TUESDAY, FEBRUARY 11, 2020
CITY OF COLLEGE PARK
DAVIS HALL – 9217 51ST AVENUE

7:30 P.M.
MAYOR AND COUNCIL REGULAR MEETING
AGENDA

COLLEGE PARK MISSION STATEMENT
The City Of College Park Provides Open And Effective Governance And Excellent Services That Enhance The Quality Of Life In Our Community.

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1. **MEDITATION**
2. **PLEDGE OF ALLEGIANCE:** Led by Councilmember Day
3. **ROLL CALL**
4. **ANNOUNCEMENTS**
5. **CITY MANAGER'S REPORT**
6. **ACKNOWLEDGMENTS**
7. **PROCLAMATIONS AND AWARDS**
8. **AMENDMENTS TO AND APPROVAL OF THE AGENDA**
9. **PUBLIC COMMENT ON CONSENT AGENDA AND NON-AGENDA ITEMS -** Speakers are asked to provide their name and address for the record, and are given three minutes to address the Council.
10. **PUBLIC HEARINGS:**

    A. Traffic calming in the 9700 block of Narragansett Parkway between Laguna Road and Muskogee Street

    B. Petition request for traffic calming on Muskogee Street between 48th Place and 49th Avenue

    C. Petition request to install residential permit restricted parking for the 9600 block of 51st Place

11. **PRESENTATIONS:**

    A. State of the City Report – Scott Somers, City Manager

12. CONSENT AGENDA -

Note: Consent Agenda items are routine items of business that are collectively presented for approval through a single motion. A Councilmember may request that an item be pulled from the Consent Agenda and placed under Action Items for separate discussion and action.

20-G-23	Annual review of liquor licenses for City establishments prior to County renewal – Bob Ryan, Director of Public Services	Motion By: To: Second: Aye: Nay: Other:
20-G-24	Approval of an extension of HR&A consulting services regarding the City Hall project in an amount not to exceed $30,000 – Bill Gardiner, Assistant City Manager	
20-G-25	Approval of the parade and festival celebration for the City's 75th anniversary and an additional $10,000 to cover public safety, transportation, and other costs, to be budgeted from unexpended funds within the FY'20 General Government and Administration budget	
20-G-26	Support for the proposed new FY '21 City event series (Lake Artemesia concert series and various events at City attractions)	
20-G-27	Approval of minutes from the December 3, 2019 Worksession, the December 3, 2019 Special Session, and the December 10, 2019 Regular Meeting/Inauguration of the 2019-2021 Mayor and Council.	

13. ACTION ITEMS

20-G-28	Council Action on traffic calming in the 9700 block of Narragansett Parkway between Laguna Road and Muskogee Street	Motion By: To: Second: Aye: Nay: Other:
20-G-29	Council Action on the petition request for traffic calming on Muskogee Street between 48th Place and 49th Avenue	Motion By: To: Second: Aye: Nay: Other:
20-G-30	Council Action on the petition request to install residential permit restricted parking for the 9600 block of 51st Place	Motion By: To: Second: Aye: Nay: Other:
20-G-32	Consideration of HB 351 - Land Use and Vehicle Miles Traveled Workgroup – Mayor Wojahn	Motion By: To: Second: Aye: Nay: Other:
20-G-33	Consideration of SB 490 – Human Services – Youth Services Bureaus - Funding	Motion By: To: Second: Aye: Nay: Other:

20-G-31 Appointments to Boards and Committees

Motion By:
To:
Second:
Aye: Nay:
Other:

13. MAYOR AND COUNCILMEMBER REPORTS/COMMENTS

14. STUDENT LIAISON'S REPORT/COMMENTS

15. CITY MANAGER'S REPORT/COMMENTS

16. GENERAL COMMENTS FROM THE AUDIENCE

17. ADJOURN

INFORMATION REPORT

18. Weekly Legislative Report

- **This agenda is subject to change. For the most current information, please contact the City Clerk at 240-487-3501.**
- **Public Comment is taken during Regular Business meetings on the second and fourth Tuesdays of the month in one of the following ways. All speakers are requested to complete a card with their name and address for the record.**
  - **To comment about a topic not on the meeting agenda: Speakers are given three minutes to address the Council during "Public Comment on Non-Agenda Items" at the beginning of each Regular Meeting.**
  - **To comment on an agenda item during a Regular Business meeting: When an agenda item comes up for consideration by the Council, the Mayor will invite public comment prior to Council deliberation. Speakers are given three minutes to address the Council on that agenda item.**
- **In accordance with the Americans with Disabilities Act, if you need special assistance, please contact the City Clerk's Office at 240-487-3501 and describe the assistance that is necessary.**

PUBLIC HEARING

Traffic Calming

9700 Block Narragansett Pkwy

PUBLIC HEARING NOTICE

TO: Residents of the 9700 Block of Narragansett Parkway (between Laguna Road and Muskogee Street)

FROM: Janeen S. Miller, City Clerk JSM

DATE: January 10, 2020

RE: Public Hearing on possible installation of Traffic Calming in the 9700 Block of Narragansett Parkway

The Mayor and Council of the City of College Park will hold a Public Hearing on **Tuesday, February 11, 2020 at 7:30 p.m. at Davis Hall** to take public comment on whether to install a traffic calming device (speed hump) in the 9700 Block of Narragansett Parkway. There is a concern for the safety of the pedestrians that cross at the intersection of Muskogee Street and Narragansett Parkway to reach the adjacent playground. All interested parties shall have an opportunity to be heard. Following the Public Hearing, the Mayor and Council will take action on the request.

The City Engineer's traffic study and recommendation can be found in the staff report which is posted on the City's web site at www.collegeparkmd.gov. Click on "Public Hearing Notice." The report is also available from the City Clerk's office.

Davis Hall is located at 9217 51st Avenue. In accordance with the Americans With Disabilities Act, if you need special assistance, please contact the City Clerk's Office at 240-487-3501 and describe the assistance that is necessary.

If you are unable to appear in person but would like to comment on this matter, you may submit written comment in advance. In order to be received by the Council as part of the record, the comment must include the specific topic to which it relates, the full name and address of the person submitting the comment, and be submitted no later than 5:00 p.m. on the day of the hearing to cpmc@collegeparkmd.gov .

If you have any questions, please feel free to contact our office at 240-487-3501 and we will be happy to assist you.

cc: College Park Mayor and Council
President, North College Park Community Association

CITY OF COLLEGE PARK, MARYLAND
REGULAR MEETING AGENDA ITEM

AGENDA ITEM 20-G-28

Prepared By: Steven Halpern, City Engineer **Meeting Date:** February 11, 2020

Presented By: Steven Halpern, City Engineer **Proposed Consent Agenda:** No

Originating Department:	Engineering
Issue Before Council:	Traffic Calming – 9700 block Narragansett Parkway between Laguna Road and Muskogee Street
Strategic Plan Goal:	Strategic Plan Goal 4: Quality Infrastructure

Background/Justification:
Location
The portion of 9700 block Narragansett Parkway of interest is located between Laguna Road and Muskogee Street in the Hollywood Subdivision of the City. It is classified as a local residential street. There is only one home on this block that fronts Narragansett Parkway. Location map attached.

Traffic Concern
There is a concern for the safety of pedestrians that cross at the intersection of Muskogee Street and Narragansett Parkway to get to the Muskogee Street Playground.

Traffic Investigation Summary
City Code § 184-42.1 Authority of city states that "the City Manager, the Mayor and Council may initiate the installation of traffic calming devices on streets adjacent to neighborhood parks…." In this case the 9700 Block of Narragansett Parkway is adjacent to a city neighborhood park, The Muskogee Street Playground.

On July 9, 2019 there was a public hearing for traffic calming on the 5000 Block Muskogee Street. The traffic report presented for Muskogee Street indicated that there was a speeding problem. The Mayor and Council approved the installation of speed humps on Muskogee Street.

Also, at this hearing the Council suggested the use of a stop sign to control speeds through the intersection of Muskogee Street at Narragansett Parkway. Speed humps are proven to reduce vehicular speeds. Stop signs do not reduce speeds. Stop signs are intending to bring order at an intersection, such as establishing what vehicle has the right of way when passing through the intersection. Typically, when there are no opposing vehicles, vehicles tend not to stop. In this case a speed hump installation on the 9700 block of Narragansett Parkway would address the concern at the intersection of Narragansett Parkway at Muskogee Street by slowing a vehicle approaching the intersection from the southern approach.

The data below is to provide the Mayor and Council with the traffic volume and apparent vehicle speeds at this location.

A traffic counter was placed at 9708 Narragansett Parkway from September 5, 2019 to September 13, 2019. A 48-hour traffic analysis was conducted using the data collected on September 7th and 8th because it represented the worst traffic conditions. Our investigation revealed that the Average Daily Traffic Volume was 306 and 1.9% of all vehicles were traveling in excess of 30 mph; the speeding threshold is 15%. Speeding was not identified as being a problem.

1	Vehicle(s) were recorded traveling between 40 and <45 mph
1	Vehicle(s) were recorded traveling between 35 and <40 mph
10	Vehicle(s) were recorded traveling between 30 and <35 mph
86	Vehicle(s) were recorded traveling between 25 and <30 mph

City Warrants for Speed Hump Installations per City Code Chapter 184 Article IV	Data obtained during Study	Warrant
Average traffic volume greater than 500	306	Not Met
15% of total volume exceeding speed limit by 5 mph	1.9%	Not Met

Fiscal Impact:
A Speed Hump cost approximately $3,000 each to install.

Council Options:
1. Approve the installation of speed hump(s) and direct the City Engineer to site and install it at his discretion.
2. Do not approve the installation of speed humps.
3. Defer action and request additional information.

Staff Recommendation:
Staff recommends that a speed hump on Narragansett Pkwy be pursued through article §184-42.1 of the City Code since the 9700 Block of Narragansett Pkwy is technically adjacent to the Muskogee Playground.
We determined that there were no geometric conditions that would preclude a speed hump from being installed on Narragansett Parkway.

Recommended Motion:
N/A; this is a Council decision.

Attachments:
Technical Report
Location Map
Traffic data

TECHNICAL REPORT

DATE: November 6, 2019

SUBJECT: Summary Report for Proposed Traffic Calming Devices on Narragansett Parkway between Laguna Road and Muskogee Street

Prepared by Steven E. Halpern, P.E.

The following report was prepared according to Chapter 184, Article VI of the Code of the City of College Park, Maryland for the consideration of Traffic Calming Devices on the 9700 Block Narragansett Parkway between Laguna Road and Muskogee Street to control vehicular speeding.

ROAD DESCRIPTION

The 9700 Block Narragansett Parkway is located north of Hollywood Road and east of Rhode Island Avenue in the Hollywood Subdivision of the City. It is oriented north and south, the horizontal alignment is straight, the vertical alignment is flat, and the street is classified as a local residential street.

There is a 4-ft wide concrete sidewalk along the westside of the street that extends from Lackawanna Street to Muskogee Street and terminates at the Muskogee Street Playground which is located on the northside of the intersection of Muskogee Street and Narragansett Parkway. Street lighting was observed to be adequate.

The road segment is 300 feet long, 18 feet wide, and fronts one (1) home. Narragansett Parkway provides for two-way traffic. Parking is prohibited along the eastside of the street. There is a striped crosswalk at intersection of Muskogee Street and Narragansett Parkway.

DATA COLLECTION

Traffic data was collected from Thursday September 5, 2019 to Friday September 13, 2019. A 48-hour traffic analysis was conducted using the data collected on September 7th and 8th because it represented the worst traffic conditions. Data was collected using an electro-mechanical traffic counter. The counter was connected to roadway tubes spaced 3 feet apart allowing for the collection of bi-directional speed and volume data to be collected.

CRITERIA FOR MAYOR AND COUNCIL CONSIDERATION

The following criteria are intended to guide the Mayor and Council in determining whether a request for a Traffic Calming Device installation is reasonable and justified. These shall not be considered exclusive criteria:

1. The street proposed for a Traffic Calming Device has an identified speeding problem that cannot be alleviated in any other way than by a traffic Calming Device. Such a problem can be identified through a combination of resident complaints, police radar surveillance and ticketing practices, accident statistics and the history of previous efforts to control speeding on the street. Traffic Calming Devices will only be installed to address documented safety or traffic concerns supported by traffic engineering studies. Devices can be implemented individually or in conjunction with other Traffic Calming measures depending upon area conditions and characteristics.

A. Resident complaints – Yes, no petition.

B. Police radar surveillance – No.

C. Accident statistic – SHA District 3 (Prince George's County) online Crash Listings were reviewed for the last 10 years. There were no police reported accidents recorded during the past 10 years.

D. History of previous efforts to control speeding – None

2. The street carries a higher volume of nonresidential traffic than would normally be expected. Streets considered for traffic calming must be primarily residential with a majority of residential homes and driveways fronting on the street.

The traffic volume (**306 ADT** - Average daily traffic) **is** a higher volume than is expected for this local residential street.

3. The installation of traffic calming devices shall be assessed for their potential impact on public transportation and fire and rescue operations.

This street **is not** a part of a public transportation route. This street **is not** considered as a primary fire and rescue route into the neighborhood.

4. The potential impact of traffic Calming devices on adjacent neighborhoods shall be assessed.

Based on our knowledge of the area roads and local traffic it is our opinion that there **could be an impact** on the 5000 block of Laguna Road to the adjacent neighborhood streets.

5. If a problem is determined during the engineering study, the Department of Public Works will consult with the residents of the street and develop a plan for the type and location of traffic calming devices. A technical study provided by the Public Works Director commenting on any hill, curve or street conditions of concern in the placement of traffic calming devices will be assessed.

REPORT

Based on recommended guidelines for the design and application of Traffic Calming Devices as adopted and implemented in numerous locations successfully throughout the United States, as reported on by the Institute of Transportation Engineers (ITE), and Public Works Department concerns we offer the following technical report:

Data Collected: A 48-Hour Speed and Traffic Volume study was performed at 9708 Narragansett Parkway. The study shows the following:

9708 Narragansett Parkway -
(a) 85% percentile data (that speed which should approximate the speed limit) – **25.3 mph**
(b) 1.9% of all vehicles, were recorded in excess of 30 mph (12 out of 612 vehicles exceeded the speed limit by 5 miles per hour)
(c) Speed: Max **41.4** mph, Min **8.4** mph, Mean **20.1** mph
(d) Average Daily Traffic – **306**
(e) AM Peak Hour volume – 10:00 **am September 8th - 21 vehicles**
(f) PM Peak Hour volume – 5:00 **pm September 7th - 30 vehicles**

Summary of findings from the data above.

A speeding problem **was not** indicated. At least 15% of the total traffic volume must exceed 30 mph. Our Study found 1.9% exceeded 30 mph.

A **YES** response means the guideline meets the criteria for installation and a **NO** response means that the guideline does not meet the installation criteria.

Street Classification: Local Residential collector YES
Traffic calming devices should only be installed on those roadway facilities functionally classified as local streets, as defined in "A Policy on Geometric Design of Highways and Streets" by AASHTO. Further, these local streets should be generally residential in nature.

Street Width: 26 +/- no more than two travel lanes YES
Typically, the streets width should be sufficient to allow for the proper installation of suitable traffic calming devices.

Street Grade: **flat (8% or less (NEW 2007))** **YES**

The street grade will not limit the type of traffic calming device installations.

Horizontal and Vertical Alignment: **YES**

Traffic calming devices should not be placed within severe horizontal or vertical curves that may result in substantial lateral or vertical forces on a vehicle traversing it.

Sight Distance: **Adequate** **YES**

Only those traffic-calming devices that comply with the minimum safe stopping sight distance, as defined in A Policy on Geometric Design of Highways and Streets by AASHTO, can be provided.

Traffic Speeds: **NO**

9708 Narragansett Parkway: 1.9% of the total traffic volume exceeded 30mph

The Traffic Calming Device should only be installed on streets where the prevailing speed limit is 30 mph or less. Speed studies should be performed to confirm the existence of a speeding problem or other traffic problem to ensure that the installation of such device will appreciably address that problem. A speeding problem exists when 15% of the total volume exceeds the posted speed limit by more than 5 mph.

Traffic Volume: **NO**

9708 Narragansett Parkway: 306

vehicles per day

The Traffic Calming Devices are typically installed on streets with an average daily traffic volume between 500 and 2,000 vehicles.

Accident History: **YES**

If/When installed to address an accident problem, the traffic calming devices should eliminate or reduce the causal effects of those accidents.

Pedestrian Activity: **YES**

When installed to address pedestrian safety issues, significant pedestrian activity should be present. There **is** a sidewalk along the southside of the street and a Playground located at the intersection with Narragansett Parkway.

Vehicle Mix: **less than 5%** **YES**

Speed humps should not be installed on streets that carry significant volumes (greater than 5%) of long wheelbase vehicles unless there is a reasonable alternative route for those vehicles.

Emergency Vehicle Access: Not a primary Emergency route YES
Speed humps should generally not be installed on streets that are used as primary or routine emergency vehicle access routes.

Transit Route: Not a transit route YES
Speed humps should generally not be installed along streets with established transit routes. However, if humps are installed on transit routes, their design should consider the special operational characteristics of these vehicles.

Citizen Support: no petition **YES**
Speed humps should generally not be installed on a public street unless a documented majority of the residents along the affected portion of that street support their installation.

Diversion: Possibly divert traffic to Laguna Rd NO
Since speed humps may divert traffic to other street facilities, an estimate of the amount and location of that diversion should be made so that the potential impacts of the proposed humps can be fully considered.

Street Lighting: Adequate YES
To improve nighttime visibility especially where sight distance is less than desirable, coordinating hump locations with existing or planned street lighting should be considered.

Totals:

YES 12
NO 3

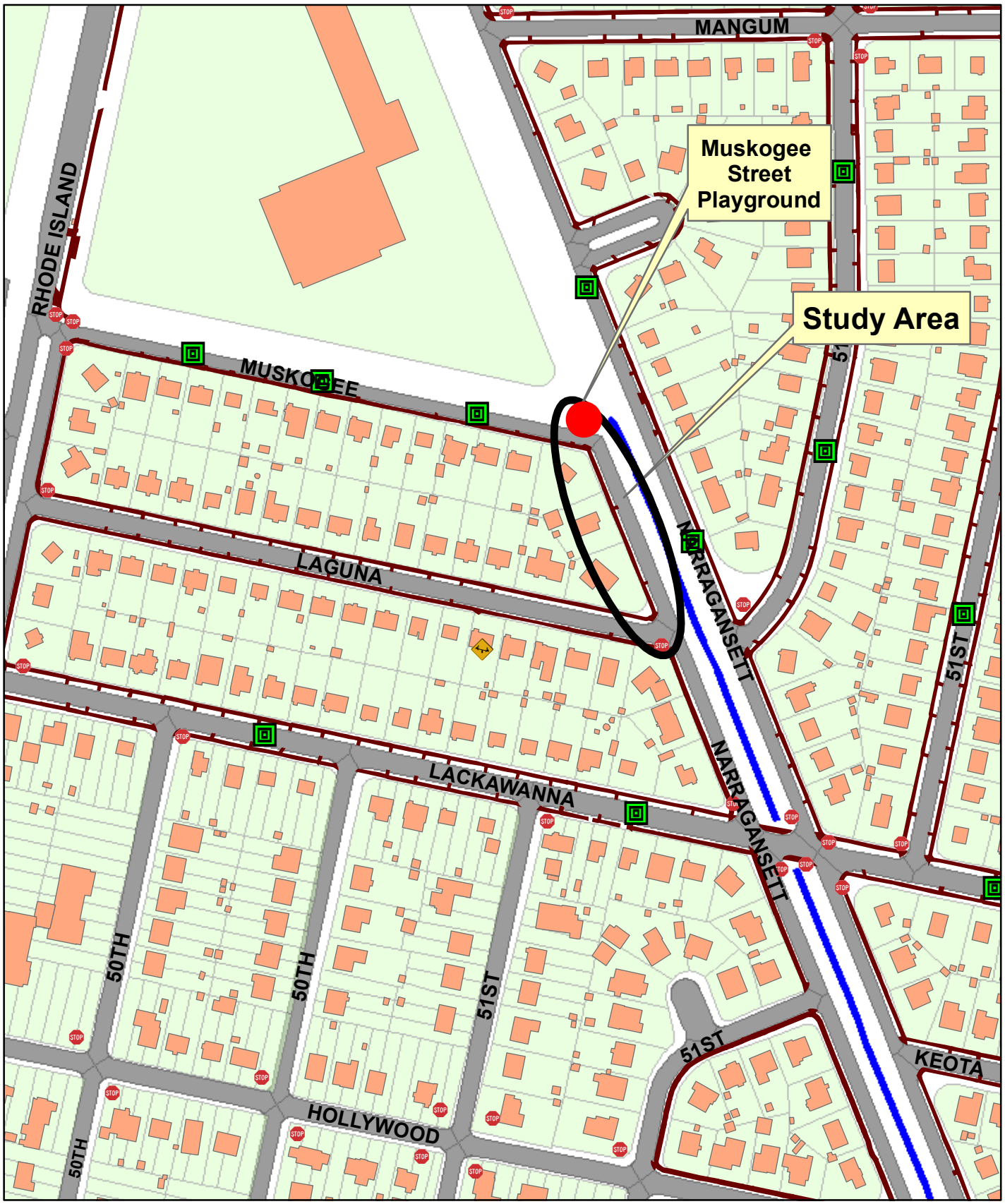
Paving History According to PMP:
9700 Narragansett Parkway Last Year Pave 2012
Current Rating 1.5

CONCLUSION

Speeding **was not** identified as being a problem. The average daily traffic volume indicates that cut through traffic is a problem.

Based on the established traffic warrants and criteria recommended by The Institute of Transportation Engineers (ITE) for the placement of speed humps to control vehicular speeding on residential roadways and Public Works Department concerns, traffic calming measures **are not** warranted on the 9700 Narragansett Parkway at this time.

