

City of Bowie

2614 Knobel Drive
Bowie, Maryland 20715

MEMORANDUM

TO: City Council

FROM: David J. Deutsch *DJD*
City Manager

RE: Preliminary Countywide Master Plan of Transportation

DATE: December 31, 2008

I. Background

Staff has reviewed the Preliminary Countywide Master Plan of Transportation (MPOT) proposed by M-NCPPC staff. A Joint Public Hearing of the County Council and County Planning Board is scheduled for January 27, 2009. The last Countywide Master Plan of Transportation was approved in 1982. The Plan has been amended incrementally by approval of Area Master Plans and the 2002 County General Plan. The most recent amendments affecting the Bowie area occurred in 2005-2006 with approval of the Bowie and Vicinity Area Master Plan. Many of the transportation recommendations of that plan have been incorporated into this Preliminary MPOT.

Staff participated in a municipal focus group meeting in 2007 and provided written comments to M-NCPPC at the Open House held on July 24, 2008 (see Attachment #1). These comments are included, among other public comments received, in the MPOT Technical Bulletin. At the focus group meeting, M-NCPPC staff emphasized that the Preliminary MPOT would not include any new interchanges and would have more of a focus on transit and pedestrian/trail issues. Staff worked closely with the M-NCPPC Trails Coordinator during preparation of the Trails, Bikeways and Pedestrian Mobility Element of the MPOT.

The Preliminary MPOT is divided into three (3) major sections: (1) Trails, Bikeways and Pedestrian Mobility; (2) Transit; and, (3) Streets, Roads and Highways. Staff provides comments and analysis in the sections below. A companion Technical Bulletin, dated December 2008, provides associated background, recommendations and policy guidance. The MPOT Open House input offered by City staff in Attachment #1 is summarized on page 11 of the Technical Bulletin. In addition, a supplemental Addendum includes the results of traffic forecasting and Level of Service (LOS) analysis for the transportation network recommended by the Preliminary MPOT. The Plan's goals, policies and strategies seek to ensure an efficient multi-modal transportation infrastructure in the County that accommodates the needs of all user groups.

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II. Analysis

A. Trails, Bikeways and Pedestrian Mobility Recommendations

The Trails, Bikeways and Pedestrian Mobility Element includes two (2) Goals, 11 Policies and eight (8) Strategies. According to the Technical Bulletin, page 32:

“The focus of the MPOT on safe and efficient bicycle and pedestrian access and mobility within the Developed and Developing Tiers is consistent with the visions of the state and regional bikeways, trails and pedestrian plans.”

Table 1 in the MPOT, titled "Trails and Bikeways Recommendations", cites 190 trail projects throughout the County. Nineteen (19) of these projects, beginning on page 14 (#9 through #27 and #90), are in the Bowie and Vicinity planning areas. Eighteen (18) projects were identified in the 2006 Bowie and Vicinity Master Plan; the nineteenth project (#90) is a new recommendation and involves the creation of a shared-use sidepath (off-road) along MD 197, from Laurel to Bowie and will provide improved access to the WB & A Trail. It is important to note that the focus of these recommendations is primarily on County-owned land and State and County rights-of-way. Staff supports the additional trail recommendation for MD 197 between Laurel and Bowie and also recommends the following trail facility amendments, which are contained in the City's Approved Trails Master Plan and past City Council policy statements:

1. Addition of the Old Town Bowie Trail System (as approved recently by R-78-08).
2. Deletion of Proposed Park Trails from the City-owned open space drainage swales located between the Overbrook, Yorktown and Idlewild sections.
3. Identification of at least five (5) trail service/rest areas, including two (2) along the WB & A Trail, two (2) along the Patuxent River Water Trail and one (1) in Foxhill Park.
4. Addition of a grade-separated pedestrian crossing of MD 214 in the vicinity of Hall Road.
5. Addition of a regional trail/greenway using the former A-44 right-of-way.

In addition to the above, some corrections to the maps (Bowie is covered by Maps 3, 4, 5, 7 and 8 beginning on page 63 of the MPOT) should be made prior to approval (e.g. the Old MD 450 trail between MD 197 and St. Pius X Church, the Old MD 197 trail between US 50 and Holiday Lane and the on-road bikeways Kenhill Drive, Kembridge Drive and Rustic Hill Lane should be shown as existing, not proposed).

The Preliminary MPOT also includes discussion of a new planning concept, known as "Complete Streets", beginning on page 7. The idea of Complete Streets involves adequately accommodating all modes of transportation along roadways, ensuring that all users are safely, comfortably, and adequately accommodated along the roads in Prince George's County. All modes of transportation, including the needs of pedestrians and bicyclists, should be incorporated into the various phases of land use planning, design and implementation. New developments throughout the Developed and Developing Tiers, should include roadway improvements where walkable communities and pedestrian safety are needed and desired, especially near transit centers, within designated centers and along designated corridors, where walking and bicycling have the potential to effectively be used as transportation modes resulting in reduced automobile

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trips. There are 10 principles and six (6) recommended policies regarding the Complete Streets concept in the MPOT. Because these are consistent with the emphasis on walkable communities and other policies already contained in the City's Trails Master Plan, staff recommends the City support them.

B. Transit Recommendations

The Transit Element includes an overall goal and four (4) policies with several recommended strategies to go along with each policy. The transit network recommendations of the Preliminary MPOT are intended to help the County achieve the specific development patterns envisioned by the General Plan and subsequent master and area plans for each tier of Prince George's County. The introductory section of the Transit Element recognizes that the County's Five-Year Transit Service and Operations Plan (TSOP) proposes Metrobus and TheBus service and expansions in the County. The MPOT states that the Developing Tier will continue to rely on bus transit as the principal alternative to the automobile through the near- and medium-term future. Table 2, beginning on page 31 of the Preliminary MPOT, identifies transit network recommendations for each General Plan tier, center and corridor. There are no specific recommendations listed for Bowie in Table 2.

