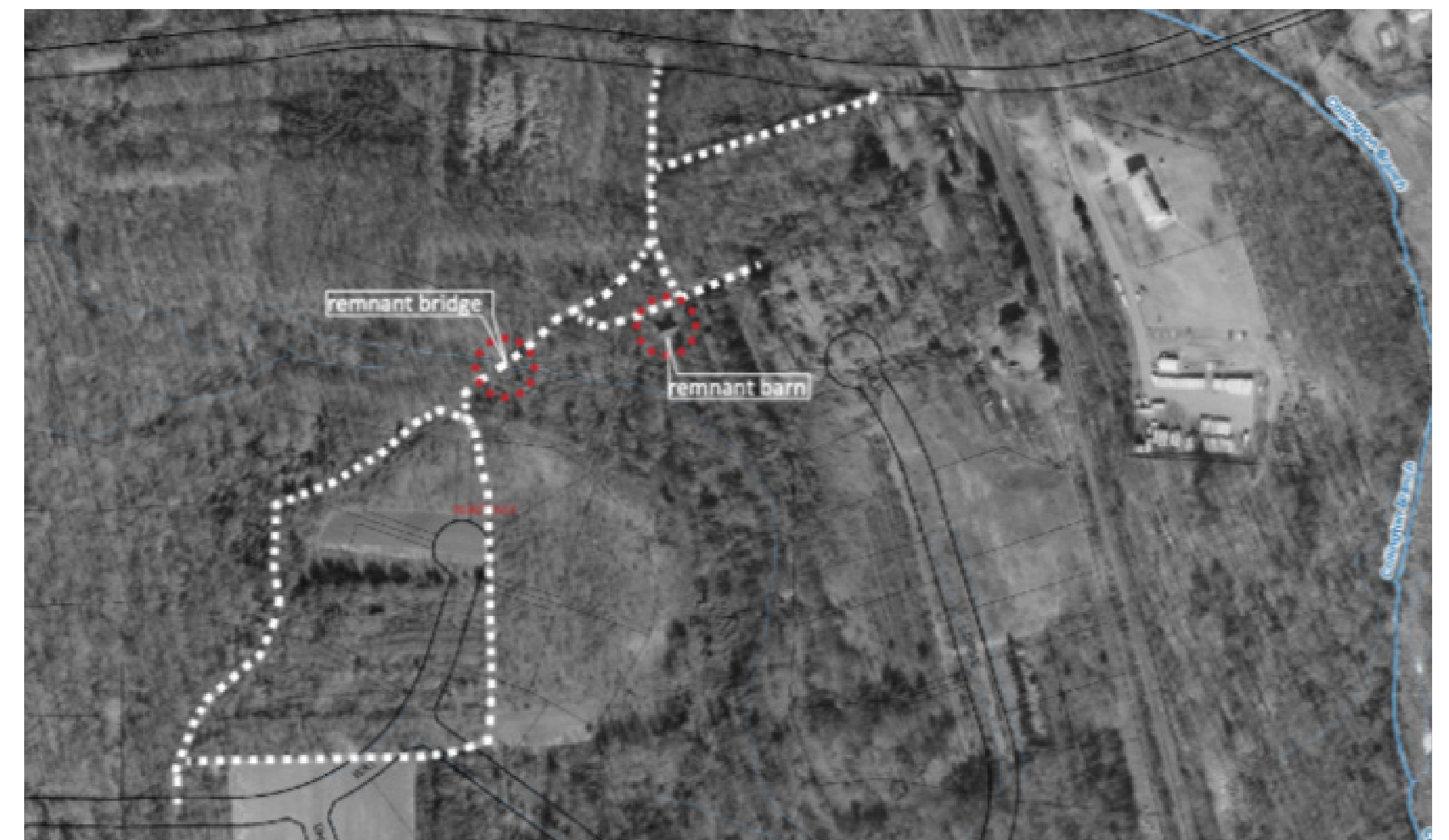
**c** Existing guardrail looking west along Dahlia Drive. (Source: Google Earth)



**d** Access to Segment 5 from City of Bowie property along Dolphin Way requires crossing the ditch.



**e** Water level control for SWM facility on City property.



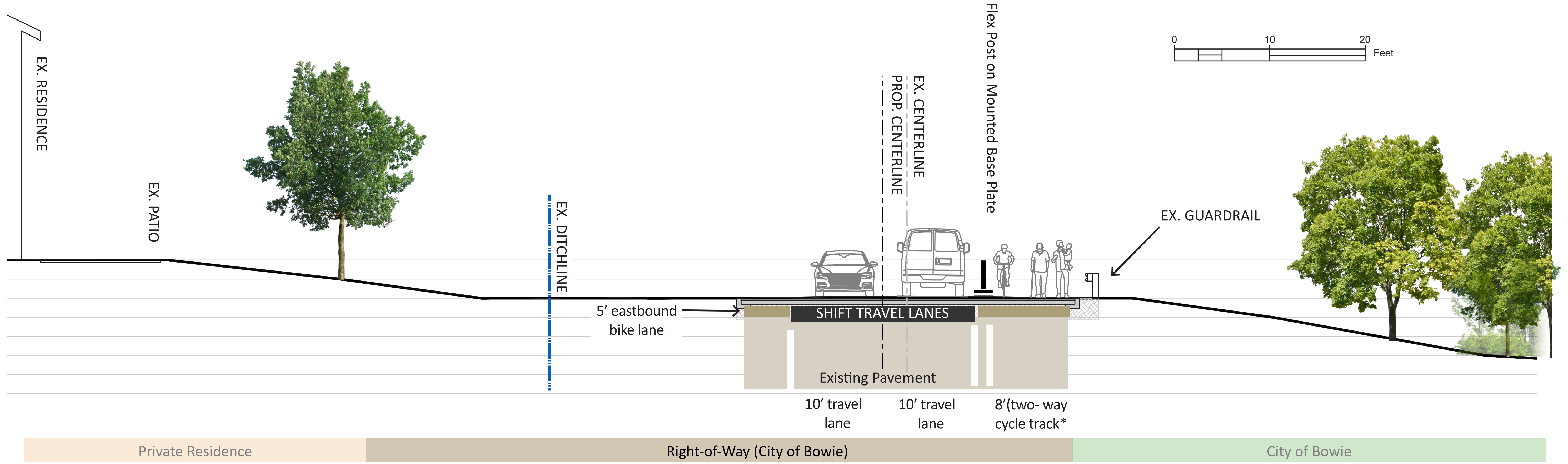
**f** 1977 aerial image of project area with former farm roads highlighted by a white dashed line, superimposed with current subdivision roads and parcels (black solid lines). (Source: PG Atlas)



**g** Railroad rails salvaged for former bridge crossing (left) and remnant barn or possibly a corn crib (right).

# 3 Design Concept (Sections 1 and 2)

## Section 1: DAHLIA DRIVE



Private Residence Right-of-Way (City of Bowie) City of Bowie  
 \* ALTERNATE: Use advisory lane markings to delineate bike/ped use of shoulders