Attachment
9700 Block Muskogee Street



By: College Park Engineering
Date: September 20, 2019
Source: M-NCPPC GIS

Legend

- Speedhumps
- Stop Sign
- Street Sidewalk

N

0 45 90 180 Feet

Variance = 24.05, **Standard Deviation** = 4.90 mph

*** Saturday, September 7, 2019**

Time <--	Total	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 99	>PSL 25	>SL1 30 SL1	>SL2 35 SL2	>SL3 40 SL3	>SL4 45 SL4
0000	5	0	0	1	3	1	0	0	0	0	0	1	0	0	0	0
0100	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
0200	3	0	0	0	2	1	0	0	0	0	0	1	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	6	0	0	2	3	1	0	0	0	0	0	1	0	0	0	0
0500	4	0	0	1	2	1	0	0	0	0	0	1	0	0	0	0
0600	5	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0
0700	7	0	2	4	1	0	0	0	0	0	0	0	0	0	0	0
0800	17	0	2	2	12	1	0	0	0	0	0	1	0	0	0	0
0900	15	0	1	4	4	5	1	0	0	0	0	6	1	0	0	0
1000	18	1	2	6	9	0	0	0	0	0	0	0	0	0	0	0
1100	15	1	3	3	4	4	0	0	0	0	0	4	0	0	0	0
1200	22	0	7	1	12	2	0	0	0	0	0	2	0	0	0	0
1300	28	0	4	11	11	2	0	0	0	0	0	2	0	0	0	0
1400	25	0	2	6	12	5	0	0	0	0	0	5	0	0	0	0
1500	18	0	3	4	2	6	3	0	0	0	0	9	3	0	0	0
1600	22	1	1	8	7	3	1	0	1	0	0	5	2	1	1	0
1700	30	1	6	7	13	3	0	0	0	0	0	3	0	0	0	0
1800	22	0	4	9	9	0	0	0	0	0	0	0	0	0	0	0
1900	16	0	1	6	6	3	0	0	0	0	0	3	0	0	0	0
2000	16	0	1	4	6	5	0	0	0	0	0	5	0	0	0	0
2100	10	0	0	4	6	0	0	0	0	0	0	0	0	0	0	0
2200	10	0	0	4	5	1	0	0	0	0	0	1	0	0	0	0
2300	9	0	0	2	3	3	1	0	0	0	0	4	1	0	0	0
00-00	**326**	**4**	**42**	**91**	**135**	**47**	**6**	**0**	**1**	**0**	**0**	**54**	**7**	**1**	**1**	**0**

Peak step 17:00 (30) **AM Peak step** 10:00 (18) **PM Peak step** 17:00 (30)

Vehicles = 326
Posted speed limit = 25 mph, Exceeding = 54 (16.56%), Mean Exceeding = 27.72 mph
Limit 1 (SL1) (25 * 100%) + 5 = 30 mph, Exceeding = 7 (2.147%)
Limit 2 (SL2) (25 * 100%) + 10 = 35 mph, Exceeding = 1 (0.307%)
Limit 3 (SL3) (25 * 100%) + 15 = 40 mph, Exceeding = 1 (0.307%)
Limit 4 (SL4) (25 * 100%) + 20 = 45 mph, Exceeding = 0 (0.000%)
Maximum = 41.1 mph, **Minimum** = 8.6 mph, **Mean** = 20.5 mph
85% Speed = 25.27 mph, **95% Speed** = 28.63 mph, **Median** = 20.80 mph
10 mph Pace = 15 - 25, **Number in Pace** = 230 (70.55%)
Variance = 23.08, **Standard Deviation** = 4.80 mph

*** Sunday, September 8, 2019**

Time <--	Total	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 99	>PSL 25	>SL1 30 SL1	>SL2 35 SL2	>SL3 40 SL3	>SL4 45 SL4
0000	13	1	1	6	4	1	0	0	0	0	0	1	0	0	0	0
0100	8	0	0	2	1	4	1	0	0	0	0	5	1	0	0	0
0200	9	0	2	0	5	2	0	0	0	0	0	2	0	0	0	0
0300	3	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0
0400	3	0	0	1	1	1	0	0	0	0	0	1	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	3	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0
0700	7	0	0	3	2	2	0	0	0	0	0	2	0	0	0	0
0800	5	0	1	2	2	0	0	0	0	0	0	0	0	0	0	0
0900	9	1	1	6	0	1	0	0	0	0	0	1	0	0	0	0
1000	21	0	4	8	7	2	0	0	0	0	0	2	0	0	0	0
1100	14	0	1	8	3	1	1	0	0	0	0	2	1	0	0	0
1200	18	0	1	4	11	2	0	0	0	0	0	2	0	0	0	0
1300	12	0	1	5	4	2	0	0	0	0	0	2	0	0	0	0
1400	14	0	3	1	6	4	0	0	0	0	0	4	0	0	0	0
1500	24	1	4	8	9	2	0	0	0	0	0	2	0	0	0	0
1600	19	0	5	6	5	3	0	0	0	0	0	3	0	0	0	0
1700	21	2	5	3	7	2	2	0	0	0	0	4	2	0	0	0
1800	21	1	4	6	5	4	0	1	0	0	0	5	1	1	0	0
1900	17	1	1	9	4	2	0	0	0	0	0	2	0	0	0	0
2000	19	1	4	6	7	1	0	0	0	0	0	1	0	0	0	0
2100	11	0	2	3	5	1	0	0	0	0	0	1	0	0	0	0
2200	10	0	1	6	1	2	0	0	0	0	0	2	0	0	0	0
2300	5	1	1	2	1	0	0	0	0	0	0	0	0	0	0	0
00-00	**286**	**9**	**42**	**98**	**93**	**39**	**4**	**1**	**0**	**0**	**0**	**44**	**5**	**1**	**0**	**0**

Peak step 15:00 (24) **AM Peak step** 10:00 (21) **PM Peak step** 15:00 (24)

Vehicles = 286
Posted speed limit = 25 mph, Exceeding = 44 (15.38%), Mean Exceeding = 27.64 mph
Limit 1 (SL1) (25 * 100%) + 5 = 30 mph, Exceeding = 5 (1.748%)
Limit 2 (SL2) (25 * 100%) + 10 = 35 mph, Exceeding = 1 (0.350%)
Limit 3 (SL3) (25 * 100%) + 15 = 40 mph, Exceeding = 0 (0.000%)
Limit 4 (SL4) (25 * 100%) + 20 = 45 mph, Exceeding = 0 (0.000%)
Maximum = 35.0 mph, **Minimum** = 8.4 mph, **Mean** = 19.7 mph
85% Speed = 25.27 mph, **95% Speed** = 28.62 mph, **Median** = 19.91 mph
10 mph Pace = 14 - 24, **Number in Pace** = 191 (66.78%)
Variance = 26.40, **Standard Deviation** = 5.14 mph

PUBLIC HEARING

Petition Request

Traffic Calming

4800 Block Muskogee St between 48th Pl/49th Ave

PUBLIC HEARING NOTICE

TO: Residents of the 4800 Block of Muskogee Street between 48th Place and 49th Avenue

FROM: Janeen S. Miller, City Clerk JSM

DATE: January 10, 2020

RE: Public Hearing on the petition request for traffic calming in the 4800 Block of Muskogee Street

The Mayor and Council of the City of College Park will hold a Public Hearing on **Tuesday, February 11, 2020 at 7:30 p.m. at Davis Hall** to take public comment on the petition request to install traffic calming (speed humps) in the 4800 Block of Muskogee Street. All interested parties shall have an opportunity to be heard. Following the Public Hearing, the Mayor and Council will take action on the request.

The City Engineer's traffic study and recommendation can be found in the staff report which is posted on the City's web site at www.collegeparkmd.gov. Click on "Public Hearing Notice." The report is also available from the City Clerk's office.

Davis Hall is located at 9217 51st Avenue. In accordance with the Americans With Disabilities Act, if you need special assistance, please contact the City Clerk's Office at 240-487-3501 and describe the assistance that is necessary.

If you are unable to appear in person but would like to comment on this matter, you may submit written comment in advance. In order to be received by the Council as part of the record, the comment must include the specific topic to which it relates, the full name and address of the person submitting the comment, and be submitted no later than 5:00 p.m. on the day of the hearing to cpmc@collegeparkmd.gov .

If you have any questions, please feel free to contact our office at 240-487-3501 and we will be happy to assist you.

cc: College Park Mayor and Council
President, North College Park Community Association

CITY OF COLLEGE PARK, MARYLAND
REGULAR MEETING AGENDA

AGENDA ITEM 20-G-29

Prepared By: Steven Halpern, City Engineer **Meeting Date:** February 11, 2020

Presented By: Steven Halpern, City Engineer **Proposed Consent Agenda:** No

Originating Department: Engineering

Issue Before Council: Traffic Calming Petition – 4800 Block Muskogee Street between 48th Place and 49th Avenue

Strategic Plan Goal: Strategic Plan Goal 4: Quality Infrastructure

Background/Justification:

Location

The 4800 Block Muskogee Street is located north of Hollywood Road and west of Rhode Island Avenue in the Hollywood Subdivision of the City. It is classified as a local residential street. Location map attached.

Traffic Concern

A traffic calming petition was initiated by the residents along the 4800 Block Muskogee Street. Petition attached. Over 60% of the affected property owners signed the petition. Petition attached.

Traffic Investigation Summary

A traffic counter was placed at 4809 Muskogee Street from October 18, 2019 to October 29, 2019. A 48-hour traffic analysis was conducted using the data collected on October 19th and 20th because it represented the worst traffic conditions. Our investigation revealed that the Average Daily Traffic Volume was 247 and o,55% of all vehicles were traveling in excess of 30 mph; the speeding threshold is 15%. Speeding was not identified as being a problem.

3	Vehicles were recorded traveling between 30 and <35 mph
4	Vehicles were recorded traveling between 25 and <30 mph

City Warrants for Speed Hump Installations per City Code Chapter 184 Article IV	Data obtained during Study	Warrant
Average traffic volume greater than 500	247	Not Met
15% of total volume exceeding speed limit by 5 mph	0.55%	Not Met

Fiscal Impact:

Speed Humps cost approximately $3,000 each to install.

Council Options:

1. Approve the installation of speed humps and direct the City Engineer to site and install them at his discretion.
2. Do not approve the installation of speed humps.
3. Defer action and request additional information.

Staff Recommendation:

Staff found that the speed and volume warrants were not met. We also determined that there were no geometric conditions that would preclude a speed hump from being installed on Muskogee Street.

Recommended Motion:

N/A; this is a Council decision.

It should be noted that WSSC is planning to replace the water main in this portion of Muskogee Street this coming spring. Should speed humps be approved their installation date will be deferred to after the WSSC work unless otherwise directed.
Attachments: Technical Report Location Map Petition Traffic data

TECHNICAL REPORT

DATE: December 13, 2019

SUBJECT: Summary Report for Proposed Traffic Calming Devices on Muskogee Street between 48th Place and 49th Avenue

Prepared by Steven E. Halpern, P.E.

The following report was prepared according to Chapter 184, Article VI of the Code of the City of College Park, Maryland for the consideration of Traffic Calming Devices on the 4800 block of Muskogee Street between 48th Place and 49th Avenue to control vehicular speeding.

ROAD DESCRIPTION

The 4800 block of Muskogee Street is located north of Hollywood Road and just west of Rhode Island Avenue in the Hollywood Subdivision of the City. Muskogee Street is classified as a local residential street, it is oriented east and west, the horizontal alignment is straight but curves through the intersection with Mangum Road, and the vertical alignment is slightly sloped downward from west to east.

The road segment is 500 feet long, 26 feet wide, and fronts twelve (12) homes. Muskogee Street provides for two-way traffic. There are no parking prohibitions along the street. Stop Signs are located along the intersecting streets. There is a 5-ft wide concrete sidewalk along the north side of the street. The Hollywood Elementary School is location along 49th Avenue. Muskogee Street is a primary walking route for children in the area to walk to and from the Hollywood Elementary School. Street lighting was observed to be adequate.

DATA COLLECTION

Traffic data was collected from Friday October 18, 2019 until Tuesday October 29, 2019. A 48-hour traffic analysis was conducted using the data collected on October 19th and 20th. Data was collected using an electro-mechanical traffic counter. The traffic counter was connected to roadway tubes spaced 3 feet apart allowing for the collection of bi-directional speed and volume data.

CRITERIA FOR MAYOR AND COUNCIL CONSIDERATION

The following criteria are intended to guide the Mayor and Council in determining whether a request for a Traffic Calming Device installation is reasonable and justified. These shall not be considered exclusive criteria:

1. The street proposed for a Traffic Calming Device has an identified speeding problem that cannot be alleviated in any other way than by a traffic Calming Device. Such a problem can be identified through a combination of resident complaints, police radar surveillance and ticketing practices, accident statistics and the history of previous efforts to control speeding on the street. Traffic Calming Devices will only be installed to address documented safety or traffic concerns supported by traffic engineering studies. Devices can be implemented individually or in conjunction with other Traffic Calming measures depending upon area conditions and characteristics.

A. Resident complaints – Yes, residents submitted a petition.

B. Police radar surveillance – No.

C. Accident statistic – SHA District 3 (Prince George's County) online Crash Listings were reviewed for the last 10 years. There were 2 accidents reported. Both occurred at the intersection with 49th Avenue. A pedestrian was struck by a vehicle while crossing 49th Ave in 2011 and a parked car was struck near the intersection in 2017.

D. History of previous efforts to control speeding – Yes, Speed humps were installed along this same stretch of Muskogee Street in the late 1990's but, not on this block.

2. The street carries a higher volume of nonresidential traffic than would normally be expected. Streets considered for traffic calming must be primarily residential with a majority of residential homes and driveways fronting on the street.

The traffic volume (**274 ADT** - Average daily traffic) is not a higher volume than is expected for this local residential street.

3. The installation of traffic calming devices shall be assessed for their potential impact on public transportation and fire and rescue operations.

This street **is not** a part of a public transportation route. This street **is not** considered as a primary fire and rescue route into the neighborhood.

4. The potential impact of traffic Calming devices on adjacent neighborhoods shall be assessed.

Based on our knowledge of the area roads and local traffic it is our opinion that there would **not be an impact** on the adjacent neighborhood streets.

5. If a problem is determined during the engineering study, the Department of Public Works will consult with the residents of the street and develop a plan for the type and location of traffic calming devices. A technical study provided by the Public Works Director commenting on any hill, curve or street conditions of concern in the placement of traffic calming devices will be assessed.

REPORT

Based on recommended guidelines for the design and application of Traffic Calming Devices as adopted and implemented in numerous locations successfully throughout the United States, as reported on by the Institute of Transportation Engineers (ITE), and Public Works Department concerns we offer the following technical report:

Data Collected: A 48-Hour Speed and Traffic Volume study was performed at 4809 Muskogee Street. The study shows the following:

4809 Muskogee Street -
(a) 85% percentile data (that speed which should approximate the speed limit) – **20.8 mph**
(b) .55% of all vehicles, were recorded in excess of 30 mph (3 out of 548 vehicles exceeded the speed limit by 5 miles per hour)
(c) Speed: Max **31.0** mph, Min 6.1 mph, Mean 16.8 mph
(d) Average Daily Traffic – **274**
(e) AM Peak Hour volume – 11:00 **am October 19th - 22 vehicles**
(f) PM Peak Hour volume – 2:00 **pm October 19th - 31 vehicles**

Summary of findings from the data above.

A speeding problem **was not** indicated. At least 15% of the total traffic volume must exceed 30 mph. Our Study found 0.55% exceeded 30 mph.

A **YES** response means the guideline meets the criteria for installation and a **NO** response means that the guideline does not meet the installation criteria.

Street Classification: Local Residential collector **YES**
Traffic calming devices should only be installed on those roadway facilities functionally classified as local streets, as defined in "A Policy on Geometric Design of Highways and Streets" by AASHTO. Further, these local streets should be generally residential in nature.

Street Width: **26 +/- no more than two travel lanes** **YES**

Typically, the streets width should be sufficient to allow for the proper installation of suitable traffic calming devices.

Street Grade: **flat (8% or less (NEW 2007))** **YES**

The street grade will not limit the type of traffic calming device installations.

Horizontal and Vertical Alignment: **YES**

Traffic calming devices should not be placed within severe horizontal or vertical curves that may result in substantial lateral or vertical forces on a vehicle traversing it.

Sight Distance: **Adequate** **YES**

Only those traffic-calming devices that comply with the minimum safe stopping sight distance, as defined in A Policy on Geometric Design of Highways and Streets by AASHTO, can be provided.

Traffic Speeds: **NO**

4809 Muskogee Street: **0.55% of the total traffic volume exceeded 30mph**

The Traffic Calming Device should only be installed on streets where the prevailing speed limit is 30 mph or less. Speed studies should be performed to confirm the existence of a speeding problem or other traffic problem to ensure that the installation of such device will appreciably address that problem. A speeding problem exists when 15% of the total volume exceeds the posted speed limit by more than 5 mph.

Traffic Volume: **NO**

4800 Block Muskogee Street: **274 vehicles per day**

The Traffic Calming Devices are typically installed on streets with an average daily traffic volume between 500 and 2,000 vehicles.

Accident History: **YES**

If/When installed to address an accident problem, the traffic calming devices should eliminate or reduce the causal effects of those accidents.

Pedestrian Activity: **YES**

When installed to address pedestrian safety issues, significant pedestrian activity should be present. There **is** a sidewalk along the northside of the street and an Elementary School located very close by on 49th Avenue.

Vehicle Mix: **less than 5%** **YES**
Speed humps should not be installed on streets that carry significant volumes (greater than 5%) of long wheelbase vehicles unless there is a reasonable alternative route for those vehicles.

Emergency Vehicle Access: **Not a primary Emergency route** **YES**
Speed humps should generally not be installed on streets that are used as primary or routine emergency vehicle access routes.

Transit Route: **Not a transit route** **YES**
Speed humps should generally not be installed along streets with established transit routes. However, if humps are installed on transit routes, their design should consider the special operational characteristics of these vehicles.

Citizen Support: **Citizen petition** **YES**
Speed humps should generally not be installed on a public street unless a documented majority of the residents along the affected portion of that street support their installation.

Diversion: **Diversion not expected** **YES**
Since speed humps may divert traffic to other street facilities, an estimate of the amount and location of that diversion should be made so that the potential impacts of the proposed humps can be fully considered.

Street Lighting: **Adequate** **YES**
To improve nighttime visibility especially where sight distance is less than desirable, coordinating hump locations with existing or planned street lighting should be considered.

Totals:

YES 13
NO 2

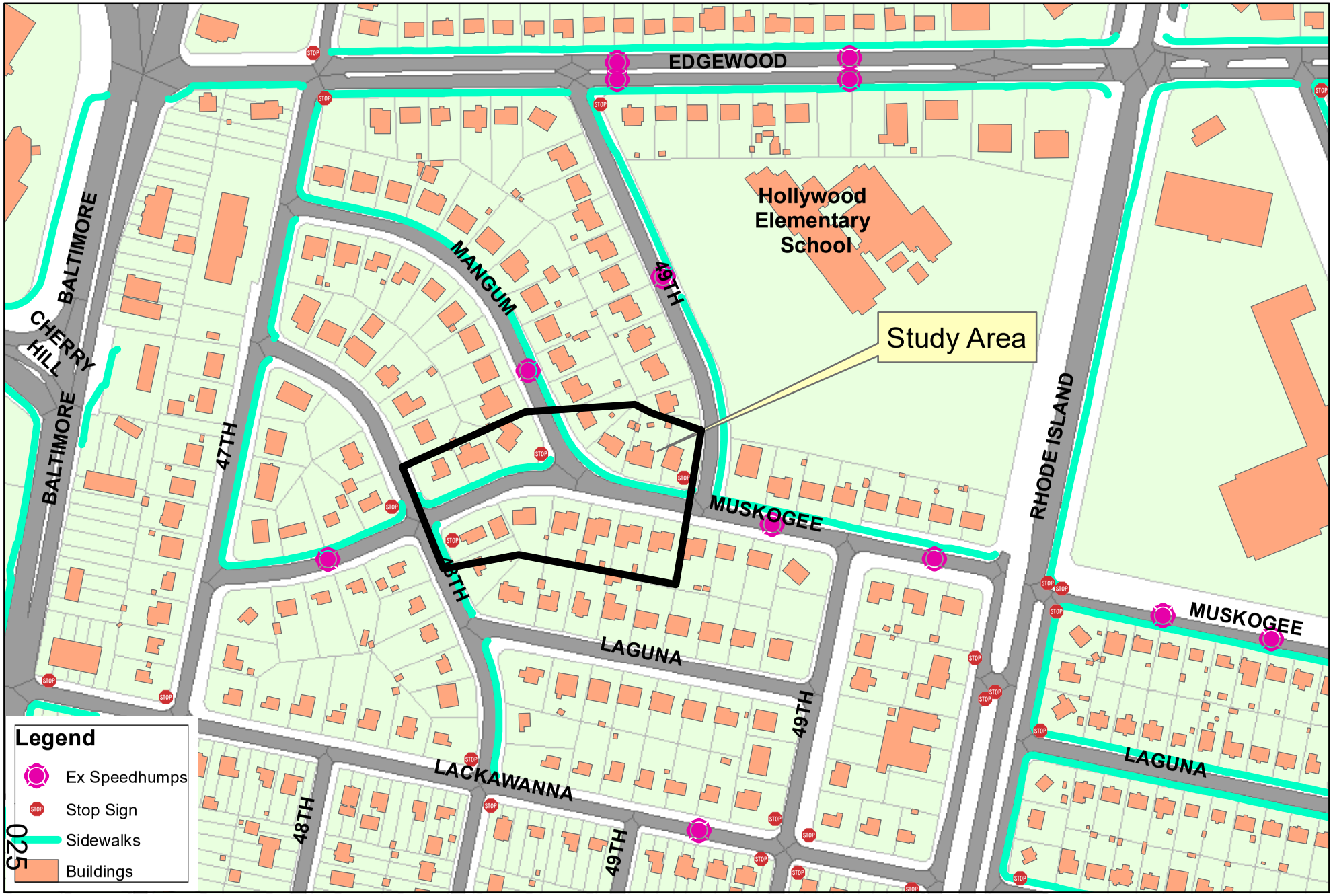
Paving History According to PMP:
4809 Muskogee Street was Last Year Pave in 2005
Current Rating 3.0

CONCLUSION

Speeding **was not** identified as being a problem.

