



# City of Bowie

2614 Kenhill Drive  
Bowie, Maryland 20715

## MEMORANDUM

TO: City Council

FROM: David J. Deutsch, *DJD* City Manager

SUBJECT: City Transportation Priority List for 2007-2008

DATE: July 25, 2007

### I. Background

Each year, the City Council conducts an overview of the State's Consolidated Transportation Program (CTP) and County Capital Improvement Program (CIP) for the purposes of establishing the City's Transportation Priority Listing. The City's priorities are communicated to State and County officials as early input to the next year's budget cycle. Copies of last year's letters to the State and County are provided as Attachments #1 and #2.

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

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

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

## **II. State Transportation Projects**

Attachment #3 is a listing of State transportation projects in the Bowie area. These projects are summarized below by category:

- A. Construction Projects
  - 1. MD 450 Bridge Replacement over CSX Railroad (completed)
- B. Right-of-Way Acquisition Projects
  - 1. US 301 South Corridor
- C. Design and Engineering Projects
  - 1. MD 450 from Stonybrook Drive to west of MD 3
- D. Project Planning
  - 1. US 301/MD 197 interchange
  - 2. MD 3, from MD 450 to Anne Arundel County line
  - 3. MD 197, from US 50 to MD 450 Relocated

Consistent with past policy, the City should continue to support the projects shown in the CTP, as well as the following actions:

- 1. Move MD 450, from Stonybrook Drive to west of MD 3, from Design and Engineering to **Right-of-Way and Construction Projects**.
- 2. Move MD 3, from MD 450 to Anne Arundel County line, from Project Planning to **Design and Engineering Projects**.
- 3. Add a new project, MD 564 traffic calming improvements and sidewalk retrofits, to **Design and Engineering**.
- 4. Add a new project, US Route 50 interchange at MD 193, to **Project Planning**.
- 5. Add a new project, US Route 50 Trumpet Interchange at the Maryland Science and Technology Center (MSTC), to **Project Planning**.
- 6. Add a new project, US 301 between Excalibur Drive and MD 214 and US 301 (northbound) between Leeland Road and MD 214, to **Project Planning**.
- 7. Add a new project, a new roadway connecting MD 197 near Bowie State University with MD 3 in Anne Arundel County, to **Project Planning**.
- 8. Add a new project, US 50 ramps to Governor Bridge Road at the US 50/301 and MD 3 interchange, to **Project Planning**.

The letter sent to the State also included numerous projects described as "Other SHA Projects". Some of these projects have been completed or have been elevated in priority on the City's listing. These projects address safety issues and/or enhance the appearance and accessibility of the transportation system, including:

- 1. MD 197 North Median, from MD 450 north to Rockledge Elementary School
- 2. MD 197 South Median, from US 50 to US 301
- 3. WB & A Bridge over the Patuxent River
- 4. Old Town Bowie/MD 564 traffic safety improvements (elevated to Project Planning)

5. Sidewalks along 11<sup>th</sup> Street (MD 564) in Old Town Bowie (elevated to Project Planning)
6. Sidewalks along Hall Road
7. Deceleration lane on MD 197 at Holiday Lane
8. Lengthening the northbound left-turn lane on US 301 at Mitchellville Road (completed)
9. MD 214/Jennings Mill Drive intersection (completed)
10. Opticon devices (partially completed)
11. Speed enforcement cameras

The following additional projects have been funded by SHA:

12. MD 450 noise wall, east of Moylan Drive
13. MD 564 - Retrofit sidewalk at Amtrak bridge
14. MD 564 (9th Street) - Retrofit sidewalk east of Maple Avenue
15. US 301/Mill Branch Road intersection capacity improvement

A general community consensus was previously achieved on both Route 197 Median landscaping projects. These projects are awaiting State funding through the "Community Safety and Enhancements" Program (formerly the Neighborhood Conservation Program). Support for a new bridge over the Patuxent River for the WB & A continues, as staff works with local trail groups, including those from Anne Arundel County. Completion of this connection is also recommended in the Citywide Trails Plan. Opticon devices have been installed on US 301 and MD 3 and on MD 450, between Superior Lane and MD 197. The remaining location on MD 450 is at Race Track Road. With the full funding of a County library on Hall Road, the City should expand its request for sidewalks to include roadway widening and curb and gutter for the entire State-maintained section between MD 214 and the CSX railroad tracks.

Recommendation (State Transportation Projects): It is recommended that the City Council reiterate its support for the projects contained in the October 2006 letter to the State of Maryland's Transportation Secretary, with the addition of the specific recommendations described above.

### **III. County Transportation Projects**

Attachment #4 identifies County transportation projects, as they appear in the County CIP. Note that "design and engineering" and "planning" categories are combined for County CIP projects. The County projects in the Bowie area are summarized below by category:

- A. Construction Projects
  1. Bridge Replacement – Race Track Road (completed)
- B. Design/Engineering/Right-of-Way Acquisition/Planning
  1. Bridge Replacement – Chestnut Avenue
  2. Church Road Improvements
  3. Governor Bridge Road
  4. High Bridge Road

5. Maryland 197
6. Mount Oak Road/Church Road/Woodmore Road Intersection
7. US Route 301 improvements (south of MD 214)
8. *Queen's Court Improvements*
9. Horsepen Branch Pumping Station Trail Facility