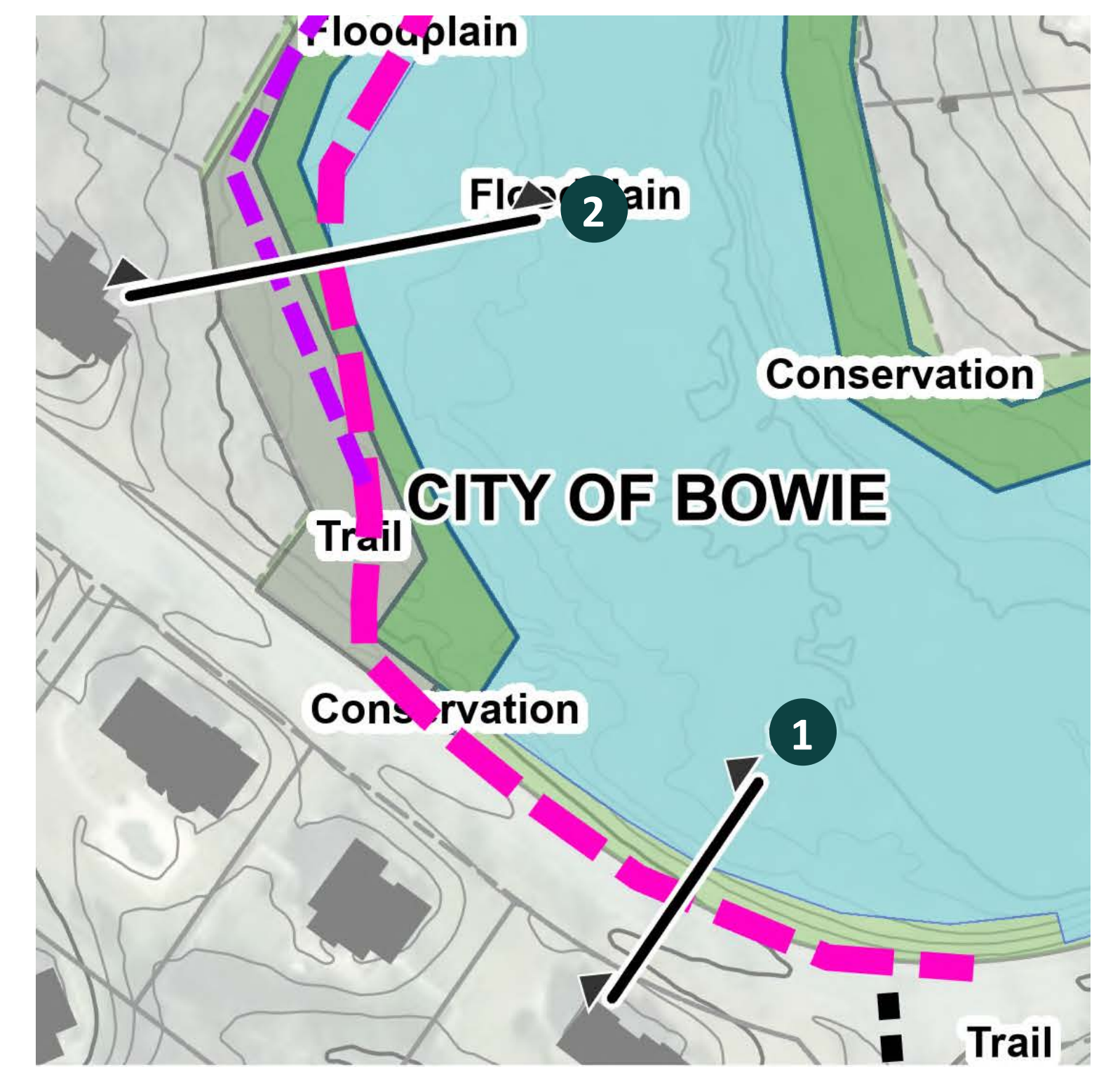
Advisory Shoulder FHWA Rural Design Guide\_pg2-23



