

MEMORANDUM

TO: City Council

FROM: David J. Deutsch
City Manager

SUBJECT: *Status Report*

DATE: October 30, 2014

1. Bowie Markets at CoreNet Global North American Summit

City staff marketed the City of Bowie to over 2,500 executives involved in corporate growth and real estate location as part of the CoreNet Global Summit conducted this week at the Gaylord National Harbor. CoreNet Global is the preeminent professional organization for corporate real estate executives working for and advising the Fortune 500 and other major companies worldwide. During the course of the four-day event staff talked with many of these executives and with the many advisors those executives use when seeking additional office and flex space for their business locations. State representatives and Prince George's County EDC representatives also manned their respective exhibit booths. The County hosted a reception for attendees Monday evening during which they revealed their new branding effort for the County – "Prince George's County - Experience. Expand. Explore."

2. Leaf Disposal

The City's curbside leaf collection is scheduled for November 3 – December 18, 2014. It is estimated that 1,500 tons of leaves will be collected. The Public Works Department has identified an Anne Arundel County contract with Recycled Green Industries, Inc. (RGI) for the processing and hauling of bulk leaves, which meets the City's needs, at a cost of \$28.35 per ton. RGI will use the City's scale to weigh each load as it leaves the Public Works facility.

The Public Works Department recommends that we "piggyback" on the Anne Arundel County Contract for the processing and hauling of bulk leaves by Recycled Green Industries, Inc. in an estimated amount of \$42,525. The budget for this work is \$36,800; however, that number was based on a Calvert County contract which is no longer available for piggyback. The funds for the leaf disposal will come out of the Solid Waste Disposal Fees account.

As provided by Section 62 of the City Charter, this will serve as the required seven (7) day notice of intent to enter into an Agreement with Recycled Green Industries, Inc. for the processing and hauling of bulk leaves at \$28.35 per ton.

3. Consolidated Transportation Program (FY 2015-2020) Annual Tour

On Thursday, October 23rd, the Maryland Department of Transportation (MDOT) held its annual tour stop in Prince George's County to review important statewide and County transportation-related projects proposed in the FY 2015-2020 CTP budget. In attendance were representatives from the: MDOT Secretary's Office; Motor Vehicle Administration (MVA); Maryland Transit Administration (MTA); Maryland Transportation Authority (MDTA); and, the State Highway Administration (SHA). The MTA representative mentioned three important statewide and County projects proposed in the CTP: the MARC Growth and Investment Plan, which includes the delivery of 54 new bi-level passenger cars; \$35 million over the next six years to support the County's The Bus program; and, continuous progress on the Purple Line, a 16-mile transit project linking New Carrollton and Bethesda. The SHA Administrator briefly reviewed various highway-related projects in Prince George's County. Although there are no significant changes in the time schedule from the current year's program, eight projects in the Bowie area are proposed in a variety of phases in the County portion of the CTP, and include planning, designing, purchasing of right-of-way, or improvements to/along: U.S. Route 50; U.S. Route 301; MD Route 3; and, MD Route 197. The MD 197 project is fully funded for engineering at \$11 million over the next four years. The MD 450 project continues to be on hold, with engineering about 95% complete. Funds are also included in the State's listing of Bicycle and Pedestrian related projects for the Bowie Heritage Trail.
4. Neighborhood Traffic Management (Traffic Calming) Program

Attached is an update prepared by Public Works Director George Stephanos concerning this program which was established in 2008.

Attachment

Neighborhood Traffic Management (Traffic Calming)

In 2008, Bowie City Council established a Neighborhood Traffic Management (Traffic Calming) Program. The program provides procedures for requesting and implementing traffic management measures on neighborhood streets. Arterial and collector roadways are exempt from this program since those roadways are designed for higher traffic volumes.

Traffic management measures are based on the severity of traffic concerns and can include passive measures such as education effort (speed awareness days, street markings); physical traffic management devices (speed humps, diverters); or traffic diversion plans (turn prohibitions, one way streets, road closures).

The procedure involves four steps:

(1) The traffic management request. Requests are managed by the Public Works Department. Since implementation of traffic management measures has community-wide impacts, requests for traffic management measures should be routed through an HOA board when the street of concern is within an HOA.

(2) Evaluation. The evaluation includes a traffic study, evaluation of the existing traffic control devices, determining accident rates, and evaluation of other contributing safety issues (proximity to playgrounds or schools, sight distances, cut through traffic concerns). A point system is used to determine whether traffic management measures are appropriate and if so, what type of measure should be considered.

(3) Community engagement. The results of the evaluation are shared with the community. When a residential street is found eligible for a physical traffic management device (such as a speed hump), the Public Works Department will seek funding for, and schedule the device installation if 60% of the impacted residents agree to the installation. Streets not meeting the required criteria can still obtain the traffic management device if the device can be installed without creating a street safety hazard, and if 90% of the homeowners on the affected street and 60% on all side streets agree in writing to the proposed device.

(4) Implementation. Once community support is validated, City staff will take actions to implement the required measures. For education, City staff will assist the community in scheduling and holding speed awareness days. For physical devices, the Public Works Department will install the device when funds are available. (The current cost of a new speed hump is between \$5,000 and \$10,000.)

Since the adoption of this Neighborhood Traffic Management Program, the City has installed two speed humps, both on Pin Oak Parkway. A third speed hump on Pin Oak Parkway, in the Ashleigh subdivision area, was installed on October 29, 2014.

The City Public Works Department is currently evaluating two recent requests: one located on Madeley Lane, and another on Pin Oak Parkway at the southern end of the Tall Oaks Crossing subdivision.