One project previously recommended by the City is now contained within the County's CIP document (Church Road). However, other projects have not been included (e.g. Woodmore Road, Mount Oak Road, Old Stage Road) and one was deleted from the County CIP (Race Track Road). Staff is recommending that all of these projects be included again in the City letter. The following additions and changes are recommended for County capital programs:

#### **Trail/Sidewalk Projects**

1. Pursuant to the adopted Citywide Trails Plan, request MNCPPC funding of a trail link between MD 214 (Central Avenue) and the Woodmore Highlands subdivision, using the former A-44 right-of-way. This project should be added to the **Planning Projects** category.
2. Add a project to construct a new pedestrian bridge over MD 214 in accordance with the Citywide Trails Plan to **Planning Projects**.
3. Pursuant to the approved Bowie and Vicinity Master Plan, request MNCPPC funding of a trail link along the vacant Railroad Avenue right-of-way between Old Town Bowie and the MARC commuter rail station at Bowie State University. This project should be added to the **Planning Projects** category.
4. Pursuant to the Walkable Communities Strategy for Old Town Bowie, add a CIP project to evaluate sidewalk retrofit construction on Old Laurel Bowie Road, Chestnut Avenue and Duckettown Road. The Chestnut Avenue project should connect Old Town Bowie to the northern limit of the High Bridge Road CIP project, which terminates at Fletchertown Road. This project should be added to the **Planning Projects** category.
5. Add a project to replace the existing bridge over the Patuxent River on Governor Bridge Road to **Planning Projects**.
6. Add a project to rehabilitate the existing asphalt hiker-biker trail along Race Track Road to the **Construction Projects** category.

#### **Road Projects**

7. Reinstate both the Mount Oak Road and Woodmore Road projects, described in prior year County CIP documents, as **Construction Projects**, with the same construction timetable as the Woodmore/Mount Oak/Church Road intersection project.
8. Reinstate the Race Track Road CIP project, with an emphasis on traffic calming solutions, as a **Construction Project**.
9. Add Church Road, from Leeland Road to MD 450, to **Construction and Right-of-Way Acquisition Projects**, including funding for planning, design and engineering.

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

11. Add a project to install sidewalks, curb and gutter and roadway widening on the County-maintained portion of Hall Road, between MD 214 and the CSX railroad tracks as a **Construction Project**.

Recommendation (County Transportation Projects): Consistent with past policy, the City should support the projects shown in the CIP, with the changes and additions noted above.



# City of Bowie

2614 Kenhill Drive  
Bowie, Maryland 20715

October 25, 2006

The Honorable Robert L. Flanagan  
Secretary  
Maryland Department of Transportation  
7201 Corporate Center Drive  
Hanover, Maryland 21076

RE: FY 2007-2012 Consolidated Transportation Program (CTP)  
City Council Transportation Priority List

Dear Secretary Flanagan:

The City Council has reviewed the draft State Consolidated Transportation Program (CTP), and we wish to provide several recommendations for your consideration. First, let me say that the City Council greatly appreciates the State's continuing commitment to improvement of MD 450, including the reconstruction of the old MD 450 bridge over the CSX railroad tracks. We look forward in the coming year to receiving full construction funding for the remaining segment between Stonybrook Drive and MD 3, which is approximately 50% designed. Completion of the long-awaited upgrade in the Bowie Mainstreet area and the corridor to its east will provide much needed traffic-carrying capacity and will also greatly increase safety.

The City's transportation priorities are essentially the same as in previous years. The completion of MD 450 noted above and the urgently needed reconstruction of MD 197, between Kenhill Drive and Relocated Route 450, are the two (2) major concerns of the City Council. We ask that you do whatever is possible to accelerate these very critical projects.

We wish to give you our reasoning and justification for the two highest priority projects that are of such vital importance to the City:

MD 450 (Line 30 of the draft Prince George's County CTP) - Among the City's highest transportation priorities are the land acquisition, design and engineering and construction of the segment of MD 450 between Stonybrook Drive and west of MD 3. It is essential that this latter segment of MD 450 which includes the *Bowie Mainstreet commercial area*, continues to be fully funded for land acquisition, design and engineering. Construction funding should be programmed in Year 1 of the next CTP to correspond with the completion of engineering plans next year.

MD 197 (Line 27) - This project consists of improving the segment of MD 197 between Kenhill Drive and Relocated MD 450 to a four-lane divided roadway. Prince George's County has made this project a very high priority as evidenced by the County including \$1 million in this year's budget to begin studies for improvements to MD 197. As you know, the existing, two lane section is severely congested in the morning and evening peak periods. In addition, there are continuing concerns voiced by residents about pedestrian safety and access from the side streets. The lack of roadway capacity has resulted in ever-increasing diversion of traffic from MD 197 onto the City's local street system.

The City Council believes that MD 197 should be designed to accommodate a maximum of four lanes. Except where added width is needed at intersections, a continuous 8- to 12-foot median should run between the northbound and southbound lanes of MD 197 between the intersection of MD Route 197 with Tulip Grove Drive and the intersection of MD 197 and Lerner Place. The alignment of the road should be

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configured for minimal roadbed and minimum disturbance of foliage on both sides of the new roadway. The project should maintain a hiker-biker trail on the east side of the road. Safe pedestrian crossing from the Long Ridge Section to Foxhill Park is also a goal.

