

Active Transportation Advisory Group Meeting Summary

Prince George's County Planning Department

Monday, March 3, 2025

7:00 to 8:30 PM

Attendees

Dan Behrend, *Riverdale Park resident*

Jennifer Grenier, *Patuxent Research Refuge*

Crystal Hancock, *Prince George's County Planning Department*

Michael Jackson, *Prince George's County Planning Department*

Kallie Krumpos, *Washington Area Bicyclist Association*

Bill Lussier, *Bowie resident*

Ken McCaughey, *Bowie resident*

Daniel Paschall, *East Coast Greenway Alliance*

Stephanie Walder, *Prince George's County Department of Public Works & Transportation*

Michael Jackson started the meeting at 7:02 pm with a round of introductions.

1. Go Prince George's Preliminary Plan Countywide Master Plan of Transportation

Crystal Hancock, Acting Supervisor of the Transportation Planning Section of the Prince George's County Planning Department, announced the release of Go Prince George's, which is the preliminary plan update of the current Countywide Master Plan of Transportation from 2009. She placed a link to Go Prince George's in the meeting chat. She said that two open houses are scheduled to present the preliminary plan. They will be held at the Prince George's County Planning Department at 1666 McCormick Drive in Largo on Wednesday, March 26 from 6 to 8 PM and on Thursday, March 27 from 12 to 2 PM.

2. Safe Streets For All/Proud to Pave The Way/Multi-Modal Projects On The High Injury Network

Stephanie Walder, Project Manager in the Department of Public Works and Transportation's Office of Engineering & Project Management, gave a presentation on 7 projects being undertaken throughout the county that will provide safety and accessibility benefits to various travel modes, including walking and bicycling. These capital improvement projects will cost a total of \$30.6 million. DPW&T has received \$21.2 million in grant funding from the U.S. Department of Transportation for these projects, covering over two-thirds of the implementation costs. All projects are described in detail on DPW&T's Vision Zero website. Below are brief descriptions.

Marlboro Pike Pedestrian Safety Improvements Phase 2

Project limits are Southern Avenue (DC line) to Brooks Drive, 1.2 miles. Work includes 5 traffic signal reconstructions, installation of two Rectangular Rapid Flashing Beacons (RRFBs), on-street parking removal, road diet and slip lane removal, installation of 50 LED lights, all ADA compliant.

Langley Park Safety Improvements

This consists of various improvements in the Langley Park community north of MD 193/University Boulevard between MD 650/New Hampshire Avenue and MD 212/Riggs Road. They include 1,100 linear feet of 10-foot-wide shared-use path, 2,500 feet of sidewalk, 60 ADA compliant sidewalk ramps, and 30 crosswalk upgrades.

Cool Spring – Adelphi Pedestrian/Bicycle Access Project

Improvements include 2,000 linear feet of shared-use path, 50 LED lights, 5 wayfinding signs, 3 upgraded crosswalks, a pedestrian refuge island on Adelphi Road and a connection to the Northwest Branch Trail.

Sheriff Road Safety Improvement Project

The project limits are from Eastern Avenue (DC line) to Glen Willow Drive. This 1-mile project includes a road diet with new medians, a signal reconstruction at Addison Road, an electric vehicle (EV) charging facility, 2 miles of bike lanes and LED lighting upgrades.

Belcrest Road Safety Improvement Project

This project covers the entire length of Belcrest Road, i.e. Queens Chapel Road to Adelphi Road. Improvements includes the county's first High-Intensity Activated Crosswalk Beacon (HAWK), used to stop vehicle traffic to allow pedestrians to cross, 1,300 feet of shared-use path, and 1.5 miles of bike lanes.

Adelphi Roadway Improvement Project

The project limits are from MD 410/East West Highway to Cool Spring Road. Improvements include 1 signal modification, 1 signal reconstruction and 2 miles of bike lanes.

Metzerott Road

The project limits are from Adelphi Road to MD 193/University Boulevard. The improvements include 1 signal reconstruction, 2,000 feet of sidewalk and 1 mile of off-road shared-use path.

Stephanie said all projects are scheduled to be delivered within 5 years.