The concept of Transportation Priority Growth Districts (TPGDs) is discussed in the Transit Element. TPGDs are proposed as a means of managing the adverse impact of traffic congestion that may be caused by infill development or redevelopment that is otherwise undesirable because it helps achieve the core goals of the 2002 Approved General Plan. TPGDs, covered on page 33 of the Preliminary MPOT, are intended to provide for innovative and flexible transportation and traffic management, to attract--or at a minimum not to discourage--the development envisioned in the General Plan and the master and small area plans that will be undertaken to implement it. The Technical Bulletin provides an in-depth description of TPGDs and how they could be implemented.

The City opposed the similar concept of Transportation Policy Exception Areas (TPEAs) discussed in the Bowie and Vicinity Area Master Plan, since it has always been the City Council's policy to require adequate public facilities (APF) conformance prior to approval of new development. Table 2 of the Preliminary MPOT recommends TPEAs at the Developing Tier's Metropolitan Centers at Largo Town Center and National Harbor. Because the draft TPGD language in the Technical Bulletin relies on language in approved Master Plans for establishment of the districts and because such a proposal is specifically mentioned in the Bowie and Vicinity Area Master Plan for the Bowie Regional Center (even though one is not currently proposed in the MPOT), it is recommended that the City strongly oppose any future application of TPGD within Regional Centers in the Developing Tier and ask that this clarification be made.

Of particular note is the recommendation, on page 34, regarding Policy 4 (Develop a comprehensive rail transit network for Prince George's County) to undertake systems and facilities engineering and corresponding TOD (Transit-Oriented Development) planning for a fixed guideway transit extension from New Carrollton Metrorail Station via US 50 to Bowie Center. Maps 3, 4, 5, 7 and 8 cover the Bowie area and show the existing MARC Station at Bowie State University as well as a new, proposed fixed guideway transit route following US 50. The Preliminary MPOT states that: "fixed guideway transit can be bus rapid transit (busway), streetcar, and light, heavy or commuter rail transit service. The defining characteristic is that the transit vehicle operates in its own right-of-way, which can be physically demarcated or

operationally controlled by traffic and roadway signage and enforcement." The Bowie and Vicinity Area Master Plan recommends a phased expansion of transit service including ultimate implementation of bus rapid transit service and establishment of a transit center and commuter parking facility at the Bowie Gateway Center (see Table 6 - Attachment #2).

The City Council has always supported improved transit service to Bowie, including recommendations using the US 50 corridor for mass transit service and the creation of a transit hub at the Bowie Gateway Center. Because it is consistent with current City policy, it is recommended that the City specifically support this transit proposal of the Preliminary MPOT. However, it should be noted that the two (2) local spurs of the planned fixed guideway route shown on Map 5 (page 86) in the vicinity of Bowie Town Center and Bowie Gateway Center, while only conceptual in nature, may not be the most feasible alignments. Since it is not possible to be specific at this time and to avoid confusion about what is intended, it is recommended that these local spurs be deleted from Map 5.

C. Streets, Roads and Highway Recommendations

There is one (1) goal and five (5) related policies with multiple strategies for this Plan Element. The Streets, Roads and Highways Element identifies the road network as a segment of the County's transportation infrastructure that supplements and supports the transit and non-motorized elements into the future. The writers of the Preliminary MPOT recognize, on page 34, that managing the demand for existing transportation facilities and services is crucial because the opportunities for significant expansion of highway capacity in the most urbanized areas of the County are limited. Specific road-by-road recommendations are included in "Table 3: Streets, Roads and Highway Facility Recommendations", beginning on page 39.

Future traffic was forecast by M-NCPPC using the TransForM (Transportation Forecasting Model) travel demand model. Demographic datasets corresponding to the 2006 Bowie and Vicinity Area Master Plan and other recently approved master plans were included. Other parts of the County were modeled using the Metropolitan Washington Council of Governments Round 7.1 Cooperative Forecast for the Year 2030. The Addendum to the MPOT includes a table showing traffic levels of service (LOS) along with the Average Daily Traffic (ADT) ranges for each major road in the County. The pages relevant to Bowie are provided as Attachment #3. It should be noted that some portions of US 50 and US 301 have LOS below LOS "D" and are considered failing in the planned transportation scenario. All other roads serving the City are within the acceptable LOS range (A-D).

The Plan attempts to recommend the appropriate facilities to serve existing and future County development patterns, including the desirability of removing facilities such as A-44 (the Intercounty Connector Extended). Although A-44 was deleted from the Bowie and Vicinity Area Master Plan upon its approval in 2006, the access-controlled arterial highway continues to be discussed (see public comments recorded in Technical Bulletin). One of the only new specific proposals of the Preliminary MPOT is the following:

- 2. Construct MD 197 (A-24) as a four- to six-lane arterial from US 301 to the Baltimore- Washington Parkway to maintain the operational integrity of MD 197, in light of the deletion of A-44, from the Prince George's County highway network.**

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City policies on several relevant projects pertain to the above recommendation. First, the City Council has long-opposed upgrading of MD 197, north of US 50, beyond a maximum of four (4) through lanes. The latest statement of this policy, during the Bowie and Vicinity Area Master Plan hearings, went unheeded by the County Council. Also, the City has consistently opposed construction of A-44, east of I-95. The Prince George's County Council's removal of A-44 from consideration during the planning process at the outset of the Bowie and Vicinity Area Master Plan was a major accomplishment. Unfortunately, some sentiment for extension of that roadway east of its planned terminus still exists. Acknowledging that traffic conditions may warrant the eventual expansion of MD 197 through the Federal properties between Laurel and Bowie, staff recommends a stipulation that the City's past 4-lane policy regarding MD 197 be upheld in planning for that segment. In addition, the City Council has adopted a position that a new arterial roadway is needed north of Bowie State University, to connect MD 197 to MD 424 in Anne Arundel County (see Attachment #4). Staff recommends that any upgrading of MD 197 beyond its current two (2) through lanes be contingent upon construction of this new arterial road. To support the recommendation for a new roadway in the past, the City identified the need to improve regional traffic circulation and alleviate congestion in the Route 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 need for the new road is further justified with the impending approval of a new mixed-use Center at the MARC Station/Bowie State University which will intensify usage of the MARC Station and will result in new residents, workers and shoppers traveling through the area.