For your information, we would like to highlight the transportation projects found in the current CTP that will serve our area:

Construction Projects

1. MD Route 450 from MD 193 to Stonybrook Drive (Line 10 of current CTP) - (Construction substantially completed) This \$38 million project consists of the construction of a divided road with four through-lanes and varying numbers of turn lanes to serve the intersections with the various streets along this segment. Included in this project is a very substantial landscaping plan that features shade and ornamental trees, shrubbery, seasonal flora, and use of brick in the design of medians. Crosswalks and other pedestrian areas will be given special treatment to make drivers aware that they are approaching a special location. The City is currently working with SHA's District 3 office to complete details related to maintenance of amenities and landscaping, prior to acceptance.
2. MD 450 Bridge over CSX Railroad (Line 10) – This \$6.3 million project will replace the existing bridge over the CSX railroad tracks and will include wide shoulders to accommodate bicycles and pedestrians. The existing bridge is deteriorated and has substandard vertical and horizontal clearances. This project is under construction with an anticipated completion date of Fall, 2006. This new project will result in an improved connection to the West Bowie Village commercial district.

Right-of-Way Acquisition Projects

1. US 301 South Corridor Transportation Study (Line 23) - This is a multi-modal corridor study to consider highway/transit improvements from south of La Plata to US 301/50 interchange in Bowie. The study includes preparing the appropriate environmental analyses for recommended alternatives. The study is being coordinated with other studies to identify short/long range transit alternatives. Bicycle and pedestrian access will be included in the study. Right-of-way acquisition funding levels should be sustained and supplemented, if possible. There are several strategically located properties in the US 301/MD 197 area that should be acquired immediately. One of these properties, known as the Charles Carroll subdivision, located in the southwest quadrant of the intersection, is now proposed for a car wash and lubrication facility. During the recent review of a Preliminary Plan of subdivision for the property, SHA indicated its desire to purchase this 2-acre parcel within the next year. Since this property would be needed for any of the interchange scenarios currently proposed and because development appears to be imminent, we strongly recommend State acquisition of the Charles Carroll property as soon as possible.

Design and Engineering Projects

1. MD 450 from Stonybrook Drive to MD 3 (Line 30) - As mentioned above, this project consists of design and engineering to upgrade the section of MD 450 from a point approximately 1,000 feet east of its intersection with Stonybrook Drive to MD 3 to a divided highway with four through lanes of traffic. Traffic volumes are expected to grow by approximately 128%, from 25,800 vehicles of average daily traffic (ADT) in 2004 to 58,850 ADT in 2030. Project Planning was completed in 1989, an overall design was approved in 2005 and detailed civil engineering work is now underway. The City recommends that right-of-way and construction funding be programmed in the upcoming CTP. This project is one of the City's two (2) highest priorities.

Project Planning

1. US 301/MD 197 interchange (Line 24) - This project involves a study to upgrade and widen US Route 301, from north of Mount Oak Road to US 50 (2.0 miles) and MD 197 from US 301 to Mitchellville Road (0.3 miles). Improvements are needed to accommodate the existing and projected high volumes of traffic generated by continuing growth along the US 301 corridor and to address existing safety problems. **Funding for project planning should be retained this fiscal year so that design solutions can continue to be evaluated. In addition, advanced right-of-way acquisition should occur where it is prudent to do so (see Right-of-Way Acquisition Projects above).**
2. MD 3 (Line 17) - This project consists of a study to upgrade MD 3 from US 50 to MD 32 (8.89 miles) to address safety and capacity concerns. The project would improve safety and relieve traffic congestion in this heavily traveled corridor. In 2004, the annual average daily traffic was 70,800 vehicles per day; it is projected to be 112,800 vehicles per day in the Year 2030 (an increase of 59%). **Because the Project Planning phase is essentially completed, the City recommends this project be elevated to the Design and Engineering Program in the next CTP, so the portion of the project within Prince George's County can proceed in sequence with construction of the remaining segment of the Route 450 improvement project.**
3. MD 197 from Kenhill Drive to Relocated MD 450 (Line 27) - As noted above, this project is one of the City's two (2) highest transportation priorities. The project would consist of the planning required to convert this 1.4 mile segment of MD 197 to a four-lane roadway with medians and significant landscaping to relieve congestion and improve safety. With the addition of many new retail and entertainment attractions in this portion of Prince George's County, MD 197 has become a traffic bottleneck not only during the weekday peak periods, but all day--every day--including weekends. Average daily traffic is expected to increase by approximately 50% to over 58,000 vehicles per day by 2030. **The City appreciates the inclusion of Project Planning funds in the CTP to begin studying this important State roadway corridor again.**

New Projects

In keeping with the City Council's goal of having adequate transportation facilities to support the vast amount of new development occurring in our area, we recommend the following additional projects be included in the CTP:

1. MD 564 traffic calming improvements and sidewalk retrofits - Pursuant to the City's "Walkable Communities" program of coordinated transportation improvements in Old Town Bowie, several improvements to State-maintained roadways are requested. The SHA Administrator has already agreed to support two (2) sidewalk retrofit projects identified by the City. These projects involve construction of a needed sidewalk on the south side of MD 564/9th Street (east of Maple Avenue) and relocating the two (2) handicap accessible ramps just north and south of the MD 564 bridge over the Amtrak railroad to safer locations. However, new sidewalks are also needed along MD 564 between Zug Road and Maple Avenue and along MD 564 between Chestnut Avenue and Huntington South Park. District 3 advised the City that these projects are not feasible under the Sidewalk Retrofit Program. In addition, the City has been patiently waiting to receive State funding for the Maple Avenue mini-roundabout, streetscape improvements to MD 564/9th Street and the reconstruction of a T-intersection north of the bridge. *These items are currently on the waiting list for the Governor's Community Safety and Enhancement Program (CSEP).* The City has already contracted the services of a traffic engineer who produced 30% design drawings for these key traffic calming improvements. Also, within the past year, District 3 staff and the SHA's Office of Traffic Safety reviewed the City's study and determined that the recommended improvements are feasible and can be approved under State standards. *We look forward to receiving your support for all of these essential safety measures combined under a new CTP project for MD 564.*