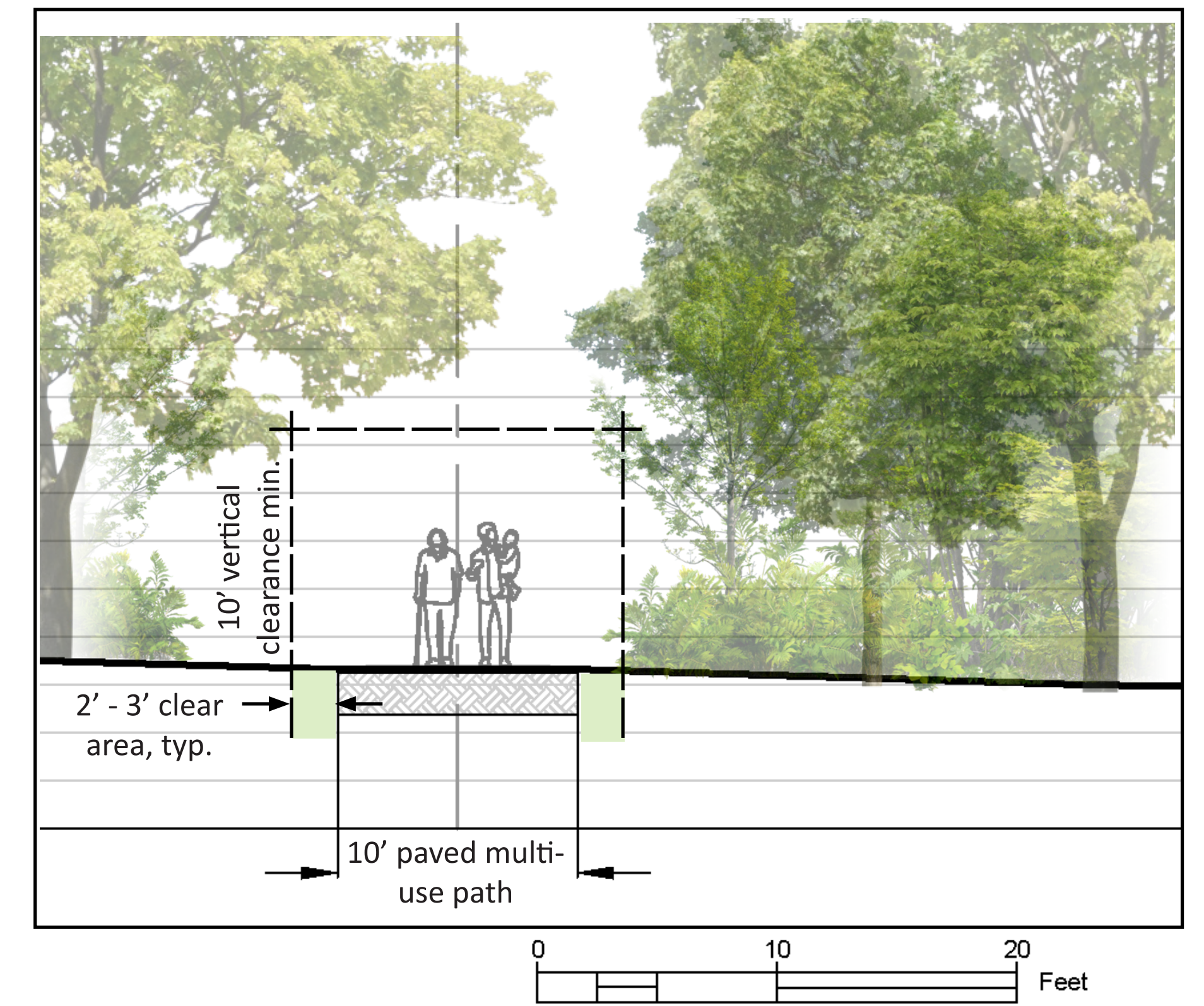
Looking East



Looking West



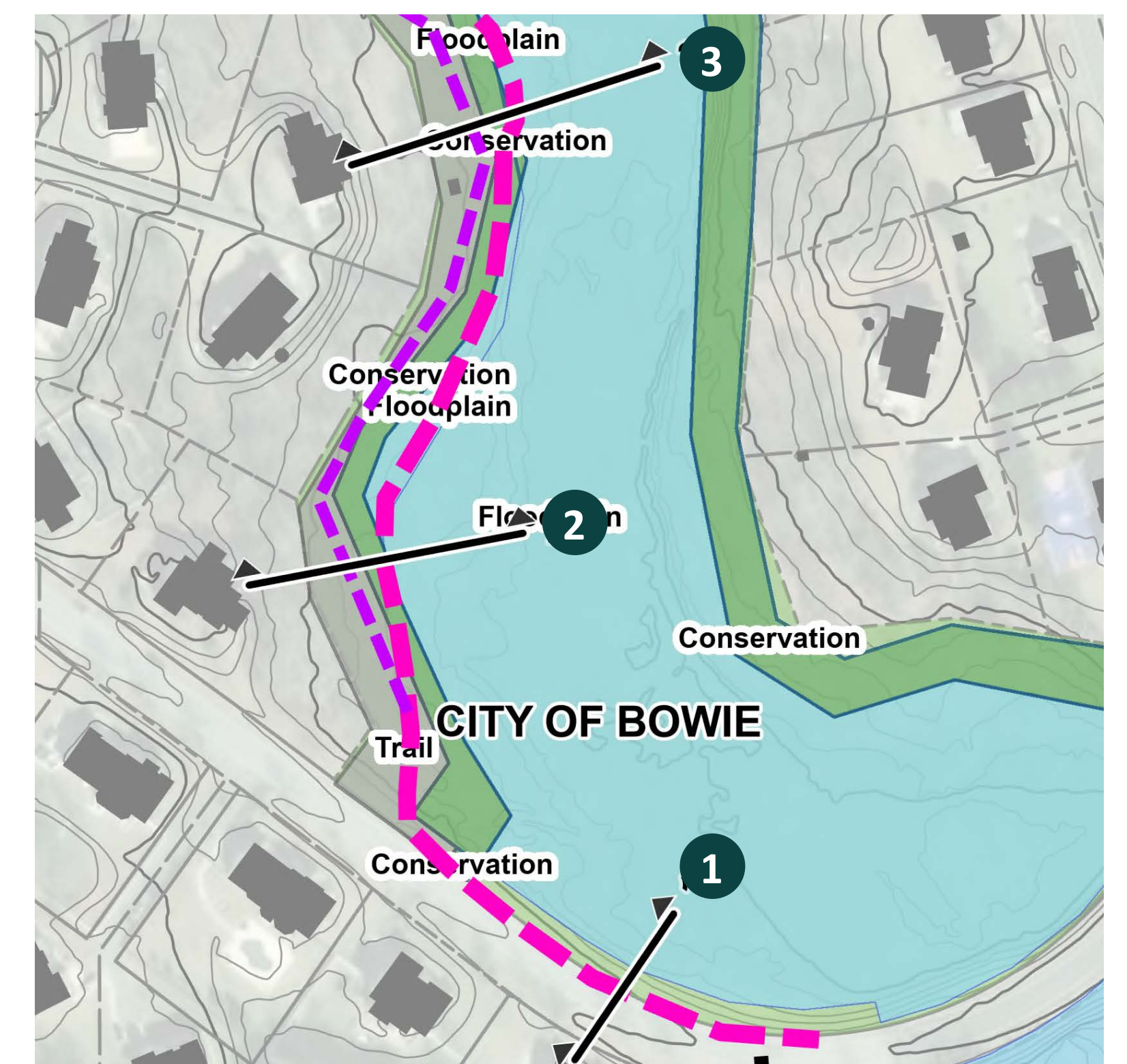
## Section 2: BEHIND 14904 DAHLIA DR (CITY OF BOWIE PROPERTY)



Example of ten-foot paved multi-use pathway (Anacostia River Trail near Kenilworth Aquatic Gardens)

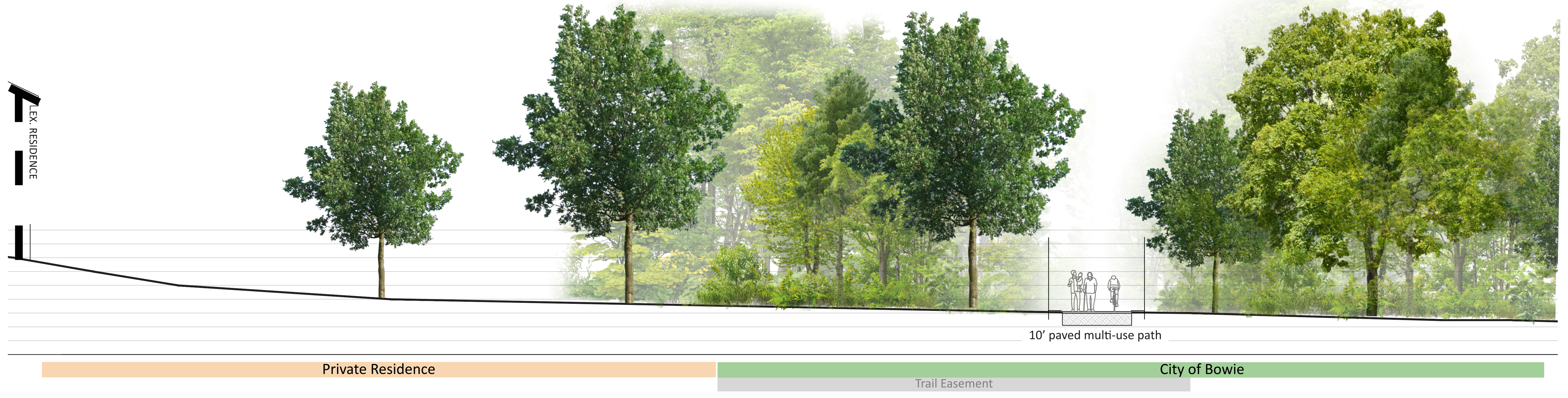


Looking Northwest



# 4 Design Concept (Sections 3 and 4)

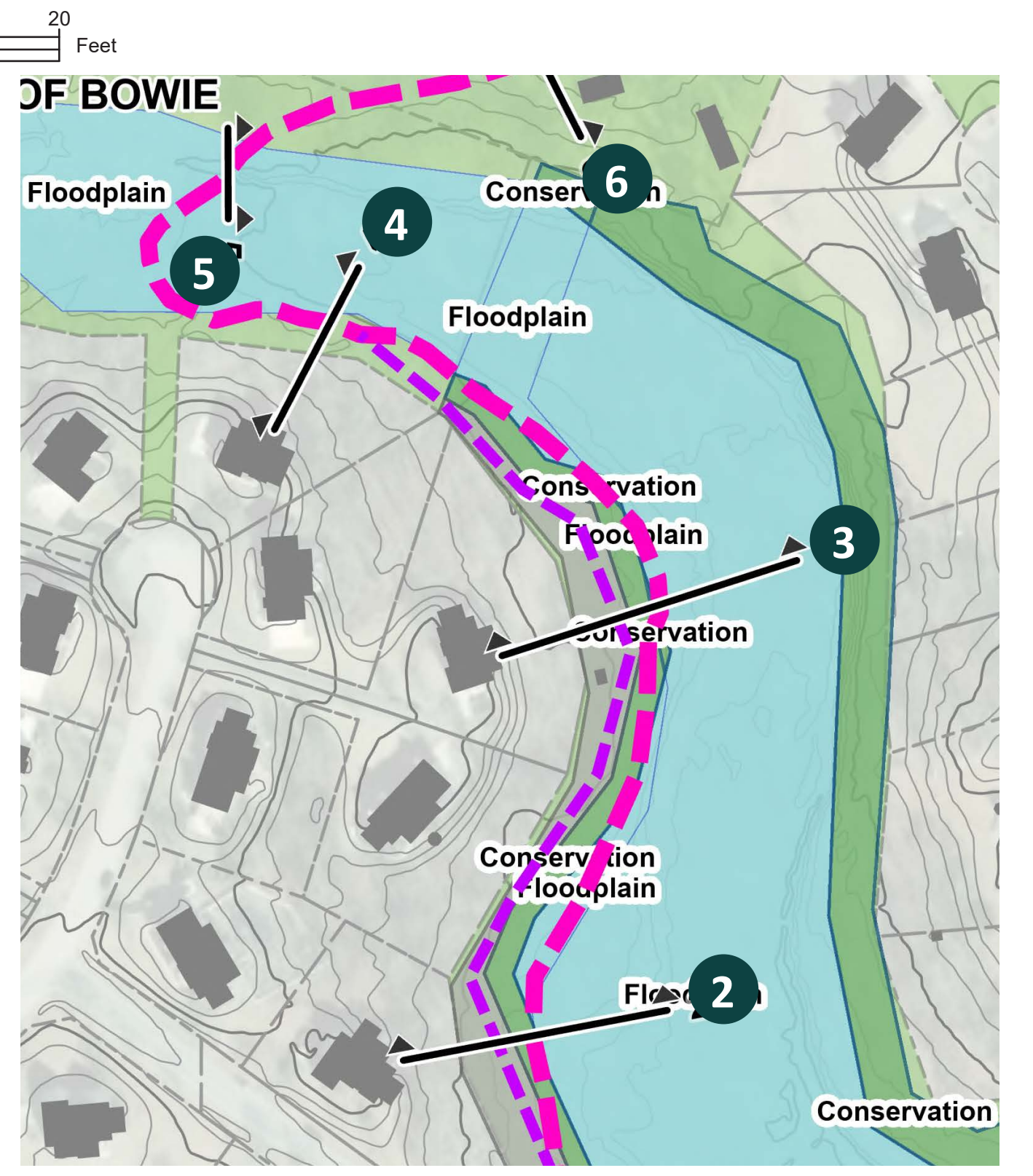
## Section 3: BEHIND 14813 DOLPHIN WAY (CITY OF BOWIE PROPERTY)