There are several other road improvement recommendations included in Attachment #1 that should be reiterated in the City's position statement regarding the Preliminary MPOT, including a new interchange on US 50 at MD 193 and a new access connection from US 50 to Governor Bridge Road. The MD 193 interchange is critically needed to provide access to and from the employment centers in the MD 193 corridor, especially around NASA/Goddard Space Flight Center and to take regional through traffic off of MD 450 and MD 197 between Kenhill Drive and MD 450. A new access connection to Governor Bridge Road would provide a second route to and from the large residential community of Longleaf and help traffic levels of service at the US 50/US 301/MD 3 interchange. Despite indications made to the contrary by MNCPPC staff during the focus group meetings, the Preliminary MPOT does recommend some road improvements, such as interchange ramps. For example, on page 36, Policy 1, Strategy 3 recommends construction of ramps to provide a full-movement interchange at MD 200, the ICC, and MD 201, Kenilworth Avenue Extended (A-56). The City's recommendations are entirely consistent with the Element's stated goal of managing capacity and minimizing congestion of the highway network.

"Table 3: Streets, Roads and Highway Facility Recommendations" lists the following roads with a maximum of six lanes:

- (1) MD 450, between MD 564 and MD 3;
- (2) Mitchellville Road, between Mount Oak Road and MD 197; and
- (3) Woodmore Road and Mount Oak Road.

In keeping with City Council policy, recommendations to upgrade these arterial roads to a maximum of six (6) lanes should be opposed.

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In a similar vein, City Council opposed the upgrading of certain collector roads beyond two (2) lanes, because of the impact future roadway widening would have on the adjacent community. In May 10, 2005 testimony on the Bowie and Vicinity Area Master Plan, the City stated:

The City reviewed the *Transportation Technical Bulletin* prepared for this Plan and noted that several road links modeled in the analysis are impractical as proposed. C-301 (Highbridge Road/Chestnut Avenue), C-313 (Old Laurel Bowie Road) and C-314 (Lanham-Severn Road, Ninth Street and Eleventh Street) are proposed as four-lane collector roads. This level of roadway improvement would be disruptive to the existing communities and is inconsistent with the City's Revitalization Master Plan for Old Town Bowie. It is recommended that these roadways be limited to an improved two-lane collector design, with appropriate turn lanes. In addition, the collector classification of Duckettown Road/Sixth Street (C-312) should not extend east of Maple Avenue, since upgrading of Sixth Street would be constrained by existing residential development, would be detrimental to the community and would be unnecessary since traffic would likely turn onto Maple Avenue rather than use Sixth Street to get to or from Old Laurel Bowie Road.

In addition, C-315 (Jericho Park Road) from Race Track Road to MD 197 is not practical as a collector, since a major segment of the road will eventually become part of the Bowie State University ring-road system. The City recommends that this road be maintained as a local road.

The above actions would be consistent with Policy 5 of the MPOT, which recommends that roadway improvements should minimize dislocation and disruption, and would also be consistent with the designation of similar collector roads in the area (Old Chapel Road, Duckettown Road and Springfield Road) with no more than two (2) lanes. It is therefore recommended that the above position supporting reduction of the ultimate number of lanes be reiterated.

The City Council recommended in the MPOT Public Forum statement that the major collector road classification be used more extensively in the future, in lieu of arterial upgrades, to create an alternative road network of County roadways serving local needs. Development of the collector road network would help to maximize traffic flow and operational efficiency, as recommended in Policy 2, Strategy #6. This recommendation is entirely consistent with Policy 3, Strategy #3 of the MPOT, which suggests that the Subdivision Ordinance be amended to include a requirement that lots adjacent to roads of major collector or higher classification front on interior streets or service roads. In keeping with this emphasis, staff recommends an amendment to Table 3 to upgrade Old Chapel Road, between High Bridge Road and MD 197, to a 4-lane collector (the portion east of MD 197 is already classified as a 4-lane collector) and an amendment that would reclassify Hall Road (currently designated as Primary Road P-300) to a 4-lane collector.

The City Council also recommended that all major roads be designed as heavily landscaped boulevards to establish a sense of place and to enhance the appearance of the community. The use of plant species indigenous to the area or native to the region, including BayScaping techniques, should be used in the landscape design. Major roadways should have attractively landscaped gateway entrance features to the community. This strategy of roadway beautification should be added to Policy 5. In addition, the concept of "Green Streets", including new streets as well as retrofitted streets, should be discussed as part of Policy 5, since this type of design is environmentally friendly and can also function as a traffic calming approach.

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Specifications for Green Streets should be developed under an additional item recommended for inclusion within Policy 2, Strategy #6.

Council should also reiterate its support for establishment of an interjurisdictional congestion management system to address regional traffic impacts, previously discussed in the Bowie and Vicinity Area Master Plan, by specifically endorsing Policy 3 in Chapter VII of the MPOT.