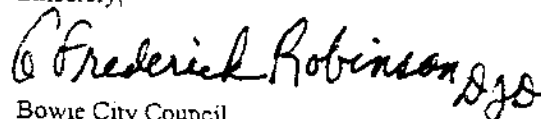
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2. New interchange on US Route 50 at MD 193 – During the engineering study of the MD 450 project, the City's traffic consultant and SHA traffic forecasters agreed that, due to projected traffic volumes on MD 450, impacts on MD 197 between US 50 and MD 450 would be significant enough to examine the need for an additional interchange on US 50 at some location between MD Route 197 and MD Route 704. The City Council determined, during our review of the Bowie and Vicinity Master Plan, that this interchange should be constructed at MD 193. The development of the Fairwood project and continued growth in the Church Road and Enterprise Road corridors are further justification for an additional interchange on US 50. The City strongly believes that this interchange will greatly ameliorate future traffic deficiencies on both MD 450 and MD 197.
3. US 50/Trumpet Interchange at Maryland Science and Technology Center – This project is included in the State's Highway Needs Inventory and involves the construction of a new interchange on US 50, west of the Patuxent River, to serve Phase 2 of the Maryland Science and Technology Center. Ultimate development will likely depend on a new interchange to meet Adequate Public Facilities requirements for development approval. Seven alternates were created and presented by SHA at a public forum in 1988. The City supports ensuring that the design for an interchange is very sensitive to minimizing any environmental impacts.
4. US Route 301 Improvements – Project planning studies should be funded for the upgrading of US 301, from Leeland Road to MD 197, so that future road improvements can be coordinated with construction of a new interchange at US 301/MD 197 and improvements by Prince George's County south of MD 214. The current roadway is functioning at capacity during the peak hours and improvements are necessary to alleviate capacity and safety issues, especially at intersections and median crossovers. In addition, Prince George's County is requiring developers to add a third lane to southbound US 301, south of MD 214, but similar improvements are needed for the northbound lanes from Leeland Road all the way to MD 197.
5. New Roadway Connecting MD 197 near Bowie State University with MD 3 in Anne Arundel County – The City Council believes a feasibility assessment of a new roadway linking MD 197 to MD 3 should be undertaken. There is a need to address regional traffic congestion in the MD 450 corridor, east of Race Track Road, and the heavy traffic volumes that are projected to use Race Track Road and Jericho Park Road. The City intends to make a similar request of Prince George's County when the County's Master Plan of Transportation is updated.

The City Council would also like to thank you for your assistance with several minor improvements funded in this year's CTP that will increase the safety of our roadways, including interchange ramp work at the US 50/MD 197 interchange, installation of a pedestrian crosswalk and signal system at MD 214/Jennings Mill Drive and lengthening the northbound left-turn lane on US 301 at Mitchellville Road. Also, for your information, we have provided the attached listing of other important State transportation projects requested by the City.

The City Council appreciates this opportunity to provide these early comments on the draft CTP, and we ask your support in moving all of our transportation priorities forward.

Sincerely,



Bowie City Council  
G. Frederick Robinson  
Mayor

Enclosure

City of Bowie  
Transportation Priority List

cc: The Honorable Leo E. Green, State Senator  
The Honorable Mary A. Conroy, Delegate  
The Honorable James W. Hubbard, Delegate  
The Honorable Marvin E. Holmes, Jr., Delegate  
The Honorable Jack B. Johnson, Prince George's County Executive  
The Honorable Douglas J.J. Peters, Prince George's County Council  
The Honorable Samuel H. Dean, Prince George's County Council  
Mr. Neil Pedersen, Administrator, State Highway Administration  
Mr. Darrell Mobley, SHA District 3 Engineer  
Mr. Raja Veeramacheneni, Director, SHA Office of Planning and Preliminary Engineering  
Mr. Haitham Hijazi, Director, Prince George's County Dept. of Public Works and Transportation

### Other Projects Recommended by the City

The following projects will place miscellaneous highway improvements where they will prove most beneficial. A number of these projects address safety issues, while others will enhance the appearance and accessibility of transportation facilities serving our community. The City supports the following specific improvements:

