



City of Bowie

2614 Kenhill Drive
Bowie, Maryland 20715

MEMORANDUM

TO: City Council

FROM: David J. Deutsch, City Manager

SUBJECT: City Transportation Priority List for 2010-2011

DATE: July 29, 2010

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.

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.

MAYOR G. Frederick Robinson MAYOR PRO TEM James L. Marcos

COUNCIL Dennis Brady ♦ Diane M. Polangin ♦ Isaac C. Truth ♦ Todd M. Turner ♦ Geraldine Valentino-Smith CITY MANAGER David J. Deutsch
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II. State Transportation Projects

Attachment #1 is a listing of State transportation projects in the Bowie area. These projects are summarized below by category:

- A. Right-of-Way Acquisition Projects
 - 1. US 301 South Corridor
- B. Design and Engineering Projects
 - 1. MD 450 from Stonybrook Drive to west of MD 3 (90% engineered)
- C. Project Planning
 - 1. US 301/MD 197 interchange (Project Planning completed)
 - 2. MD 3, from MD 450 to Anne Arundel County line (Project Planning completed)
 - 3. MD 197, from US 50 to MD 450 Relocated (Project Planning almost complete)

The City's transportation priority list letter to the State Transportation Secretary dated July 8, 2009 is provided as Attachment #2. The response received from The Maryland Department of Transportation is provided as Attachment #3. The City's letter highlighted three (3) new project planning priorities, as recommended by City Council:

- 4. New Interchange on US 50 at MD 193
- 5. US 50 Trumpet Interchange at Maryland Science and Technology Center
- 6. New Roadway Connecting MD 197 near Bowie State University with MD 3 in Anne Arundel County.

The letter also reiterated Council's highest transportation priorities which include the following:

- 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 197, from US 50 to MD 450 relocated from Project Planning to **Design and Engineering**.
- 3. Move US 301/MD 197 interchange from Project Planning to **Design and Engineering**.

The remaining priority recommendations on the list from last year included:

- 1. MD 197 North Median landscaping retrofit, from MD 450, north to Rockledge Elementary School
- 2. MD 197 South Median landscaping, from US 50 to US 301
- 3. WB & A Trail - bridge over the Patuxent River
- 4. MD 978 (Hall Road) - roadway widening, curb, gutter and sidewalks, west of CSX railroad tracks to MD 214
- 5. MD 197/Race Track Road - Opticon device

6. MD 450 noise wall, east of Moylan Drive
7. MD 564 (9th Street) - sidewalk retrofit, east of Maple Avenue
8. US 301 Crain Highway – bridge deck replacement over MD 214
9. US 301, between Excalibur Drive and MD 214, and US 301 (northbound) between Leeland Road and MD 214 - roadway capacity improvements
10. MD 3, from MD 450 to Anne Arundel County line - roadway capacity improvements
11. MD 564 traffic calming improvements

Recommendation (State Transportation Projects): It is recommended that the City Council reiterate its support for the major projects noted in this memo.

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. Mount Oak Road/Church Road/Woodmore Road Intersection (under construction)
 2. Horsepen Branch Pumping Station Trail Facility (partially under construction)
 3. Collington Branch Stream Valley Park Hiker-Biker Trail (on Hall Road)
- 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. US Route 301 improvements (south of MD 214)

A copy of the City’s letter to the County Executive is provided as Attachment #5. Several City-recommended projects have not been included in the CIP (e.g. Woodmore Road, Mount Oak Road, Old Stage Road) and one former project was deleted from the County CIP in 2007 (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:

Road Projects

1. Add Church Road, from Leeland Road to MD 450, to **Construction and Design/Engineering/Planning Projects**, including funding for planning, design and engineering.

City Transportation Priorities for Year 2010-2011

2. Reinstate both the Mount Oak Road and Woodmore Road projects, described in prior year County CIP documents, as **Construction Projects**, with an accelerated construction timetable to complement the Woodmore/Mount Oak/Church Road intersection project.
3. Add Old Stage Road as a **Construction Project**.
4. Reinstate the Race Track Road CIP project, with an emphasis on traffic calming solutions, as a **Construction Project**.