III. **Recommendation**

It is recommended that the City Council send a letter to the District Council/Planning Board with the above recommendations.

- Attachment #1 - July 24, 2008 MPOT Open House Input
- Attachment #2 - Table 6 of Bowie and Vicinity Master Plan re: Transit
- Attachment #3 - MPOT Addendum Pages - Traffic Level of Service
- Attachment #4 - Possible Alignment of New Arterial Road near BSU



City of Bowie

2614 Kenhill Drive
Bowie, Maryland 20715

July 24, 2008

Mr. Harold Foster, Project Manager
Countywide Planning Division
The Maryland-National Capital Park and Planning Commission
14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772

RE: Master Plan of Transportation

Dear Mr. Foster:

I am writing in order to provide you with the Bowie City Council's position regarding the initial staff recommendations of County's transportation master plan. The Council's May 8, 2003 letter to the Prince George's County Council and Planning Board is attached for reference. These recommendations continue to be the City position. I would like to reiterate some of the highlights and update you on current City policy:

- The City **OPPOSES** construction of A-44, east of I-95. Some participants of the public workshops have suggested reinstating this facility, which was removed in the 2006 Bowie and Vicinity Master Plan, in the County's transportation plan.
- The City **OPPOSES** upgrading of major roadways, except for US 50, MD 214 and US 301, to six "through" lanes. As such, the City would be opposed to any effort to construct more than four lanes on MD 197 through Bowie (including the segment between Kenhill Drive and MD 450) as well as any effort to upgrade MD 197, north of Bowie, to a six-lane arterial roadway, as mentioned in the current recommendations.
- The City **recommends** a new interchange on US 50 at MD 193. This interchange is critically needed to provide access to and from the employment centers in the MD 193 corridor, especially around NASA/Goddard Space Flight Center and to take regional through traffic off of MD 197 between Kenhill Drive and MD 450.
- The City **recommends** a new access connection from US 50 to Governor Bridge Road. Such a connection will provide a second route to and from this landlocked community and help traffic levels of service at the US 50/US 301/MD 3 interchange.

MAYOR G. Frederick Robinson MAYOR PRO TEM Todd M. Turner

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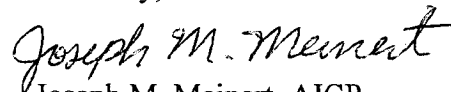
Letter to Harold Foster re: MPoT

- The City **recommends** a new regional arterial roadway linking MD 32 in Anne Arundel County and MD 197 north of Bowie State University. This road will enhance accessibility and relieve congestion on County highways and arterial roadways. This is consistent with the principle of creating an interjurisdictional congestion management system identified in the Approved 2006 Bowie and Vicinity Master Plan.
- The City OPPOSES the use of Transportation Policy Exception Areas (TPEAs) as a means of satisfying transportation adequacy during the development review process, especially in the Developing Tier.
- The City OPPOSES the use of Level of Service "E" as a transportation adequacy threshold in the Bowie Regional Center.
- The City SUPPORTS the proposed Transit Recommendations, including the eventual extension of Metrorail from New Carrollton to the Bowie Regional Center via US 50 and the creation of a transit hub there. The City also SUPPORTS the recommendations to expand the service of the County's transit system (The Bus).
- The City SUPPORTS the proposed Trail Recommendations. The City also **recommends** the designation of the former A-44 alignment as a regional trail/greenway.

The City wishes to register these concerns about the Master Plan of Transportation at this early stage, recognizing that upon publication of the Preliminary Master Plan there will be ample time for additional public comment.

Thank you for your efforts on this planning effort. We look forward to continuing our strong working relationship with regard to transportation matters.

Sincerely,



Joseph M. Meinert, AICP
Director of Planning and
Economic Development

Attachment – May 8, 2003 Public Forum Letter

cc: Bowie City Council
Mr. David J. Deutsch, City Manager
Mr. Frank Stevens, Senior Planner



City of Bowie

2614 Kenhill Drive
Bowie, Maryland 20715

May 8, 2003

The Honorable Peter A. Shapiro, Chairman
Prince George's County Council
County Administration Building
Upper Marlboro, Maryland 20772

The Honorable Elizabeth M. Hewlett, Chairman
Prince George's County Planning Board
County Administration Building
Upper Marlboro, Maryland 20772

RE: Master Plan of Transportation Update
Public Forum Testimony

Dear Chairman Shapiro and Chairman Hewlett:

The Bowie City Council appreciates the opportunity to provide these Public Forum comments. We applaud the effort to update the 1982 Master Plan of Transportation (MPOT), since so much time has passed and many of the concepts and transportation improvements proposed in that document are no longer valid. A comprehensive, systemwide analysis will provide the best framework for new Countywide policies that reflect conformance with the approved General Plan.

The City has the following comments concerning the major elements of the Master Plan of Transportation:

General

- The implications of the General Plan's Development Pattern Element must be addressed through this MPOT.
- As a guiding principle, multi-modal transportation options should be provided in the Developing Tier in order to reduce the need for new arterial or collector roads. Specific strategies recommended include the following:
 - Eliminate unnecessary master planned roadways that do not directly serve centers or corridors.
 - Eliminate master planned circumferential roadways in favor of strong multi-modal corridors.

MAYOR G. Frederick Robinson MAYOR PRO TEM Jack D. Jenkins

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May 8, 2003 Public Forum Letter

- There should be an emphasis in the MPOT on achieving land use compatibility around general aviation airports.

