

City of Bowie

2614 Kenhill Drive
Bowie, Maryland 20715

MEMORANDUM

TO: City Council

FROM: David J. Deutsch
City Manager

RE: CR-54-2009 (DR-1), Amendment #22
Adopted Countywide Master Plan of Transportation (MPOT)
Second Joint Public Hearing

DATE: September 16, 2009

Staff reviewed CR-54-2009 (DR-1) regarding the *Adopted Countywide Master Plan of Transportation (MPOT)* and specifically examined the Resolution for changes affecting the City. Amendment #22 contains recommendations made by the City during the public hearing on the *Preliminary MPOT*. The two (2) components of Amendment #22 include: (1) Restoration of A-58 and (2) Restoration of the US 50/Melford Boulevard Interchange. Because these facilities were requested by the City, Council should support Amendment #22. The only additional transportation facilities that will be considered at the second public hearing are those contained in CR-54-2009 (DR-1).

A second Joint Public Hearing of the District Council and County Planning Board has been scheduled for Tuesday, September 29, 2009. Staff prepared the attached City Council position letter in support of Amendment #22.

Recommendation

Consistent with Council policy, it is recommended that the attached recommendation letter containing the City Council's position supporting Amendment #22 of CR-54-2009 (DR-1) be sent as the City's input at the second Joint Public Hearing.

Attachment

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

COUNCIL: Doreen Blandy ♦ James L. Marcos ♦ Diane M. Polangin ♦ Isaac C. Trowth ♦ Geraldine Valentino-Smith CITY MANAGER: David J. Deutsch
City Hall (301) 262-6200 FAX: (301) 899-2302 TDD: (301) 262-5013 WEB: www.ci.bowie.md.us

DRAFT

September 22, 2009

The Honorable Marilyn Bland, Chairperson
Prince George's County Council
County Administration Building
14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772

RE: CR-54-2009 (DR-1), Amendment #22
Adopted Countywide Master Plan of Transportation (MPOT)
Second Joint Public Hearing

Dear Chairperson Bland:

The Bowie City Council conducted a public hearing on the *Preliminary Countywide Master Plan of Transportation* on January 5, 2009 and forwarded a letter to you with the City's recommendations on January 13, 2009. The City requested two (2) changes which have been included in the Notice of Public Hearing as Amendment #22 to the *Adopted MPOT*. The City Council fully supports CR-54-2009 (DR-1) Amendment #22 and asks you to consider the following:

Restoration of A-58

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). These improvements will 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 which will result in new residents, workers and shoppers traveling through the area.

The City Council does not accept the M-NCPPC staff's conclusion that, because A-58 (which was shown on the prior Area Master Plan) was eliminated upon approval of the *2006 Bowie and Vicinity Master Plan*, it should not be carried forward into the MPOT. The City Council wishes to bring to your attention that the City's recommendation was not even analyzed by M-NCPPC staff or the Planning Board for its ability to relieve traffic congestion in the area road network. We strongly believe such analysis is warranted and will reveal a major flaw in the *Adopted MPOT's* assumptions. In fact, in the recently released *Subregion 1 Preliminary Master Plan and Sectional Map Amendment*, MNCPPC staff is supporting the upgrading of MD 197 (A-4) to four (4) lanes, between Bowie and Laurel, because over **60 percent** of anticipated traffic is expected to be regional traffic. This ultimately proves the case for a more interconnected arterial roadway system and justifies the City's recommendation for restoring A-58 to the County's transportation plans.

Countywide Master Plan of Transportation, Amendment #22

There is also a compelling need to address regional traffic issues in the vicinity of the massive, new mixed-use development proposed near Bowie State University in the *Preliminary Bowie State/MARC Station Sector Plan*. A roadway alignment for a future arterial roadway should be shown in the northern end of the mixed-use "Community Center", north of the Office and Research Campus. The City Council recommends that the road have a wildlife friendly, parkway design with numerous below grade crossings and tunnels and a minimal footprint and limit of disturbance (some segments of the road may have to be constructed as a causeway on piles to address the constraints of 100-year floodplain, wetlands and the Patuxent River). The Sector Plan area represents the only remaining potential for establishing this roadway connection. Providing regional access to the mixed-use center via this recommended arterial road will help the viability of the proposed commercial, office and institutional uses as well as strengthen the multi-modal capability of the center by affording better accessibility to and from the planned transit hub.

Restoration of US 50/Melford Boulevard Interchange

The interchange previously shown on the *1991 Approved Bowie-Collington-Mitchellville and Vicinity Area Master Plan* at US 50/Melford Boulevard should be restored. This interchange would provide a secondary access to the Melford project, allow for additional development and enhance the site's marketability as an employment center. It is essential that the *Adopted MPOT* show this interchange, since it is the only way the Maryland State Highway Administration will re-insert it into its Highway Inventory of Needs. Incidentally, the *Adopted MPOT* does recommend some interchange ramps in other parts of the County. For example, 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 *Adopted MPOT's* stated goal of managing capacity and minimizing congestion of the highway network. Furthermore, the Planning Board and District Council should recognize that the long-term economic development potential of the Melford project will be compromised if the interchange is not reinstated on County plans.