3. Improving Active Transportation Accessibility to the Patuxent Research Refuge

Jennifer Grenier, Refuge Manager of the Patuxent Research Refuge, provided background on this facility that straddles the Patuxent River in both Anne Arundel and Prince George's counties and their mission to attract more visitors who arrive by walking, bicycling and transit. She said the Patuxent Research Refuge is distinguished from other national wildlife refuges because its middle name is research. It occupies 13,000 acres and was established by President Franklin Roosevelt in

1936. It is divided into three tracts; the south tract which lies in Prince George's County, has 2400 acres, and is open to the public; the central tract, where research is conducted, is closed to the public, and the north tract in Anne Arundel County, which is only open to the public on Sundays due to staffing cutbacks. The north tract is the largest tract with 8,000 acres, acquired from Fort Meade. Visitors to the north tract are encouraged to stay on the trails and must sign a waiver acknowledging the possible presence of unexploded ordinance from its military base history. Both the north and south tracts have visitor centers, the north tract visitors' center can be reached via MD 198 and the south tract visitors' center is accessed via Powder Mill Road. The refuge offers visitors a wide variety of activities including hiking, biking, wildlife viewing, hunting, birding, and canoeing.

Jennifer said their current focus is connecting the public with nature after years of creating awareness of the refuge's attractions. It is an asset for 10 million people in the Baltimore and Washington metropolitan areas. Partners include both the Anne Arundel and Prince George's library systems and Bowie State University. There are bike repair stands at both visitors centers and the south tract visitors center's bike racks get used. During his presidency George W. Bush enjoyed bicycling along the Scarlet Tanager Loop in the south tract.

Jennifer discussed problems with accessibility for persons using active transportation. Access to the north tract is via the intersection of Bald Eagle Drive and MD 198. Motor vehicles travel at high speeds on MD 198 and visitors leaving the north tract on Sunday evenings find it difficult to find a gap in MD 198 traffic to be able to turn left from Bald Eagle Drive to westbound MD 198, as this is an unsignalized intersection. While it is much easier to access the south tract from Powder Mill Road, Jennifer felt that MD 197/Laurel Bowie Road is too dangerous to accommodate bicyclists. The south tract has another entrance on MD 197/Laurel Bowie Road that leads to Cash Lake but northbound MD 197 turning left to reach Cash Lake must cross a double yellow center line to do so. There is no transit bus service to either the north or south tract entrance roadways. She would like to collaborate with other agencies to get safer routes between the south tract and the Bowie Station University MARC station, WB&A Trail, the Beltsville Agricultural Research Center and the Greenbelt Metro Station.

Jennifer said a draft report on increasing access to the Patuxent Research Refuge would be available in a few weeks. Daniel Paschall of the East Coast Greenway Alliance (ECGA) and Kalli Krumpos of the Washington Area Bicyclist Association (WABA) offered their support for improving active transportation options to the refuge. Kallie said WABA would also be willing to help distribute the report. Michael will follow up with Jennifer to provide her with contact information about recreational bike clubs that may wish to hold rides to the refuge.

4. WB&A Trail Bridge over the Patuxent River

Questions arose regarding the opening date of the WB&A Trail Bridge over the Patuxent River and about any grand opening ceremonies. Michael said the latest information he had was that the bridge opening would occur sometime in February or March. Ken McCaughey asked Daniel what he has heard about the bridge opening. Daniel said the East Coast Greenway alignment will be shifted to the WB&A Trail after the bridge over the Patuxent River is opened. Dan Behring asked Daniel has the ECGA been in contact with officials regarding grand opening ceremonies. Ken wondered why the WB&A spur trail on the Prince George's County side between the Horsepen Park parking lot and the current terminus remains closed despite the lack of construction activity. Michael said he

would pass on any updates on the bridge opening and any grand opening ceremonies via the ATAG attendee email list.

5. Federal Environment

Kalli said that active transportation advocates are following on-going changes in federal programs with an intent on preserving federal investments in bicycle projects.

6. Adjournment

Michael adjourned the meeting at 8:22 pm. The next ATAG meeting will be held virtually on Monday, June 2, 2025 from 7 to 8:30 PM.