Highways

- The City requests removal of, and opposes construction of, A-44 (the Inter-County Connector) and its planned interchanges, east of I-95, including the proposed interchange with US Route 50, due to this proposed highway's detrimental environmental impacts and impacts on the quality of life of current and future residents along its alignment. Additionally removal of A-44 will minimize negative impacts to US Route 1 in the Laurel area. For many of the same reasons, the City does not support the A-58 Secondary Alignment as shown on the current Master Plan.
- With the exception of US Route 50, MD Route 214, US Route 301, and the portion of Mitchellville Road north of Northview Drive, the City opposes the upgrading of all major roadways serving the Bowie area to six "through" lanes.
- In order to prevent the expansion of MD Route 450 and 197 beyond four lanes through the City and to provide another north-south connection to Route 450, an interchange should be provided on US Route 50 between MD Route 197 and MD Route 704.
- The City supports a completely or partially grade separated interchange at the intersection of MD Route 450 and MD Route 3 to encourage drivers destined for points west of Bowie to use US Route 50 as opposed to MD Route 450.
- Any improvements to the transportation network in and around the City and its Planning Area should maximize traffic flow and operational efficiency, while minimizing disruptive impacts on residents. This may best be accomplished by limiting the extent to which a road must be widened, and by locating road improvement projects in the least detrimental location (including the minimal loss of trees and environmentally sensitive areas).
 - The major collector roadway design should be used more extensively in the future, in lieu of arterial upgrades, to create an alternative road network of County roadways serving local traffic needs.
- Roadway Beautification - All major roads should be designed as heavily landscaped boulevards to establish a sense of place and to enhance the appearance of the community. The width of boulevarded medians should be kept to a minimum, but should not be narrower than eight feet of plantable area (except at intersections) to permit planting of significant vegetation. Use of plant species indigenous to the area or native to the region, including BayScaping techniques should be used in the landscape design. Major roadways should have attractively landscaped gateway entrance features to the community.
- Preservation of existing rural and scenic roads should be supported whenever feasible. Scenic roads are an asset to Prince George's County and establish a theme for contiguous development that must respect this character.

May 8, 2003 Public Forum Letter

- The County's transportation policies should be revised to require LOS "D" (rather than LOS "E") in Regional Centers within the Developing Tier. In addition, traffic mitigation should not be permitted in the MD 3/US 301 corridor.

Transit

- The City endorses the recent proposal by WMATA to restructure bus routes in the County. The introduction of the "transit hub" and "flexible circulator" concepts will result in greater efficiency of transit routes, the intention of which is to increase ridership. Transit options to connect the MARC station at Bowie State University and Old Town Bowie to other "hubs" should be explored.
- The City supports a re-examination of the public transit alignments proposed to serve the Bowie area (i.e. PT-1). Various development decisions in preceding years have rendered the prospect of a future dedicated transit alignment to Bowie infeasible. The exception to this would be within the right-of-way of US 50.
- Park and Ride Lots – The City is aware that the existing park-and-ride lot on Northview Drive is underutilized. The MPOT should examine ways to enhance the usefulness of these facilities. Future park-and-ride facilities should work in concert with other transportation improvements and other programs (such as High Occupancy Vehicle lanes, vanpooling, etc.) to take advantage of available capacity in the transportation system.
- Transportation Demand Management (TDM) – The City sees this as a valuable tool to manage traffic congestion. However, because much of the success of such a system depends on the participation of major employers, specific alternatives should be developed for portions of the County where large employers do not exist.

Trails

Pursuant to the City's adopted Trails Master Plan, some of the major trails initiatives we would like to see endorsed by the MPOT include:

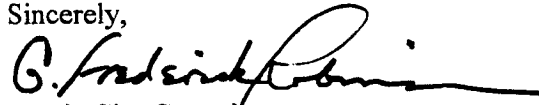
- Use of A-44 right-of-way for major trail segments
- Inclusion of trailhead facilities, including rest/service areas, wherever feasible
- Construction of a public trail system along the Patuxent River
- Creation of a "water trail" system within the Patuxent River watershed
- Expansion of "Share the Road" program on County roadways
- Establishment of a measurable objective for trails, such as at least one (1) mile of trail for not more than 3,000 residents.

Further, to enhance Bowie as a walkable community and eliminate existing unsafe conditions, we request that the MPOT include recommendations for the installation of sidewalks along the following County roads: Mitchellville Road (south of Mount Oak Road), High Bridge Road (from Old Chapel Road to the WB & A trail) and MD 564 (between MD 197 and the railroad bridge).

The City appreciates your consideration of these planning items as you begin the effort to update the Countywide Master Plan of Transportation.

Thank you for the opportunity to participate in the plan formulation process and for your serious consideration of these recommendations.

Sincerely,

A handwritten signature in black ink, appearing to read "G. Frederick Robinson". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Bowie City Council
G. Frederick Robinson
Mayor