Based on the established traffic warrants and criteria recommended by The Institute of Transportation Engineers (ITE) for the placement of speed humps to control vehicular speeding on residential roadways and Public Works Department concerns, traffic calming measures are not warranted at this time on the **4800 Block of Muskogee Street**.

Attachment
4800 Block Muskogee Street



By: College Park Engineering
Date: December 9, 2019
Source: M-NCPPC GIS

N

0 65 130 260 Feet

CITY OF COLLEGE PARK, MARYLAND
PETITION FOR TRAFFIC CALMING DEVICE
(MUST BE PRINTED LEGIBLY)

Date: 8/3/2019

We, the residents of HOLLYWOOD (Location) request the installation of traffic calming devices for MUSKOGEE STREET (Street Name) between 48TH PLACE (Location) and 49TH AVENUE (Location).

Contact Name: Joannie Featherstone Phone Number: 301-474-6344

NAME (PLEASE PRINT)	SIGNATURE	ADDRESS (PLEASE PRINT)	PHONE
SALOWA AKHTER		4806 Muskogee St.	240-481-8936
KABITA BASDEO		9800 49TH AVE	240-417-3019
Rev. Mr. Mrs. Featherstone		4808 Muskogee St	301-474-6344
Jas. Hartsock		4719 Mangum Rd	301-498-9483
Pat Crouse	Pat Crouse	4717 Mangum Rd	301-441-2725
Rex M. Zeg		4722 Mangum Rd	301-996-8042
Mai Tran		9801 49th Ave	915-873-2013
NICK NIKISH		4809 Muskogee St.	571-296-9484
SANDRA RAMLOGAN		4807 MUSKOGEE ST.	301-875-7016
Trena Hockaday		4803 Muskogee St	240-437-2886
Jennifer Shannon		4901 Muskogee St	301-758-1337

All petitions must be signed by at least 60% of the households that are located within 500 feet of the requested installation site. If requested for an intersection, the petition must be circulated to the residents living on all intersecting streets within 500 feet of the requested installation site. For further information, see Article VI, Traffic Calming Devices, Section 184-36 of the City Code. Names and addresses must be printed legibly or typewritten. A separate petition shall be submitted for each specific location where a traffic calming device is requested. Send completed form(s) to the City Clerk's Office, 4500 Knox Road, College Park, MD 20740, 240-487-3501.

S:\Cityclerk\TRAFFIC CALMING\Traffic Calming Device Petition.Doc

Google Maps 4808 Muskogee St

~ 500 FEET

Imagery ©2019 Google, Map data ©2019 100 ft

AT LEAST
60 % OF
NEIGHBORS
WITHIN 500 FEET

*** Saturday, October 19, 2019**

Time <--	Total	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 99	>PSL 25	>SL1 30 SL1	>SL2 35 SL2	>SL3 40 SL3	>SL4 45 SL4
0000	5	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0
0100	3	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0700	9	1	4	3	1	0	0	0	0	0	0	0	0	0	0	0
0800	13	0	8	5	0	0	0	0	0	0	0	0	0	0	0	0
0900	20	0	6	6	8	0	0	0	0	0	0	0	0	0	0	0
1000	15	0	2	9	3	0	1	0	0	0	0	1	1	0	0	0
1100	22	0	5	15	1	1	0	0	0	0	0	1	0	0	0	0
1200	19	0	7	5	7	0	0	0	0	0	0	0	0	0	0	0
1300	24	2	1	15	6	0	0	0	0	0	0	0	0	0	0	0
1400	31	1	6	17	6	1	0	0	0	0	0	1	0	0	0	0
1500	22	1	5	12	4	0	0	0	0	0	0	0	0	0	0	0
1600	25	1	10	9	4	0	1	0	0	0	0	1	1	0	0	0
1700	30	1	11	12	6	0	0	0	0	0	0	0	0	0	0	0
1800	28	2	7	13	6	0	0	0	0	0	0	0	0	0	0	0
1900	8	1	2	4	1	0	0	0	0	0	0	0	0	0	0	0
2000	20	2	9	7	2	0	0	0	0	0	0	0	0	0	0	0
2100	13	0	2	7	3	0	1	0	0	0	0	1	1	0	0	0
2200	13	1	6	6	0	0	0	0	0	0	0	0	0	0	0	0
2300	7	0	3	2	1	1	0	0	0	0	0	1	0	0	0	0
00-00	**334**	**13**	**98**	**154**	**63**	**3**	**3**	**0**	**0**	**0**	**0**	**6**	**3**	**0**	**0**	**0**

Peak step 14:00 (31) **AM Peak step** 11:00 (22) **PM Peak step** 14:00 (31)

Vehicles = 334
Posted speed limit = 25 mph, Exceeding = 6 (1.796%), Mean Exceeding = 28.32 mph
Limit 1 (SL1) (25 * 100%) + 5 = 30 mph, Exceeding = 3 (0.898%)
Limit 2 (SL2) (25 * 100%) + 10 = 35 mph, Exceeding = 0 (0.000%)
Limit 3 (SL3) (25 * 100%) + 15 = 40 mph, Exceeding = 0 (0.000%)
Limit 4 (SL4) (25 * 100%) + 20 = 45 mph, Exceeding = 0 (0.000%)
Maximum = 31.0 mph, **Minimum** = 6.1 mph, **Mean** = 16.9 mph
85% Speed = 20.78 mph, **95% Speed** = 23.26 mph, **Median** = 17.00 mph
10 mph Pace = 12 - 22, **Number in Pace** = 275 (82.34%)
Variance = 15.29, **Standard Deviation** = 3.91 mph

*** Sunday, October 20, 2019**

Time <--	Total	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 99	>PSL 25	>SL1 30 SL1	>SL2 35 SL2	>SL3 40 SL3	>SL4 45 SL4
0000	5	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0600	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
0700	8	1	3	4	0	0	0	0	0	0	0	0	0	0	0	0
0800	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
0900	10	2	2	6	0	0	0	0	0	0	0	0	0	0	0	0
1000	12	1	3	6	2	0	0	0	0	0	0	0	0	0	0	0
1100	11	0	2	6	3	0	0	0	0	0	0	0	0	0	0	0
1200	20	1	4	10	5	0	0	0	0	0	0	0	0	0	0	0
1300	18	3	7	6	2	0	0	0	0	0	0	0	0	0	0	0
1400	27	1	10	11	5	0	0	0	0	0	0	0	0	0	0	0
1500	15	0	5	7	3	0	0	0	0	0	0	0	0	0	0	0
1600	17	0	6	9	2	0	0	0	0	0	0	0	0	0	0	0
1700	12	0	1	7	4	0	0	0	0	0	0	0	0	0	0	0
1800	16	1	8	5	2	0	0	0	0	0	0	0	0	0	0	0
1900	8	0	2	5	1	0	0	0	0	0	0	0	0	0	0	0
2000	11	2	1	4	3	1	0	0	0	0	0	1	0	0	0	0
2100	8	0	2	1	5	0	0	0	0	0	0	0	0	0	0	0
2200	7	0	1	4	2	0	0	0	0	0	0	0	0	0	0	0
2300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	**214**	**12**	**61**	**100**	**40**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**

Peak step 14:00 (27) **AM Peak step** 10:00 (12) **PM Peak step** 14:00 (27)

Vehicles = 214
Posted speed limit = 25 mph, Exceeding = 1 (0.467%), Mean Exceeding = 27.44 mph
Limit 1 (SL1) (25 * 100%) + 5 = 30 mph, Exceeding = 0 (0.000%)
Limit 2 (SL2) (25 * 100%) + 10 = 35 mph, Exceeding = 0 (0.000%)
Limit 3 (SL3) (25 * 100%) + 15 = 40 mph, Exceeding = 0 (0.000%)
Limit 4 (SL4) (25 * 100%) + 20 = 45 mph, Exceeding = 0 (0.000%)
Maximum = 27.4 mph, **Minimum** = 6.8 mph, **Mean** = 16.6 mph
85% Speed = 20.75 mph, **95% Speed** = 22.17 mph, **Median** = 16.55 mph
10 mph Pace = 12 - 22, **Number in Pace** = 179 (83.64%)
Variance = 13.82, **Standard Deviation** = 3.72 mph

*** Grand Total**

Time <--	Total	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 99	>PSL 25	>SL1 30 SL1	>SL2 35 SL2	>SL3 40 SL3	>SL4 45 SL4
--	548	25	159	254	103	4	3	0	0	0	0	7	3	0	0	0
%Tot	100.0	4.562	29.01	46.35	18.80	0.730	0.547	0.000	0.000	0.000	0.000	1.277	0.547	0.000	0.000	0.000

Vehicles = 548
Posted speed limit = 25 mph, Exceeding = 7 (1.277%), Mean Exceeding = 28.19 mph
Limit 1 (SL1) (25 * 100%) + 5 = 30 mph, Exceeding = 3 (0.547%)
Limit 2 (SL2) (25 * 100%) + 10 = 35 mph, Exceeding = 0 (0.000%)
Limit 3 (SL3) (25 * 100%) + 15 = 40 mph, Exceeding = 0 (0.000%)
Limit 4 (SL4) (25 * 100%) + 20 = 45 mph, Exceeding = 0 (0.000%)
Maximum = 31.0 mph, **Minimum** = 6.1 mph, **Mean** = 16.8 mph
85% Speed = 20.76 mph, **95% Speed** = 22.99 mph, **Median** = 16.78 mph
10 mph Pace = 12 - 22, **Number in Pace** = 454 (82.85%)
Variance = 14.72, **Standard Deviation** = 3.84 mph

In profile: Vehicles = 548 / 3776 (14.51%)

PUBLIC HEARING

Petition Request
Permit Parking
9600 Block of 51st Pl

PUBLIC HEARING NOTICE

TO: Residents of the 9600 Block of 51st Place (9621-9629)

FROM: Janeen S. Miller, City Clerk

DATE: January 10, 2020

RE: Public Hearing on the petition request for the installation of permit restricted parking for the 9600 block of 51st Place

The Mayor and Council of the City of College Park will hold a Public Hearing on **Tuesday, February 11, 2020 at 7:30 p.m. at Davis Hall** to take public comment on the petition request for permit restricted parking on this block. All interested parties shall have an opportunity to be heard. Following the Public Hearing, the Mayor and Council will take action on the request.

A petition request was received in November for permit restricted parking for "24 hours, weekdays" stating, "many others park all day and all night, making it difficult to park our cars." The petition was signed by 82% of the affected households, which meets the threshold for a pubic hearing. More information can be found on the City's web site at www.collegeparkmd.gov under "Public Hearing Notice."

Davis Hall is located at 9217 51st Avenue. In accordance with the Americans With Disabilities Act, if you need special assistance, please contact the City Clerk's Office at 240-487-3501 and describe the assistance that is necessary.

If you are unable to appear in person but would like to comment on this matter, you may submit written comment in advance. In order to be received by the Council as part of the record, the comment must include the specific topic to which it relates, the full name and address of the person submitting the comment, and be submitted no later than 5:00 p.m. on the day of the hearing to cpmc@collegeparkmd.gov .

If you have any questions, please feel free to contact our office at 240-487-3501 and we will be happy to assist you.

cc: College Park Mayor and Council
President, North College Park Community Association

CITY OF COLLEGE PARK, MARYLAND
REGULAR COUNCIL MEETING

AGENDA ITEM 20-G-30

Prepared By: James Miller, Parking Manager, Public Services

Meeting Date: 02/11/2020

Presented By: Robert W. Ryan, Public Services Director

Consent Agenda: No

Originating Department: Public Services – Parking Enforcement

Action Requested: Consideration for permit restricted parking on the 9600 block of 51st Place.

Strategic Plan Goal: Goal #6: Excellent Services

Background/Justification:
The attached petition was received requesting the establishment of residential permit parking in the 9600 block of 51st Place due to an overcrowding of non-resident vehicles parking in the affected area on a daily basis. Petitioners have further requested that, if approved, the permit restrictions be enforced twenty-four (24) hours per day Monday through Friday, by permit only.

Fiscal Impact:
Implementation of a new residential permit parking zone requires an investment of city resources for parking permits and visitor passes, the installation and maintenance of permit signs, and assignment of Parking Enforcement personnel to monitor and enforce regulations adopted by Council. Residents situated within a permit restricted area typically pay $10.00 per year per permit and $1.00 per year per visitor pass, with a limit to be determined by Council for each property address.

Council Options:
#1 Grant the request to establish permit parking.
#2 Grant the request with changes to the days and hours of enforcement.
#3 Deny the request to establish permit parking.

Staff Recommendation:
Option #1, with staff taking direction to from Council.

Recommended Motion:
I move to establish a residential permit parking zone in the 9600 block of 51st place as a permanently restricted parking zone, at an annual cost of $10.00 per resident vehicle permit and $1.00 per annual visitor permit, with enforcement by permit only, twenty four (24) hours daily, Monday through Friday.

Attachments:
1. Petition dated November 2, 2019
2. Staff report memorandum dated November 25, 2019
3. Map of the 9600 block of 51st Place
4. City Code Chapters 151-1 and 151-2

PETITION FOR PERMIT PARKING
CITY OF COLLEGE PARK, MARYLAND
(MUST BE PRINTED LEGIBLY)

DATE: 11/2/19

We, the residents of _____ (Location) request permit parking for:

51ST Place (Name of Street) between 9621 – 9629 (Location) and

College Park (Location).

Contact Name: J VAzone Phone number: 301 335 9343

The name and address of each petitioner must be printed legibly or typewritten. The petitioners must represent two-thirds of the single-family dwelling units in the affected area. For each multi-family dwelling, the signature of the owner or agent is required. Duplicate this form for additional signatures. For further information, see Chapter 151 of the College Park City Code.

Permit parking is considered necessary because: many others park all day and all night, making it difficult to park our cars

The desired days and times that permit parking is requested to be enforced:

24 hours, weekdays.

The undersigned understand and acknowledge that there will be a fee for parking permits.

NAME	SIGNATURE	ADDRESS
Jason Salter		9621 51st Place.
LOUIS SOMMERMEYER		9624 51ST PLACE
Wendy Martinez	Wendy Martinez	9622 51st Place
FRANCISCO RAMOS		9623 51ST PL
Matt Townsend	Matt Townsend	9626 51st Pl
HUGO BARILLAS		9628 51 ST PL
Jesus Bravo		9634 51 ST PL
ALHASSAN ALI M.	Ali	9627 51st Place
JACQUELINE VAzone		9625 51ST Place

Return completed form to the City Clerk's Office, 4500 Knox Road, College Park, MD 20740, 240-487-3501.

C:\Documents and Settings\Yvette Jones\My Documents\Forms\PETITION FOR PERMIT PARKING.doc

MEMORANDUM

TO: Janeen S. Miller, City Clerk

FROM: Jim Miller, Parking Enforcement Manager

DATE: November 25th, 2019

SUBJECT: Petition Request for Installation of Residential Permit Restricted Parking for the 9600 block of 51st Place

ISSUE

The citizens of the 9600 block of 51st Place (9621 – 9629) have submitted a petition to the City Clerk's Office hereby requesting that residential permit parking be installed on their street, from the intersection with Hollywood Road, extending north and east to the intersection with Narragansett Parkway. This is in response to an overcrowding of vehicles parking within the proposed affected area on a daily basis that do not belong to the residents who reside therein. The petitioners have further requested that the permit restrictions for this area be enforced Monday through Friday, twenty-four (24) hours per day, by permit only.

SUMMARY

Following this study, as conducted by the Parking Enforcement Division of the Department of Public Services, it has been determined that the petition submitted meets all elements required within the City Code under Chapter §151- 1 and §151- 2, as 81.8% of the households in the proposed affected area have signed. This figure does not include 9629 51st Place or 9636 51st Place, as these properties are already part of the area designated as permit zone 2B.

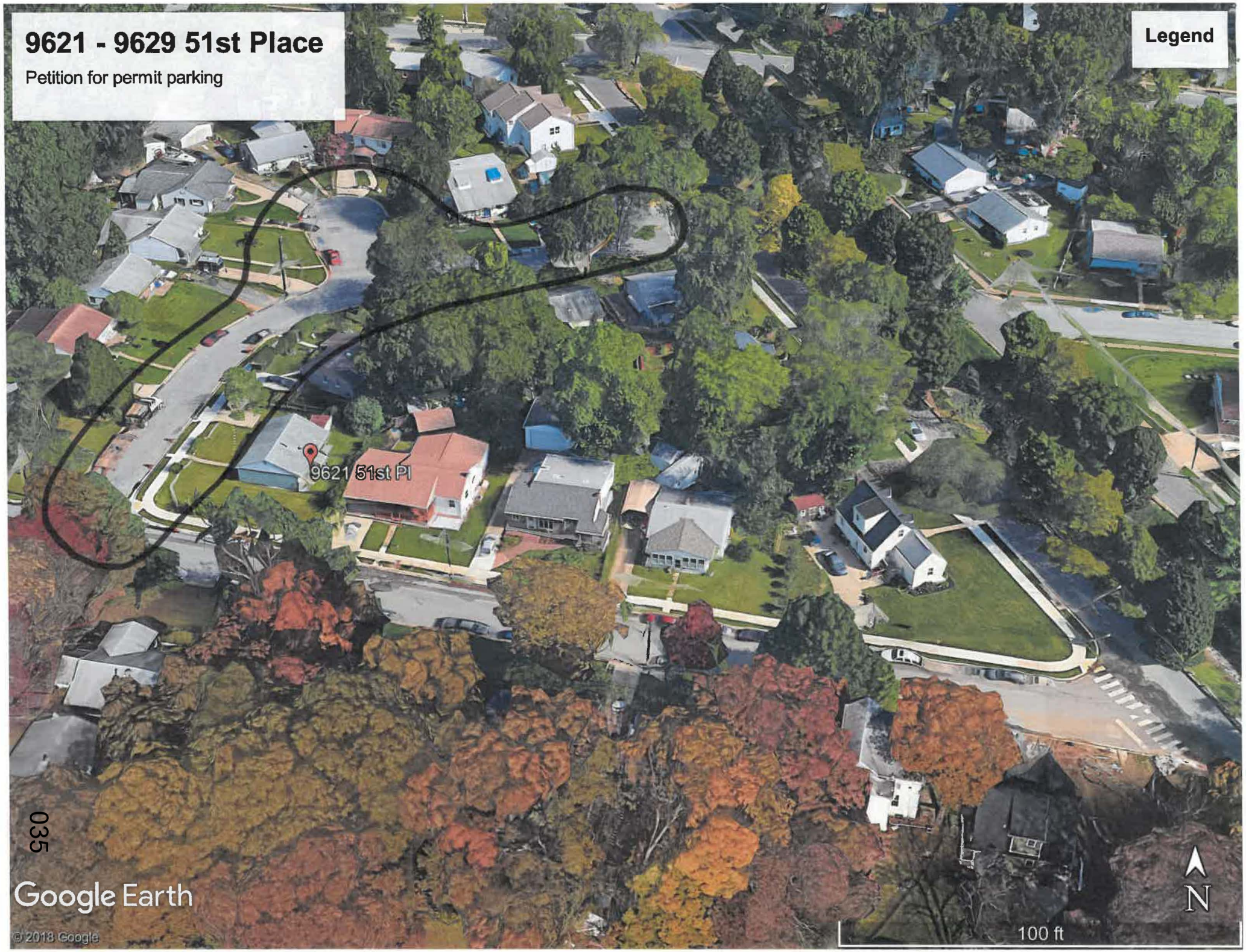
RECOMMENDATION

Based upon the aforementioned information, it is the recommendation of this department that this petition be approved, forwarded to the Mayor and Council for consideration, and that residential permit parking signs be installed in the affected area to satisfy the needs of the citizens as soon as possible.

CC:
S. Somers
B. Ryan

9621 - 9629 51st Place

Petition for permit parking



City of College Park, MD
Monday, November 25, 2019

Chapter 151. Permit Parking

§ 151-1. Promulgation of rules and regulations.

Under the provisions of § **184-9**, Permit parking in restricted residential areas, of the Code of the City of College Park, the following rules and regulations are promulgated:

A. A request for permit parking may be initiated by the Mayor and Council or by petition from one or more residents.

B. Permit parking requests must be for a minimum area of both sides of a street one standard city block in length or the equivalent.

§ 151-2. Petition requirements.

A. The petition must clearly state:

(1) Why permit parking is considered necessary.

(2) The limits of the desired permit parking area.

(3) The desired days and times that permit parking would be in force.

(4) That the parking permits may carry a charge that will reimburse the city for all or part of the costs of the necessary materials and the administration of the program.

B. Petitions shall be signed by one person, usually the head of the household, representing one single-family residence or by the owner or his/her agent representing all of his/her tenants in a multifamily structure. The address of each petitioner must be shown.

C. The petitioners, each representing one single-family residence in the affected area, must represent two-thirds (2/3) of the single-family dwelling units in the affected area.

PRESENTATION

State of the City Report

20-G-23

Annual Review
Liquor Licenses for City Establishments

CITY OF COLLEGE PARK, MARYLAND
REGULAR COUNCIL MEETING

AGENDA ITEM NUMBER 20-G-23

Prepared By: Robert W. Ryan, Public Services Director

Meeting Date: February 11, 2020

Presented By: Robert W. Ryan, Public Services Director

Consent Agenda: Yes

Originating Department: Public Services

Action Requested: The City Council has the opportunity annually to consider recommending to the Board of License Commissioners the approval or denial of liquor license renewals issued within the City of College Park.

Strategic Plan Goal: Goal 3 - High Quality Development and Reinvestment

Background/Justification:
All alcoholic beverages licenses in the City of College Park are due for renewal within the next few months as indicated by the attached notice. The Prince George's County Board of License Commissioners (BOLC) requires that, if a municipality wishes to voice its recommendations for denial of a renewal, it must conduct a public hearing and submit a verbatim transcript to the Board no later than midnight on March 1, 2020.

Public Services Department staff has reviewed the establishments' current status regarding violations of regulations of the Board of License Commissioners, the Prince George's County Fire/EMS Department, the Prince George's County Health Department, Prince George's County Police, and City citations. Any significant outstanding violations or issues known to us at this time are noted on the attached Liquor License Renewal Data Spreadsheet. Any information provided by other agencies after the date of this memo will be reported during the Worksession.