- MD 197 from MD 450 north to Rockledge Elementary School - This retrofit project would result in filling in the existing continuous left-turn lane with a landscaped median or some other means of separating the northbound and southbound travel lanes into a divided roadway. The project is necessary for safety on an increasingly heavily traveled commuter route. This project should include additional traffic signals.
- MD 197 between US 50 and US 301 - This project involves installing landscaping in the median of MD 197 between US 50 and US 301. MD 197 is a gateway to the City, just as MD 3 north of the Patuxent River is a gateway to Anne Arundel County. Therefore, just as the medians of MD 3 were landscaped, the City Council desires similar treatment for MD 197 between US 301 and US 50 to improve the appearance to travelers entering our community. A citizen task force met with SHA staff several years ago and agreed on the design.
- WB & A Trail Bridge Over Patuxent River - The WB & A regional hiker-biker trail within Prince George's County, completed several years ago, continues to enjoy tremendous popularity. The trail provides a transportation alternative to automobile use and provides a continuous off-road connection from MD 450 in the Lanham area all the way to the Patuxent River. Similar trail facilities are being constructed in Anne Arundel County; however, a missing link will occur at the Patuxent River where a bridge is needed. Because of the regional accessibility provided by the trail and because the system transcends county boundaries, State funding of a bridge over the Patuxent River is needed. Construction of a bridge will help satisfy the public demand for an inter-county hiker-biker trail access.
- Sidewalks along Hall Road - Install sidewalks to minimize pedestrian-vehicular conflict and improve pedestrian safety. The pedestrian crosswalk recently installed at MD 214/Jennings Mill Drive would tie into the Hall Road sidewalk, greatly improving pedestrian access and safety along this busy roadway.
- Deceleration Lane on MD Route 197 at Holiday Lane - Add a separate deceleration lane to enhance safety for motorists turning from MD 197, which is a high speed, State arterial roadway.
- Opticon devices - Install Opticon devices to increase safety and quick emergency vehicle passage at traffic signals on both north and southbound lanes on US 301 between Pointer Ridge Drive and the Harbour Way/Governor Bridge Road intersections, and at the intersection of MD 3 and MD 450. Two-way Opticons should also be installed on MD 450 between MD 197 and 3.
- Speed enforcement cameras - Speed enforcement cameras are requested to address speeding traffic on MD 564 in the Old Town Bowie area, as soon as they are authorized by the Maryland legislature. This type of technology is a cost-effective way to slow traffic speeds, and it will have a real impact in terms of adjusting driver behavior, especially within the commercial shopping district of Old Town Bowie.



# City of Bowie

2614 Kenhill Drive  
Bowie, Maryland 20715

August 14, 2006

The Honorable Jack B. Johnson  
Prince George's County Executive  
County Administration Building  
Upper Marlboro, MD 20772

Re: City Council Transportation Priority List  
Recommendations for County Facilities

Dear County Executive *Jack*

In preparation for reviewing both the State and County transportation funding priorities for next year, the City Council reviewed transportation needs in our area. The attached letter includes the list of items that would be State funded. Please note that the City's highest priorities for State facilities are the upgrades of MD 450 and MD 197 (between US 50 and Relocated MD 450), which are also very high priorities of the County. The Bowie City Council is extremely pleased that Prince George's County provided \$1 million in funding for study of MD 197. Some work has already begun on this very important study, and we hope to involve the public in informational workshops to be scheduled this fall.

This letter contains the Bowie City Council's recommendations for County Capital Improvement Program (CIP) projects.

The City's highest priority for planning includes an upgrade of Church Road to rural collector standards, from Leeland Road to MD 450. We are very pleased to see the inclusion of a CIP project for Church Road, between MD 214 and the Woodmore/Mount Oak Road intersection. There are many sections of Church Road that have already been improved by developers who have built their subdivisions in accordance with the requirements of the Department of Public Works and Transportation (DPW & T). However, this arrangement has resulted in only piecemeal improvement of Church Road. Safety and road capacity issues still exist in many places.

The City Council truly appreciates the inclusion of several CIP pages already devoted to improvement of County roads serving new areas of growth. Many County-maintained roads in our area can no longer provide adequate access for our residents, as they are insufficient in terms of physical design, traffic carrying capacity and safety. With the ongoing development of thousands of new dwelling units in the Church Road corridor at Woodmore North, Fairwood, Woodmore Highlands, The Woods at Woodmore, Ashleigh, Woodmore Estates, Oak Creek Club, The Palisades at Oak Creek and Woodmore at Oak Creek, we believe our request for upgrading County roads is well justified. Construction funding for Woodmore Road and Mount Oak Road, shown in prior years' CIP documents, should be reinstated in the CIP. The City also recommends County-funded improvements to Old Stage Road that will complement the proposed extension of Old Stage Road through the Fairwood project, connecting to Church Road. The large amount of traffic expected from Fairwood will significantly impact both Church Road and Old Stage Road. It is our hope that planning and design for these projects can be accelerated to enable road construction to occur simultaneously with construction of these homes. We are pleased to see the commitment in the current CIP to realign Church Road's intersections with Mount Oak Road and Woodmore Road and hope this improvement can be accomplished as soon as possible.

The following is a listing of the projects currently funded through the County CIP:

#### Construction Projects

1. Bridge Replacement ~ Race Track Road (Under Construction) – This project consists of the replacement of the existing Race Track Road Bridge over Horsepen Branch. The bridge was originally constructed in 1945 and reconstructed in 1950. The remaining planning and construction monies are fully funded in Year 1 of the CIP.