.p:/MPOTPublicForumStatement

Table 6: Transportation Systems Transit Service Timetable

Phase	Policy	Service Area	Relationship to Road System	Principal Transit Mode	Needed Actions
One	<p>Enhance existing transit service:</p> <ul style="list-style-type: none"> ● Increase ridership ● Evaluate and update existing routes and service ● Evaluate possible Transportation Demand Management (TDM) concepts. <p>Expand commuter intercept parking; divert single-occupant vehicle (SOV) trips to existing transit service.</p>	<ul style="list-style-type: none"> ● Bowie Regional Center ● Commuter parking lot ● Bowie Town Center 	Transit is a supplement to a primarily automobile-based transportation network.	Fixed-route bus	<ol style="list-style-type: none"> 1. Coordinate master plan implementation with: <ol style="list-style-type: none"> a. Master Plan of Transportation; b. Transit Service and Operations Plan (TSOP). 2. If Transportation Policy Exception Area (TPEA) is approved for the Bowie Regional Center, integrate transit and shuttle service with other modes within the TPEA. 3. Encourage transit-oriented development (TOD) in Bowie Regional Center.
Two	<p>Expand existing transit service:</p> <ul style="list-style-type: none"> ● Emphasize employer incentives in new development in Bowie Regional Center. 	<ul style="list-style-type: none"> ● MD 450 Corridor ● Bowie State University ● Bowie State MARC station ● Old Town Bowie ● New Carrollton Metrorail 	Transit service is an alternative to automobile use, at least within the Bowie Regional Center.	Fixed-route bus	<p>Coordinate implementation with next Prince George's County TSOP.</p>
Three	<p>Extend transit service.</p>	<ul style="list-style-type: none"> ● Pointer Ridge ● Largo Town Center ● Metrorail (link) 	Transit service is an alternative to automobile use in other parts of the planning area.	Fixed-route bus	<ol style="list-style-type: none"> 1. Coordinate with update of the next TSOP. 2. Expand TDM where feasible. 3. Coordinate with Maryland Department of Transportation (MDOT).
Later	<p>Shift the principal transit mode to regional rapid transit and integrate with Metrorail.</p>	<ol style="list-style-type: none"> 1. Principal service areas: <ol style="list-style-type: none"> a. US 50 Corridor; b. Central and eastern Prince George's County. 2. Secondary service areas: <ol style="list-style-type: none"> a. Rest of county; b. Metropolitan area. 	Alternative within county.	Bus rapid transit	<ol style="list-style-type: none"> 1. Redevelop and convert Gateway Center into transit center and commuter/shared parking facility. 2. Coordinate with next update of TSOP. 3. Coordinate with MDOT and US DOT (assistance for preliminary engineering).

Preliminary MPOT Addendum

TABLE 1: FORECAST AVERAGE DAILY TRAFFIC (ADT) AND LEVELS OF SERVICE (LOS)

ROAD ID	FACILITY NAME	ROUTE ID	LIMITS	LANES	ADT RANGE	LOS RANGE
F-1	I-95	I-95	Beltway to Howard County	8+ C-D roads	208,000-265,000	D-E
F-2	Baltimore Wash Parkway	NPS Facility	DC Line to Anne Arundel County	4 to 6	106,000-130,000	C-D
F-3	Intercounty Connector	MD 200	Montgomery County Line to Baltimore Avenue	6	58,000-149,000	B-F
F-4	John Hanson Hwy	US 50/US 301	DC Line to Anne Arundel County	6 to 8	91,000-219,000	D-F
F-5	Capital Beltway	I-95/I-495	Montgomery County to Woodrow Wilson Bridge	8 to 12	237,000-330,000	F
F-6	Pennsylvania Avenue Extended	MD 4	Beltway to Anne Arundel County	6 to 8	73,000-143,000	B-D
F-7	Suitland Parkway	NPS Facility	DC Line to Pennsylvania Ave	4 to 6	55,000-79,000	B
F-8	Anacostia Freeway	I-295	I-95/I-495 to DC Line	4 to 6	91,000	D-E
F-9	Branch Avenue	MD 5	Charles County Line to Beltway	6 to 8 ¹	52,000-176,000	B-E
F-10	Crain Highway	US301/M D 3	Charles County to Anne Arundel. County (See MD 5) ²	6 to 8	58,000-228,000	B-F
F-11	Indian Head Hwy	MD 210	Berry Road to Beltway	6 to 8	94,000-142,000	D
E-1	Central Avenue	MD 214	Beltway to Anne Arundel County	4 to 8	36,000-104,000	C-D
E-3	Pennsylvania Ave Extended	MD 4	DC Line to Beltway	4 to 6	31,000-65,000	B
E-4	Branch Avenue	MD 5	Beltway to DC Line	4 to 6	75,000-97,000	C
E-5	Indian Head Hwy	MD 210	Charles County to Berry Road	4	56,000-73,000	E-F
E-6	Landover Road/Largo Road	MD 202	Pennsylvania Ave/Crain Hwy to Beltway	4 to 8	24,000-64,000	A-C
E-7	Berry Road	MD 228	Indian Head Hwy to Charles County	4	43,000-66,000	C-E
A-1	Sandy Spring Road	MD 198	Montgomery County to Anne Arundel County (outside City of Laurel)	6	62,000-70,000	C-D
A-2	Cherry Lane		Kenilworth Avenue to Laurel-Bowie Road	6	15,000-35,000	A-B
A-3	Van Dusen Road Extended		Virginia Manor Road to A-59	6	3,000-15,000	A
A-4	Laurel-Bowie Road	MD 197	<i>Baltimore-Washington Parkway to City of</i>	6	49,000-91,000	C-F

¹ Includes two reversible lanes or six lanes plus fixed-guideway transit facility.² Study corridors between Branch Avenue and Charles County.

