

MEMORANDUM

TO: City Council

FROM: David J. Deutsch
City Manager

SUBJECT: *Status Report*

DATE: December 24, 2015

1. 2014-2015 Prince George's Municipal Collaboration Update

In 2014, the City once again joined the Prince George's County Municipal Collaboration. The group is made up of about 20 municipalities and Prince George's County, which together apply for and receive grant funding from MEA Empower Clean Energy Communities and DHCD Community Legacy Programs. In 2015, the Collaboration was awarded \$750,000 by MEA and \$100,000 by DHCD. Since the City is a participant in the Collaboration, interested low to moderate income homeowners in the City receive funding for energy audits as well as a range of recommended energy efficient home improvements. Actual numbers for the completed program have been provided and reveal that there was enough funding for 23 Bowie homeowners to receive energy audits on their homes. Of those, 17 homeowners were able to receive funding to complete recommended home improvements. In total, about \$193,000 was spent on energy audits and upgrades in Bowie. This value includes the amount of MEA and DHCD funds spent, utility incentives provided, and homeowner contributions.

2. Mitchellville Road/Excalibur Road Intersection

In late October, staff contacted the Prince George's County Department of Public Works and Transportation (DPW&T), requesting that the department review the existing situation for opposing vehicles turning left onto Mitchellville Road from Excalibur Road, and recommend and implement improvements to rectify current conditions. (Presently at this intersection, there are no lane designations for left turn, right turn or straight movements, nor any delayed green signal time to allow motorists to turn left onto Mitchellville Road.)

Last week, the City received a response from DPW&T, which noted that a similar request had been made two years ago, resulting in a study that "took into account factors such as peak hour traffic volumes, speeds, sight distances, cycle length and crash history. The study revealed that an exclusive left turn phase was not warranted for the Excalibur Road approaches". DPW&T's letter further noted that, during its review of the City's request, it was "discovered that the double yellow center lane line pavement markings along the Excalibur Road approaches were not aligned adequately with each other and could be improved." DPW&T has since installed "double yellow center lane skip line pavement

markings through the intersection to better delineate” the above noted offset. DPW&T will take no further action at this intersection at this time.

3. Community Meeting – Hall Road (MD Route 978A) Pedestrian Safety Improvement Project
On Thursday, December 17th, the Maryland State Highway Administration (SHA) held a community meeting at Pointer Ridge Elementary School to review the Hall Road (MD Route 978A) proposed Pedestrian Safety Improvement Project. The limits of the project are from Hall Station Drive east to Central Avenue (MD Route 214). Attending the meeting were: Mayor Robinson, Councilmember Truth, County Council Member Todd Turner, and approximately 25 residents.

Attendees had an opportunity to review informational boards and an aerial map of the project corridor prior to a briefing by SHA staff. Project background was provided during SHA’s presentation, which included mention of a pedestrian audit being performed a few years ago, which identified deficiencies, from a pedestrian standpoint, within the corridor. As a result of that audit, the purpose of this project became improving pedestrian safety and accessibility within the project boundaries. The need for improved and safer pedestrian amenities has resulted from recent residential and commercial development that has occurred in the area. Scope of the project includes: installing sidewalk that complies with the Americans with Disabilities Act (ADA); installing mid-block pedestrian crossings where needed; installing/reconstructing ADA-compliant curb ramps, driveway crossings and bus stops; installing landscaping where needed; and, milling and resurfacing the roadway within the project limits. SHA staff noted that the project is only funded at this time for concept design; however, the team is pursuing additional funding so the project can advance to the next level in the process.

SHA’s consultant reviewed two concepts proposed between Pointer Ridge Drive and the railroad tracks. Concept C-1 includes a 10-foot wide elevated structure adjacent to the roadway for use by pedestrians and bicyclists. (The structure is elevated to minimize impacts on the Collington Branch and its floodplain and associated wetlands.) Concept C-2 includes a 5-foot to 6-foot wide sidewalk on the north side of Hall Road, and a bike lane in each direction. (This alternative is preferred by SHA staff.) SHA noted that they are trying to stay within the limitations imposed by the existing road right-of-way to minimize the impacts on adjacent properties. Furthermore, it was noted that sidewalk projects do not typically require the purchase of additional right-of-way; right-of-entry is used if temporary access is needed on adjacent properties.

Questions by those in attendance included:

- Will street lighting be provided as part of the project? (RESPONSE: That is a detail that will be addressed as the project evolves. However, SHA does not typically provide street lighting in these types of projects. Nevertheless, SHA would be willing to work with the City in this regard.)
- Is the use of permeable pavement possible? (RESPONSE: No. Permeable pavement has accompanying maintenance issues.)

- Is this project included in the City's Transportation Priority Letter to the State?
(RESPONSE: Yes, it is.)

The meeting concluded with SHA staff noting that they are available at any time for questions and will continue to be in contact with the City as the project advances.