#### Design/Engineering and Planning Projects

1. Bridge Replacement ~ Chestnut Avenue – This project consists of replacing the existing Chestnut Avenue bridge over Newstop Branch and reconstructing the approach roadways. The replacement bridge and approach roadways will be wider than the current structure. The existing bridge, constructed of steel and concrete, is of unknown origin and is currently load restricted to 16,000 pounds. The existing 19-foot span steel and reinforced concrete bridge is experiencing deterioration and is in need of structural replacement. Planning and right-of-way funding begin in Year 6 of the CIP.
2. Church Road Improvements – This project provides geometric and safety improvements to Church Road between Woodmore Road and MD 214 (Central Avenue). Improvements will include intersection improvements, some local realignment of the roadway, and the addition of shoulders and roadside drainage where necessary. This improvement is needed to enhance safety along the roadway. Planning funds begin in Year 1; right-of-way and construction funding begin in Year 5. **Because of the overwhelming need for a safer road that provides adequate traffic carrying capacity, construction funding should be advanced for the segment under study between Woodmore Road and MD 214. The project scope should also be expanded to include the entire Church Road corridor, from Leeland Road to MD 450. Additional funding should be provided in the out years of the CIP for additional improvements within the corridor. As we stated during the County budget hearing process, the City is willing to provide some level of assistance in getting the initial segment of Church Road improved; however, since the amount of the City's contribution is not known at this time, we respectfully request that the reference to 50% funding from the City of Bowie shown on the approved CIP page be eliminated. We would like to continue working with you on this matter.**
3. Governor Bridge Road – Reconstruction of the existing road to a multi-lane urban roadway in the vicinity of US Route 301 and as a two-lane rural roadway with paved shoulders from that point to the Anne Arundel County line. The existing roadway is narrow and does not meet current and projected traffic demands. Increased traffic volumes have resulted from development in the area. Planning funds have been budgeted beginning in Year 6 of the CIP. **Governor Bridge Road also has a one-lane bridge with weight limit restrictions that is subject to flooding when it rains heavily, thus making it impassable. This bridge needs to be replaced with a wider span to provide improved safety, especially for emergency vehicles. Reconstruction of the existing bridge will provide a second point of access to the Governor Bridge Road community. It is important to note that Governor Bridge Road is the only road that can be used to access the Longleaf subdivision in case of emergency, and that additional, new subdivision lots have been approved by the County Planning Board at the more remote end of the road near the river. In order to begin examining the replacement of the existing bridge over the Patuxent River, the City recommends adding this project to the existing CIP page or creating a separate page for it.**
4. High Bridge Road – This project will consist of a two-lane urban reconstruction from MD 450 to Fletchertown Road. The project will provide drainage improvements and improve pedestrian movement as well as provide access to the WB & A trail. The existing roadway is narrow, has drainage problems and does not provide for pedestrian and bicyclist movements. Planning funds

have been budgeted beginning in Year 6 of the CIP. In conjunction with this project, the City recommends a separate Planning Project be added to the CIP to construct a hiker-biker trail along Chestnut Avenue linking Old Town Bowie to the northern limit of the proposed High Bridge Road project, which terminates at Fletcherstown Road. The advantages of this connector include better visibility and accessibility to the retail and cultural facilities in Old Town Bowie by users of the WB & A trail and providing a safer travel route for pedestrians and bicyclists along this narrow, winding portion of Chestnut Avenue.

5. Maryland Route 197 - This project will provide funding for a planning study for MD 197, from US 50 to MD 450 Relocated. This project will be undertaken in conjunction with the State Highway Administration pursuant to a Memorandum of Understanding to establish the details of a funding agreement. Improvements to MD 197 are needed to safely accommodate the increased traffic volumes currently being generated on this roadway. Planning funds are available in Year 1 of the CIP. We applaud the County for committing \$1 million in funding last year for project planning for MD 197, between Kenhill Drive and Relocated MD 450. Upgrading this important transportation link is now one of the County's highest transportation priorities. Although it is a State highway, MD 197 would not be under study today without the proactive assistance of Prince George's County. We look forward to achieving a consensus on the project's design with the community in the coming year and to having this project move ahead in the State's funding program as well.
6. Mount Oak Road/Church Road/Woodmore Road Intersection - This project provides for geometric improvements to the Mount Oak Road/Church Road/Woodmore Road intersection and approaching roads, including the realignment of Woodmore Road, by building half of the ultimate arterial section in accordance with the Master Plan, for an approximate length of 2,000 feet. The existing intersection requires capacity, alignment and drainage improvements. Rapid development in the area is causing an increase in traffic volumes, necessitating capacity improvements. Planning and right-of-way funding is contained in Years 1-3 of the CIP; construction funding is programmed in Years 2-4. As noted above, it is crucial that construction begin as soon as possible.
7. Race Track Road - This project involves the widening and urbanization of Race Track Road to a collector roadway from MD 450 to Old Chapel Road. Included in this project will be the construction of curbs, gutters, crosswalks and sidewalks. The existing roadway is experiencing congestion and does not provide for safe pedestrian mobility. Planning funds are programmed in Year 6 of the CIP. The completion of Saddlebrook and the ongoing expansion at Bowie State University justify an examination of this road, as substantial improvements are needed. The City Council greatly appreciates the inclusion of planning funds and, because of pressing traffic difficulties in the corridor, encourages advancement of this planning project from Year 6 to Year 2 of the CIP. Also, and of immediate concern, is the condition of pedestrian facilities along Race Track Road. The County is commended for doing such an excellent job installing 6-foot wide concrete sidewalks to replace the obsolete asphalt trails along Old Chapel Road. Similarly located near several school facilities, the Race Track Road asphalt pathway is also very old and has deteriorated severely. The trail is uneven and has been encroached upon by utility poles and wires to the point that major sections are unusable. Significant improvements are needed to allow the trail to be used safely, especially by school-age children. An improved walkway will discourage pedestrians from walking upon this dangerous road.
8. US Route 301 Improvements (south of MD 214) - This is a two-phase project for the US 301 corridor between Central Avenue (MD 214) and Marlboro Pike (MD 725). The first phase consists of minor geometric and landscaping improvements at selected intersections. The second phase consists of the improvement of US 301 by providing a third through lane north and south bound between MD 214 and MD 725 and further widening as needed, at Trade Zone Avenue, MD 214 and MD 725. Associated intersection improvements at Old Central Avenue, Trade Zone Avenue, Leeland Road and Village Drive West will also be undertaken. Some developers may provide additional lane improvements at their frontage along US 301 in lieu of the required