ROAD ID	FACILITY NAME	ROUTE ID	LIMITS	LANES	ADT RANGE	LOS RANGE
			Laurel			
A-6	Contee Rd Extended		Old Gunpowder Road to Baltimore Avenue	6	11,000-45,000	A-C
A-8	Powder Mill Rd	MD 212	Montgomery County to Baltimore Avenue	6	9,000-53,000	A-D
A-9	Baltimore Avenue	US 1	Beltway to City of Laurel	6	41,000-77,000	C-D
A-10	Adelphi Rd		East-West Highway to Montgomery County	4 to 6	31,000-43,000	C-D
A-11	New Hampshire Avenue	MD 650	DC Line to East-West Highway and University Blvd to Montgomery County	6	47,000-90,000	C-F
A-12	Riggs Road	MD 212	DC to University Blvd	6	34,000-72,000	B-E
A-13	Queens Chapel Road	MD 500	DC Line to East West Hwy	6	47,000-68,000	C-D
A-14	Kenilworth Ave	MD 201	Baltimore Washington Pkwy to Sunnyside Avenue	4 to 6	38,000-68,000	C
A-15	East West Highway/Veterans Pkwy	MD 410	New Hampshire Avenue to Pennsy Drive	4 to 6	33,000-67,000	B-C
A-16	University Blvd/Glenn Dale Blvd	MD 193	Montgomery County to Annapolis Road	4 to 6	22,000-63,000	A-C
A-17	Bladensburg Rd	US Alt 1	DC Line to Kenilworth Avenue	4 to 6	24,000-52,000	A-C
A-18	Annapolis Rd	MD 450	Kenilworth Avenue to Lanham-Severn Road	6	20,000-52,000	A-C
A-19	Lanham-Severn Rd	MD 564	Annapolis Road to Springfield Road	4 to 6	15,000-26,000	B
A-20	Landover Rd	MD 202	Annapolis Road to Beltway	6	34,000-60,000	A-C
A-21	Sheriff Rd		DC Line to M. L. King Highway	4	17,000-28,000	A-B
A-22	Martin Luther King Jr Hwy	MD 704	DC Line to Annapolis Road	4 to 6	31,000-50,000	B-C
A-23	Annapolis Rd	MD 450	Lanham-Severn Road to Crain Hwy	4 to 6	12,000-68,000	A-D
A-24	Collington Rd/Laurel Bowie Road	MD 197	US 301 to Baltimore-Washington Parkway	4 to 6	22,000-66,000	B-D
A-25	Mitchellville Rd		Mt. Oak Road to Collington Road	4 to 6	31,000	B-C
A-26	Lottsford Rd/Woodmore Rd/Mt Oak Rd		Largo Drive W to Mitchellville Road	4 to 6	7,000-37,000	A-C
A-27	Watkins Park Road/Enterprise Rd	MD 193	Largo Road to Annapolis Road	4	11,000-45,000	A-D
A-29	Evarts St/Campus Way		Brightseat Road to Harry S Truman Drive	4 to 6	3,000-18,000	A
A-30	Bishop Peebles Dr/Arena Dr/Lake Arbor Way		Fed Ex Way to Campus Way	6	3,000-34,000	A
A-31	Ritchie Rd/Morgan Blvd/Redskins		Walker Mill Road to	6	9,000-	A

ROAD ID	FACILITY NAME	ROUTE ID	LIMITS	LANES	ADT RANGE	LOS RANGE
A-57	Piney Branch Rd	MD 320	Montgomery County to New Hampshire Avenue	4	40,000	D
A-59	Mall Road		ICC to Contee Road Extended	6	9,000-23,000	A-B
A-61	Crain Highway	US 301	Old Crain Highway to Cbllington Road	4 to 6	4,000-27,000	A-B
A-63	Brandywine Employment Spine Rd		Crain Hwy to Brandywine Road	4 to 6	32,000-56,000	B-D
A-64	Crain Highway	US 301	Charles County to F-9 north of A-63	6 to 8	40,000-45,000	C
A-65	Old Fort Road Extended		Piscataway Road to Branch Avenue	4 to 6	23,000-30,000	B
A-66	Presidential Parkway		MC 637 to Woodyard Road	4 to 6	33,000-36,000	C
A-67	Suitland Pkwy Extended		Pennsylvania Avenue to MC 634	6 to 8	50,000	C
A-68	New Arterial		Oxon Hill Rd to Brinkley Rd	4	18,000-20,000	B
MC-200	Baltimore Avenue	US 1	Guilford Drive to Beltway	4	45,000-53,000	E-F
MC-300	Church Road		Oak Grove Rd to Annapolis Road	4	11,000-34,000	A-D
MC-500	Temple Hill Road		Allentown Road to Piscataway Road	4	8,000-16,000	A-B
MC-500	Hagan Road		St Barnabas Road to I-95/I-495	4	19,000	B
MC-501	Old Alexandria Ferry Rd		Woodyard Road to Branch Avenue	4	14,000-35,000	B-D
MC-502	General Lafayette Blvd/McKendree Rd (West Brandywine Spine Road)		Crain Highway to A-55	4	17,000-24,000	B-C
MC-600	Oak Grove Rd/Leeland Rd		MD 193 to US 301	4	16,000-36,000	B-D
MC-601	Heathermore Blvd		MC-602 to Croom Road	4	4,000-6,000	A
MC-602	Croom Road Relocated		Pennsylvania Avenue to Croom Road	2 to 4	13,000-27,000	C
MC-631	Suitland Parkway Extended		A-67 to Ritchie-Marlboro Road	4	12,000-33,000	A-D
MC-632	Westphalia Boulevard		MC-631 to A-66	4	21,000	A
MC-634	Presidential Parkway Extended		A-66 to White House Road	4	8,000-34,000	A-D
MC-635	D'Arcy Road Extended		MC-637 to MC-631	4	24,000	C
MC-637	New Road		A-66 to MC-632	4	5,000-21,000	A-B
MC-700	Palmer Road/Tucker Road		Indian Head Hwy to Allentown Road (C-718)	4	9,000-16,000	A-B
MC-	Brinkley Road		St Barnabas Road to	2 to 4	16,000-	D-E

