

City of Bowie Trails Master Plan Update

Trails Planning Workshop #2

The purpose of this second trails planning workshop is to provide input on the vision, goals, and alternatives for the Trails Master Plan Update.

Draft Vision and Goals

The following draft vision and goals are based upon common themes expressed throughout the initial public outreach effort for the plan, including: the Community Survey; Trails Planning Workshop; Trails Plan Update Work Group; input provided by the Bowie City Council; and, additional input received through the project website and other communications.

Draft Vision

Over the next ten years:

The City of Bowie will work with its local and state government partners, the development community and the trail user community to transform the impressive, but aging, collection of existing individual trail segments into a network of safe and enjoyable trail experiences for biking, hiking and family walks.

Draft Goals

1. Adopt and implement an overall Bowie trail network map that links together existing and proposed trails
2. Designate priority routes for at least one new destination bicycle trail and one new destination pedestrian trail (in addition to the Bowie Heritage Trail)
3. Remove barriers and increase connectivity to and from neighborhoods and priority destination trails
4. Expand the use of advanced trail and roadway design techniques to provide greater separation between trail users and motor vehicles
5. Increase confidence and age range of trail users through educational activities focusing on Safe Routes to Schools and Recreation and Parks programming
6. Increase funding and volunteer programs for trail maintenance focusing on high priority destination trails, safe routes to schools and safe routes to parks

Trail Network Alternatives

Three alternative approaches have been identified for establishing an overall trail network with a distinct identity from which the draft plan recommendations will be developed. The following pages summarize the primary features of each of the three alternatives. Please review the full size displays illustrating the existing trail network gaps and the three alternatives. Then, using the following pages, evaluate the three alternatives. Your input will help us formulate a preferred alternative to present to City Council as part of the draft plan.



Anticipated Schedule	Month
Phase One: Data Gathering	Nov-Dec 2018
<ol style="list-style-type: none"> 1. Organize planning process 2. Review existing plans and policies (City, County, State) 3. Conduct a community survey 	
Phase Two: Analysis	Jan-Feb 2019
<ol style="list-style-type: none"> 4. Identify gaps in trail network 5. Determine criteria for setting priorities 6. Conduct a public workshop #1 7. Review and analyze data 	
Phase Three: Draft Plan Preparation	March-April 2019
<ol style="list-style-type: none"> 8. Vision Statement 9. Goals and Objectives 10. Conduct public workshop #2 	
Phase Four: Plan Production	May-June 2019
<ol style="list-style-type: none"> 11. Prepare Draft Plan 12. Conduct Stakeholders Meeting 13. Present Draft to City Council at Public Hearing 14. Submit Final Plan 	

For more information on the Trails Plan Update, please visit:
<https://www.cityofbowie.org/2410/Trails-Master-Plan>.

Alternative 1: Bowie City Loops



The Bowie City Loops trail network would utilize three, distinct geographic loops to provide access throughout the City, listed as follows:

- The North Bowie Loop Trail utilizes the Bowie Heritage Trail (BHT) alignment and WB&A Trail with extensions to Bowie State University.
- The Central Loop connects Allen Pond Park, the Bowie Town Center, Annapolis Road commercial areas, Whitemarsh Park and then extending southward using on-street routes crossing Crain Highway (MD Route 3) to Melford, under US Route 50 along the Patuxent River (requiring private land easement) to Governor's Bridge Road and back across US Route 301 to Mitchellville Road and returning to the Bowie Town Center.
- The South Bowie Loop extends southward along Mitchellville Road (a Capital Trails Coalition recommended alignment) with a connection to the East Coast Greenway route on Mill Branch Road.

CHALLENGES

- North Bowie Loop - linking from planned Bowie Heritage Trail to Bowie State University and then southward to the WB&A Trail
- Central Loop - crossing Crain Highway to Melford, then under US Route 50 at the Patuxent River, across private land and back across US Route 301
- South Bowie Loop - connecting from Mitchellville Road to the East Coast Greenway (Mill Branch Road)

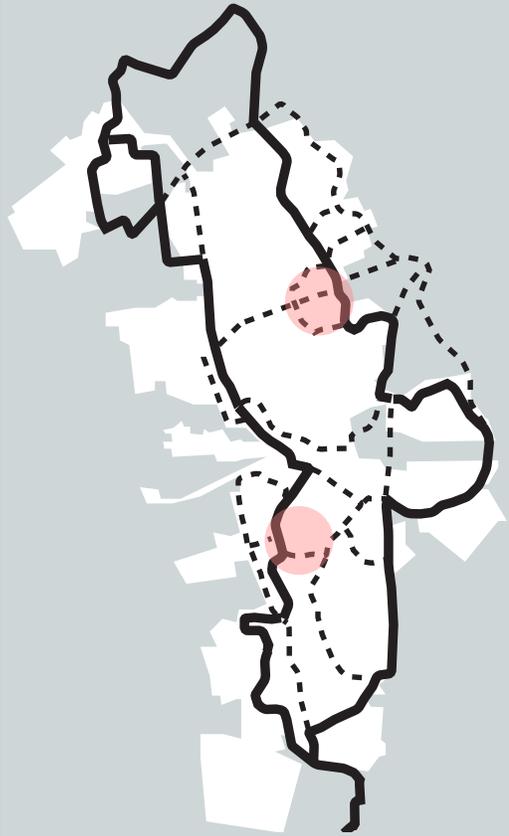
Evaluation Criteria

Rank this Alternative on a scale of 1-5 with 1 indicating it does not meet (1) to fully meets (5) the criteria