The Mayor and City Council undertake this review annually to determine whether to protest the renewal of any of the liquor licenses based on criminal and regulatory law compliance. Compliance with PUA contracts is reviewed separately from liquor license renewal. Based on the current status regarding violations, as shown on the Data Spreadsheet, Staff recommends that the Mayor and Council support the renewal of all liquor licenses in the City.

Fiscal Impact:
Chapter 110 of the City Code sets the license fees for alcoholic beverages at 20% of the fee collected by the county and is noted in the attached Liquor License Renewal Data Spreadsheet.

Council Options:
1. Support renewal of the liquor licenses within the City by the Board of License Commissioners.
2. Recommend denial of the renewal of certain liquor licenses to the Board of License Commissioners.
3. Direct staff to proceed in a different direction.
4. Take no action.

Staff Recommendation:
#1

Recommended Motion:
I move to recommend to the BOLC that liquor licenses issued within the City limits of College Park be renewed for the following year and to authorize the City Manager to send a letter to the BOLC to that effect.

Attachments:
1. BOLC Official Notice
2. BOLC Classes of Licenses and Descriptions of Class of Licenses
3. Summary for Alcoholic Beverage License Renewals
4. Liquor License Renewal Data Spreadsheet
5. Draft letter to BOLC

STATE OF MARYLAND
OFFICIAL NOTICE OF

CLASS A LICENSE RENEWAL

1. **RENEWALS ARE DUE MARCH 1ST** – Class A licenses expire **April 30th.** Applications will not be accepted after March 1st.

2. **BACKGROUND CHECK -** Pursuant to Section 26-1806 of the Alcoholic Beverage Article of the Annotated Code of Maryland, every licensee and stockholder must receive criminal history check in order to renew any Alcoholic Beverage License.

3. **CORPORATIONS/LLC** – The Renewal Application MUST BE ACCOMPANIED BY A CERTIFICATE OF GOOD STANDING, which may be obtained, from the State Department of Assessments and Taxation, State Office Building, 301 West Preston Street, Room 801, Baltimore, Maryland 21201. A remittance of $20.00 must accompany your request for the Certificate. Walk In Fee $40.00. For additional information please call 410-767-1340. Alternatively the certificate can be obtained and printed from the Internet for a $40.00 fee. The web site is www.dat.state.md.us - follow the directions to obtain a "certificate of status".

4. **FULLY COMPLETED APPLICATIONS** – Make sure all questions are answered fully and all signatures are notarized. Incomplete applications will not be accepted.

5. **PAYMENT OF RENEWAL FEES** – Applications must be accompanied by a money order, certified check or cashier's check, made payable to Prince George's County, NO CASH OR PERSONAL CHECKS WILL BE ACCEPTED.

Class A, Beer, Off Sale	**$500.00**
Class A, Beer and Wine, Off Sale	**$500.00**
Class A, Beer, Wine and Liquor, Off Sale	**$910.00**

6. **TAXES:** Pursuant to Section 26-1807 of the Alcoholic Beverage Article of the Annotated Code of Maryland, ALL TAXES DUE to the State of Maryland, Prince George's County and any municipality must be PAID or a payment plan must be in place in order to renewal any Alcoholic Beverage License.

7. **AFFIDAVITS** - Pursuant to Rule 45 of the Rules and Regulations each licensee and/or stockholder must file an Affidavit.

8. **COMPLIANCE WITH ALCOHOL AWARENESS** – Renewal applications must be accompanied by a Certificate of Compliance with Alcohol Awareness Training as provided for in Section 3-504 of the Alcoholic Beverage Article of the Annotated Code of Maryland.

MARCH 1 –RENEWAL DUE
APRIL 30 – LICENSE EXPIRES

Board of License Commissioners
9200 Basil Court
Suite 420
Largo, Maryland 20774
Telephone: 301-583-9980
http://bolc.mypgc.us

STATE OF MARYLAND
OFFICIAL NOTICE OF
CLASS B LICENSE RENEWAL

1. **RENEWALS ARE DUE APRIL 1ST** – Class B licenses expires **May 31st**. Applications will not be accepted after the close of business Monday April 2nd.

2. **BACKGROUND CHECK -** Pursuant to Section 26-1806 of the Alcoholic Beverage Article of the Annotated Code of Maryland, every licensee and stockholder must receive criminal history check in order to renew any Alcoholic Beverage License.

3. **CORPORATIONS/LLC** – The Renewal Application MUST BE ACCOMPANIED BY A CERTIFICATE OF GOOD STANDING, which may be obtained, from the State Department of Assessments and Taxation, State Office Building, 301 West Preston Street, Room 801, Baltimore, Maryland 21201. A remittance of $20.00 must accompany your request for the Certificate. Walk In Fee $40.00. For additional information please call 410-767-1340. Alternatively the certificate can be obtained and printed from the Internet for a $40.00 fee. The web site is www.dat.state.md.us - follow the directions to obtain a "certificate of status".

4. **FULLY COMPLETED APPLICATIONS** – Make sure all questions are answered fully and all signatures are notarized. Incomplete applications will not be accepted.

5. **PAYMENT OF RENEWAL FEES** – Applications must be accompanied by a money order, certified check or cashier's check, made payable to Prince George's County, NO CASH OR PERSONAL CHECKS WILL BE ACCEPTED.

Class B, Beer, On Sale	**$365.00**
Class B, Beer and Wine, On Sale	**$365.00**
Class B (DH), Beer and Wine, On Sale	$245.00
Class B (BBS), Beer and Wine, On Sale	**$2420.00**
Class B (GC), Beer, Wine and Liquor, On Sale	**$500.00**
Class B, Beer, Wine and Liquor, On Sale - BL	**$2,305.00**
Class B, Beer, Wine and Liquor, On and Off Sale – BL+	$3,270.00
Class B (ECR) Beer, Wine and Liquor	**$2,420.00**
Class B, MB22, Beer, Wine and Liquor, On Sale	$1,090.00
Class B (BH), Beer, Wine and Liquor – Hotel	**$5,000.00**
Class B (BCE), Beer, Wine and Liquor – Catering Establishment	$4,480.00
Class B (ECF), Beer, Wine and Liquor – On Sale	**$5,175.00**
Class B, (ECF/DS), Beer, Wine and Liquor – On Sale	$8,275.00
Class B (BLX), Beer, Wine and Liquor – On Sale	**$3,875.00**
Class B (CI), Beer, Wine and Liquor – Country Inn	$2,365.00
Class B (AE), Beer, Wine and Liquor – Arts and Entertainment	**$3,600.00**
Class B (RD), Liquor – On Sale	$725.00
Class B (FBS), Beer, Wine and Liquor – On Sale	**$21,780.00**
Class B (TP), Beer, Wine and Liquor – On Sale	$4,290.00
Class B (CC), Beer, Wine and Liquor – On Sale	**$22,000.00**
Class B (DD), Beer, Wine and Liquor – On Sale	$3,025.00
Class B (EF), Beer, Wine and Liquor – On Sale	**$22,000.00**
Class B (EC), Beer, Wine and Liquor – On Sale	$5,000.00

6. **TAXES:** Pursuant to Section 26-1807 of the Alcoholic Beverage Article of the Annotated Code of Maryland, ALL TAXES DUE to the State of Maryland, Prince George's County and any municipality must be PAID or a payment plan must be in place in order to renewal any Alcoholic Beverage License.

7. **AFFIDAVITS** - Pursuant to Rule 45 of the Rules and Regulations each licensee and/or stockholder must file an Affidavit.

8. **COMPLIANCE WITH ALCOHOL AWARENESS** – Renewal applications must be accompanied by a Certificate of Compliance with Alcohol Awareness Training as provided for in Section 3-504 of the Alcoholic Beverage Article of the Annotated Code of Maryland.

APRIL 1 –RENEWAL DUE
MAY 31 – LICENSE EXPIRES

Board of License Commissioners
9200 Basil Court
Suite 420
Largo, Maryland 20774
Telephone: 301-583-9980
http://bolc.mypgc.us

STATE OF MARYLAND
OFFICIAL NOTICE OF

CLASS C AND D LICENSE RENEWAL

1. **RENEWALS ARE DUE MAY 1ST** – Class C and D licenses expires **June 30th**. Applications will not be accepted after May 1st.

2. **CORPORATIONS/LLC** – The Renewal Application MUST BE ACCOMPANIED BY A CERTIFICATE OF GOOD STANDING, which may be obtained, from the State Department of Assessments and Taxation, State Office Building, 301 West Preston Street, Room 801, Baltimore, Maryland 21201. A remittance of $20.00 must accompany your request for the Certificate. Walk In Fee $40.00. For additional information please call 410-767-1340. Alternatively, the certificate can be obtained and printed from the Internet for a $40.00 fee. The web site is www.dat.state.md.us - follow the directions to obtain a "certificate of status".

3. **FULLY COMPLETED APPLICATIONS** – Make sure all questions are answered fully and all signatures are notarized. Incomplete applications will not be accepted.

4. **LEASE:** An executed copy of the lease or deed must be submitted with the 2019-2020 Renewal Application.

5. **PAYMENT OF RENEWAL FEES** – Applications must be accompanied by a money order, certified check or cashier's check, made payable to Prince George's County, NO CASH OR PERSONAL CHECKS WILL BE ACCEPTED.

Class C, Beer, On Sale, Clubs	**$245.00**
Class C, Beer and Wine, On Sale, Clubs	**$245.00**
Class C, Beer, Wine and Liquor, On Sale, Clubs Veteran	**$910.00**
Class C, Beer, Wine and Liquor, On Sale, Clubs Fraternal	**$910.00**
Class C, Beer, Wine and Liquor, On Sale, Golf and Country Club	**$1,815.00**
Class C, Beer, Wine and Liquor, On Sale, Golf and Club Concessionaire	**$1,815.00**
Class C, Beer, Wine and Liquor, On Sale, Clubs Yacht	$1,575.00
Class D, Beer	**$500.00**
Class D, Beer and Wine	$500.00
Class D(NH), Beer and Wine	**$660.00**

6. **TAXES:** Pursuant to Section 26-1807 of the Alcoholic Beverage Article of the Annotated Code of Maryland, ALL TAXES DUE to the State of Maryland, Prince George's County and any municipality must be PAID or a payment plan must be in place in order to renew any Alcoholic Beverage License.

7. **AFFIDAVITS** - Pursuant to Rule 45 of the Rules and Regulations each licensee and/or stockholder must file an Affidavit.

8. **CLASS C LICENSES:** In accordance with Section 26-1708, If the officers of the organization have changed an Application for Substitution of Officers: Class C Licenses (Club) notifying the Board of any changes in officers must be submitted with the renewal application.

9. **COMPLIANCE WITH ALCOHOL AWARENESS** – Renewal applications must be accompanied by a Certificate of Compliance with Alcohol Awareness Training as provided for in Section 3-504 of the Alcoholic Beverage Article of the Annotated Code of Maryland.

MAY 1 –RENEWAL DUE
JUNE 30 – LICENSE EXPIRES

Thomas Graham, Chairman
Armando Camacho, Vice Chairman
C. Jude Iweanoge, Commissioner
Kenneth Miles, Commissioner
Tammy Sparkman, Commissioner

9200 Basil Court
Suite 420
Largo, Maryland 20774
Telephone: 301-583-9980
http://bolc.mypgc.us

Pursuant to Alcoholic Beverage Articles of the Annotated Code of Maryland the Board of License Commissioners is prohibited from issuing any license with an off sale privilege. All licenses issued are for on the premises sales only.

CLASSES OF LICENSES:

Class A License	Off Sale only, six (6) days a week; No sales of alcoholic beverages on Sunday
Class B License	On Sale seven (7) days for sale of beer and wine, six (6) days for sale of alcohol over 15.5% by volume
Class C License	On Sale only, seven (7) days
Class D License	On Sale, seven (7) days

DESCRIPTION OF CLASS OF LICENSES AND HOURS OF SALES

Class A Beer	Off sale of beer only from 6:00 a.m. to 12:00 midnight, Monday through Saturday. No sales are permitted on Sunday. Consumption on the premises is prohibited.
Class A Beer and Wine	Off sale of beer and wine only from 6:00 a.m. to 12:00 midnight, Monday through Saturday. No sales are permitted on Sunday. Consumption on the premises is prohibited.
Class A Beer, Wine & Liquor	Off sale of beer, wine and liquor from 6:00 a.m. to 12:00 midnight, Monday through Saturday. No sales are permitted on Sunday. Consumption on the premises is prohibited.
Class B, Beer	On sale consumption of beer only from 6:00 a.m. to 2:00 a.m., seven (7) days a week with meals available. Licenses issued prior to July 1, 1975, may exercise off sale privileges.
Class B, BBS Beer and Wine	On sale consumption of beer and light wine from 6:00 a.m. to 2:00 a.m. Monday through Sunday. No Special Entertainment Permit required. Issued for Baseball Stadiums.
Class B, FBS Beer and Wine	On sale consumption of beer and light wine from 6:00 a.m. to 2:00 a.m. Sunday and Liquor through Saturday. No Special Entertainment Permit required. Issued for Football Stadiums.
Class B Beer and Wine	On sale consumption of beer and wine only from 6:00 a.m. to 2:00 a.m., seven (7) days a week with meals available at all times. Licenses issued prior to July 1, 1975 may exercise off sale privileges.
Class B, (GC) Beer, Wine & Liquor	On sale consumption from 9:00 a.m. to 10:00 p.m. of beer, wine and liquor seven (7) days a week. Exclusively for the use on the premises of the M-NCPPC golf courses located within Prince George's County.

Class B, Beer, Wine & Liquor	On sale consumption of beer, wine and liquor from 6:00 a.m. to 2:00 a.m. Monday through Saturday, with on sale consumption of beer and wine from 8:00 a.m. to 2:00 a.m. on Sunday with meals available at all times. A special Sunday Sales Permit is required (R.R. No. 66) for on sale consumption of liquor on Sunday pursuant with the permit, liquor may be consumed Sunday from 12:00 noon to 2:00 a.m. On Friday and Saturday premises with approved entertainment are permitted to remain open for on sale consumption of beer, wine and liquor 3:00 a.m.
Class B(R) Beer, Wine & Liquor	**THIS DESCRIPTION APPLIES TO LICENSES ISSUED PRIOR TO OCTOBER 1996 -** On sale consumption of beer, wine and liquor from 6:00 a.m. to 2:00 a.m. Monday through Saturday, with on sale consumption of beer and wine from 8:00 a.m. to 2:00 a.m. on Sunday with meals available at all times. This license allows off sales over or contiguous to the main bar in the main dining room of beer, wine and liquor Monday through Saturday from 6:00 a.m. until 12:00 midnight and beer and wine on Sunday. No off sale of liquor is permitted on Sunday. On Friday and Saturday premises with approved Special Entertainment are permitted to remain open for on sale consumption of beer, wine and liquor 3:00 a.m.
Class B+ Beer, Wine & Liquor	On sale consumption of beer, wine and liquor from 6:00 a.m. to 2:00 a.m. Monday through Saturday with on sale consumption of beer, wine and liquor from 8:00 a.m. to 2:00 a.m. on Sunday with meals available at all times. This license permits a separate portion to be utilized exclusively for off sale but only when meals are available to be served in the restaurant. In the separate portion the sale of beer, wine and liquor is permitted Monday through Saturday from 8:00 a.m. until 12:00 midnight and beer and wine on Sunday. No off sale of liquor is permitted on Sunday. On Friday and Saturday premises with approved Special Entertainment are permitted to remain open for on sale consumption of beer, wine and liquor 3:00 a.m.
Class B, AE	On sale consumption of beer, wine and liquor from 6:00 a.m. to 2:00 a.m. Monday through Saturday and 8:00 a.m. to 2:00 a.m. on Sunday with meals available at all times. On Friday and Saturday premises with approved Special Entertainment are permitted to remain open for on sale consumption of beer, wine and liquor until 3:00 a.m. Eligible only for an establishment in the arts and entertainment district as approved by the County Council in Council Resolution CR-83-2001.
Class B, BH	On sale consumption of beer, wine and liquor from 6:00 a.m. to 2:00 a.m. Monday through Saturday, with on sale consumption of beer, wine and liquor 10:00 a.m. to 2:00 a.m. on Sunday with meals available at all times. On Friday and Saturday premises with approved Special Entertainment are permitted to remain open for on sale consumption of beer, wine and liquor 3:00 a.m. No Sunday Sales Permit is required.

Class B, BLX Beer, Wine & Liquor	On sale consumption of beer, wine and liquor from 6:00 a.m. to 2:00 a.m. Monday through Saturday, with on sale consumption of beer, wine and liquor from 8:00 a.m. to 2:00 a.m. on Sunday with meals available at all times. On Friday and Saturday premises with approved Special Entertainment are permitted to remain open for on sale consumption of beer, wine and liquor 3:00 a.m.
Class B, BCE Catering	On sale consumption of beer, wine and liquor from 6:00 a.m. to 2:00 a.m. Monday through Saturday, with on sale consumption of beer, wine, and liquor from 6:00 a.m. to 2:00 a.m. on Sunday with food available. On Friday and Saturday premises with approved Special Entertainment are permitted to remain open for on sale consumption of beer, wine and liquor 3:00 a.m.
Class B, CC Beer, Wine & Liquor	On sale consumption of beer, wine and liquor Sunday through Saturday from 6:00 a.m. to 2:00 a.m. with meals available at all times. No Special Entertainment Permit Required. Issued to Convention Centers.
Class B, DD Beer, Wine & Liquor	On sale consumption of beer, wine and liquor from 6:00 a.m. to 2:00 a.m. Monday through Saturday and 8:00 a.m. to 2:00 a.m. on Sunday. On Friday and Saturday premises with approved Special Entertainment are permitted to remain open for on sale consumption of beer, wine and liquor until 3:00 a.m. Eligible only for an establishment in the developmental districts as outlined and restricted by Section 26-1614 of the Alcoholic Beverage Article of the Annotated Code of Maryland.
Class B, EC Beer, Wine & Liquor	On sale consumption of beer, wine and liquor at all times. No Special Entertainment Required. Issued to a casino.
Class B, ECF Beer, Wine & Liquor	On sale consumption of beer, wine and liquor from 6:00 a.m. to 2:00 a.m. Monday through Saturday and 8:00 a.m. to 2:00 a.m. on Sunday. No Special Entertainment Permit required. For the University College Center for Adult Education of the University of Maryland. Educational Conference Facility.
Class B, ECF/DS Beer, Wine & Liquor	On sale consumption of beer, wine and liquor from 6:00 a.m. to 2:00 a.m. Monday through Saturday and 8:00 a.m. to 2:00 a.m. on Sunday. No Special Entertainment Permit required. For the University College Center for Adult Education of the University of Maryland. Educational Conference Facility/Dining Service.
Class B, ECR Beer, Wine & Liquor	On sale consumption of beer, wine and liquor from 6:00 a.m. to 2:00 a.m. Monday through Saturday and 8:00 a.m. to 2:00 a.m. on Sunday. No Special Entertainment Permit required. Issued for the Equestrian Center.
Class B, EF Beer, Wine & Liquor	On sale consumption of beer, wine and liquor at all times. No Special Entertainment Required. Issued to a casino bar.

Class B, MB/22 Liquor	On sale consumption of liquor by the drink Monday through Saturday 6:00 a.m. to 2:00 a.m. and 8:00 a.m. Sunday to 2:00 a.m. on Monday. On Friday and Saturday premises with approved Special Entertainment are permitted to remain open for on sale consumption of liquor until 3:00 a.m. Issued for a microbrewery.
Class B, RT Beer, Wine & Liquor	On sale consumption of beer, wine and liquor from 6:00 a.m. to 2:00 a.m. Monday through Sunday. Must submit days license is to be put in use. May be granted to an agricultural association, or other association authorized to conduct racing under Title 11 of the Business Regulation Article where restaurant facilities are available, or another approved organization on a day where there is an event other than racing.
Class B, TP Beer, Wine & Liquor	On sale consumption of beer, wine and liquor Sunday through Saturday from 6:00 a.m. to 2:00a.m. No Special Entertainment Permit required. Issued for Theme Parks.
Class C Beer	On sale consumption from 6:00 a.m. to 2:00 a.m. seven (7) days.
Class C Beer and Wine	On sale consumption from 6:00 a.m. to 2:00 a.m. seven (7) days.
Class C Beer, Wine & Liquor Fraternal, Veterans, Yacht Club, Country Club, Golf & Country Club	On sale consumption from 6:00 a.m. to 2:00 a.m., seven (7) days limited to members and their guests except in the case of a Country Club where customers may also consume alcoholic beverages.
Class DW(On) Beer and Wine	On sale licenses issued pursuant to Rule and Regulation Number 22 the hours of on sale consumption are 6:00 a.m. to 2:00 a.m. with no food requirements. This is a seven (7) day on sale license.
Class DW(Off) Beer and Wine	Off sale service from 6:00 a.m. to 12:00 midnight with no food requirements. This is a seven (7) day on sale license.
Class D(R) Beer	**THIS DESCRIPTION APPLIES TO LICENSES ISSUED PRIOR TO OCTOBER 1996 -** On sale consumption are 6:00 a.m. to 2:00 a.m. seven (7) days a week with off sale service from 6:00 a.m. to 12:00 midnight with no food requirements. Licenses issued prior to October 1996 may sell beer and wine on and off sale seven (7) days a week.
Class DW(R)	**THIS DESCRIPTION APPLIES TO LICENSES ISSUED PRIOR**

Beer and Wine	**TO OCTOBER 1996 -** On sale consumption are 6:00 a.m. to 2:00 a.m. seven (7) days a week with off sale service from 6:00 a.m. to 12:00 midnight with no food requirements. Licenses issued prior to October 1996 may sell beer and wine on and off sale seven (7) days a week.
Class D, NH Beer and Wine	On and off sale consumption of beer and wine Monday through Sunday 6:00 a.m. to 2:00 a.m. with no off sale after 12:00 a.m. midnight. Issued to establishments at the National Harbor.