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 **Design/Engineering/Planning Projects** category.
2. Add a project to construct a new pedestrian bridge over MD 214 in accordance with the Citywide Trails Plan to **Design/Engineering/Planning Projects**.
3. Pursuant to the approved Bowie and Vicinity Master Plan, request MNCPPC funding of trail links to the Old Town Bowie Trail System approved by City Council in 2008, including segments connecting the Adnell subdivision to Jericho Park on MD 197 and construction of a pedestrian underpass under MD 197 to connect Normal School Road to the MARC Train Station at Bowie State University. These projects should be added to the **Design/Engineering/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 **Design/Engineering/Planning Projects** category.
5. Add a project to replace the existing bridge over the Patuxent River on Governor Bridge Road to **Design/Engineering/Planning Projects**.
6. Add a project to rehabilitate the existing asphalt hiker-biker trail along Race Track Road in the vicinity of Yorktown Elementary School (Safe Routes to School) to the **Construction Projects** category.

Transit Projects

1. Reiterate the City's priorities, including implementation of the County's Five-Year Transit Services and Operations Plan recommendations for Bowie as soon as possible.

Recommendation (County Transportation Projects): Consistent with past policy, the City should support the major projects shown in the CIP, including Church Road, Mount Oak/Woodmore Roads, Old Stage Road, Race Track Road, the Old Town Bowie Hiker-Biker Trail System and Public Transit.

Attachment #1: State CTP Projects (2010)

Right-of-Way Acquisition Projects

1. US Route 301 South Corridor Transportation Study (Prince George's County Line 20) - 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. Right-of-way funding shown in Years 2011-2013 and in 2015.

Design and Engineering Projects

1. Route 450 from Stonybrook Drive to MD Route 3 (Prince George's County Line 28) - 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 multi-lane divided highway (1.37 miles). Planning studies were completed for this segment in 1988. Preliminary design is currently underway. Traffic volume in 2009 was 30,045 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 21) - 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 2009 was 68,225 average vehicles per day; projected traffic volume for the Year 2030 is 116,500 vehicles per day.
2. MD Route 3 (Prince George's County Line 13) - 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 2009, the average daily traffic was 79,350 vehicles per day, and it is projected to be 124,800 in the Year 2030.
3. MD Route 197 (Prince George's County Line 24) - 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 2009, the average daily traffic was 44,075 vehicles per day, and it is projected to be 57,925 in the Year 2030.



City of Bowie

2614 Kenhill Drive
Bowie, Maryland 20715

July 8, 2009

The Honorable Beverly Swaim-Staley, Acting Secretary
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, Maryland 21076

RE: City of Bowie Transportation Priorities

Dear Secretary Swaim-Staley:

On July 6, 2009 the Bowie City Council conducted a public hearing on the City's Transportation Priority List. The City Council unanimously chose to forward several major recommendations for improvement of the State transportation system serving our City.

The City Council recommends project planning studies for three (3) regionally important improvements to the State roadway system:

- New Interchange on US 50 at MD 193 - The City Council is very concerned that traffic levels on MD 197, which are expected to increase by about 33%, may even be made worse unless a new interchange is constructed on US 50 at MD 193. The current Prince George's County Transportation Priority List recommends a Project Planning study for an additional interchange on US 50, at some location between MD 197 and MD 704.
- US 50 Trumpet Interchange at Maryland Science and Technology Center (aka Melford) and Governor Bridge Road Access - Until final decisions have been made regarding the overall development level for Melford, this interchange should be reinstated and remain in the State Highway Needs Inventory.
- New Roadway Connecting MD 197 near Bowie State University with MD 3 in Anne Arundel County - There is a need to address regional traffic congestion in the MD 450 corridor, east of Race Track Road, and the heavy volume of motorists that are projected to use MD 450, Race Track Road and Jericho Park Road in order to travel between Laurel and Crofton.

More detailed rationale for these projects is provided in the attached letter to Prince George's County.

The City's transportation priorities for roadway construction are essentially unchanged from previous years and include: (1) the completion of MD 450; (2) the urgently needed upgrade of MD 197, between Kenhill Drive and Relocated MD 450; and, (3) grade-separation of the US 301 intersections with MD 197, Harbor Way/Governor Bridge Road and Excalibur Road/Mill Branch Road. These projects are the **highest priority projects** of the City and are currently Priorities #8, #11 and #13 on Prince George's County's list.