	1	2	3	4	5	Comments (what's missing?)
1. Links existing trails together into a desirable trail experience						
2. Increases connectivity from neighborhoods to trails						
3. Increases pedestrian and bicycle access to schools , parks, or public facilities						
4. Increases pedestrian and bicycle access to shopping and entertainment centers						
5. Provides for expanded opportunities to separate bicycle and pedestrian uses from vehicular traffic						
6. Increases opportunities for drawing regional trail visitors to Bowie's commercial businesses						

Additional Comments

Alternative 2: The Greater Bowie Loop



The Greater Bowie Loop would serve as a regional destination trail that would establish a hub and spoke system with connections between the regional trail system and two primary hubs located at Annapolis Road (Bowie Marketplace/Whitemarsh Park) and Bowie Town Center/Allen Pond Park.

The Greater Bowie Loop would include the following priority routes:

- Pin Oak Parkway/ Nottinghill Drive/ Northview Drive on the west with connections to Collington Stream Valley Park, Mt. Oak Park, and Allen Pond Park
- MD 197/ Highbridge Road extending to the Bowie Heritage Trail and WB&A Trail to the north
- Race Track Road and Whitemarsh Park Trail to MD 3 on the east
- Extended trail east of MD 3 to Melford, under US 50 along the Patuxent River (requiring private land easement) to Governor's Bridge Road and back to run along US Route 301
- Pointer Ridge Drive connection to the planned trail at South Lake (requiring a bridge over MD 214) and connection back to Pin Oak Parkway via Hall Road

CHALLENGES AND OPPORTUNITIES

- The eastern route would require utilization of the MD Route 3/US Route 301 corridor (multi-use trail) and/or the Patuxent River Corridor (planned natural surface trail). There are extensive median areas along US Route 301 that could be utilized for a multi-use trail or such a trail could be incorporated into future plans for MDOT/SHA improvements.

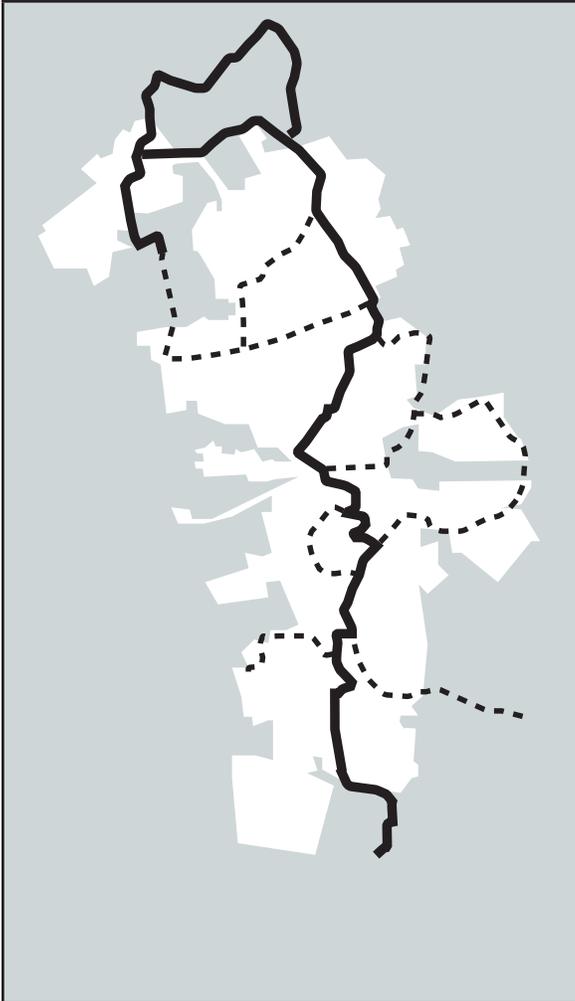
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Additional Comments

Alternative 3: The Bowie Byway



The Bowie Byway would be a north-south travel corridor where bicycle and pedestrian use would be given priority to the extent practical, and would be reinforced by signage, pavement markings, environmental design, street design (e.g. bumpouts and pedestrian crossings), etc. Vehicular traffic would be managed for slow and safe operating speeds compatible with bicycle and pedestrian travel.

The Bowie Byway would include the following priority routes:

- Bowie Old Town (trail head) and connection to Bowie Heritage Trail
- 11th Street (MD Route 564) shared roadway paired with alternate pedestrian route (12th extended to transmission line right-of-way to WB&A)
- Race Track Road and related trails
- Superior Lane to Stonybrook Drive (coupled with natural surface and/or improved trails in Whitemarsh Park)
- Belair Drive to Kenhill Drive to MD Route 197
- Northview - US Route 50 - Collington trail
- Easthaven Lane to Evergreen Parkway to Town Center Park and Excalibur Road (series of existing paved trails and sidepaths)
- Mitchellville Road from Excalibur Road to Mount Oak Road
- Peach Walker Drive and Collington Stream Valley Park (natural surface) with connections to the planned South Lake trail via Hall Road

CHALLENGES AND OPPORTUNITIES

- 11th Street is not pedestrian friendly and would require pedestrian trail alternate
- Parallel natural surface and shared roadway segments would need to be appropriately signed and connected at both ends

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Additional Comments