Summary for Alcoholic Beverage License Renewals 2020

The following licenses, by class, are due for renewal by the Board of License Commissioners on the dates shown. However, the deadline of March 1, 2020 for any show-cause hearings applies to all classifications. (Note: The asterisks [*] indicate those establishments with Property Use Agreements with the City.)

1. The following is a list of Class A Off-Sale licenses (Off Sale only, six (6) days a week), also considered packaged goods stores, which will expire April 30, 2020:

   College Park Liquors (Special Sunday Off-Sale Permit)
   Village Pump

2. The following is a list of Class B Beer, Wine, and Liquor On/Off-Sale licenses (On and Off Sale, seven (7) days for beer and light wine; On and Off Sale, six (6) days for beer, wine and liquor; separate Off Sale facility to sell beer, wine and liquor), also considered packaged goods stores, which expire May 31, 2020:

   Town Hall (Special Sunday Off-Sale Permit)*

3. The following is a list of Class B Beer, Wine, and Liquor Restaurant Type licenses (On Sale, seven (7) days for beer and light wine; On Sale six (6) days for beer, wine, and liquor; Special Sunday Sale Permit required for on sale consumption of liquor), which expire on May 31, 2020:

   Chipotle Mexican Grill*
   Clucksters*
   Cornerstone Grill and Loft*
   Hard Times Café*
   R.J. Bentley's Filling Station
   Taqueria Habanero*
   The Board and Brew*
   The Jerk Pit*
   The Rail*

4. The following are two Class B, ECF licenses (Education Conference Facility): On Sale, seven (7) days for sale of beer and light wine; On Sale, six (6) days for beer, wine and liquor; Special Sunday Sale Permit required for On Sale consumption of liquor), which expire on May 31, 2020:

   Inn and Conference Center - University of Maryland University College Center of Adult Education - (Class B Education Facility - On Sale only, beer, wine and liquor)
   Dining Services, University of Maryland - (Class B - On Sale, campus only, beer, wine, and liquor)

5. The following is a list of Class B Beer and Wine Only licenses (On Sale, seven (7) days),which expire on May 31, 2020:

   Hanami Japanese Restaurant*
   Shanghai Tokyo Café*

6. The following is the City's only Class BH, Beer Wine and Liquor license (Hotel, On Sale, seven (7) days), which expires on May 31, 2020:

   Cambria Hotel
   Moose Creek Steakhouse*
   Old Maryland Grill*

7. The following is a list of BLX Luxury alcoholic beverage licenses (On Sale only, seven(7) days for sale of beer and light wine, six (6) days for sale of alcohol over 14% by volume), which expire on May 31, 2020:

   Azteca Bar and Grill*
   Buffalo Wild Wings*
   Kangnam BBQ*
   Latao*
   Ledo Restaurant*
   Looney's Pub at College Park*
   Nando's Peri-Peri*
   Potomac Pizza*
   Terrapins Turf*
   The Hall*
   The Hotel at UMCP*

8. The following is a list of Class C Beer, Wine and Liquor Club Category licenses (On Sale, seven (7) days, limited to members and their guests, except in the case of a Country Club - the word customer is used), which expire on June 30, 2020:

   American Legion Post #217
   V.F.W. #5627
   University of Maryland Golf Course (Mulligan's)
   University of Maryland Alumni Association – Samuel Riggs IV Center (Fraternal)

9. The following is a list of Class D alcoholic beverage licenses (On and Off Sale, seven (7)days), which expire on June 30, 2020:

   College Park Concessions (Bowling Alley)*
   Shoppers Food Warehouse

10. The following is a list of Class D Beer and Wine license (On Sale only, seven (7) days), which will expire on June 30, 2020:

    Mamma Lucia's*

Liquor Licenses for Renewal 2020							
Establishment	**Type of License**	**County Fee**	**Expires**	**City Fee**	**Code Violations** City, Health or FD	**Reported Alcoholic Beverage Sales**	**Required PUA Alcoholic Beverage Sales**
American Legion Post 217 9218 Baltimore Avenue	Class C, Veterans Beer, Wine, and Liquor	$910.00	6/30/2020	$182.00	None Reported	N/A	N/A
Azteca Restaurant and Cantina 9505 Baltimore Avenue	Class BLX – Beer, Wine and Liquor	$3,875.00	5/31/2020	$775.00	None Reported	17.16%	40%
Buffalo Wild Wings (t/a) **WWA-College Park, LLC** 10240 Baltimore Avenue	Class BLX Beer Wine and Liquor	$3,875.00	5/31/2020	$775.00	None Reported	20.44%	50%
Cambria Hotel 8321 Baltimore Avenue	Class B (BH) Beer, Wine and Liquor	$5,000.00	5/31/2020	$1,000.00	None Reported	18.93%	50%
Chipotle Mexican Grill 7332 Baltimore Avenue	Class BL Beer, Wine, and Liquor	$2,305.00	5/31/2020	$461.00	None Reported	.05%	25%
College Park Liquors 8147 E & F Baltimore Avenue	Class AL Beer, Wine, and Liquor	$ 910.00	4/30/2020	$182.00	None Reported	N/A	N/A
College Park Concessions Co. **(Bowling Alley)** 9021 Baltimore Avenue	Class BL (R) , Beer, Wine and Liquor License	$2,305.00	5/31/2020	$461.00	None Reported	39.39%	60%
Cornerstone Grill & Loft 7325 Baltimore Avenue	Class BL Beer, Wine, and Liquor	$2,305.00	5/31/2020	$461.00	None Reported	**61.89%**	55%
Cluckster's (t/a) **CUC of College Park, LLC** 7415-B Baltimore Avenue	Class BW Beer and Wine	$ 365.00	5/31/2020	$73.00	None Reported	1.24%	30%
DC West Beverage LLC t/a Holiday Inn/Moose Creek 10000 Baltimore Avenue	Class BH Beer, Wine, and Liquor	$5,000.00	5/31/2020	$1,000.00	None Reported	19.15%	30%
Hanami Japanese Restaurant 8145-F Baltimore Avenue	Class BW Beer and Wine	$ 365.00	5/31/2020	$73.00	None Reported	2.66%	40%
Hard Times Café 4738 Cherry Hill Road	Class BL Beer, Wine, and Liquor (On Sale, 7 days)	$2,305.00	5/31/2020	$461.00	None Reported	16.37%	35%
Kangnam BBQ 8503 Baltimore Avenue	Class BLX, Beer, Wine and Liquor	$3,875.00	5/31/2020	$775.00	None Reported	5.58%	30%

053

*Shaded area indicates those establishments with Property Use Agreements with the City of College Park

Establishment	Type of License	County Fee	Expires	City Fee	Code Violations City, Health or FD	Reported Alcoholic Beverage Sales	Required PUA Alcoholic Beverage Sales
Latao 8700 Baltimore Avenue Ste G116	Class B, BLX Beer Wine and Liquor	$5,000.00	5/31/2020	$775.00	None Reported	.93%	35%
Ledo Restaurant 4509 Knox Road	Class BLX, Beer, Wine and Liquor	$3,875.00	5/31/2020	$775.00	Business up for sale	Did not report	50%
Looney Pub of College Park 8150 Baltimore Avenue	Class BLX, Beer, Wine and Liquor	$3,875.00	5/31/2020	$775.00	None Reported	**55.71%**	50%
Mamma Lucia's 4736 Cherry Hill Road	Class DW Beer and Wine, (On Sale Only, 7 days)	$500.00	6/30/2020	$100.00	None Reported	3.17%	25%
Nando's Peri-Peri **7400 Baltimore Avenue**	Class BLX Beer, Wine and Liquor	$3,875.00	5/31/2020	$775.00	None Reported	2.95%	30%
Old Maryland Grill 7777 Baltimore Avenue	Class BH, Beer, Wine and Liquor	License falls under The Hotel			None Reported	N/A	50%
Potomac Pizza (t/a) Pizza Zone of College Park 7777 Baltimore Avenue Suite D	Class B(BLX) Beer, Wine and Liquor	$3,875.00	5/31/2020	$775.00	None Reported	5.26%	50%
R. J. Bentley's 7323 Baltimore Avenue	Class BL (R) Beer, Wine, and Liquor	$2,305.00	5/31/2020	$461.00	License extends to parking lot	N/A	N/A
Shanghai Tokyo Cafe (t/a) Shanghai Tokyo Café of College Park Corporation 8300 Baltimore Avenue, Suite 102	Class BW, Beer and Wine License	$365.00	5/31/2020	$73.00	None Reported	.05%	30%
Shoppers Food Warehouse Eastern Beverages 4720 Cherry Hill Road	Class DW (R) Beer and Wine	$500.00	6/30/2020	$100.00	None Reported	N/A	N/A
Taqueria Habanero 8145 Baltimore Avenue Suite A	Class B Beer, Wine and Liquor				Has not received license yet.	N/A	30%
Terrapins Turf 4410 Knox Road	Class BLX, Beer, Wine and Liquor	$3,875.00	5/31/2020	$775.00	None Reported	39.48%	50%
The Board and Brew 8150 Baltimore Avenue	Class BL Beer, Wine and Liquor	$2,305.00	5/31/2020	$461.00	None Reported	12.54%	25%
The Hall 4656 Hotel Dr	Class BLX, Beer, Wine and Liquor	$3,875.00	5/31/2020	$775.00	None Reported	N/A	Not signed

*Shaded area indicates those establishments with Property Use Agreements with the City of College Park

Establishment	Type of License	County Fee	Expires	City Fee	Code Violations City, Health or FD	Reported Alcoholic Beverage Sales	Required PUA Alcoholic Beverage Sales
The Hotel at UMCP ABC, LLC 7777 Baltimore Avenue	Class B (BLX) Beer, Wine and Liquor	$3,875.00	5/31/2020	$775.00	None Reported	19.33%	50%
The Jerk Pit 9078 Baltimore Avenue	Class BL Beer, Wine and Liquor	$2,305.00	5/31/2020	$461.00	None Reported	8.57%	20%
The Rail 7313 A-B Baltimore Avenue	Class BL (R), Beer and Wine License	$2,305.00	5/31/2020	$461.00	None Reported	45.09%	50%
Town Hall 8135 Baltimore Avenue	Class BL + (Beer, Wine and Liquor – On and Off) and Special Sunday Off-Sale Permit	$3,270.00	5/31/2020	$654.00	None Reported	N/A	N/A
University of Maryland Alumni Association Samuel Riggs IV Center	Class BCE Beer, Wine, and Liquor	$4,480.00	5/31/2020	$896.00	None Reported	N/A	N/A
University of Maryland Golf Course (Mulligan's) 4690 University Boulevard	Class C, GCC Beer, Wine, and Liquor	$1,815.00	6/30/2020	$363.00	None Reported	N/A	N/A
University of Maryland Dining Services 1250 South Campus Building South Campus Dining Hall	Class B, ECF /DS	$7,425.00	5/31/2020	$1,485.00	None Reported	N/A	N/A
University of Maryland University College The Inn and Conference Center University Blvd. at Adelphi Road	Class B Beer, ECF *(Education Conference Facility) - Special Sunday Sale Permit required for On sale consumption of liquor*	$4,325.00	5/31/2020	$865.00	None Reported	N/A	N/A
V.F.W. Post 5627 5051 Branchville Road	Class C, Veterans Beer, Wine, and Liquor (On Sale, 7 days, limited to members and their guests)	$ 910.00	6/30/2020	$182.00	None Reported	N/A	N/A
Village Pump 4901 Greenbelt Road	Class AL Off Sale	$ 910.00	4/30/2020	$182.00	None Reported	N/A	N/A

055

*Shaded area indicates those establishments with Property Use Agreements with the City of College Park

February 11, 2020

Daphne Turpin Forbes, Chairwoman
Prince George's County
Board of License Commissioners
9200 Basil Court – Room 420
Largo, Maryland 20774

Dear Chairwoman Forbes:

The Mayor and Council of the City of College Park, meeting on February 11, 2020, considered the renewal of all alcoholic beverage licenses which the Board of License Commissioners issues in the City.

I am pleased to report that the Mayor and Council voted to recommend to the Board that the liquor licenses held by business establishments located in the City be renewed.

Thank you for the annual opportunity to consider any issues that have arisen concerning each liquor license, and whether to protest the granting of license renewals. City officials and residents appreciate this opportunity, and the continued efforts of your inspectors to maintain compliance with Board of License Commissioner regulations within the City.

Sincerely,

Scott Somers
City Manager

cc: Mayor and City Council
Robert W. Ryan, Director of Public Services

20-G-24

Approval of HR&A Task Order

CITY OF COLLEGE PARK, MARYLAND
REGULAR COUNCIL MEETING

AGENDA ITEM 20-G-24

Prepared By: Bill Gardiner, Assistant City Manager

Meeting Date: February 11, 2020

Presented By: Scott Somers, City Manager

Consent Agenda: Yes

Originating Department: Administration

Action Requested: Approval of an extension of HR&A consulting services regarding the City Hall project in an amount not to exceed $30,000.

Strategic Plan Goal: Goal 6 - Excellent Services

Background/Justification:
HR & A has been assisting City staff negotiate with the University of Maryland to finalize the City Hall project development agreement. HR & A has developed valuation models to assist the City in negotiations with the University regarding the land, parking garage, and share of the building costs.

The cost to complete this work will likely exceed the Council's prior authorization of $45,000. Staff requests Council approval for an amount not to exceed $30,000. HR & A bills the City on an hourly basis.

Fiscal Impact:
The services and expenditures are covered in the City Hall CIP account for FY20.

Council Options:
1. Authorize the City to spend up to $30,000 for HR & A assistance with the development agreement for the City Hall project.
2. Request additional information regarding the HR & A services.
3. Decline to approve additional HR & A services for the City Hall development agreement negotiations.

Staff Recommendation:
Option #1

Recommended Motion:
I move to authorize the City to spend up to $30,000 for HR & A assistance with negotiations on the City Hall project.

Attachments:
HR & A Task Order 3 Extension

HR&A Analyze. Advise. Act.
925 15th Street NW, 3rd Floor, Washington, DC 20005-2305
T: 202.903.0725 | F: 202.857.3976 | www.hraadvisors.com

PROPOSAL: ON CALL REAL ESTATE ADVISORY SUPPORT – EXTENSION

To:	**Scott Somers, City Manager, City of College Park, MD**
From:	HR&A Advisors, Inc.
Date:	**January 21, 2020**
Re:	Task Order 3 Extension - On Call Real Estate Advisory Support

This memo outlines a proposal to extend HR&A's current agreement with City of College Park to provide City staff on-call real estate advisory support for various questions and requests outside the scope of any dedicated Task Order with the City.

Scope of Work

HR&A will provide on-call support to City staff for ad-hoc questions related to various ongoing projects in the City. Support from HR&A may include, but is not limited to, real estate and development advisory; market, economic, and financial analysis; review of reports, documents, and analysis from City staff.

Project Schedule

HR&A will be available immediately to provide City staff support on an on-call basis. Support is to be billed at an hourly rate in-line with the fee schedule outlined below and included in the City of College Park's contract with HR&A.

Project Team

Stan Wall will serve as partner in charge of the project, bringing over 20 years of experience in real estate development and advisory services in the Washington region to College Park. Tanner Dudley, Principal, will oversee day-to-day project activities and analysis. Additional analytical support will be provided by HR&A's team of DC-based analysts. As always, the broader resources of the entire HR&A firm are available to support College Park in all tasks.

HR&A Analyze. Advise. Act.

Project Fee

HR&A will provide on call advisory services to City staff, billed on an hourly basis based on HR&A's hourly rates below.

By acceptance of this proposal the City of College Park authorizes an additional $30,000 in funds for HR&A's support to the City through this on-call real estate advisory task order.

HR&A's on call services will be billed at the hourly rates below, as reflected in HR&A's contract with the City of College Park. HR&A's contract rates were guaranteed through the third calendar year anniversary of College Park's contract with HR&A, which was initiated on August 29, 2016; thereafter rates increase 3% annually. The table below reflects HR&A's rates for the period August 30, 2019 through August 29, 2020.

Personnel	**Hourly Rate** *August 30, 2019 – August 29, 2020*
Senior Advisor	$ 443
Partner	$ 443
Principal	$ 393
Senior Project Director	$ 339
Director	$ 339
Senior Analyst	$ 246
Analyst	$ 191
Research Analyst	$ 152
Admin	$ 109

HR&A's contract rates were guaranteed through the third calendar year anniversary of College Park's contract with HR&A, which was initiated on August 29, 2016; thereafter rates increase 3% annually, which is reflected above. Depositions, mediations, arbitration hearing or trial testimony hours are billed at time and one-half.

* * * * *

Thank you for the opportunity to submit this proposal, and I look forward to discussing it with you in greater depth, as necessary. You may indicate your acceptance and our authorization to proceed by counter-signing below. If you have any questions, please contact me at swall@hraadvisors.com or by phone at (202) 903-0749.

Regards,

Stan Wall
Partner
HR&A Advisors, Inc.

FOR CITY OF COLLEGE PARK:

_____
Name / Title

_____
Date

20-G-25

Approval of Request Additional Funding for City's 75th Anniversary Celebration

CITY OF COLLEGE PARK, MARYLAND
REGULAR COUNCIL MEETING

AGENDA ITEM 20-G-25

Prepared By: Bill Gardiner, Assistant City Manager

Meeting Date: February 11, 2020

Presented By: Bill Gardiner, Assistant City Manager

Consent Agenda: Yes

Originating Department:	Administration / Communications
Action Requested:	Council approval of the parade and festival celebration for the City's 75th anniversary and an additional $10,000 to cover public safety, transportation, and other costs
Strategic Plan Goal:	One College Park

Background/Justification:
The City of College Park's 75th anniversary (of incorporation) will be celebrated on Saturday, June 6, 2020. Current plans include a parade on Rhode Island Avenue and a festival at Duvall Field. The event from 12:00 p.m. to 6 p.m. will embody all that is College Park – the community, businesses, schools, facilities, and artists who have made the City thrive for these 75 years.

The parade will feature a reviewing station with professional judges to keep judging unbiased and an MC to announce groups walking by. In order to safely and successfully accomplish the parade aspect of the event, side streets on the parade route will need to be closed a few hours prior to the parade, while Rhode Island Avenue will be closed one hour prior to step-off. We will have security and visual markers along the parade route to signify the road closures. Security details and road closures will be discussed in further detail with Prince George's County.

The parade will lead into a free fair at Duvall Field featuring live music, performers, local vendors and exhibitors, food trucks, inflatables, carnival games, kid-friendly activities, and much more. Volunteers are needed for both the parade and fair, so there will be opportunity for resident involvement.

Due to increased costs for security and increased transportation requests (like ride-sharing and use of the City bus) an additional $10,000 is requested to fully cover costs.

Fiscal Impact:
$20,000 is budgeted in FY 20. The additional $10,000 will come from budgeted but unexpended funds within the General Government and Administration budget.

Council Options:
1. Support the event as proposed and approve an increase in the event budget.
2. Support the event with modifications that will not require an increase in budget.
3. Request that staff explore other types of events for the 75th Anniversary and come back to Council for discussion.

Staff Recommendation:
#1

Recommended Motion:
I move to approve the general plan of activities to celebrate the City's 75th anniversary and the additional $10,000 for the event.

Attachments:
Proposed event budget
Proposed parade route

Attachment 1: Event Budget

Item	Cost	Notes
PG County Special Events Permit	$150.00	
PG County Liquor License	$80.00	
Public Safety	$8,000.00	15 police - $55/hr from 10 am - 7 pm
Port A Potties	$600.00	
Professional Parade Judges	$500.00	
Bandwagon	$1,400.00	
Antique Cars	$1,000.00	
Performers/Entertainment	$5,000.00	
Inflatables	$4,000.00	
Tents	$1,000.00	
Tech/Equipment	$4,000.00	
Staffing and Volunteer Costs	$2,000.00	
Transportation	$2,000.00	Bus, ride-share
Supplies	$1,000.00	
Total Costs	**$29,730.00**	

Hard Times Cafe
Rhode Island Ave
Staging Area
Carrollton Enterprises
United States
Postal Service
HOLLYWOOD
Parade Route
College Park Public
Works Department
Festival at
Duvall Field
Verde at
Greenbelt Station
College Park
Housing Authority

20-G-26

Support for Proposed New FY’21 City Event Series

CITY OF COLLEGE PARK, MARYLAND
REGULAR COUNCIL MEETING

AGENDA ITEM 20-G-26

Prepared By: Bill Gardiner, Assistant City Manager

Meeting Date: February 11, 2020

Presented By: Bill Gardiner, Assistant City Manager

Consent Agenda: Yes

Originating Department: Administration / Communications

Action Requested: Approval of the proposed Lake Artemesia Concert Series and the City Attractions Series

Strategic Plan Goal: One College Park

Background/Justification:
With the addition of an event planner in the City Communications Office, the management of most City events will be carried out through the City Communications Office and in coordination with the respective City committees. Staff have collected data for events to determine the level of resident participation, obtain feedback from attendees, and identify any additional economic benefit from the event. Surveys and these after-event analyses by staff have provided important information regarding the types of events that residents desire and feedback on our current events. The City's goal is to produce events that are professional, cohesive, and reflect the community through participation and attendance.

Based on this information and as discussed during the February 4, 2020 Worksession, staff are proposing two new event series—the Lake Artemesia Concert Series and the City Attractions Series. Each will be designed to appeal to a wide range of residents and visitors and showcase City amenities. The Lake Artemesia Concert Series is proposed for one evening a month from June through September in partnership with Berwyn Heights. The event will be a "bring-your-own-chair/blanket" style and will feature local bands and food and beverage vendors. The City is proposing a combined total budget of $1,500 per concert, with the City providing $3,000 for four concerts.

The City Attractions Series is proposed to be a monthly event beginning in the fall 2020 or winter 2021, highlighting City attractions like Herbert Wells Ice Rink, Ellen E. Linson Splash Park, the UMD Observatory, The Clarice, and others. These events would be held on one Friday or Saturday each month with a budget of about $1,000 per event. The series would target different age groups and be held throughout the year to appeal to a wide resident audience.