developer contributions. This project is necessary to provide satisfactory levels of service during peak periods at the intersections along US 301 should State Highway Administration planned improvements be delayed. It provides for increased capacity to accommodate planned development in this area as well as enhanced safety for the traveling public. Some construction funds are programmed in Year 1; the majority of construction funding is allocated in Year 6 of the CIP. From a reading of the approved CIP page on this item, we note that there appears to be only a minimal funding commitment from County government for this project and that the overall project cost estimate dates from 1989. The estimate should be updated and funding should be provided, or the project should be removed completely from the County CIP, because many developers have come to rely upon this transportation improvement to pass adequate public facilities tests, yet no public agency is willing to pay for its construction. The City supports funding of \$600,000 for construction in the next fiscal year for this project, as proposed, but is seriously concerned with the majority of construction funding being deferred to Year 6. With the imminent construction of the Karington mixed-use development, the remaining construction funding should be advanced into the first half of the six-year program (e.g. Years 2-3). We have requested the Maryland State Highway Administration begin studying this corridor to expedite future improvements.

Other Projects Recommended by the City:

1. Church Road - See above comments.
2. Old Town Bowie - Chestnut Avenue, Old Laurel Bowie Road, Duckettown Road - Sidewalks are badly needed for pedestrian safety on these County roads, which provide major transportation links to Old Town Bowie from the north, south and west. As a result of a field walk in April 2005 with County Councilman Douglas Peters, the County's Department of Public Works and Transportation indicated that sidewalks for these roadways would be evaluated as part of a future Countywide project. The City respectfully requests that this evaluation occur in the next fiscal year so that these important links can be improved sooner rather than later. Upgrading these pedestrian facilities is in keeping with the City Council's emphasis on Walkable Communities.
3. Mount Oak Road - As mentioned earlier in this letter, this project appeared previously in the County CIP. This project will provide for a multi-lane reconstruction of the existing roadway from Church Road to Mitchellville Road in accordance with the area master plan. The design of the project will include an evaluation of the need to construct a bridge over the Conrail railroad tracks. The existing roadway requires capacity, alignment and drainage improvements. Rapid development in the area is causing an increase in traffic volumes, necessitating capacity improvements. This project should be funded for construction so coordinated improvements can be made in conjunction with the Mount Oak Road/Church Road/Woodmore Road intersection improvements.
4. Woodmore Road - As mentioned earlier in this letter, this project appeared previously in the County CIP. This project will consist of the complete dualization of Woodmore Road from east of MD 193 to Church Road. The project will include the reconstruction of the existing westbound roadway, where appropriate, to meet current design standards. The existing roadway is substandard and will not satisfy the projected needs of the adjoining developing area and anticipated increases in through trips. This project will provide a much needed additional east-west connection from South Bowie to Largo and the Capital Beltway. This project should be funded for construction so coordinated improvements can be made in conjunction with the Mount Oak Road/Church Road/Woodmore Road intersection improvements.

The City Council very much appreciates your past support of the City's recommendations regarding County CIP projects and urges you again to give serious consideration to these transportation priorities.

Sincerely,



Bowie City Council  
G. Frederick Robinson  
Mayor

Enclosure – State Transportation Priority List Letter

cc: Mr. Haitham Hijazi, Director of Public Works and Transportation

### Attachment #3: State CTP Projects (2007)

#### Construction Projects

1. MD Route 450 Bridge Replacement (Prince George's County Line 10) - (Completed) This project replaces the existing bridge over the CSX railroad tracks and includes wide shoulders to accommodate bicycles and pedestrians. The existing bridge was deteriorated and had substantial vertical and horizontal clearances.

#### Right-of-Way Acquisition Projects

1. US Route 301 South Corridor Transportation Study (Prince George's County Line 22) - This is a multi-modal corridor study to consider highway/transit improvements from the Potomac River to the US Routes 301/50 interchange in Bowie (45.5 miles). The study includes preparing the appropriate environmental approvals for recommended alternatives. The study is being coordinated with other studies to identify short/long range transit alternatives. Bicycle and pedestrian access will be included in the study.

#### Design and Engineering Projects

1. Route 450 from Stonybrook Drive to MD Route 3 (Prince George's County Line 30) - This project consists of design and engineering to upgrade the section of MD Route 450, from a point approximately 1,000 feet east of its intersection with Stonybrook Drive, to MD Route 3 to a divided highway with four through lanes of traffic. Planning studies were completed for this segment in 1988. Preliminary design is currently underway. Traffic volume in 2005 was 28,700 average vehicles per day; projected traffic volume for the Year 2030 is 58,850 vehicles per day.

