

Active Transportation Advisory Group Meeting Summary

Prince George's County Planning Department

Monday, March 2, 2026

7:00 to 8:30 PM

Attendees

Sean Adkins, *Prince George's County Parks and Recreation Department*

Dan Behrend, *Riverdale Park resident*

Mark Berger, *Prince George's County Planning Department*

Mike Bonds, *Hyattsville resident*

Charlotte Francoeur, *Hyattsville resident*

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

Ellen Huffman, *Prince George's County Parks and Recreation Department*

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

Matt Johnson, *Montgomery County Department of Transportation*

Kalli Krumpos, *Capital Trails Coalition/Washington Area Bicyclist Association*

Daniel Paschall, *East Coast Greenway Alliance*

John "JT" Thomas, *Prince George's County Parks and Recreation Department*

1. Welcome and Introductions -Michael Jackson started the meeting at 7:00 pm with a round of introductions.

2. Montgomery County's Bicyclist & Pedestrian Safety & Accessibility Efforts

Matt Johnson, Bicycle Coordinator for the Montgomery County Department of Transportation, gave a PowerPoint presentation on that county's programs and initiatives designed to improve active transportation safety and accessibility. Matt first described the organizational structure of MCDOT, which is comprised of five divisions, Highway Services, Parking Management, Traffic Engineering & Operations, Transit Services, and Transportation Engineering, where Matt works. These five divisions are overseen by the Director's Office which formulates policy. Matt noted that the Transit Services Division operates the Ride On bus network, making MCDOT the second largest transit operator in the Washington region.

Montgomery County's Vision Zero goal is there will be no traffic deaths or serious injuries by 2030. The county aspires to become a nationally recognized leader in accessibility. Two major steps in the accessibility field was the publication of Planning and Designing Streets to be Safer for People with Vision Disabilities in 2021 and the Montgomery County Accessibility Design Guide in 2024. Montgomery County's crash rate per 100 million vehicle miles traveled is in 4th place in the DC region, behind Loudon, Fairfax, and Howard counties and significantly lower than Prince George's County, as well the rates in Maryland, Virginia, and federally.

MCDOT's sidewalk program, funded at approximately \$4 million annually, fills gaps in their sidewalk network. A ranking and prioritization system determines which sidewalk gaps get funding as this program is oversubscribed. Their ADA program compliments the sidewalk program by installing sidewalk ramps and removing barriers to accessibility. The ADA program has an annual budget of

approximately \$1.1 million. Two bikeway programs Matt discussed are the Bikeways Minor program and the Bicycle Pedestrian Priority Area program. Matt manages the Bikeways Minor program, which fills gaps in the bikeways network. The Bicycle and Pedestrian Priority Area program focuses on active transportation improvements in the county's downtowns and town centers. Total funding for these two programs are approximately \$6.5 million per year. All of the bikeway programs serve as pedestrian safety projects and most of them include accessibility upgrades.

MCDOT has developed protected intersections, which consist of three elements; corner islands, active transportation crossings set back from the intersections, and advanced bicycle stop lines. These three elements cause slower motor vehicle turning speeds, improved active transportation user visibility by motorists, and allow pedestrians and bicyclists a head start across the intersection. The corner islands create smaller intersections which reduce active transportation user exposure to conflicting motor vehicle traffic. The corner islands have aprons that allow larger vehicles to mount the curbs but not passenger vehicles. Slower motor vehicle intersection cornering allows drivers additional time to react to avoid colliding with active transportation users. In addition to protected intersections, MCDOT has a traffic calming and a Safe Routes to Schools program.

John "JT" Thomas asked Matt what lessons have been learned from these safety and accessibility initiatives. Matt said the angles for bicycles were too sharp and future designs will have a more gradual transition. Instead of using flexible vertical posts and paint, MCDOT will use poured in place concrete, because the flexible vertical posts pose a maintenance nightmare. Snowplows destroy paint, flexible posts, and modular concrete. Matt also said that beginning public engagement early, prior to project implementation, and making revisions based on public input is critical. He said it is a lot of work, but it pays off because it can head off public pushback.