Fiscal Impact:
None for FY20; expenditures for the June event would be covered by budgeted funds. If approved, funding would be budgeted in the proposed FY21 budget for Council review and approval.

Council Options:
1. Approve the proposed Lake Artemesia Concert Series and the City Attractions Series to increase community attendance and participation.
2. Approve the proposed Lake Artemesia Concert Series only.
3. Approve the proposed City Attractions Series only.
4. Do not approve the proposed new series of events.

Staff Recommendation:
#1

Recommended Motion: *I move that Council approve the proposed Lake Artemesia Concert Series and the City Attractions Series as described above to create additional opportunities for community activities and participation throughout the City.*
Attachments: None

20-G-27

Approval of Minutes

WORKSESSION MINUTES
College Park City Council
Tuesday, December 3, 2019
Davis Hall, 9217 51st Avenue
7:30 P.M. – 10:34 P.M.

PRESENT: Mayor Wojahn; Councilmembers Kabir, Kennedy, Brennan, Dennis, Day, Rigg, Kujawa and Mitchell.

ABSENT: None.

ALSO PRESENT: Scott Somers, City Manager; Bill Gardiner, Assistant City Manager; Janeen Miller, City Clerk; Suellen Ferguson, City Attorney; Terry Schum, Director of Planning; Miriam Bader, Senior Planner; Brenda Alexander, Deputy Director of Public Works; Ryna Quinones, Communication Coordinator; Dan Alpert, Student Liaison; Julia Nikhinson, Deputy Student Liaison. Councilmember-elect Maria Mackie was also in attendance.

Mayor Wojahn opened the Worksession at 7:30 p.m.

CITY MANAGER'S REPORT: Mr. Somers discussed the Deck The City holiday decorating contest.

AMENDMENT TO/APPROVAL OF THE AGENDA: Add a letter to the Board of Public Works re: the proposed widening of I-495/I-270 as a Special Session item (Kabir/Kennedy 8-0). Approve the agenda as amended Kennedy/Mitchell 8-0.

DISCUSSION ITEMS:

1 UMD Student Presentation On Capstone Project Re Synthetic/Natural Turf At Duvall Field: Students from the UMD College of Agriculture and Natural Resources presented their Capstone report on the pros and cons of natural vs. synthetic turf. Discussion points included:

- Where does Duvall Field fall in the high v. low cost comparison.
- Interest in seeing the "outliers" especially the detail between native and modified soil.
- How difficult is it to transition from native to modified soil?
- Estimate the number of hours per calendar year difference in usage between each.

The final written report and a public education brochure are part of this project and will be ready in a week. Council will discuss this report and other aspects of the Duvall Field project at a January Worksession.

2 Presentation by Park & Planning Staff on the Comprehensive Map Amendment following the Zoning Rewrite – Brittany Drakeford and Chad Williams, M-NCPPC: County staff presented an overview of the map amendment that will take effect in 2020 after adoption of the new zoning ordinance. Refer to the zoning tool at "zoning.pgc.pgplanning.com" that shows a comparison of the current v. proposed zoning map amendments. 97% of the zones are a 1:1 replacement; 3% of the zones will change. The County will hold public hearings in the spring. City staff will follow up with Council for a City-specific review, especially of the Baltimore Avenue corridor.

3 Presentation By Hyattsville Life & Times About A Proposed College Park Newspaper, Chris Currie, Vice President, HL&T Board Of Directors:
Mr. Gardiner reviewed the staff report and details of the proposal to create a College Park newspaper based on the model of the Hyattsville Life & Times. The City would still have the Municipal Scene. The Board of Directors (the policy-making body) and editorial staff for College Park would be separate from Hyattsville's and would be recruited from College Park. We would purchase four pages in each edition for City-provided content. In addition, newspaper staff would provide City specific articles. The newspaper would be mailed to all residential addresses. They think they can get off the ground pretty quickly in College Park; the first step is the agreement. It takes a while to build the advertising revenue, so the City would provide that funding up front. They don't know yet what the operational cost will be; it depends on the advertising revenue. This is considered a community-based newspaper and will probably have letters to the editor and local columnists. The proposal at this time does not include website development. If Council is interested in pursuing, they should authorize staff to negotiate an agreement to move the proposal forward. If the Council's motion outlines exactly what they are approving in terms of a framework for the agreement, and that the amount does not exceed $30,000, the agreement itself shouldn't have to come back to Council for approval. If Council wants to see the agreement, it will take more time. To Consent next week.

4 Approval of a Demolition Contract for 4500 Knox Road *(See Special Session Minutes for 19-G-155)*

4.5 ADD: Approval of a letter to the Board of Public Works requesting a delay in the I-495/I-270 widening project *(See Special Session Minutes for 19-G-156)*

5 Discussion of Strategic Plan Consultant Selection Process: Mr. Somers said the City issued a Request for Proposal for the 2020-2025 Strategic Plan Consultant and received four proposals. Staff recommends the Mayor and Council review the proposals and decide who they want to interview. Council can interview the finalists in closed session then approve the contract in open session. Staff will send all proposals to Mayor and Council. This will return to the first January Worksession for Council to decide who to interview.

6 Appointments to Boards and Committees

- Stephanie Butler to the Animal Welfare Committee

7 Requests for/Status of Future Agenda Items

- Request a report from staff about the proposal for the Bureau of Printing and Engraving to move to BARC, then decide whether to schedule a W/S discussion.

[At 10:30 p.m. a motion was made to extend the meeting (Mitchell/Kennedy 7-1-0 with Rigg opposed)].

COUNCIL COMMENTS:

- Community Police meeting at MOMs
- Tree lighting in Calvert Hills on Saturday
- Last Worksession for Councilmember Kujawa

- Coffee Club tomorrow
- Tree lighting in Lakeland on Sunday
- NLC City Summit

ADJOURN: A motion was made by Councilmember Day and seconded by Councilmember Kujawa to adjourn the Worksession. With a vote of 8-0, Mayor Wojahn adjourned the Worksession at 10:34 p.m.

_____

Janeen S. Miller Date
City Clerk Approved

SPECIAL SESSION MINUTES
College Park City Council
Tuesday, December 3, 2019
Davis Hall, 9217 51st Avenue
10:16 P.M.

PRESENT: Mayor Wojahn; Councilmembers Kabir, Kennedy, Brennan, Dennis, Day, Rigg, Kujawa and Mitchell.

ABSENT: None.

ALSO PRESENT: Scott Somers, City Manager; Bill Gardiner, Assistant City Manager; Janeen Miller, City Clerk; Suellen Ferguson, City Attorney; Terry Schum, Director of Planning; Dan Alpert, Student Liaison; Julia Nikhinson, Deputy Student Liaison. Councilmember-elect Maria Mackie was also in attendance.

During a regularly scheduled Worksession of the College Park City Council, a motion was made by Councilmember Rigg and seconded by Councilmember Day to enter into a Special Session to consider matters that are time sensitive. The motion passed 8-0 and the Council entered into Special Session at 10:16 p.m. The possibility of the Special Session for item 19-G-155 was listed on the Worksession agenda. Item 19-G-156 was added to the Agenda.

ACTION ITEMS:

19-G-155 Approval of a demolition contract for 4500 Knox Road - Katie Hearn and Bill Rowland from Redgate and Matt Weirich from Davis Construction:

Mr. Gardiner gave an overview: we have vacated 4500 Knox, utilities have been cut off, and the retail space will be vacated by the end of the year, so the City Hall project is moving forward. The initial RFP for a construction manager envisioned the demolition to occur as part of the construction phase of the project. We realize now that we need to pull the demolition piece of the project out of the construction phase so that it can move forward now so as not to delay the project. Davis Construction has been on board for 10 months. The request to Council is to move the cost of demolition out of phase 2, construction, which won't be approved until spring, and move it to the pre-construction phase (now) so it can happen sooner. The costs are in line with earlier estimates so there is no change in the overall cost of the project. This will just keep the project on schedule.

Ms. Hearn said we are trying to start work a little sooner in order to meet our finish date by pulling a small piece (2%) out of the big project and starting now. We will be spending this money either way. The University has approved this and is ready to move forward. This cost will be split 50/50 with the UMD. Ms. Hearn added that we are in for permits now.

A motion was made by Councilmember Rigg and seconded by Councilmember Day to authorize the City Manager to sign a contract change order in the amount of $534,472, after review by the City Attorney, with James G. Davis Construction Corporation for the abatement and demolition of the City Hall site.

There were no comments from the audience.

Councilmember Brennan requested a comparison on the website of what was budgeted vs. what was spent on this project.

Ms. Hearn clarified that the change order is for $534, 472, but the City is responsible only for half of that.

The motion passed 8-0.

19-G-156 Approval of a letter to the State Board of Public Works requesting a delay in the I-495/I-270 widening project

A motion was made by Councilmember Kabir and seconded by Councilmember Mitchell to authorize the Mayor to sign a letter to the Board of Public Works requesting the Board to delay action on the I-495/I-270 widening project.

Councilmember Kabir said many residents sent emails to Comptroller Franchot with their concerns that BPW was fast-tracking the project. As a result, the BPW vote has been delayed. It is timely to send this letter. The letter is in the red folder and an amendment has been proposed based on the action by BPW today.

There were no comments from the audience or the Council.

The motion passed 8-0.

ADJOURN: A motion was made by Councilmember Dennis and seconded by Councilmember Brennan to adjourn the Special Session, and with a vote of 8-0, Mayor Wojahn adjourned the Special Session at 10:27 p.m.

_____

Janeen S. Miller Date
City Clerk Approved

MINUTES
Regular Meeting and Inauguration
College Park City Council
Tuesday, December 10, 2019
Davis Hall, 9217 51st Avenue
7:30 p.m. – 8:44 p.m.

PRESENT: Mayor Wojahn; Councilmembers Kabir, Kennedy, Brennan, Dennis, Day, Rigg, Kujawa and Mitchell.

ABSENT: None.

ALSO PRESENT: Scott Somers, City Manager; Bill Gardiner, Assistant City Manager; Janeen S. Miller, City Clerk; Suellen Ferguson, City Attorney; Dan Alpert, Student Liaison; Councilmember-elect Maria Mackie was also present.

Mayor Wojahn opened the Regular Meeting at 7:30 p.m. Elan Burman of Maryland Hillel offered the Invocation.

ANNOUNCEMENTS:
Councilmember Kabir announced the North College Park Community Association meeting.

Councilmember Dennis announced Coffee Club.

Councilmember Mitchell announced the second meeting about the College Park Woods pool property.

AMENDMENTS TO AND APPROVAL OF THE AGENDA:

- Add 19-G-163, a letter to UNFI, the parent company of the Shoppers Food Warehouse property, to be signed by the City, 21st Delegation and County Executive (Kabir/Kennedy) 8-0.
- Add 19-G-164, letters to potential grocers about the potential availability of the Shoppers Food Warehouse location (Kabir/Kennedy) 8-0.
- Under 19-G-157, remove closed session minutes of August 7 and August 13 (Rigg/Day) 8-0.
- Add to 19-G-159, the reappointment of Arelis Perez to the Seniors Committee (Kennedy/Kabir) 8-0.
- Approve the agenda as amended (Mitchell/Brennan) 8-0.

PUBLIC COMMENT ON CONSENT AGENDA AND NON-AGENDA ITEMS:
Robert Kidwell, non-resident: All seven lots on Howard Lane have been sold. He thanked the Council and staff for their support of his vision for this housing development in Old Town College Park.

David Dorsch, resident: Installation of the pedestrian safety rail on US 1, empty newspaper boxes should be removed, open up Rhode Island Avenue to Campus Drive, why is the parking lot by City Hall closed?

Oscar Gregory, resident: Regarding item 19-G-158, residents who live in neighborhoods should write the articles; regarding the upcoming inspection of Attick Towers, all units should be inspected.

Mary Cook, resident: Pleased to see discussion of a newspaper but is confused – is this a separate newspaper or a 4 page insert. Were Greenbelt and Beltsville approached. Table the item tonight until this is given more thought.

Carol Nezzo, resident: Concerned about items on the Consent agenda and happy to learn they can be removed. The newspaper item should be taken off. Citizens should lead this process, not staff.

CONSENT AGENDA: A motion was made by Councilmember Rigg and seconded by Councilmember Mitchell to adopt the Consent Agenda, which consisted of the following:

19-G-157 **Approval of Minutes from the October 8 Regular Meeting, the October 15 Worksession, the October 15 Special Session, and the October 22 Regular Meeting. Approval of confidential minutes from Closed Sessions on April 2, April 16, April 23, May 7, May 28, June 4, July 2, September 10, September 17, October 8.**

19-G-158 **Authorize the City Manager to negotiate and enter into an agreement, subject to approval by the City Attorney, in an amount not to exceed $30,000 with the Hyattsville Community Newspaper, Inc. for startup and advertising costs associated with a new College Park local newspaper.**

19-G-159 **Approval of the appointment of Stephanie Butler to the Animal Welfare Committee and the reappointment of Arelis Perez to the Seniors Committee.**

19-G-162 **Authorize the City Manager to enter into a Settlement Agreement and Deed of Easement with Mr. Alvin Jenkins concerning City of College Park v. Jenkins COSA 3053 ST 2018 in order to complete a final segment of the Trolley Trail in the Berwyn neighborhood.**

19-G-163 **Approval of a joint letter to UNFI, the parent company of Shoppers Food Warehouse, about the store in the College Park Marketplace, to be signed by the City, the 21st Delegation and County Executive**

19-G-164 **Approval of letters to grocery chains advising them of the potential availability of the Shoppers Food Warehouse location in College Park Marketplace**

The motion passed 8-0.

PRESENTATION: Mayor Wojahn made a presentation to outgoing Councilmember Dustyn Kujawa. Councilmember Kujawa made personal remarks.

A motion was made by Councilmember Kujawa and seconded by Councilmember Mitchell to adjourn the 2017 – 2019 Mayor and Council. The motion passed 8-0.

SWEARING-IN OF MAYOR PATRICK L. WOJAHN: The Honorable Mahasin El Amin, Clerk of the Circuit Court, Prince George's County, Maryland, administered the Oath of Office to Mayor Patrick L. Wojahn.

SWEARING-IN OF THE 2019 – 2021 CITY COUNCIL: Mayor Patrick L. Wojahn administered the Oath of Office to the members of the incoming 2019-2021 City Council:

District 1	Councilmember Fazlul Kabir Councilmember Kate Kennedy
District 2	Councilmember P. J. Brennan Councilmember Monroe Dennis
District 3	Councilmember Robert Day, Sr. Councilmember John Rigg
District 4	Councilmember Maria E. Mackie Councilmember Denise C. Mitchell

19-G-160 Appointment of the Mayor Pro Tem

Mayor Wojahn announced his appointment of Councilmember Monroe Dennis to serve as the Mayor Pro Tem for the next term.

A motion was made by Councilmember Kabir and seconded by Councilmember Day to approve the appointment of Councilmember Monroe Dennis as the Mayor Pro Tem. The motion passed 8-0.

19-G-161 Approval of the 2020 Council Meeting Schedule

A motion was made by Councilmember Rigg and seconded by Councilmember Day to approve the 2020 Mayor and Council meeting schedule. The motion passed 8-0.

REMARKS: New Councilmember Maria E. Mackie made personal remarks.

ADDRESS: Mayor Patrick L. Wojahn addressed the audience.

BENEDICTION: Elan Burman of Maryland Hillel offered the Benediction.

ADJOURN: A motion was made by Councilmember Mitchell and seconded by Councilmember Rigg to adjourn the meeting. With a vote of 8-0, the regular meeting was adjourned at 8:44 p.m.

_____

Janeen S. Miller, CMC Date
City Clerk Approved

20-G-28

Traffic Calming
9700 Block Narragansett Pkwy between Laguna Rd and Muskogee St

CITY OF COLLEGE PARK, MARYLAND
REGULAR MEETING AGENDA ITEM

AGENDA ITEM 20-G-28

Prepared By: Steven Halpern, City Engineer **Meeting Date:** February 11, 2020

Presented By: Steven Halpern, City Engineer **Proposed Consent Agenda:** No

Originating Department:	Engineering
Issue Before Council:	Traffic Calming – 9700 block Narragansett Parkway between Laguna Road and Muskogee Street
Strategic Plan Goal:	Strategic Plan Goal 4: Quality Infrastructure

Background/Justification:
Location
The portion of 9700 block Narragansett Parkway of interest is located between Laguna Road and Muskogee Street in the Hollywood Subdivision of the City. It is classified as a local residential street. There is only one home on this block that fronts Narragansett Parkway. Location map attached.

Traffic Concern
There is a concern for the safety of pedestrians that cross at the intersection of Muskogee Street and Narragansett Parkway to get to the Muskogee Street Playground.

Traffic Investigation Summary
City Code § 184-42.1 Authority of city states that "the City Manager, the Mayor and Council may initiate the installation of traffic calming devices on streets adjacent to neighborhood parks…." In this case the 9700 Block of Narragansett Parkway is adjacent to a city neighborhood park, The Muskogee Street Playground.

On July 9, 2019 there was a public hearing for traffic calming on the 5000 Block Muskogee Street. The traffic report presented for Muskogee Street indicated that there was a speeding problem. The Mayor and Council approved the installation of speed humps on Muskogee Street.

Also, at this hearing the Council suggested the use of a stop sign to control speeds through the intersection of Muskogee Street at Narragansett Parkway. Speed humps are proven to reduce vehicular speeds. Stop signs do not reduce speeds. Stop signs are intending to bring order at an intersection, such as establishing what vehicle has the right of way when passing through the intersection. Typically, when there are no opposing vehicles, vehicles tend not to stop. In this case a speed hump installation on the 9700 block of Narragansett Parkway would address the concern at the intersection of Narragansett Parkway at Muskogee Street by slowing a vehicle approaching the intersection from the southern approach.

The data below is to provide the Mayor and Council with the traffic volume and apparent vehicle speeds at this location.

A traffic counter was placed at 9708 Narragansett Parkway from September 5, 2019 to September 13, 2019. A 48-hour traffic analysis was conducted using the data collected on September 7th and 8th because it represented the worst traffic conditions. Our investigation revealed that the Average Daily Traffic Volume was 306 and 1.9% of all vehicles were traveling in excess of 30 mph; the speeding threshold is 15%. Speeding was not identified as being a problem.

1	Vehicle(s) were recorded traveling between 40 and <45 mph
1	Vehicle(s) were recorded traveling between 35 and <40 mph
10	Vehicle(s) were recorded traveling between 30 and <35 mph
86	Vehicle(s) were recorded traveling between 25 and <30 mph

City Warrants for Speed Hump Installations per City Code Chapter 184 Article IV	Data obtained during Study	Warrant
Average traffic volume greater than 500	306	Not Met
15% of total volume exceeding speed limit by 5 mph	1.9%	Not Met

Fiscal Impact:
A Speed Hump cost approximately $3,000 each to install.

Council Options:
1. Approve the installation of speed hump(s) and direct the City Engineer to site and install it at his discretion.
2. Do not approve the installation of speed humps.
3. Defer action and request additional information.

Staff Recommendation:
Staff recommends that a speed hump on Narragansett Pkwy be pursued through article §184-42.1 of the City Code since the 9700 Block of Narragansett Pkwy is technically adjacent to the Muskogee Playground.
We determined that there were no geometric conditions that would preclude a speed hump from being installed on Narragansett Parkway.

Recommended Motion:
N/A; this is a Council decision.

Attachments:
Technical Report
Location Map
Traffic data

TECHNICAL REPORT

DATE: November 6, 2019

SUBJECT: Summary Report for Proposed Traffic Calming Devices on Narragansett Parkway between Laguna Road and Muskogee Street

Prepared by Steven E. Halpern, P.E.

The following report was prepared according to Chapter 184, Article VI of the Code of the City of College Park, Maryland for the consideration of Traffic Calming Devices on the 9700 Block Narragansett Parkway between Laguna Road and Muskogee Street to control vehicular speeding.

ROAD DESCRIPTION

The 9700 Block Narragansett Parkway is located north of Hollywood Road and east of Rhode Island Avenue in the Hollywood Subdivision of the City. It is oriented north and south, the horizontal alignment is straight, the vertical alignment is flat, and the street is classified as a local residential street.

There is a 4-ft wide concrete sidewalk along the westside of the street that extends from Lackawanna Street to Muskogee Street and terminates at the Muskogee Street Playground which is located on the northside of the intersection of Muskogee Street and Narragansett Parkway. Street lighting was observed to be adequate.

The road segment is 300 feet long, 18 feet wide, and fronts one (1) home. Narragansett Parkway provides for two-way traffic. Parking is prohibited along the eastside of the street. There is a striped crosswalk at intersection of Muskogee Street and Narragansett Parkway.

DATA COLLECTION

Traffic data was collected from Thursday September 5, 2019 to Friday September 13, 2019. A 48-hour traffic analysis was conducted using the data collected on September 7th and 8th because it represented the worst traffic conditions. Data was collected using an electro-mechanical traffic counter. The counter was connected to roadway tubes spaced 3 feet apart allowing for the collection of bi-directional speed and volume data to be collected.

CRITERIA FOR MAYOR AND COUNCIL CONSIDERATION

The following criteria are intended to guide the Mayor and Council in determining whether a request for a Traffic Calming Device installation is reasonable and justified. These shall not be considered exclusive criteria:

1. The street proposed for a Traffic Calming Device has an identified speeding problem that cannot be alleviated in any other way than by a traffic Calming Device. Such a problem can be identified through a combination of resident complaints, police radar surveillance and ticketing practices, accident statistics and the history of previous efforts to control speeding on the street. Traffic Calming Devices will only be installed to address documented safety or traffic concerns supported by traffic engineering studies. Devices can be implemented individually or in conjunction with other Traffic Calming measures depending upon area conditions and characteristics.

A. Resident complaints – Yes, no petition.

B. Police radar surveillance – No.

C. Accident statistic – SHA District 3 (Prince George's County) online Crash Listings were reviewed for the last 10 years. There were no police reported accidents recorded during the past 10 years.

D. History of previous efforts to control speeding – None

2. The street carries a higher volume of nonresidential traffic than would normally be expected. Streets considered for traffic calming must be primarily residential with a majority of residential homes and driveways fronting on the street.