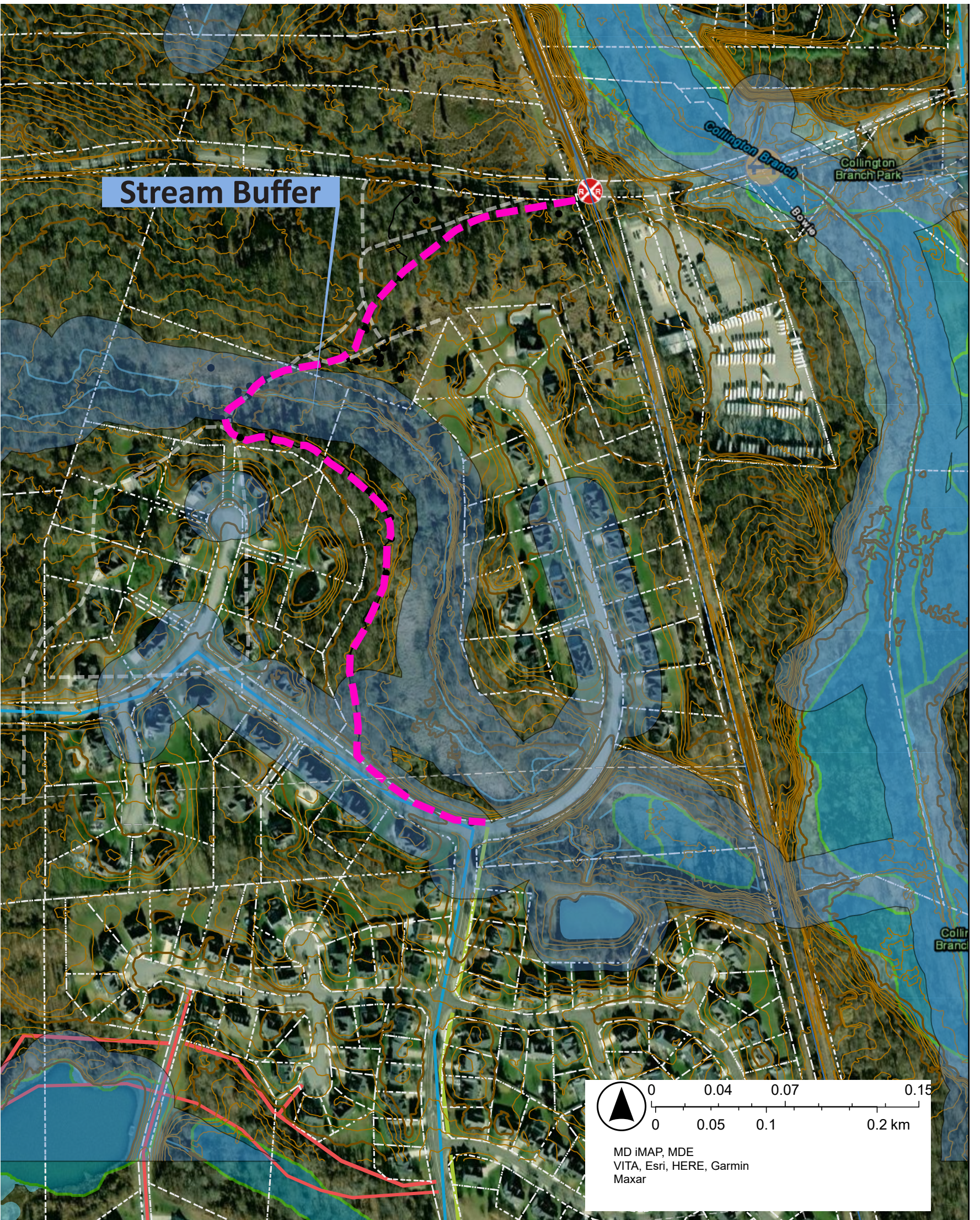
Nearby mature trees to be preserved



Looking Northwest at Section 3



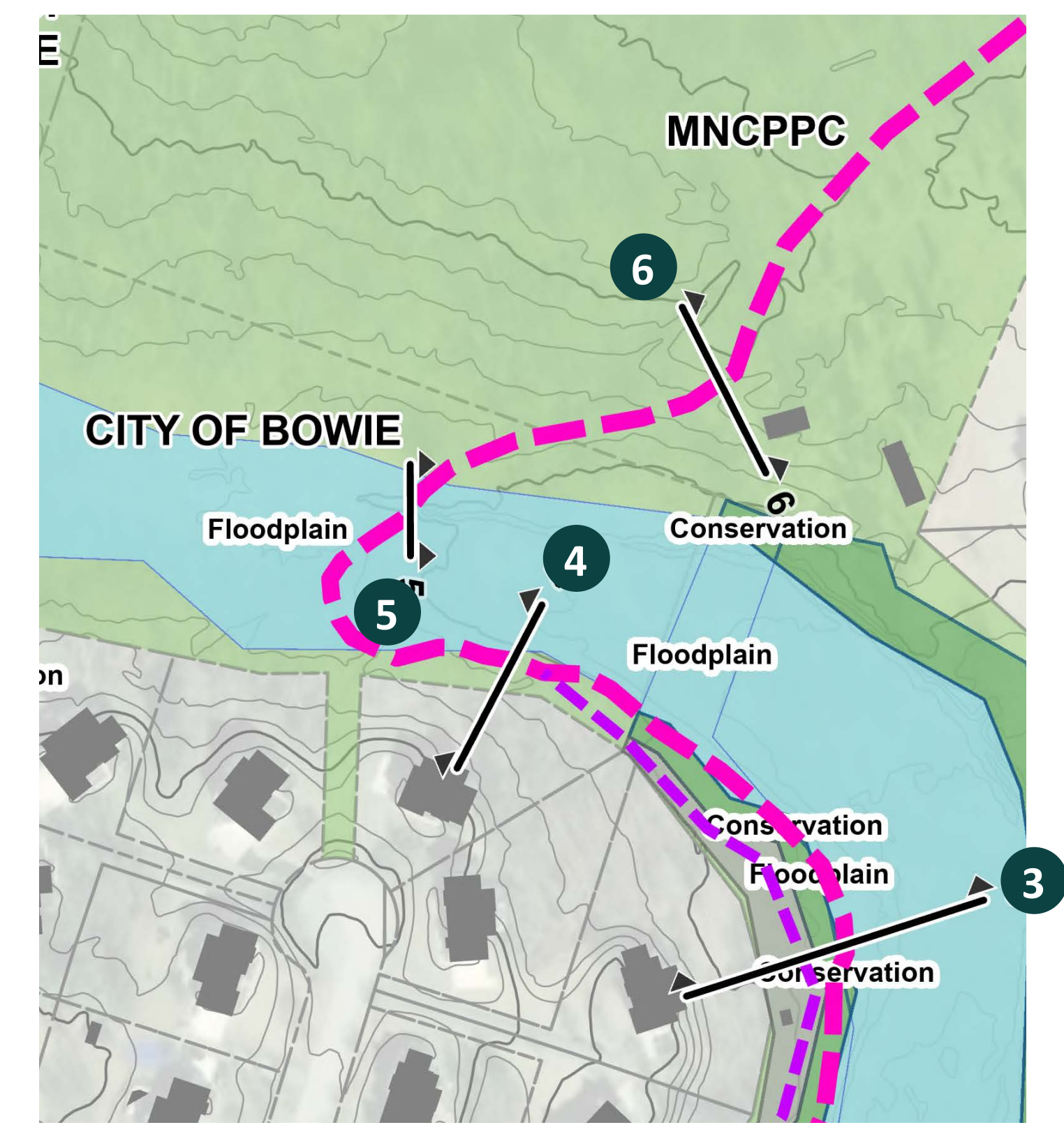
## Section 4: BEHIND 14817 DOLPHIN WAY (CITY OF BOWIE PROPERTY)