#### Project Planning

1. US Route 301/ MD Route 197 Interchange (Prince George's County Line 23) - Study to upgrade and widen US Route 301, from north of Mount Oak Road to US 50 (2.0 miles) and MD 197 from US 301 to Mitchellville Road (0.3 miles). Shoulders will accommodate bicycles. Sidewalks will be provided where appropriate. Improvements are needed to accommodate the existing and projected high volumes of traffic generated by continuing growth along the US 301 corridor and to address existing safety problems. Traffic volume in 2005 was 73,000 average vehicles per day; projected traffic volume for the Year 2030 is 176,000 vehicles per day.
2. MD Route 3 (Prince George's County Line 16) - This project consists of a study to upgrade MD Route 3 from US Route 50 to MD Route 32 (8.89 miles) to address safety and capacity concerns. *The project would improve safety and relieve traffic congestion in this heavily traveled corridor. In 2005, the average daily traffic was 74,500 vehicles per day, and it is projected to be 124,800 in the Year 2030.*
3. MD Route 197 (Prince George's County Line 26) - Study to upgrade and widen existing MD 197 to a multi-lane divided highway from Kenhill Drive to MD 450 Relocated (1.4 miles). Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles. In 2005, the average daily traffic was 38,600 vehicles per day, and it is projected to be 58,150 in the Year 2030.

## Attachment #4: County CIP Projects (2007)

### Construction Projects

1. Bridge Replacement – Race Track Road (Completed) – This project consists of the replacement of the existing Race Track Road Bridge over Horsepen Branch. The bridge was originally constructed in 1945 and reconstructed in 1950.

### Design/Engineering and Planning Projects

1. Bridge Replacement – Chestnut Avenue – This project consists of replacing the existing Chestnut Avenue bridge over Newstop Branch and the reconstructing the approach roadways. The replacement bridge and approach roadways will be wider than the current structure. The existing bridge, constructed of steel and concrete, is of unknown origin and is currently load restricted to 16,000 pounds. The existing 19-foot span steel and reinforced concrete bridge is experiencing deterioration and is in need of structural replacement. Planning and right-of-way funding begin in Year 6 of the CIP.
2. Church Road Improvements – This project provides geometric and safety improvements to Church Road between Woodmore Road and MD 214 (Central Avenue). Improvements will include intersection improvements, some local realignment of the roadway, and the addition of shoulders and roadside drainage where necessary. This improvement is needed to enhance safety along the roadway. Planning funds begin in Year 1; right-of-way funding begins in Year 2; construction funding begins in Year 3.
3. Governor Bridge Road – Reconstruction of the existing road to a multi-lane urban roadway in the vicinity of US Route 301 and as a two-lane rural roadway with paved shoulders from that point to the Anne Arundel County line. The existing roadway is narrow and does not meet current and projected traffic demands. Increased traffic volumes have resulted from development in the area. Planning funds have been budgeted beginning in Year 6 of the CIP.
4. High Bridge Road – This project will consist of a two-lane urban reconstruction from MD 450 to Fletchertown Road. The project will provide drainage improvements and improve pedestrian movement as well as provide access to the WB & A trail. The existing roadway is narrow, has drainage problems and does not provide for pedestrian and bicyclist movements. Planning funds have been budgeted beginning in Year 6 of the CIP.
5. Maryland Route 197 - This project will provide funding for a planning study for MD 197, from US 50 to MD 450 Relocated. This project will be undertaken in conjunction with the State Highway Administration pursuant to a Memorandum of Understanding to establish the details of a funding agreement. Improvements to MD 197 are needed to safely accommodate the increased traffic volumes currently being generated on this roadway. Planning funds are available in Year 1 of the CIP.
6. Mount Oak Road/Church Road/Woodmore Road Intersection – This project provides for geometric improvements to the Mount Oak Road/Church Road/Woodmore Road intersection and approaching roads, including the realignment of Woodmore Road, by building half of the ultimate arterial section in accordance with the Master Plan, for an approximate length of 2,000 feet. The existing intersection requires capacity, alignment

and drainage improvements. Rapid development in the area is causing an increase in traffic volumes, necessitating capacity improvements. Planning and right-of-way funding is contained in Years 1-2 of the CIP; construction funding is programmed in Years 1-3.

7. US Route 301 Improvements (south of MD 214) –This is a two-phase project for the US 301 corridor between Central Avenue (MD 214) and Marlboro Pike (MD 725). The first phase consists of minor geometric and landscaping improvements at selected intersections. The second phase consists of the improvement of US 301 by providing a third through lane north and south bound between MD 214 and MD 725 and further widening as needed, at Trade Zone Avenue, MD 214 and MD 725. Associated intersection improvements at Old Central Avenue, Trade Zone Avenue, Leeland Road and Village Drive West will also be undertaken. Some developers may provide additional lane improvements at their frontage along US 301 in lieu of the required developer contributions. This project is necessary to provide satisfactory levels of service during peak periods at the intersections along US 301 should State Highway Administration planned improvements be delayed. It provides for increased capacity to accommodate planned development in this area as well as enhanced safety for the traveling public. Construction funds are programmed in Year 6.
8. Queen's Court Improvements - This project consists of constructing the extension of Queen's Court from the existing cul-de-sac to US 301. Improvements will include the construction of 700 feet of roadway and the installation of curb, gutter, streetlights, storm drainage systems and street trees. Construction of the extended roadway was a condition of the deed of sale of the property. Planning and construction funding is programmed for Year 1.
9. Horsepen Branch Pumping Station – This project involves the renovation of two existing buildings and demolition of unusable structures at the WSSC Horsepen Branch Pumping Station. This site will serve as a trail and rest stop on the WB & A hiker/biker trail as well as provide an area for nature demonstrations and study at the Fran Uhler Nature Area. Projected heavy use of the WB & A hiker/biker trail requires that trail users arriving by car have an area to access the trail. In addition, a rest stop with picnic area and restrooms will serve hikers and bikers utilizing the trail. Construction funds are programmed in Years 1 and 3 of the CIP.