The traffic volume (**306 ADT** - Average daily traffic) **is** a higher volume than is expected for this local residential street.

3. The installation of traffic calming devices shall be assessed for their potential impact on public transportation and fire and rescue operations.

This street **is not** a part of a public transportation route. This street **is not** considered as a primary fire and rescue route into the neighborhood.

4. The potential impact of traffic Calming devices on adjacent neighborhoods shall be assessed.

Based on our knowledge of the area roads and local traffic it is our opinion that there **could be an impact** on the 5000 block of Laguna Road to the adjacent neighborhood streets.

5. If a problem is determined during the engineering study, the Department of Public Works will consult with the residents of the street and develop a plan for the type and location of traffic calming devices. A technical study provided by the Public Works Director commenting on any hill, curve or street conditions of concern in the placement of traffic calming devices will be assessed.

REPORT

Based on recommended guidelines for the design and application of Traffic Calming Devices as adopted and implemented in numerous locations successfully throughout the United States, as reported on by the Institute of Transportation Engineers (ITE), and Public Works Department concerns we offer the following technical report:

Data Collected: A 48-Hour Speed and Traffic Volume study was performed at 9708 Narragansett Parkway. The study shows the following:

9708 Narragansett Parkway -
(a) 85% percentile data (that speed which should approximate the speed limit) – **25.3 mph**
(b) 1.9% of all vehicles, were recorded in excess of 30 mph (12 out of 612 vehicles exceeded the speed limit by 5 miles per hour)
(c) Speed: Max **41.4** mph, Min **8.4** mph, Mean **20.1** mph
(d) Average Daily Traffic – **306**
(e) AM Peak Hour volume – 10:00 **am September 8th - 21 vehicles**
(f) PM Peak Hour volume – 5:00 **pm September 7th - 30 vehicles**

Summary of findings from the data above.

A speeding problem **was not** indicated. At least 15% of the total traffic volume must exceed 30 mph. Our Study found 1.9% exceeded 30 mph.

A **YES** response means the guideline meets the criteria for installation and a **NO** response means that the guideline does not meet the installation criteria.

Street Classification: Local Residential collector YES
Traffic calming devices should only be installed on those roadway facilities functionally classified as local streets, as defined in "A Policy on Geometric Design of Highways and Streets" by AASHTO. Further, these local streets should be generally residential in nature.

Street Width: 26 +/- no more than two travel lanes YES
Typically, the streets width should be sufficient to allow for the proper installation of suitable traffic calming devices.

Street Grade: **flat (8% or less (NEW 2007))** **YES**

The street grade will not limit the type of traffic calming device installations.

Horizontal and Vertical Alignment: **YES**

Traffic calming devices should not be placed within severe horizontal or vertical curves that may result in substantial lateral or vertical forces on a vehicle traversing it.

Sight Distance: **Adequate** **YES**

Only those traffic-calming devices that comply with the minimum safe stopping sight distance, as defined in A Policy on Geometric Design of Highways and Streets by AASHTO, can be provided.

Traffic Speeds: **NO**

9708 Narragansett Parkway: 1.9% of the total traffic volume exceeded 30mph

The Traffic Calming Device should only be installed on streets where the prevailing speed limit is 30 mph or less. Speed studies should be performed to confirm the existence of a speeding problem or other traffic problem to ensure that the installation of such device will appreciably address that problem. A speeding problem exists when 15% of the total volume exceeds the posted speed limit by more than 5 mph.

Traffic Volume: **NO**

9708 Narragansett Parkway: 306

vehicles per day

The Traffic Calming Devices are typically installed on streets with an average daily traffic volume between 500 and 2,000 vehicles.

Accident History: **YES**

If/When installed to address an accident problem, the traffic calming devices should eliminate or reduce the causal effects of those accidents.

Pedestrian Activity: **YES**

When installed to address pedestrian safety issues, significant pedestrian activity should be present. There **is** a sidewalk along the southside of the street and a Playground located at the intersection with Narragansett Parkway.

Vehicle Mix: **less than 5%** **YES**

Speed humps should not be installed on streets that carry significant volumes (greater than 5%) of long wheelbase vehicles unless there is a reasonable alternative route for those vehicles.

Emergency Vehicle Access: Not a primary Emergency route YES
Speed humps should generally not be installed on streets that are used as primary or routine emergency vehicle access routes.

Transit Route: Not a transit route YES
Speed humps should generally not be installed along streets with established transit routes. However, if humps are installed on transit routes, their design should consider the special operational characteristics of these vehicles.

Citizen Support: no petition **YES**
Speed humps should generally not be installed on a public street unless a documented majority of the residents along the affected portion of that street support their installation.

Diversion: Possibly divert traffic to Laguna Rd NO
Since speed humps may divert traffic to other street facilities, an estimate of the amount and location of that diversion should be made so that the potential impacts of the proposed humps can be fully considered.

Street Lighting: Adequate YES
To improve nighttime visibility especially where sight distance is less than desirable, coordinating hump locations with existing or planned street lighting should be considered.

Totals:

YES 12
NO 3

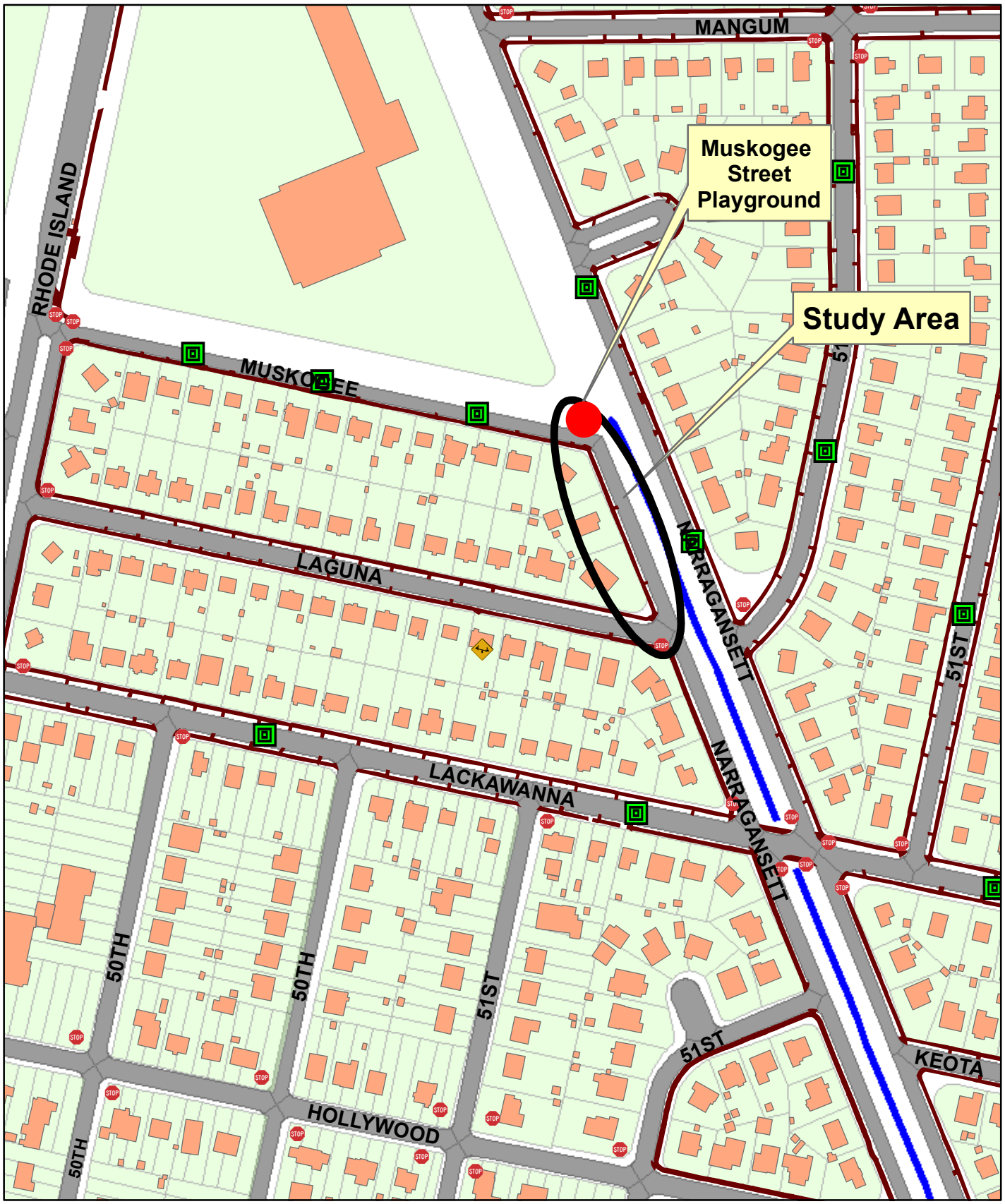
Paving History According to PMP:
9700 Narragansett Parkway Last Year Pave 2012
Current Rating 1.5

CONCLUSION

Speeding **was not** identified as being a problem. The average daily traffic volume indicates that cut through traffic is a problem.

Based on the established traffic warrants and criteria recommended by The Institute of Transportation Engineers (ITE) for the placement of speed humps to control vehicular speeding on residential roadways and Public Works Department concerns, traffic calming measures **are not** warranted on the 9700 Narragansett Parkway at this time.

Attachment
9700 Block Muskogee Street



By: College Park Engineering
Date: September 20, 2019
Source: M-NCPPC GIS

Legend

- Speedhumps
- Stop Sign
- Street Sidewalk

N

0 45 90 180 Feet

Variance = 24.05, **Standard Deviation** = 4.90 mph

*** Saturday, September 7, 2019**

Time <--	Total	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 99	>PSL 25	>SL1 30 SL1	>SL2 35 SL2	>SL3 40 SL3	>SL4 45 SL4
0000	5	0	0	1	3	1	0	0	0	0	0	1	0	0	0	0
0100	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
0200	3	0	0	0	2	1	0	0	0	0	0	1	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	6	0	0	2	3	1	0	0	0	0	0	1	0	0	0	0
0500	4	0	0	1	2	1	0	0	0	0	0	1	0	0	0	0
0600	5	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0
0700	7	0	2	4	1	0	0	0	0	0	0	0	0	0	0	0
0800	17	0	2	2	12	1	0	0	0	0	0	1	0	0	0	0
0900	15	0	1	4	4	5	1	0	0	0	0	6	1	0	0	0
1000	18	1	2	6	9	0	0	0	0	0	0	0	0	0	0	0
1100	15	1	3	3	4	4	0	0	0	0	0	4	0	0	0	0
1200	22	0	7	1	12	2	0	0	0	0	0	2	0	0	0	0
1300	28	0	4	11	11	2	0	0	0	0	0	2	0	0	0	0
1400	25	0	2	6	12	5	0	0	0	0	0	5	0	0	0	0
1500	18	0	3	4	2	6	3	0	0	0	0	9	3	0	0	0
1600	22	1	1	8	7	3	1	0	1	0	0	5	2	1	1	0
1700	30	1	6	7	13	3	0	0	0	0	0	3	0	0	0	0
1800	22	0	4	9	9	0	0	0	0	0	0	0	0	0	0	0
1900	16	0	1	6	6	3	0	0	0	0	0	3	0	0	0	0
2000	16	0	1	4	6	5	0	0	0	0	0	5	0	0	0	0
2100	10	0	0	4	6	0	0	0	0	0	0	0	0	0	0	0
2200	10	0	0	4	5	1	0	0	0	0	0	1	0	0	0	0
2300	9	0	0	2	3	3	1	0	0	0	0	4	1	0	0	0
00-00	**326**	**4**	**42**	**91**	**135**	**47**	**6**	**0**	**1**	**0**	**0**	**54**	**7**	**1**	**1**	**0**

Peak step 17:00 (30) **AM Peak step** 10:00 (18) **PM Peak step** 17:00 (30)

Vehicles = 326
Posted speed limit = 25 mph, Exceeding = 54 (16.56%), Mean Exceeding = 27.72 mph
Limit 1 (SL1) (25 * 100%) + 5 = 30 mph, Exceeding = 7 (2.147%)
Limit 2 (SL2) (25 * 100%) + 10 = 35 mph, Exceeding = 1 (0.307%)
Limit 3 (SL3) (25 * 100%) + 15 = 40 mph, Exceeding = 1 (0.307%)
Limit 4 (SL4) (25 * 100%) + 20 = 45 mph, Exceeding = 0 (0.000%)
Maximum = 41.1 mph, **Minimum** = 8.6 mph, **Mean** = 20.5 mph
85% Speed = 25.27 mph, **95% Speed** = 28.63 mph, **Median** = 20.80 mph
10 mph Pace = 15 - 25, **Number in Pace** = 230 (70.55%)
Variance = 23.08, **Standard Deviation** = 4.80 mph

*** Sunday, September 8, 2019**

Time <--	Total	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 99	>PSL 25	>SL1 30 SL1	>SL2 35 SL2	>SL3 40 SL3	>SL4 45 SL4
0000	13	1	1	6	4	1	0	0	0	0	0	1	0	0	0	0
0100	8	0	0	2	1	4	1	0	0	0	0	5	1	0	0	0
0200	9	0	2	0	5	2	0	0	0	0	0	2	0	0	0	0
0300	3	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0
0400	3	0	0	1	1	1	0	0	0	0	0	1	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	3	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0
0700	7	0	0	3	2	2	0	0	0	0	0	2	0	0	0	0
0800	5	0	1	2	2	0	0	0	0	0	0	0	0	0	0	0
0900	9	1	1	6	0	1	0	0	0	0	0	1	0	0	0	0
1000	21	0	4	8	7	2	0	0	0	0	0	2	0	0	0	0
1100	14	0	1	8	3	1	1	0	0	0	0	2	1	0	0	0
1200	18	0	1	4	11	2	0	0	0	0	0	2	0	0	0	0
1300	12	0	1	5	4	2	0	0	0	0	0	2	0	0	0	0
1400	14	0	3	1	6	4	0	0	0	0	0	4	0	0	0	0
1500	24	1	4	8	9	2	0	0	0	0	0	2	0	0	0	0
1600	19	0	5	6	5	3	0	0	0	0	0	3	0	0	0	0
1700	21	2	5	3	7	2	2	0	0	0	0	4	2	0	0	0
1800	21	1	4	6	5	4	0	1	0	0	0	5	1	1	0	0
1900	17	1	1	9	4	2	0	0	0	0	0	2	0	0	0	0
2000	19	1	4	6	7	1	0	0	0	0	0	1	0	0	0	0
2100	11	0	2	3	5	1	0	0	0	0	0	1	0	0	0	0
2200	10	0	1	6	1	2	0	0	0	0	0	2	0	0	0	0
2300	5	1	1	2	1	0	0	0	0	0	0	0	0	0	0	0
00-00	**286**	**9**	**42**	**98**	**93**	**39**	**4**	**1**	**0**	**0**	**0**	**44**	**5**	**1**	**0**	**0**

Peak step 15:00 (24) **AM Peak step** 10:00 (21) **PM Peak step** 15:00 (24)

Vehicles = 286
Posted speed limit = 25 mph, Exceeding = 44 (15.38%), Mean Exceeding = 27.64 mph
Limit 1 (SL1) (25 * 100%) + 5 = 30 mph, Exceeding = 5 (1.748%)
Limit 2 (SL2) (25 * 100%) + 10 = 35 mph, Exceeding = 1 (0.350%)
Limit 3 (SL3) (25 * 100%) + 15 = 40 mph, Exceeding = 0 (0.000%)
Limit 4 (SL4) (25 * 100%) + 20 = 45 mph, Exceeding = 0 (0.000%)
Maximum = 35.0 mph, **Minimum** = 8.4 mph, **Mean** = 19.7 mph
85% Speed = 25.27 mph, **95% Speed** = 28.62 mph, **Median** = 19.91 mph
10 mph Pace = 14 - 24, **Number in Pace** = 191 (66.78%)
Variance = 26.40, **Standard Deviation** = 5.14 mph

20-G-29

Petition Request
Traffic Calming
Muskogee St between
48th Pl and 49th Ave

CITY OF COLLEGE PARK, MARYLAND
REGULAR MEETING AGENDA

AGENDA ITEM 20-G-29

Prepared By: Steven Halpern, City Engineer **Meeting Date:** February 11, 2020

Presented By: Steven Halpern, City Engineer **Proposed Consent Agenda:** No

Originating Department: Engineering

Issue Before Council: Traffic Calming Petition – 4800 Block Muskogee Street between 48th Place and 49th Avenue

Strategic Plan Goal: Strategic Plan Goal 4: Quality Infrastructure

Background/Justification:

Location

The 4800 Block Muskogee Street is located north of Hollywood Road and west of Rhode Island Avenue in the Hollywood Subdivision of the City. It is classified as a local residential street. Location map attached.

Traffic Concern

A traffic calming petition was initiated by the residents along the 4800 Block Muskogee Street. Petition attached. Over 60% of the affected property owners signed the petition. Petition attached.

Traffic Investigation Summary

A traffic counter was placed at 4809 Muskogee Street from October 18, 2019 to October 29, 2019. A 48-hour traffic analysis was conducted using the data collected on October 19th and 20th because it represented the worst traffic conditions. Our investigation revealed that the Average Daily Traffic Volume was 247 and o,55% of all vehicles were traveling in excess of 30 mph; the speeding threshold is 15%. Speeding was not identified as being a problem.

3	Vehicles were recorded traveling between 30 and <35 mph
4	Vehicles were recorded traveling between 25 and <30 mph

City Warrants for Speed Hump Installations per City Code Chapter 184 Article IV	Data obtained during Study	Warrant
Average traffic volume greater than 500	247	Not Met
15% of total volume exceeding speed limit by 5 mph	0.55%	Not Met

Fiscal Impact:

Speed Humps cost approximately $3,000 each to install.

Council Options:

1. Approve the installation of speed humps and direct the City Engineer to site and install them at his discretion.
2. Do not approve the installation of speed humps.
3. Defer action and request additional information.

Staff Recommendation:

Staff found that the speed and volume warrants were not met. We also determined that there were no geometric conditions that would preclude a speed hump from being installed on Muskogee Street.

Recommended Motion:

N/A; this is a Council decision.

It should be noted that WSSC is planning to replace the water main in this portion of Muskogee Street this coming spring. Should speed humps be approved their installation date will be deferred to after the WSSC work unless otherwise directed.
Attachments: Technical Report Location Map Petition Traffic data

TECHNICAL REPORT

DATE: December 13, 2019

SUBJECT: Summary Report for Proposed Traffic Calming Devices on Muskogee Street between 48th Place and 49th Avenue

Prepared by Steven E. Halpern, P.E.

The following report was prepared according to Chapter 184, Article VI of the Code of the City of College Park, Maryland for the consideration of Traffic Calming Devices on the 4800 block of Muskogee Street between 48th Place and 49th Avenue to control vehicular speeding.

ROAD DESCRIPTION

The 4800 block of Muskogee Street is located north of Hollywood Road and just west of Rhode Island Avenue in the Hollywood Subdivision of the City. Muskogee Street is classified as a local residential street, it is oriented east and west, the horizontal alignment is straight but curves through the intersection with Mangum Road, and the vertical alignment is slightly sloped downward from west to east.

The road segment is 500 feet long, 26 feet wide, and fronts twelve (12) homes. Muskogee Street provides for two-way traffic. There are no parking prohibitions along the street. Stop Signs are located along the intersecting streets. There is a 5-ft wide concrete sidewalk along the north side of the street. The Hollywood Elementary School is location along 49th Avenue. Muskogee Street is a primary walking route for children in the area to walk to and from the Hollywood Elementary School. Street lighting was observed to be adequate.

DATA COLLECTION

Traffic data was collected from Friday October 18, 2019 until Tuesday October 29, 2019. A 48-hour traffic analysis was conducted using the data collected on October 19th and 20th. Data was collected using an electro-mechanical traffic counter. The traffic counter was connected to roadway tubes spaced 3 feet apart allowing for the collection of bi-directional speed and volume data.

CRITERIA FOR MAYOR AND COUNCIL CONSIDERATION

The following criteria are intended to guide the Mayor and Council in determining whether a request for a Traffic Calming Device installation is reasonable and justified. These shall not be considered exclusive criteria:

1. The street proposed for a Traffic Calming Device has an identified speeding problem that cannot be alleviated in any other way than by a traffic Calming Device. Such a problem can be identified through a combination of resident complaints, police radar surveillance and ticketing practices, accident statistics and the history of previous efforts to control speeding on the street. Traffic Calming Devices will only be installed to address documented safety or traffic concerns supported by traffic engineering studies. Devices can be implemented individually or in conjunction with other Traffic Calming measures depending upon area conditions and characteristics.

A. Resident complaints – Yes, residents submitted a petition.

B. Police radar surveillance – No.

C. Accident statistic – SHA District 3 (Prince George's County) online Crash Listings were reviewed for the last 10 years. There were 2 accidents reported. Both occurred at the intersection with 49th Avenue. A pedestrian was struck by a vehicle while crossing 49th Ave in 2011 and a parked car was struck near the intersection in 2017.

D. History of previous efforts to control speeding – Yes, Speed humps were installed along this same stretch of Muskogee Street in the late 1990's but, not on this block.

2. The street carries a higher volume of nonresidential traffic than would normally be expected. Streets considered for traffic calming must be primarily residential with a majority of residential homes and driveways fronting on the street.

The traffic volume (**274 ADT** - Average daily traffic) is not a higher volume than is expected for this local residential street.

3. The installation of traffic calming devices shall be assessed for their potential impact on public transportation and fire and rescue operations.

This street **is not** a part of a public transportation route. This street **is not** considered as a primary fire and rescue route into the neighborhood.

4. The potential impact of traffic Calming devices on adjacent neighborhoods shall be assessed.

Based on our knowledge of the area roads and local traffic it is our opinion that there would **not be an impact** on the adjacent neighborhood streets.

5. If a problem is determined during the engineering study, the Department of Public Works will consult with the residents of the street and develop a plan for the type and location of traffic calming devices. A technical study provided by the Public Works Director commenting on any hill, curve or street conditions of concern in the placement of traffic calming devices will be assessed.