ROAD ID	FACILITY NAME	ROUTE ID	LIMITS	LANES	ADT RANGE	LOS RANGE
C-223	57th Avenue		Annapolis Road to Emerson Street	2 to 4	1,000-9,000	A-B
C-224	Baltimore Avenue	US Alt 1	Rhode Island Avenue to Annapolis Road	4	30,000-51,000	C-F
C-225	Cooper Lane		Old Landover Road to Annapolis Road	2 to 4	8,000-12,000	A-C
C-226	Ardmore-Ardwick Road		Annapolis Road to south of Elsie Court	2 to 4	13,000	B-D
C-227	Greenbelt Road	MD 430	US 1 to MD 193	4	17,000-33,000	C-F
C-229	Belcrest Road		Queens Chapel Road to Adelphi Road	4	8,000-20,000	A-C
C-230	Hamilton Street		Jamestown Road to 38th Avenue	2 to 4	15,000-26,000	D-E
C-234	38th Street	MD 208	Bladensburg Road to Rhode Island Avenue	2	14,000-16,000	D-E
C-301	High Bridge Rd/Chestnut Ave/11 th Street		Annapolis Road to 9 th Street	2 to 4	11,000-25,000	D
C-302	Fairwood Parkway		Annapolis Road to Church Rd	4	15,000	C
C-303	Old Chapel Road		High Bridge Rd to Laurel-Bowie Road	2	4,000	A
C-304	Mitchellville Rd		Mount Oak Road to Crain Hwy	4	18,000	C
C-305	Mount Oak Rd		Mitchellville Rd to Crain Hwy	4	2,000-3,000	A
C-306	Northview Dr		Mitchellville Rd to New Haven Drive	4	2,000-6,000	A
C-307	Excalibur Blvd		Evergreen Parkway to Crain Hwy (A-61)	4	8,000-11,000	A-B
C-308	Mitchellville Rd		Collington Road to Renaissance Center	4	12,000-14,000	B
C-309	Melford Boulevard		Crain Hwy to MD Science & Tech Ctr. (Melford)	4	33,000	D
C-310	Race Track Road		Annapolis Road to Old Chapel Road	4	18,000-26,000	C-D
C-311	Old Chapel Road		Laurel-Bowie Road to Race Track Road	4	13,000	B
C-312	Duckettown Road		Springfield Rd to Chestnut Avenue	2	7,000	B
C-313	Old Laurel-Bowie Road		Laurel-Bowie Road to 9 th Street	2 to 4	12,000	B-D
C-314	Lanham-Severn Rd/9th Street/11th Street/Race Track Road	MD 564	Springfield Rd to Jericho Park Road	2 to 4	6,000-19,000	A-C
C-315	Race Track Road/Jericho Park Road		Old Chapel Road to Laurel-Bowie Road	2 to 4	8,000-21,000	C-D
C-322	Springfield Road		Lanham-Severn Road to Good Luck Rd	2	2,000-12,000	A-D
C-327	Princess Garden Pkwy		Annapolis Road to Good Luck Road	4	8,000-14,000	A-B

ROAD ID	FACILITY NAME	ROUTE ID	LIMITS	LANES	ADT RANGE	LOS RANGE
C-328	Cipriano Road		Lanham-Severn Road to Greenbelt Road	4	10,000-20,000	B-C
C-329	Whitfield Chapel Road		Ardwick-Ardmore Road to Annapolis Road	4	10,000-20,000	B-C
C-338	Glenn Dale Road	MD 953	Annapolis Road to Enterprise Road	4	2,000-3,000	A
C-339	Forbes Blvd		Lottsford-Vista Rd to Lanham-Severn Road	4	4,000-15,000	A-C
C-340	Relocated Forbes Blvd		Lanham-Severn Road to Greenbelt Road	4	3,000	A
C-341	Good Luck Road		Kenilworth Avenue to Springfield Road	2 to 4	1,000-23,000	A-D
C-342	Prospect Hill Road/Fletchertown Rd		Glenn Dale Blvd to Highbridge Rd	2 to 4	4,000-6,000	A
C-343	Hillmeade Road		Annapolis Road to Fletchertown Rd	2 to 4	1,000-23,000	A-D
C-344	Lottsford-Vista Road		Lottsford Rd to M. L. King Hwy	4	5,000-10,000	A-B
C-345	McCormick Road/St Joseph's Drive		Lottsford Rd to Ardwick-Ardmore Rd	4	3,000-9,000	A-B
C-346	Harry S Truman Dr/Largo Drive W/Largo Ctr Dr		Arena Dr to Arena Dr (Loop Rd)	4	1,000-5,000	A
C-347	Ardwick-Ardmore Road		M. L. King Hwy to Lottsford-Vista Rd	4	2,000-18,000	A-C
C-348	Mount Lubentia Way		Harry S Truman Dr to Largo Road	4	9,000-12,000	B
C-349	Kettering Dr/Lake Arbor Way		Largo Road to Campus Way North	2 to 4	8,000-12,000	A-B
C-374	Carter Avenue		Annapolis Road to Lanham-Severn Road	4	2,000	A
C-376	Bell Station Road		Glenn Dale Blvd to Annapolis Road	4	13,000	B
C-400	Brightseat Rd		Evarts St to Ardwick-Ardmore Rd	4	11,000-13,000	B
C-401	Barlowe Rd/Evarts St		M. L. King Hwy to Brightseat Rd	4	8,000-16,000	A-C
C-402	Pennsy Dr		Landover Road to Ardwick-Ardmore Rd	2	3,000-13,000	A-D
C-403	75 th Avenue		Landover Road to Pennsy Dr	2	10,000	C
C-404	Marblewood Avenue		Sheriff Rd to Columbia Park Rd	2	11,000	D
C-405	Sheriff Rd		M. L. King Hwy to Redskins Road	2 to 4	17,000-24,000	D-F
C-406	Belle Haven Dr/Hill Oaks Rd/Nalley Road		Fed Ex Way to M. L. King Hwy	4	2,000-9,000	A-C
C-407	Hill Road		Central Avenue to M. L. King Hwy	4	8,000-14,000	A-B
C-408	Addison Road		DC Line to Central Avenue	2	10,000-32,000	C-F
C-409	Central Avenue/Old Central	MD 332	DC Line to Addison	2 to 4	8,000-	B-C