Looking upstream at wider crossing area not further considered

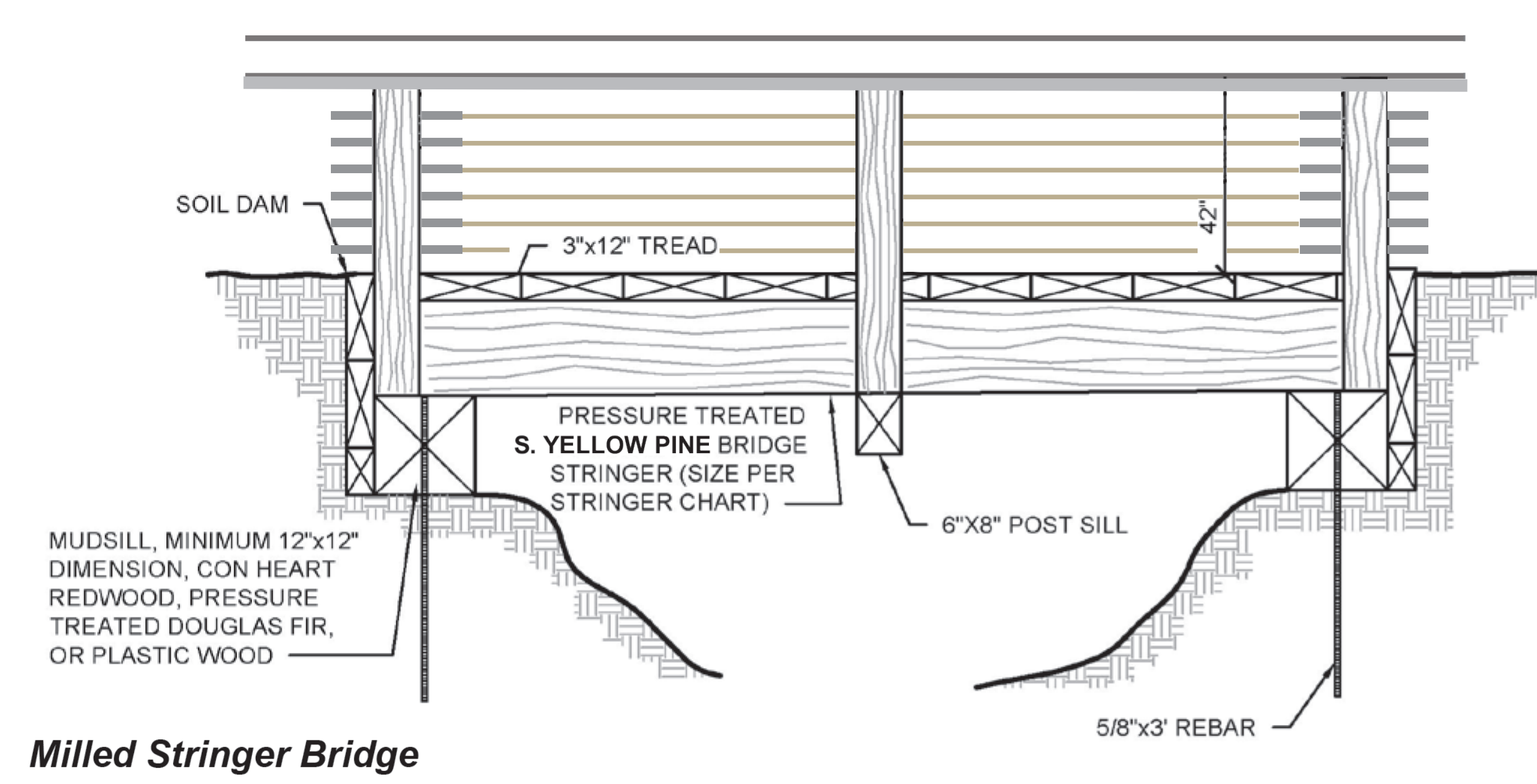
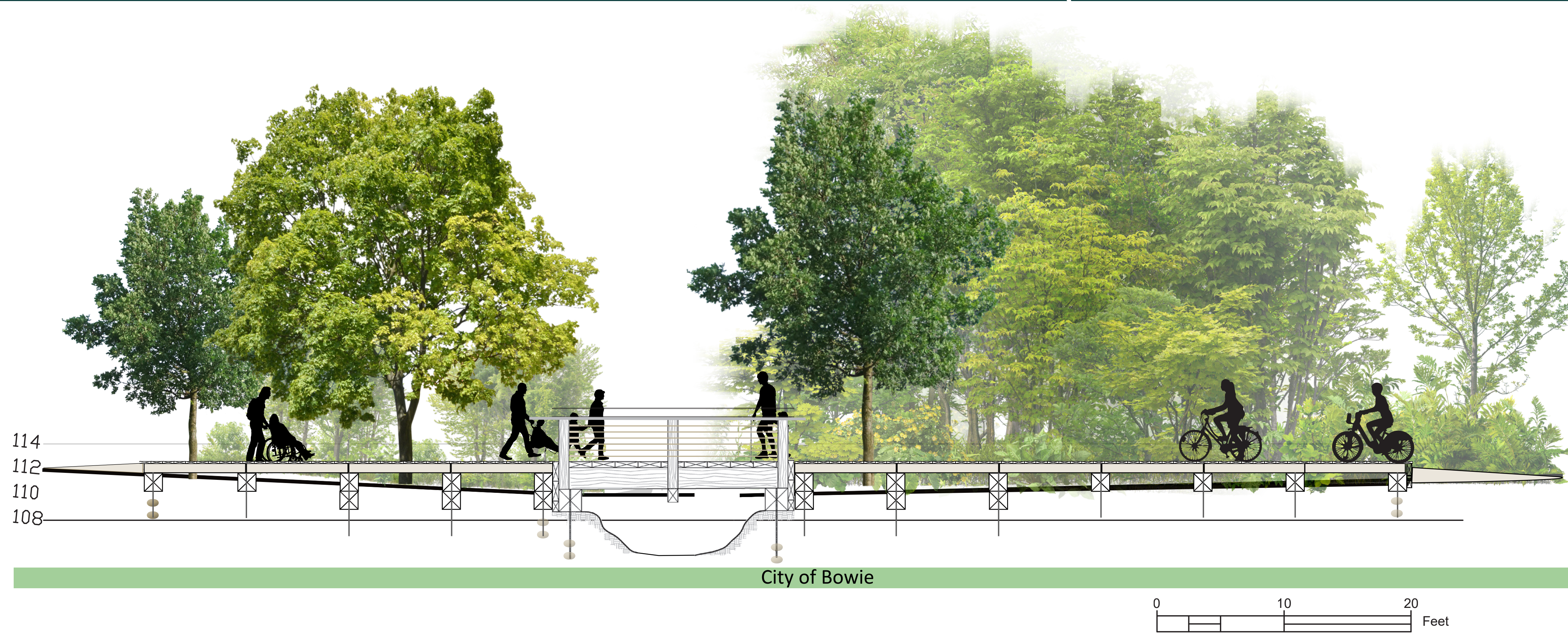


