



## Maryland Dept. of Transportation, Consolidated Transportation Program Tour, Prince George's County

October 24, 2024

The Washington Area Bicyclist Association (WABA) is a nonprofit organization active throughout the Washington region. We envision a just and sustainable transportation system where walking, biking, and transit are the best ways to get around.

As of this morning, October 24, Prince George's County has experienced 79 roadway fatalities this year to date, including 27 pedestrians and one bicyclist. Last year, 140 people were killed on the county's roads. We must do better. We must redesign our transportation system – our roads – to elevate safety and mobility over rapid passage of motor vehicles. We must also encourage transit use and make active transportation – walking, bicycling, and rolling – safer for residents and visitors.

On the occasion of the Maryland Dept. of Transportation (MDOT)'s Prince George's County presentation of the draft FY 25 – FY 30 Consolidated Transportation Program (CTP), WABA respectfully offers five points that we ask the Administration and the General Assembly to address, with support and advice from Prince George's County, in light of possible future revised revenue estimates and new revenue sources brought online via a 2025 Budget Reconciliation and Financing Act (BRFA).

Additionally, please note that transit funding and transportation equity are WABA priorities, and we recognize very significant, unmet Southern Maryland and Baltimore transit-funding needs.

### We ask for inclusion of two projects in the State CTP:

**1) The Greenbelt East Trail<sup>1</sup>.** CTP inclusion would facilitate allocation/award of design and engineering funding based on MDOT SHA's favorable feasibility study, and then of construction funding.

The Greenbelt East Trail would provide a much-needed transportation alternative in an overbuilt road corridor that is in sore need of traffic-separated biking and walking facilities. It would link residential, commercial, and employment centers including NASA's Goddard Space Flight Center, fill a major gap between trail networks, and serve as a spine route for several projects in Prince George's County's Bike and Pedestrian Network Plan<sup>2</sup>, with a quick(er) build option that could become a precedent for other projects.

**2) The Fort Lincoln-Anacostia Riverwalk Trail connector.** Washington DC recently won a \$25 million RAISE grant<sup>3</sup> for Fort Lincoln-neighborhood bikeways and a new pedestrian-bicyclist bridge over the Anacostia River, paralleling Route 50. The Transportation Planning Board approved \$300,000 in Carbon Reduction Program funds (\$75,000 state match) for MDOT State Highway Administration design & engineering on the Maryland side, and the Transportation Planning Board added the project to the regional Transportation Improvement Program.

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<sup>1</sup> <https://www.proteusbicycles.com/articles/greenbelt-east-trail-proposal-and-arts-wba-connector-pg257.htm>

<sup>2</sup> <https://storymaps.arcgis.com/stories/1412a742ad244514b26ff688615cb81e>

<sup>3</sup> <https://dc.gov/release/mayor-bowser-announces-25-million-federal-grant-new-york-avenue-bridge-and-lincoln-connector>

**MDOT CTP inclusion will facilitate future design and construction funding for this significant trails-network connectivity project.**

We ask you to prioritize restoration of funding for two CTP items and refocus of a third:

**3) Reinstate and right-size the funding for the Kim Lamphier Bikeways Network Program (page TSO-3).**

Per the CTP, “The program helps implement MDOT’s Bicycle and Pedestrian Master Plan by filling priority missing links in the statewide bicycling network, and improving connections to transit, work, schools, shopping, and other destinations. By creating a more integrated and safe network of bicycle facilities, the program also helps advance the Maryland Transportation Plan’s goals of economic development and environmental stewardship, while strengthening the health and quality of life for local communities.”

However MDOT’s draft FY25-FY30 CTP allocates only \$15,953,631 to the program, a \$6.5 million six-year reduction to already modest funding. MDOT’s recommended amount averages less than \$2.7 million per year, statewide. Nominally this means only \$416 thousand per year for Prince George’s projects. Yet the demand for capital grants for bike infrastructure is huge. Maryland jurisdictions won approximately \$40 million in federal Safe Streets for All program grants in the program’s first two years, including for bikeways. There is high demand.

**We recommend an increase in annual Lamphier Program funding to \$6.5 million, equating to \$1 million in annual funding for Prince George’s projects. That amount is just over \$1 per year for each Maryland resident, advancing “goals of economic development and environmental stewardship, while strengthening the health and quality of life for local communities.”**

**4) Restore funding for the Complete Streets Program (page SHA-SW-6).**

The draft CTP states, “Safety is a primary criterion in all of the projects and grants MDOT pursues, including implementation of the new Complete Streets Policy, the Pedestrian Safety Action Plan, and the Strategic Highway Safety Plan.” In the draft CTP, this commitment takes the form of a Complete Streets Program that “will invest in prioritized corridors to reduce deaths and serious injuries for vulnerable users while also supporting the statewide safety, equity, and mode-shift goals.” Yet MDOT has decreased funding by \$10.5 million from the FY24-FY29 CTP figure, to \$86.5 million, an 11% reduction.

**This funding reduction may hinder timely completion of the two Cohort 1 projects in Prince George’s County, a) MD 650 [New Hampshire Avenue] from MD 193 [University Blvd] to Montgomery County line and b) MD 410 [East-West Highway] from MD 500 [Queens Chapel Road] to MD 212 [Riggs Road].**

**Please prioritize restoration of full Complete Streets Program FY25-FY30 CTP funding, state-wide.**

**5) Maintain zero construction funding for "I-495/I-95 Capital Beltway - Interchange upgrades at Medical Center Dr (formerly Arena Dr)" (page SHA-PG-9).**

Construction funds for this project were eliminated in the FY 2024-FY 2029 CTP. If the project is resumed at a future time, Prince George’s County should press MDOT to fully reconsider the interchange design in order to improve, rather than degrade, pedestrian and bicyclist access, with vehicular traffic managed appropriately for a transit-oriented corridor.

Thank you for your consideration of these Prince George’s County transportation-priority suggestions.