The City Council hopes that you will include the Amendment #22 in your final action on CR-54-2009 (DR-1). As you know, the *Countywide Master Plan of Transportation* will establish the long-range transportation policy for the County and will affect its residents and travel patterns for many years to come. Thus, the City Council urges you to consider and approve these needed facilities in the updated plan.

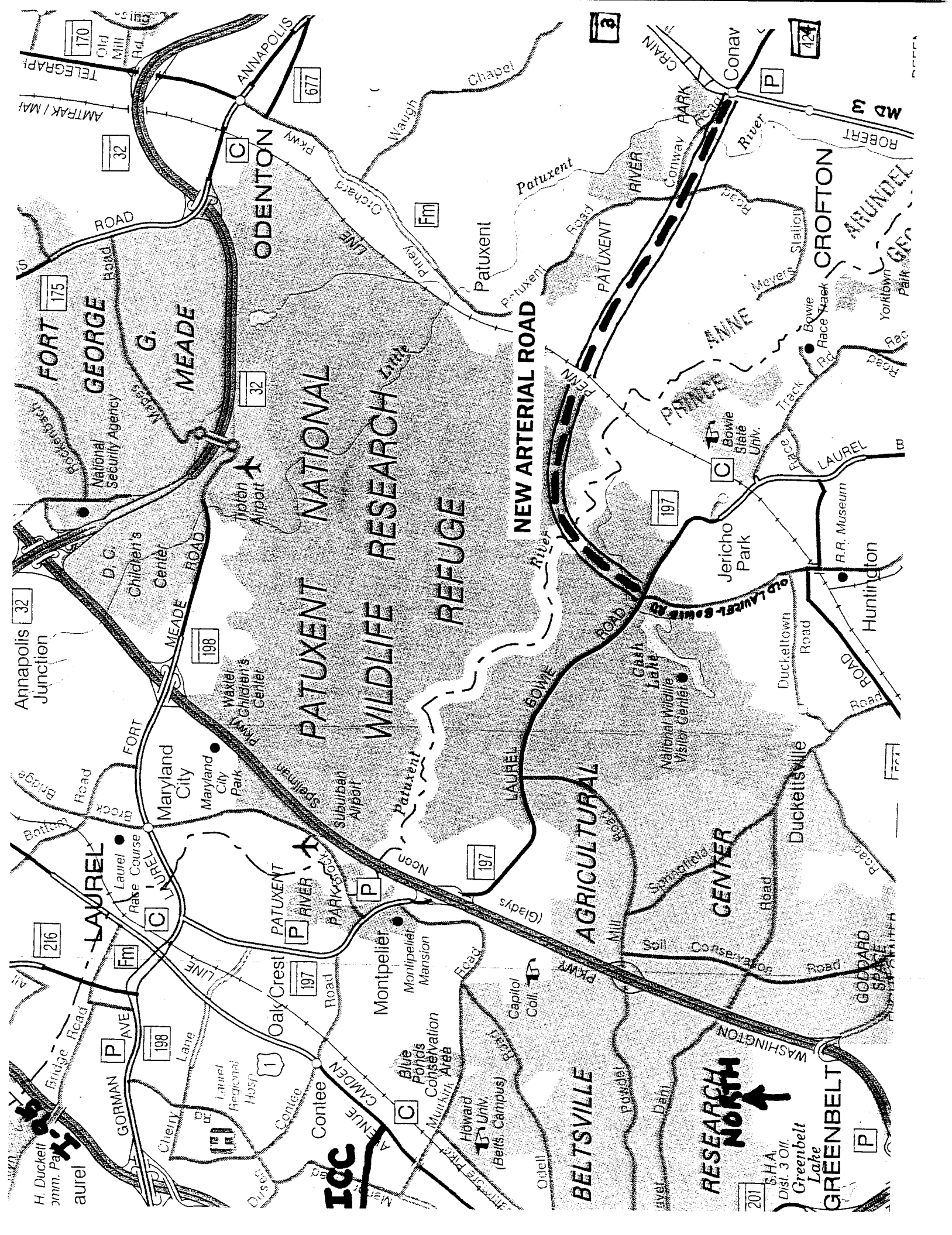
Thank you for your serious consideration of the City's recommendations.

Sincerely,

Bowie City Council
G. Frederick Robinson
Mayor

cc: The Honorable Ingrid Turner
The Honorable Samuel Dean
The Honorable Samuel Parker

Attachment



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