Looking Northwest at Section 4



# 5 Design Concept (Sections 5 and 6)

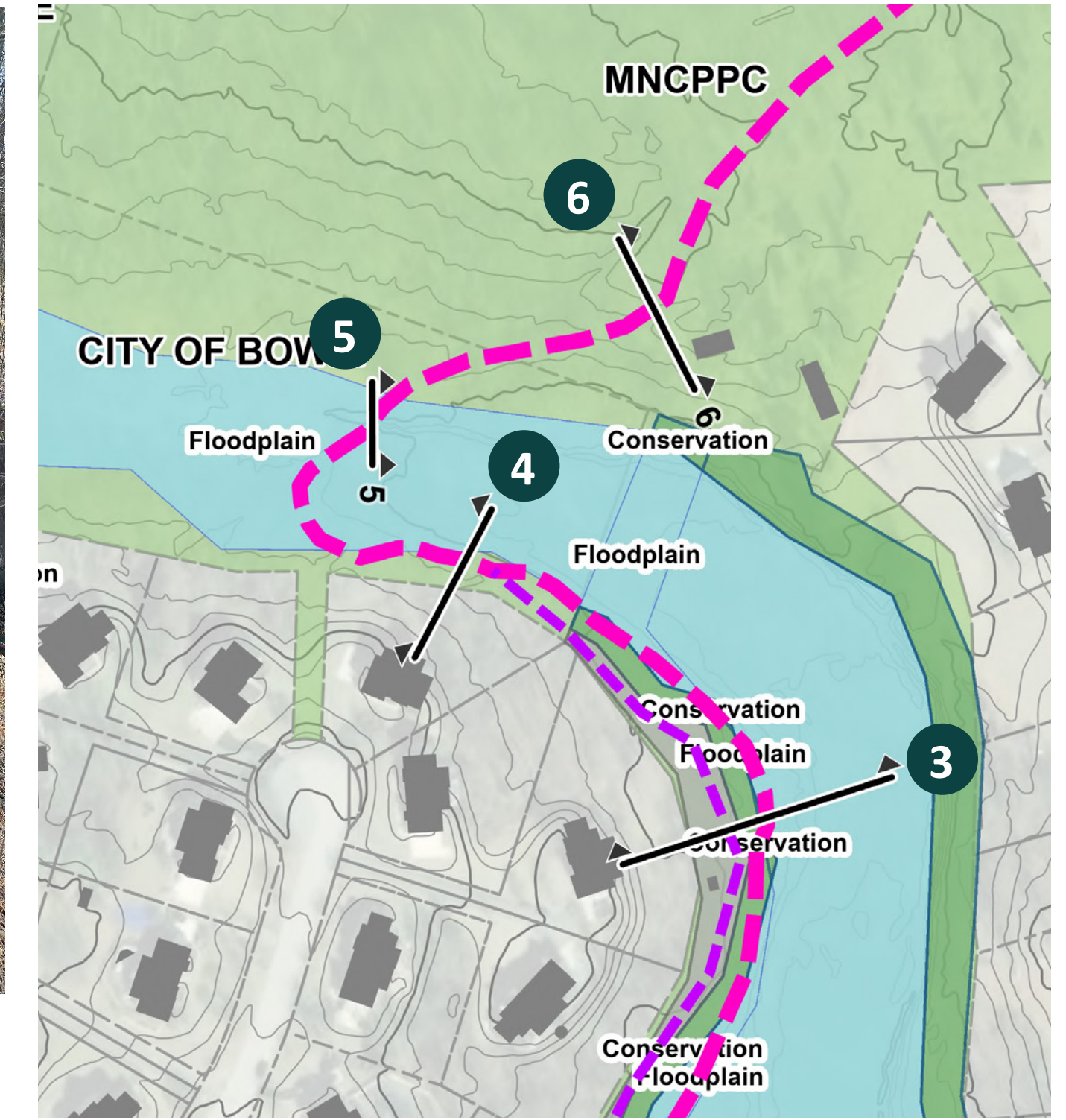
## Section 5: CROSSING COLLINGTON BRANCH TRIBUTARY (CITY OF BOWIE PROPERTY)



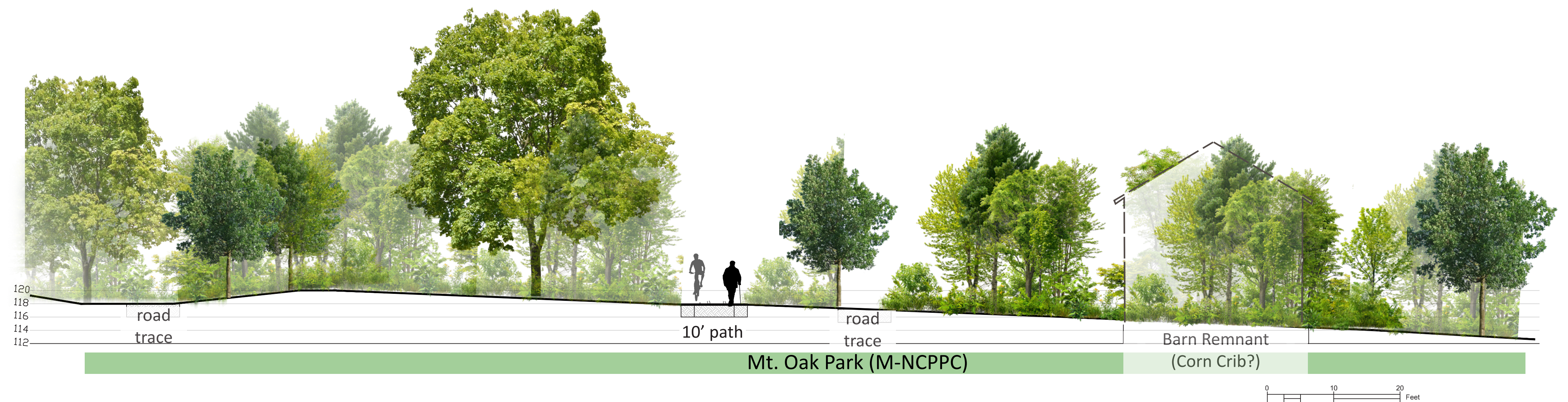
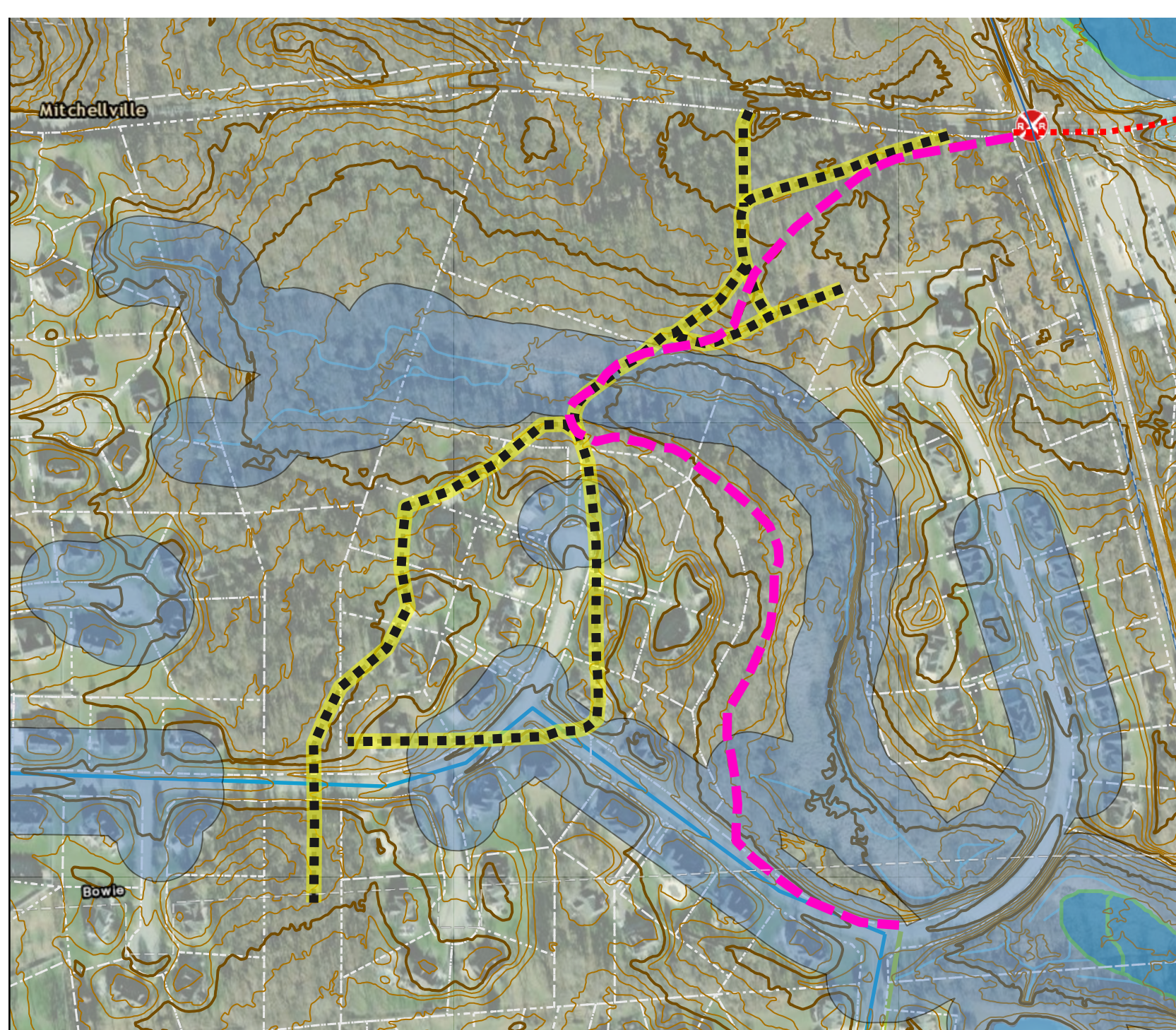
Looking South near Section 5 toward proposed crossing



Scrap rail tracks used to support bridge along farm road at proposed stream crossing



## Section 6: MT. OAK PARK (M-NCPPC) NEAR REMNANT STRUCTURES



Yellow highlights road traces from farm roads prior to subdivision (source 1977 aerial)

NOTE: Cultural resource screening will need to take place prior to design and engineering to determine the potential for archaeological resources on the site. Should the potential exist, a more detailed study may be needed (Phase 1 Archaeological Study) to evaluate the potential.