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

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Letter to Acting Secretary Swaim-Staley
re: City of Bowie Transportation Priorities

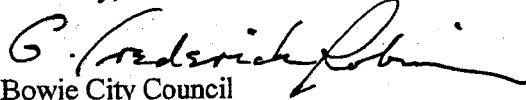
MD 450 (Line 30 of the current Prince George's County CTP) – Among the City's highest transportation priorities is the land acquisition and construction of the segment of MD 450 between Stonybrook Drive and west of MD 3. Design is 90% complete. The average daily traffic volume on this section of MD 450 *is expected to double* by the Year 2030. The impact of the Base Realignment and Closure (BRAC) decisions will undoubtedly bring even more traffic to this part of MD 450, as many workers and businesses associated with the defense industry expansion at Fort Meade may choose to locate in Bowie. This project is also crucial to the City's economic development since it provides principal access to the Bowie Mainstreet commercial area. Most important, however, is the critical need to create a safer roadway. For all of these reasons, the City Council requests that funding be continued to fully complete design and engineering, right-of-way acquisition and construction over the next three (3) years.

MD 197 (Prince George's County Line 26) – 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. 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 has worked closely with your Project Planning staff to examine design alternatives over the past years and has agreed to support Alternative 4 Modified, which has received the SHA Administrator's approval.

US 301/MD 197 Interchange (Prince George's County Line 23) – The City Council is very pleased with the cooperation shown by SHA staff in working with the City to identify an acceptable alternative (Alternative 2 With Roundabouts). This alternative has been approved by the Federal Highway Administration and is ready to move into design and engineering.

The City Council greatly appreciates your concurrence with these priorities and your assistance in moving the referenced projects forward. Thank you for this opportunity to provide comments on such an important matter of concern to the City.

Sincerely,


Bowie City Council
G. Frederick Robinson
Mayor

Attachment

cc: The Honorable Douglas J.J. Peters, State Senator
The Honorable James Hubbard, Delegate
The Honorable Marvin Holmes, Delegate
The Honorable Gerron Levi, Delegate
The Honorable Ingrid M. Turner
The Honorable Samuel H. Dean
The Honorable Jack B. Johnson

Other City of Bowie Transportation Priorities - 2009

1. MD 197 North Median landscaping retrofit, from MD 450, north to Rockledge Elementary School
2. MD 197 South Median landscaping, from US 50 to US 301
3. WB & A Trail - bridge over the Patuxent River
4. MD 978 (Hall Road) - roadway widening, curb, gutter and sidewalks, west of CSX railroad tracks to MD 214
5. MD 197/Race Track Road - Opticon device
6. MD 450 noise wall, east of Moylan Drive
7. MD 564 (9th Street) - sidewalk retrofit, east of Maple Avenue

8. US 301 Crain Highway – bridge deck replacement over MD 214
9. US 301, between Excalibur Drive and MD 214, and US 301 (northbound) between Leeland Road and MD 214 - roadway capacity improvements
10. MD 3, from MD 450 to Anne Arundel County line - roadway capacity improvements
11. MD 564 traffic calming improvements



Maryland Department of Transportation
The Secretary's Office

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OCT 29 2009

Bowie City Clerk's Office

Attachment 3

City Council
DD
JM
SF

Governor

Anthony G. Brown
Lt. Governor

Beverley K. Swaim-Staley
Secretary

Harold M. Bartlett
Deputy Secretary

October 26, 2009

RECEIVED

OCT 30 2009

PLANNING DEPARTMENT

The Honorable G. Frederick Robinson
Mayor of Bowie
2614 Kenhill Drive
Bowie MD 20715

Dear Mayor Robinson:

Thank you for your priority letter detailing the transportation projects and programs that are important to you and your constituents. A list of responses has been compiled that is reflective of the order indicated in your letter. While input from local elected officials is always welcome, the Maryland Department of Transportation (MDOT) strongly urges coordination of future priorities with the Prince George's County Delegation and the inclusion of local concerns in the County's priority letter. This will enable the County Delegation to fully consider and integrate county-wide transportation needs and communicate those needs to MDOT.

HIGHWAYS

The State Highway Administration (SHA) acknowledges the City of Bowie's recommendations of project planning studies for new interchanges at US 50 and MD 193 and US 50 Trumpet Interchange at Maryland Science and Technology Center, and a new roadway connecting MD 197 near Bowie State University with MD 3. Each of these projects will be reviewed in the context of the City's other priorities, other statewide transportation needs and the Department's limited financial resources.