Sean Adkins asked about metrics measuring. Matt said his colleagues wished they had conducted radar studies, measured intersection turning speeds, and yielding behavior prior to installing protected intersections. As a result, feedback on improved yielding behavior is anecdotal. Matt also commented on the aerial views of the protected intersections shown in the PowerPoint presentation. He said they were obtained by getting permission to film from building rooftops because permission to fly picture taking drones is difficult because both downtown Silver Spring and Bethesda are within the restricted air space zone around National Airport.

3. Northern Prince George's East West Bikeway Feasibility Study

Michael provided the background and status update on the Northern Prince George's East West Bikeway Feasibility Study. He said a draft existing conditions report submitted by the consultant is undergoing staff review, a public charrette is tentatively scheduled for April, and the feasibility study draft should be completed by mid-May. The completed feasibility study is due by June 30th. JT asked about the ratio between on-road and off-road segments. Michael replied while the preferred design would be shared use paths there will be some on-road segments, mostly on low volume/low speed roadways. Sean asked about the bikeway design across the Capital Beltway and the Baltimore Washington Parkway. Michael said the Capital Beltway was outside of the project limits and a shared use path along the north side of MD 410/Riverdale Road is contemplated at the Baltimore Washington Parkway crossing.

Mike Bonds wanted to know if the feasibility study included any other alignments than the 2-mile described segment, would studying the remainder of the proposed NPGEWB require a follow on project and if new feasibility studies have to be conducted. Michael replied that the feasibility study only covered the 2-mile segment presented and that the objective would be to find funding to get the entire 10-mile segment designed and constructed but there are presently a number of unknown factors.

Daneil Paschall thanked Michael for the update and was excited to see east west bikeway connections and is hoping to see the Greenbelt East Trail built and the WB&A Trail extended along MD 704/Martin Luther King Jr. Highway. He wondered how the County prioritizes which projects to seek funding for given limited capacity and funds. Michael said circumstances vary including unanticipated opportunities, political requests, and development projects. Michael also said the operating agencies like the Department of Public Works and the State Highway Administration also plan and implement bikeway projects in the county. Crystal Hancock added that Planning Department staff work in conjunction with the operating agencies, developers and anyone to get projects on the ground. J.T. mentioned that both the county and the state have capital improvement plans that are shaped by input from elected officials, interested stakeholders, and the public.

4. Department of Parks and Recreation Update

J.T. announced the City of Bowie is holding a public meeting on April 1 at the Cannon Hill Center multi-purpose room on the Pin Oak Parkway Trail. He said this is not a parks funded project but it is on Commission property. J.T. said a public meeting on the Central Avenue Connector Trail Phase 1 will be coming up to discuss 65 percent design plans. A date had not yet been set but J.T. put his contact information in the meeting chat so those interested in attending could follow up with him.

Mike Bonds said a bridge had been replaced on the Northwest Branch Trail near Rosa Parks Elementary School and it seemed like it was quickly replaced. He asked what is the usual amount of time to replace similar facilities. Sean replied that this bridge was planned to be replaced and that a contractor, budget and permit approvals were in place. Usually, projects like trail bridge replacements do not take a terribly long time but Sean could not give time or date estimates.

Dan Behrend asked how to get on the meeting list or receive additional information on the 65 percent design for the CACT Phase 1. J.T. put a link in the chat for interested parties to leave their contact information and he would make sure the project manager is given those names.

5. Go Prince George's Preliminary Plan of Transportation Update

Crystal said the Planning Department is getting ready for the Go Prince George's joint public hearing which is scheduled for Tuesday, March 24th at 6:00 PM. She put a link in the chat for further information and provided information on how public comments should be communicated. The deadline to submit public comments is April 13th.

6. Other Business

During a discussion of bikeway facility types, Michael said that while it is now legal to ride bicycles on sidewalks within Prince George's County, sidewalk bicycle riding is generally not recommended due to safety concerns. J.T. clarified that a proposed shared use path project between Fort Totten in

DC and the Northwest Branch Trail in Chillum goes by different names including the Prince George's County Connector Trail and the Anacostia Gateway Trail. Sean discussed how trails are shown on PG Atlas.

7. Adjournment

Michael adjourned the meeting at 8:33 PM