If resources are found, then the trail alignment may need to shift around the resources, or the trail design can be adjusted to minimize ground excavation by building the trail on top of the grade and separating out new construction from existing soil with geotextile fabric.



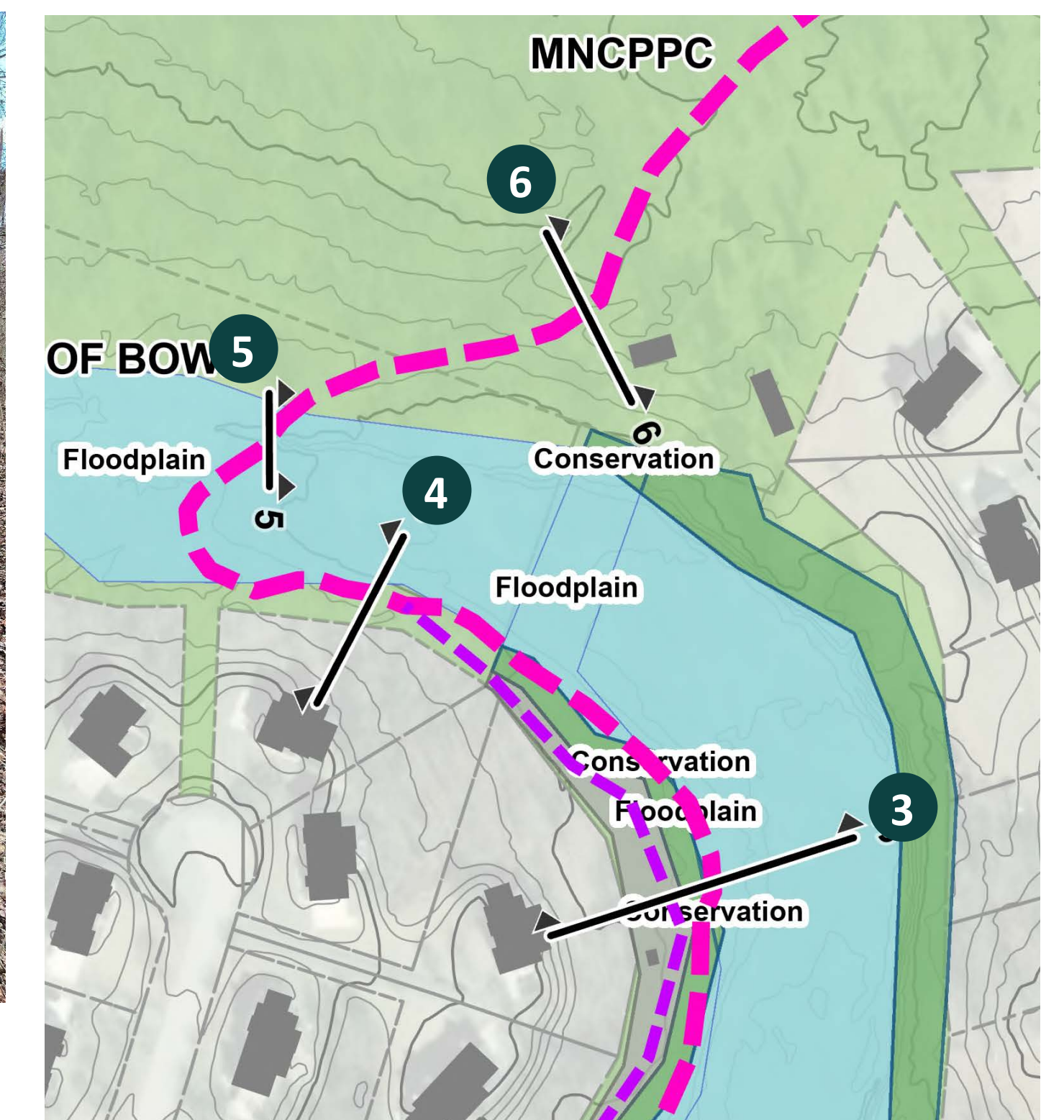
Barn remnant (Corn Crib?)



Looking Northeast near Section 6



Looking South toward Remnant Barn



# 6 Design Concept: Mt. Oak Road Traffic Calming

Slowing vehicular operating speeds on Mt. Oak Road approaching the narrow bridge over Collington Branch

- Increase awareness of the need to slow down in Bowie (#1 Gateway+Speed Radar Sign)
- Reduce the long sight distances upon entering the City (#2 Splitter)
- Narrow the look and feel of the road approaching the shared roadway over the bridge (#3-4 Shoulders)
- Differentiate the pedestrian space approaching and on bridge with visual barrier and tinted surface (#5)



EXISTING  
(Image source: Google Earth)



**1** ADD GATEWAY SIGNAGE "WELCOME TO BOWIE" SIGN (w/radar speed sign)

**2** SLOW OPERATING SPEEDS SPLITTER ISLAND AT DRIFTWOOD

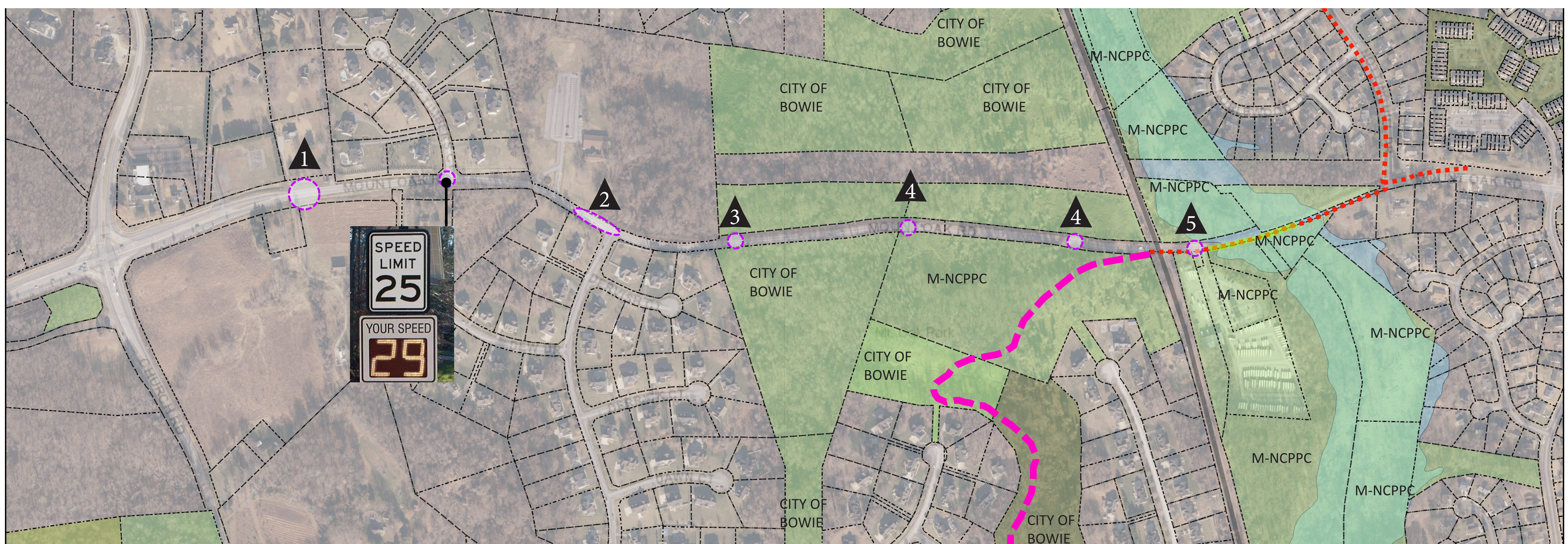


EXAMPLE

Flush curb along shoulder approaching Upperville, VA



Narrow splitter median (image courtesy of healthy\_streets)