- **MD 450** – SHA acknowledges this widening project, from Stonybrook Drive to west of MD 3, as one of the City's three highest priorities. Engineering was 90 percent complete as of July 1, 2009. Funding for the remaining right-of-way acquisition, engineering and construction phases will be considered in the future, pending the availability of funding.
- **MD 197** – SHA acknowledges that the MD 197 project, from Relocated MD 450 to Kenhill Drive, is another of the City's highest priorities, and we appreciate Prince George's County's contribution of \$1 million to initiate the project planning phase of this project. Project planning is underway and expected to be complete by fall 2009. The project team has coordinated with the City, County, business community, and local residents to develop improvement alternatives. Recently, the SHA selected the four-lane divided alternative as its Preferred Alternative.
- **MD 197/US Route 301** – Location/Design Approval has been received for Alternative 2 with roundabouts. This alternative proposes widening US 301 from two to three lanes in each direction and constructing an overpass to carry MD 197 over US 301. The interchange is a diamond configuration with two double-lane roundabouts at the ends of the directional ramps providing access to the parallel Collector-Distributor (CD) roadways. Approximately 1.5 miles of a one-way CD road will be constructed on each side of US 301 from just north of Mt. Oak Road to just south of the US 50 Interchange.

My telephone number is _____
Toll Free Number 1-888-713-1414 TTY Users Call Via MD Relay
7201 Corporate Center Drive, Hanover, Maryland 21076

The Honorable G. Frederick Robinson
Page Two

The SHA will continue to work cooperatively with the City of Bowie on a range of transportation issues. If you need additional information, please contact our Prince George's County Assistant Regional Planner, Mr. Gregory C. Robinson, at 410-545-5654 or via email at grobinson@sha.state.md.us.

Transit

No transit related projects were directly noted in the correspondence. However, the Maryland Transit Administration (MTA) is aware of the City of Bowie's July 8th correspondence to County Executive Johnson in which several transit-related projects were identified as priority items. The MTA encourages the City to continue to work with the County to pursue these initiatives. MTA will also continue to work with the County and the Washington Metropolitan Area Transit Authority (WMATA) as they work through the finalization and implementation of the County's Transit Service Operation Plan.

Thank you again for your correspondence. Should you have questions or concerns, please do not hesitate to contact my Assistant Director, Mr. Brian J. Martin, at 410-865-1290, toll-free at 888-713-1414 or via email at bmartin@mdot.state.md.us. Of course, you should never hesitate to contact me directly.

Sincerely,



Donald A. Halligan, Director
Office of Planning and Capital Programming

cc: Mr. Anthony Crawford, District Engineer, State Highway Administration
Mr. Brian J. Martin, Assistant Director, Office of Planning and Capital Programming,
Maryland Department of Transportation
Mr. Neil Pedersen, Administrator, State Highway Administration
Ms. Diane Ratcliff, Director, Planning and Programming, Maryland Transit
Administration
Mr. Paul J. Wiedefeld, Administrator, Maryland Transit Administration

Attachment #4: County CIP Projects (2010)

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. All funding appears in the Beyond 6 Years category 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. All funding appears in the Beyond 6 Years category in the CIP.
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. All funding is shown in the Beyond 6 Years category of the CIP. The project does not include funding for replacement of the existing bridge over the Patuxent River.
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. All funding is shown in the Beyond 6 Years category of the CIP.
5. 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. Work is being extended further south on Church Road to the Tall Oaks Vocational School. Planning, right-of-way and construction funding is contained in Years 1-2 of the CIP.
6. 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.

7. 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 FY 2010 (project is partially complete).
8. Collington Branch Stream Valley Park – This project involves the installation of a walking path along Hall Road in the Collington Branch Stream Valley Park. A new public library is being built on Hall Road and the walking path will provide access through the park for the adjacent neighborhood. Construction funds are included in Year 2 of the CIP.



City of Bowie

2614 Kenhill Drive
Bowie, Maryland 20715

July 8, 2009

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 State and County transportation funding priorities for next year, the City Council reviewed transportation needs in our area. The attached letter to Acting Transportation Secretary Beverly Swaim-Staley includes the City Council's top priorities for projects that would be State funded. **Please note that the City's highest priorities for State facilities are the upgrades to MD 450, MD 197 (between Kenhill Drive and Relocated MD 450) and the US 301/MD 197 interchange. All of these projects are also very high priorities of the County.**

The City Council is also very concerned that traffic levels on MD 197, which are expected to increase by about 33%, may even be made worse unless a **new interchange is constructed on US 50 at MD 193**. During the engineering study of the MD 450 reconstruction 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 197 and MD 704. A possible interchange project is currently listed as a project planning priority on Prince George's County's list. To reiterate our statement to you in last year's transportation priority letter, the City Council determined during our review of the 2006 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, and we recommend inclusion of a new project planning line item in the State's Consolidated Transportation Program. Because SHA traffic forecasters believe it to be essential, at a minimum, this interchange should be added to the State Highway Needs Inventory and the Prince George's County Transportation Priority List should be revised to reflect its location at US 50/MD 193. We request your assistance in making a new interchange at US 50/MD 193 a County transportation priority in your next joint signature letter to the State.

In addition, the City Council recommends two (2) other regionally important improvements to the State roadway system:

- **US 50 Trumpet Interchange at Maryland Science and Technology Center (aka Melford) and Governor Bridge Road Access** – The City supports ensuring that the design for a new interchange on US 50 at Melford is very sensitive to minimizing any environmental impacts and provides an access alternative to the homes and businesses located on Governor Bridge Road. The City

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

COUNCIL Dennis Brady ♦ James L. Marcos ♦ Diane M. Polangin ♦ Isaac C. Trouth ♦ Geraldine Valentino-Smith CITY MANAGER David J. Deutsch
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Letter to County Executive Johnson
re: Transportation Priority List

Council recommends further investigation of these objectives through a new project planning study. Also, until final decisions have been made regarding the overall development level for Melford, this interchange should be reinstated and remain in the State Highway Needs Inventory. The Prince George's County District Council's approval of a Conceptual Site Plan for Melford in 2007 did not include the proposed residential development and we now know from adequate public facilities reviews that more intense development on the undeveloped portion of the property or redevelopment will not be possible without additional transportation facilities.

- 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 this MD 450 corridor, east of Race Track Road, and the heavy volume of motorists that are projected to use MD 450, Race Track Road and Jericho Park Road in order to travel between Laurel and Crofton. The City has made this recommendation to the District Council and Planning Board in their public hearing on the Master Plan of Transportation (MPOT). Investigation of this road alignment should be subject of a new project planning study.

The remainder of this letter contains the Bowie City Council's recommendations for transportation projects relating to the County Capital Improvement Program (CIP).

The City's highest priority for planning includes an upgrade to Church Road. We are very pleased to see the CIP project to improve the Church Road intersection with Mount Oak and Woodmore Roads now under construction. However, there are many sections of Church Road that have not been improved by developers that will need the County to address safety and capacity issues. Funds for construction of Woodmore and Mount Oak Roads, 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 the construction of these new homes.

A comprehensive package of vehicular and pedestrian improvements, with an emphasis on traffic calming, is greatly needed for the Race Track Road corridor. The City is anxious to see the deteriorated asphalt pathways in the vicinity of Yorktown Elementary School replaced, and we are willing to partner with the County in a potential "Safe Routes to School" grant application.

Pursuant to the approved Bowie and Vicinity Master Plan, funding of trail links to the Old Town Bowie Trail System approved by City Council in 2008, including segments connecting the Adnell subdivision to Jericho Park on MD 197 and construction of a pedestrian underpass under MD 197 to connect Normal School Road to the MARC Train Station at Bowie State University is requested.

Finally, the City is extremely interested in the outcome of the County's Five-Year Transit Service and Operations Plan (TSOP), because many of the Plan's recommendations will benefit City residents. We would like to take this opportunity to remind you of some of the City Council's major priorities for transit, which include the following:

Letter to County Executive Johnson
re: Transportation Priority List

- *Establishment of a hub and circulator concept for Metrobus with more frequent service and better aligned transit routes*
- *Improve transit linkage between Old Town Bowie and Bowie State University/MARC Station*
- *Provide transit service to the Laurel area*
- *Extend the County's bus transit system (TheBus) to the City to provide connections to Upper Marlboro and Greenbelt*
- *Provide a greater range of amenities at transit stops*

The City Council very much appreciates your past support of the City's transportation priorities and we urge you to again give serious consideration to these recommendations.

Sincerely,



Bowie City Council
G. Frederick Robinson
Mayor

Attachment

cc: The Honorable Ingrid Turner, County Council Member
The Honorable Samuel Dean, County Council Member
The Honorable Douglas J.J. Peters, State Senator
The Honorable James Hubbard, Delegate
The Honorable Marvin Holmes, Delegate
The Honorable Gerron Levi, Delegate
The Honorable Samuel Parker, Chairman, Prince George's County Planning Board
Mr. Haitham Hijazi, DPW & T Director
Dr. Fern Piret, MNCPPC Planning Director