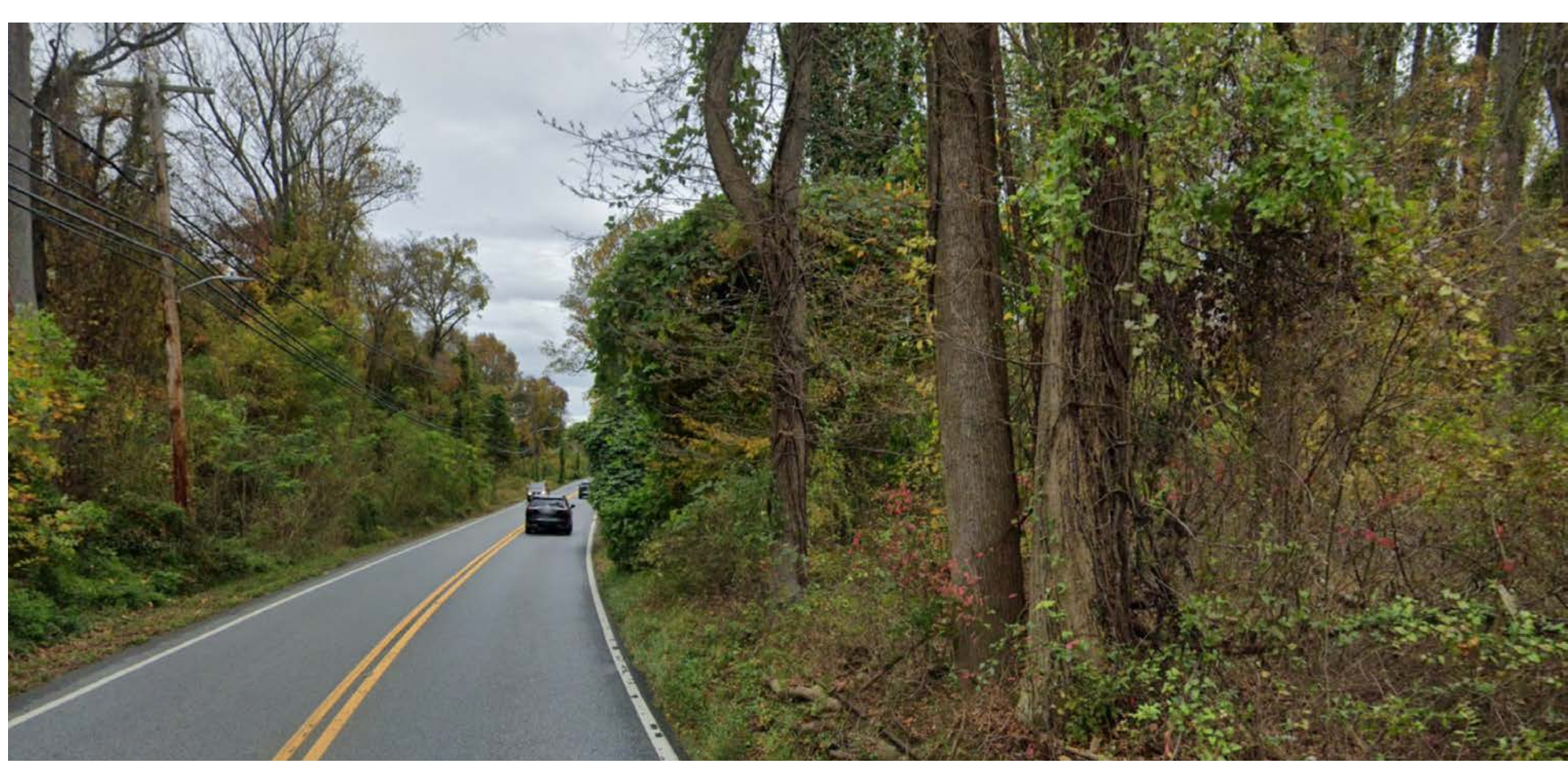
— North American Rail Network Lines  
Public Land  
State  
County  
Municipal

Effective FEMA Floodplain  
100 Year Floodplain (1% Chance)  
500 Year Floodplain (0.2% Chance)  
Floodway (1% Chance)  
Upland (Zone X)

— Preferred Trail Route  
— Trail on Tinted Shoulder in front of guardrail  
- - - - - Connection to Allen Pond Park (existing sidepath along Nottinghill Dr.  
- - - - - Proposed traffic calming measure.

1:7,200  
0 0.05 0.1 0.2 0.4 mi  
0 0.1 0.2 0.4 km  
MD IMAP, MDE, Esri, HERE, MD IMAP, DoIT, M-NCPPC, VITA, Esri, HERE, Garmin, GeoTechnologies, Inc., USGS, EPA

EXISTING  
(Image source: Google Earth)



**3** USE OPTICAL SPEED BARS TO TRANSITION TO NARROWING TRAVEL LANE



**4** BEGIN SHOULDER ADVISORY LANE (EB) AND SHOULDER TINTING (SHEET 7)



**5** SHIFT PATH TO SHOULDER USE USING TINTED SHOULDER (4-5' WIDE, EB)

EXAMPLE



Transverse edge striping (courtesy of VDOT)



Tinted shoulder lane markings for bicycle use



Bridge lane marking with divider (ZICLA.com)

# APRIL 2026



Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			1 EAC Meeting via Teams 7 p.m.	2	3 Low Mow April Registration Closes 8 p.m.	4
5	6	7	8	9	10	11 Spring Stream Cleanup 9 a.m. - Noon
12	13	14	15	16	17 Food Truck Frenzy: Earth Day Edition 4-7 p.m. @ City Hall	18 Bowie Green Expo @ Benjamin Tasker Middle Noon-4 p.m.
19	20 Green Team Meeting via Teams 7 p.m.	21	22 Earth Day	23	24 Native Tree Talk @ Patuxent Nursery 1-2	25
26 Community Garden Cleanup Behind Kenhill 10 a.m.- Noon	27	28	29	30 Herb Container Garden @ Senior Center 10-11:30 a.m.	1 May	2 Transplanting @ Centennial Park 10 a.m. - Noon Spring Fling @ Belair Mansion 3-6 p.m.

## Programs:

**Low Mow April** allows residents to let lawns grow and support native pollinators.

## Meetings:

**Green Team and Environmental Advisory Committee (EAC)** meetings are open to all. Join us!

Scan the QR code for event information and links to meetings.



[cityofbowie.org/Green-Bowie](https://cityofbowie.org/Green-Bowie)

# MAY 2026



Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
26 Community Garden Cleanup Behind Kenhill 10 a.m. - Noon	27	28	29	30 Container Gardening @ Senior Center 10-11:30 a.m.	1	2 Transplanting @ Centennial Park 10 a.m. - Noon Spring Fling @ Belair Mansion 3-6 p.m.
3	4	5	6 EAC Meeting via Teams 7 p.m.	7 Garden Cleanup @ Belair Meadows 9 - 10:30 a.m.	8	9
10	11	12	13	14 Transplanting & Cleanup @ Bowie Senior Center 6-8 p.m.	15	16 Kids' Pizza Container Workshop @ Community Gardens 10-11 a.m.
17	18 Green Team Meeting via Teams 7 p.m.	19	20	21 Garden Cleanup @ Kenhill 9-10:30 a.m.	22	23 <b>Memorial Day Parade</b>
24	25 City Offices Closed <b>MEMORIAL DAY</b>	26	27	28 Transplanting @ Bowie Senior Center 6-8 p.m.	29	30 Transplanting @ Centennial Park 10 a.m. - Noon
31	1 <b>June</b>	2	3	4	5	6

## Programs:

**Transplanting** involves moving native plants into larger containers so they can continue to grow and support pollinators. Plants are used in one of four pollinator gardens throughout Bowie. **SSL hours are available**

## Meetings:

**Green Team and Environmental Advisory Committee (EAC)** meetings are open to all. Join us!

Scan the QR code for event information and links to meetings.



[cityofbowie.org/Green-Bowie](http://cityofbowie.org/Green-Bowie)