REPORT

Based on recommended guidelines for the design and application of Traffic Calming Devices as adopted and implemented in numerous locations successfully throughout the United States, as reported on by the Institute of Transportation Engineers (ITE), and Public Works Department concerns we offer the following technical report:

Data Collected: A 48-Hour Speed and Traffic Volume study was performed at 4809 Muskogee Street. The study shows the following:

4809 Muskogee Street -
(a) 85% percentile data (that speed which should approximate the speed limit) – **20.8 mph**
(b) .55% of all vehicles, were recorded in excess of 30 mph (3 out of 548 vehicles exceeded the speed limit by 5 miles per hour)
(c) Speed: Max **31.0** mph, Min 6.1 mph, Mean 16.8 mph
(d) Average Daily Traffic – **274**
(e) AM Peak Hour volume – 11:00 **am October 19th - 22 vehicles**
(f) PM Peak Hour volume – 2:00 **pm October 19th - 31 vehicles**

Summary of findings from the data above.

A speeding problem **was not** indicated. At least 15% of the total traffic volume must exceed 30 mph. Our Study found 0.55% exceeded 30 mph.

A **YES** response means the guideline meets the criteria for installation and a **NO** response means that the guideline does not meet the installation criteria.

Street Classification: Local Residential collector **YES**
Traffic calming devices should only be installed on those roadway facilities functionally classified as local streets, as defined in "A Policy on Geometric Design of Highways and Streets" by AASHTO. Further, these local streets should be generally residential in nature.

Street Width: **26 +/- no more than two travel lanes** **YES**

Typically, the streets width should be sufficient to allow for the proper installation of suitable traffic calming devices.

Street Grade: **flat (8% or less (NEW 2007))** **YES**

The street grade will not limit the type of traffic calming device installations.

Horizontal and Vertical Alignment: **YES**

Traffic calming devices should not be placed within severe horizontal or vertical curves that may result in substantial lateral or vertical forces on a vehicle traversing it.

Sight Distance: **Adequate** **YES**

Only those traffic-calming devices that comply with the minimum safe stopping sight distance, as defined in A Policy on Geometric Design of Highways and Streets by AASHTO, can be provided.

Traffic Speeds: **NO**

4809 Muskogee Street: 0.55% of the total traffic volume exceeded 30mph

The Traffic Calming Device should only be installed on streets where the prevailing speed limit is 30 mph or less. Speed studies should be performed to confirm the existence of a speeding problem or other traffic problem to ensure that the installation of such device will appreciably address that problem. A speeding problem exists when 15% of the total volume exceeds the posted speed limit by more than 5 mph.

Traffic Volume: **NO**

4800 Block Muskogee Street: 274 vehicles per day

The Traffic Calming Devices are typically installed on streets with an average daily traffic volume between 500 and 2,000 vehicles.

Accident History: **YES**

If/When installed to address an accident problem, the traffic calming devices should eliminate or reduce the causal effects of those accidents.

Pedestrian Activity: **YES**

When installed to address pedestrian safety issues, significant pedestrian activity should be present. There **is** a sidewalk along the northside of the street and an Elementary School located very close by on 49th Avenue.

Vehicle Mix: **less than 5%** **YES**
Speed humps should not be installed on streets that carry significant volumes (greater than 5%) of long wheelbase vehicles unless there is a reasonable alternative route for those vehicles.

Emergency Vehicle Access: **Not a primary Emergency route** **YES**
Speed humps should generally not be installed on streets that are used as primary or routine emergency vehicle access routes.

Transit Route: **Not a transit route** **YES**
Speed humps should generally not be installed along streets with established transit routes. However, if humps are installed on transit routes, their design should consider the special operational characteristics of these vehicles.

Citizen Support: **Citizen petition** **YES**
Speed humps should generally not be installed on a public street unless a documented majority of the residents along the affected portion of that street support their installation.

Diversion: **Diversion not expected** **YES**
Since speed humps may divert traffic to other street facilities, an estimate of the amount and location of that diversion should be made so that the potential impacts of the proposed humps can be fully considered.

Street Lighting: **Adequate** **YES**
To improve nighttime visibility especially where sight distance is less than desirable, coordinating hump locations with existing or planned street lighting should be considered.

Totals:

YES 13
NO 2

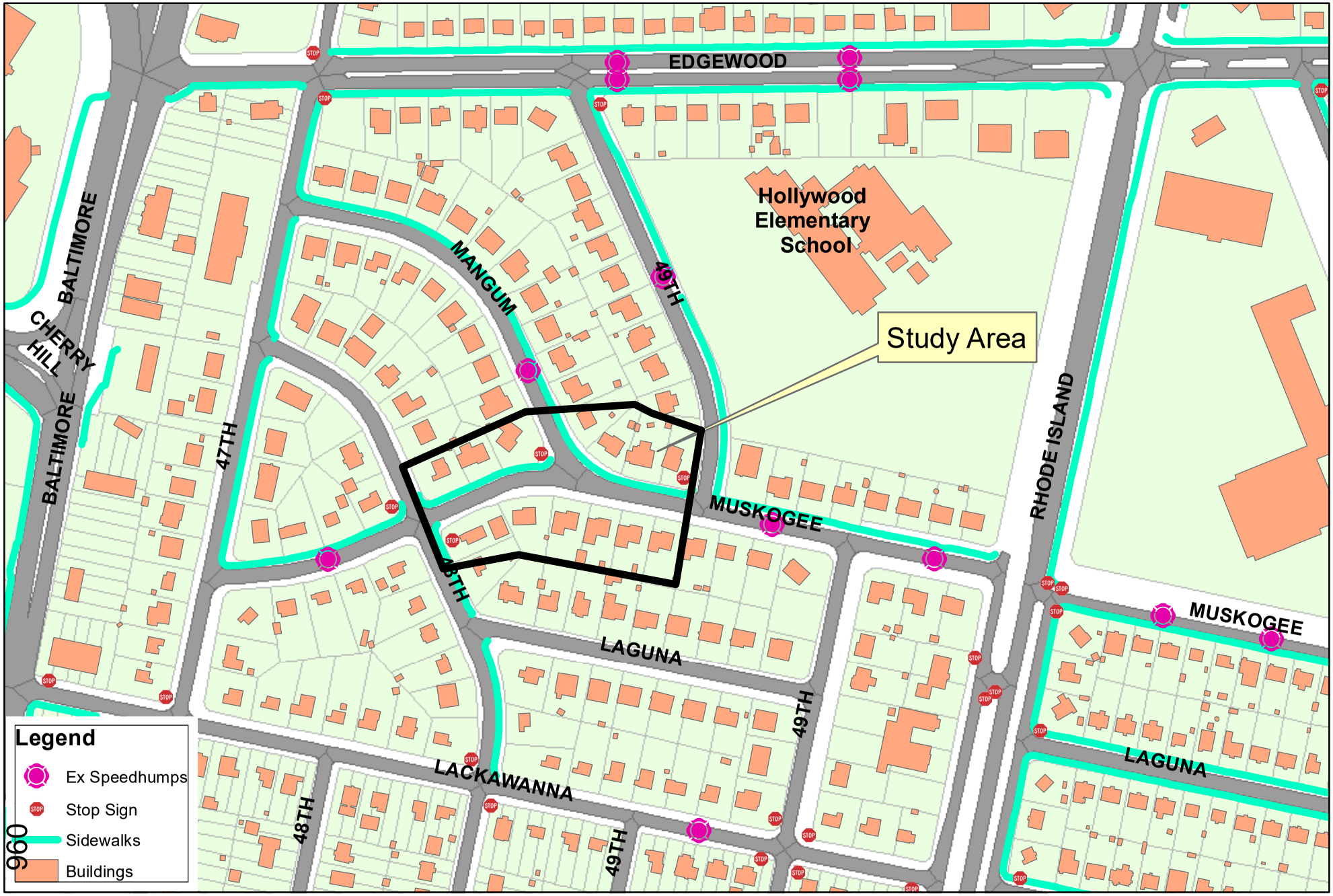
Paving History According to PMP:
4809 Muskogee Street was Last Year Pave in 2005
Current Rating 3.0

CONCLUSION

Speeding **was not** identified as being a problem.

Based on the established traffic warrants and criteria recommended by The Institute of Transportation Engineers (ITE) for the placement of speed humps to control vehicular speeding on residential roadways and Public Works Department concerns, traffic calming measures are not warranted at this time on the **4800 Block of Muskogee Street**.

Attachment
4800 Block Muskogee Street



By: College Park Engineering
Date: December 9, 2019
Source: M-NCPPC GIS

N

0 65 130 260 Feet

CITY OF COLLEGE PARK, MARYLAND
PETITION FOR TRAFFIC CALMING DEVICE
(MUST BE PRINTED LEGIBLY)

Date: 8/3/2019

We, the residents of HOLLYWOOD (Location) request the installation of traffic calming devices for MUSKOGEE STREET (Street Name) between 48TH PLACE (Location) and 49TH AVENUE (Location).

Contact Name: Joannie Featherstone Phone Number: 301-474-6344

NAME (PLEASE PRINT)	SIGNATURE	ADDRESS (PLEASE PRINT)	PHONE
SALOWA AKHTER		4806 Muskogee St.	240-481-8936
KABITA BASDEO		9800 49TH AVE	240-417-3019
Rev. Mr. Mrs. Featherstone	Featherstone	4808 Muskogee St	301-474-6344
Jas. Hartsock		4719 Mangum Rd	301-498-9483
Pat Crouse	Pat Crouse	4717 Mangum Rd	301-441-2725
Rix M. Zaz		4722 Mangum Rd	301-996-8042
Mai Tran		9801 49TH Ave	915-873-2013
NICK NIKISH		4809 Muskogee St.	571-296-9484
SANDRA RAMLOGAN		4807 MUSKOGEE ST.	301-875-7016
Trena Hockaday		4803 Muskogee St	240-437-2886
Jennifer Shannon		4901 Muskogee St	301-758-1337

All petitions must be signed by at least 60% of the households that are located within 500 feet of the requested installation site. If requested for an intersection, the petition must be circulated to the residents living on all intersecting streets within 500 feet of the requested installation site. For further information, see Article VI, Traffic Calming Devices, Section 184-36 of the City Code. Names and addresses must be printed legibly or typewritten. A separate petition shall be submitted for each specific location where a traffic calming device is requested. Send completed form(s) to the City Clerk's Office, 4500 Knox Road, College Park, MD 20740, 240-487-3501.

S:\Cityclerk\TRAFFIC CALMING\Traffic Calming Device Petition.Doc

Google Maps 4808 Muskogee St

~ 500 FEET

Imagery ©2019 Google, Map data ©2019 100 ft

AT LEAST
60 % OF
NEIGHBORS
WITHIN 500 FEET

*** Saturday, October 19, 2019**

Time <--	Total	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 99	>PSL 25	>SL1 30 SL1	>SL2 35 SL2	>SL3 40 SL3	>SL4 45 SL4
0000	5	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0
0100	3	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0700	9	1	4	3	1	0	0	0	0	0	0	0	0	0	0	0
0800	13	0	8	5	0	0	0	0	0	0	0	0	0	0	0	0
0900	20	0	6	6	8	0	0	0	0	0	0	0	0	0	0	0
1000	15	0	2	9	3	0	1	0	0	0	0	1	1	0	0	0
1100	22	0	5	15	1	1	0	0	0	0	0	1	0	0	0	0
1200	19	0	7	5	7	0	0	0	0	0	0	0	0	0	0	0
1300	24	2	1	15	6	0	0	0	0	0	0	0	0	0	0	0
1400	31	1	6	17	6	1	0	0	0	0	0	1	0	0	0	0
1500	22	1	5	12	4	0	0	0	0	0	0	0	0	0	0	0
1600	25	1	10	9	4	0	1	0	0	0	0	1	1	0	0	0
1700	30	1	11	12	6	0	0	0	0	0	0	0	0	0	0	0
1800	28	2	7	13	6	0	0	0	0	0	0	0	0	0	0	0
1900	8	1	2	4	1	0	0	0	0	0	0	0	0	0	0	0
2000	20	2	9	7	2	0	0	0	0	0	0	0	0	0	0	0
2100	13	0	2	7	3	0	1	0	0	0	0	1	1	0	0	0
2200	13	1	6	6	0	0	0	0	0	0	0	0	0	0	0	0
2300	7	0	3	2	1	1	0	0	0	0	0	1	0	0	0	0
00-00	**334**	**13**	**98**	**154**	**63**	**3**	**3**	**0**	**0**	**0**	**0**	**6**	**3**	**0**	**0**	**0**

Peak step 14:00 (31) **AM Peak step** 11:00 (22) **PM Peak step** 14:00 (31)

Vehicles = 334
Posted speed limit = 25 mph, Exceeding = 6 (1.796%), Mean Exceeding = 28.32 mph
Limit 1 (SL1) (25 * 100%) + 5 = 30 mph, Exceeding = 3 (0.898%)
Limit 2 (SL2) (25 * 100%) + 10 = 35 mph, Exceeding = 0 (0.000%)
Limit 3 (SL3) (25 * 100%) + 15 = 40 mph, Exceeding = 0 (0.000%)
Limit 4 (SL4) (25 * 100%) + 20 = 45 mph, Exceeding = 0 (0.000%)
Maximum = 31.0 mph, **Minimum** = 6.1 mph, **Mean** = 16.9 mph
85% Speed = 20.78 mph, **95% Speed** = 23.26 mph, **Median** = 17.00 mph
10 mph Pace = 12 - 22, **Number in Pace** = 275 (82.34%)
Variance = 15.29, **Standard Deviation** = 3.91 mph

*** Sunday, October 20, 2019**

Time <--	Total	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 99	>PSL 25	>SL1 30 SL1	>SL2 35 SL2	>SL3 40 SL3	>SL4 45 SL4
0000	5	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0600	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
0700	8	1	3	4	0	0	0	0	0	0	0	0	0	0	0	0
0800	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
0900	10	2	2	6	0	0	0	0	0	0	0	0	0	0	0	0
1000	12	1	3	6	2	0	0	0	0	0	0	0	0	0	0	0
1100	11	0	2	6	3	0	0	0	0	0	0	0	0	0	0	0
1200	20	1	4	10	5	0	0	0	0	0	0	0	0	0	0	0
1300	18	3	7	6	2	0	0	0	0	0	0	0	0	0	0	0
1400	27	1	10	11	5	0	0	0	0	0	0	0	0	0	0	0
1500	15	0	5	7	3	0	0	0	0	0	0	0	0	0	0	0
1600	17	0	6	9	2	0	0	0	0	0	0	0	0	0	0	0
1700	12	0	1	7	4	0	0	0	0	0	0	0	0	0	0	0
1800	16	1	8	5	2	0	0	0	0	0	0	0	0	0	0	0
1900	8	0	2	5	1	0	0	0	0	0	0	0	0	0	0	0
2000	11	2	1	4	3	1	0	0	0	0	0	1	0	0	0	0
2100	8	0	2	1	5	0	0	0	0	0	0	0	0	0	0	0
2200	7	0	1	4	2	0	0	0	0	0	0	0	0	0	0	0
2300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	**214**	**12**	**61**	**100**	**40**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**

Peak step 14:00 (27) **AM Peak step** 10:00 (12) **PM Peak step** 14:00 (27)

Vehicles = 214
Posted speed limit = 25 mph, Exceeding = 1 (0.467%), Mean Exceeding = 27.44 mph
Limit 1 (SL1) (25 * 100%) + 5 = 30 mph, Exceeding = 0 (0.000%)
Limit 2 (SL2) (25 * 100%) + 10 = 35 mph, Exceeding = 0 (0.000%)
Limit 3 (SL3) (25 * 100%) + 15 = 40 mph, Exceeding = 0 (0.000%)
Limit 4 (SL4) (25 * 100%) + 20 = 45 mph, Exceeding = 0 (0.000%)
Maximum = 27.4 mph, **Minimum** = 6.8 mph, **Mean** = 16.6 mph
85% Speed = 20.75 mph, **95% Speed** = 22.17 mph, **Median** = 16.55 mph
10 mph Pace = 12 - 22, **Number in Pace** = 179 (83.64%)
Variance = 13.82, **Standard Deviation** = 3.72 mph

*** Grand Total**

Time <--	Total	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 99	>PSL 25	>SL1 30 SL1	>SL2 35 SL2	>SL3 40 SL3	>SL4 45 SL4
--	548	25	159	254	103	4	3	0	0	0	0	7	3	0	0	0
%Tot	100.0	4.562	29.01	46.35	18.80	0.730	0.547	0.000	0.000	0.000	0.000	1.277	0.547	0.000	0.000	0.000

Vehicles = 548
Posted speed limit = 25 mph, Exceeding = 7 (1.277%), Mean Exceeding = 28.19 mph
Limit 1 (SL1) (25 * 100%) + 5 = 30 mph, Exceeding = 3 (0.547%)
Limit 2 (SL2) (25 * 100%) + 10 = 35 mph, Exceeding = 0 (0.000%)
Limit 3 (SL3) (25 * 100%) + 15 = 40 mph, Exceeding = 0 (0.000%)
Limit 4 (SL4) (25 * 100%) + 20 = 45 mph, Exceeding = 0 (0.000%)
Maximum = 31.0 mph, **Minimum** = 6.1 mph, **Mean** = 16.8 mph
85% Speed = 20.76 mph, **95% Speed** = 22.99 mph, **Median** = 16.78 mph
10 mph Pace = 12 - 22, **Number in Pace** = 454 (82.85%)
Variance = 14.72, **Standard Deviation** = 3.84 mph

In profile: Vehicles = 548 / 3776 (14.51%)

20-G-30

Petition Request
Permit Parking
9600 Block of 51st Pl

CITY OF COLLEGE PARK, MARYLAND
REGULAR COUNCIL MEETING

AGENDA ITEM 20-G-30

Prepared By: James Miller, Parking Manager, Public Services

Meeting Date: 02/11/2020

Presented By: Robert W. Ryan, Public Services Director

Consent Agenda: No

Originating Department: Public Services – Parking Enforcement

Action Requested: Consideration for permit restricted parking on the 9600 block of 51st Place.

Strategic Plan Goal: Goal #6: Excellent Services

Background/Justification:
The attached petition was received requesting the establishment of residential permit parking in the 9600 block of 51st Place due to an overcrowding of non-resident vehicles parking in the affected area on a daily basis. Petitioners have further requested that, if approved, the permit restrictions be enforced twenty-four (24) hours per day Monday through Friday, by permit only.

Fiscal Impact:
Implementation of a new residential permit parking zone requires an investment of city resources for parking permits and visitor passes, the installation and maintenance of permit signs, and assignment of Parking Enforcement personnel to monitor and enforce regulations adopted by Council. Residents situated within a permit restricted area typically pay $10.00 per year per permit and $1.00 per year per visitor pass, with a limit to be determined by Council for each property address.

Council Options:
#1 Grant the request to establish permit parking.
#2 Grant the request with changes to the days and hours of enforcement.
#3 Deny the request to establish permit parking.

Staff Recommendation:
Option #1, with staff taking direction to from Council.

Recommended Motion:
I move to establish a residential permit parking zone in the 9600 block of 51st place as a permanently restricted parking zone, at an annual cost of $10.00 per resident vehicle permit and $1.00 per annual visitor permit, with enforcement by permit only, twenty four (24) hours daily, Monday through Friday.

Attachments:
1. Petition dated November 2, 2019
2. Staff report memorandum dated November 25, 2019
3. Map of the 9600 block of 51st Place
4. City Code Chapters 151-1 and 151-2

PETITION FOR PERMIT PARKING
CITY OF COLLEGE PARK, MARYLAND
(MUST BE PRINTED LEGIBLY)

DATE: 11/2/19

We, the residents of _____ (Location) request permit parking for:

51ST Place (Name of Street) between 9621 – 9629 (Location) and

College Park (Location).

Contact Name: J VAzone Phone number: 301 335 9343

The name and address of each petitioner must be printed legibly or typewritten. The petitioners must represent two-thirds of the single-family dwelling units in the affected area. For each multi-family dwelling, the signature of the owner or agent is required. Duplicate this form for additional signatures. For further information, see Chapter 151 of the College Park City Code.

Permit parking is considered necessary because: many others park all day and all night, making it difficult to park our cars

The desired days and times that permit parking is requested to be enforced:

24 hours, weekdays.

The undersigned understand and acknowledge that there will be a fee for parking permits.

NAME	SIGNATURE	ADDRESS
Jason Salter		9621 51st Place.
LOUIS SOMMERMEYER		9624 51ST PLACE
Wendy Martinez	Wendy Martinez	9622 51st Place
FRANCISCO RAMOS		9623 51ST PL
Matt Townsend	Matt Townsend	9626 51st Pl
HUGO BARILLAS		9628 51 ST PL
Jesus Bravo		9634 51 ST PL
ALHASSAN ALI M.	Ali	9627 51st Place
JACQUELINE VAzone		9625 51ST Place

Return completed form to the City Clerk's Office, 4500 Knox Road, College Park, MD 20740, 240-487-3501.

C:\Documents and Settings\Yvette Jones\My Documents\Forms\PETITION FOR PERMIT PARKING.doc

MEMORANDUM

TO: Janeen S. Miller, City Clerk

FROM: Jim Miller, Parking Enforcement Manager

DATE: November 25th, 2019

SUBJECT: Petition Request for Installation of Residential Permit Restricted Parking for the 9600 block of 51st Place

ISSUE

The citizens of the 9600 block of 51st Place (9621 – 9629) have submitted a petition to the City Clerk's Office hereby requesting that residential permit parking be installed on their street, from the intersection with Hollywood Road, extending north and east to the intersection with Narragansett Parkway. This is in response to an overcrowding of vehicles parking within the proposed affected area on a daily basis that do not belong to the residents who reside therein. The petitioners have further requested that the permit restrictions for this area be enforced Monday through Friday, twenty-four (24) hours per day, by permit only.

SUMMARY

Following this study, as conducted by the Parking Enforcement Division of the Department of Public Services, it has been determined that the petition submitted meets all elements required within the City Code under Chapter §151- 1 and §151- 2, as 81.8% of the households in the proposed affected area have signed. This figure does not include 9629 51st Place or 9636 51st Place, as these properties are already part of the area designated as permit zone 2B.

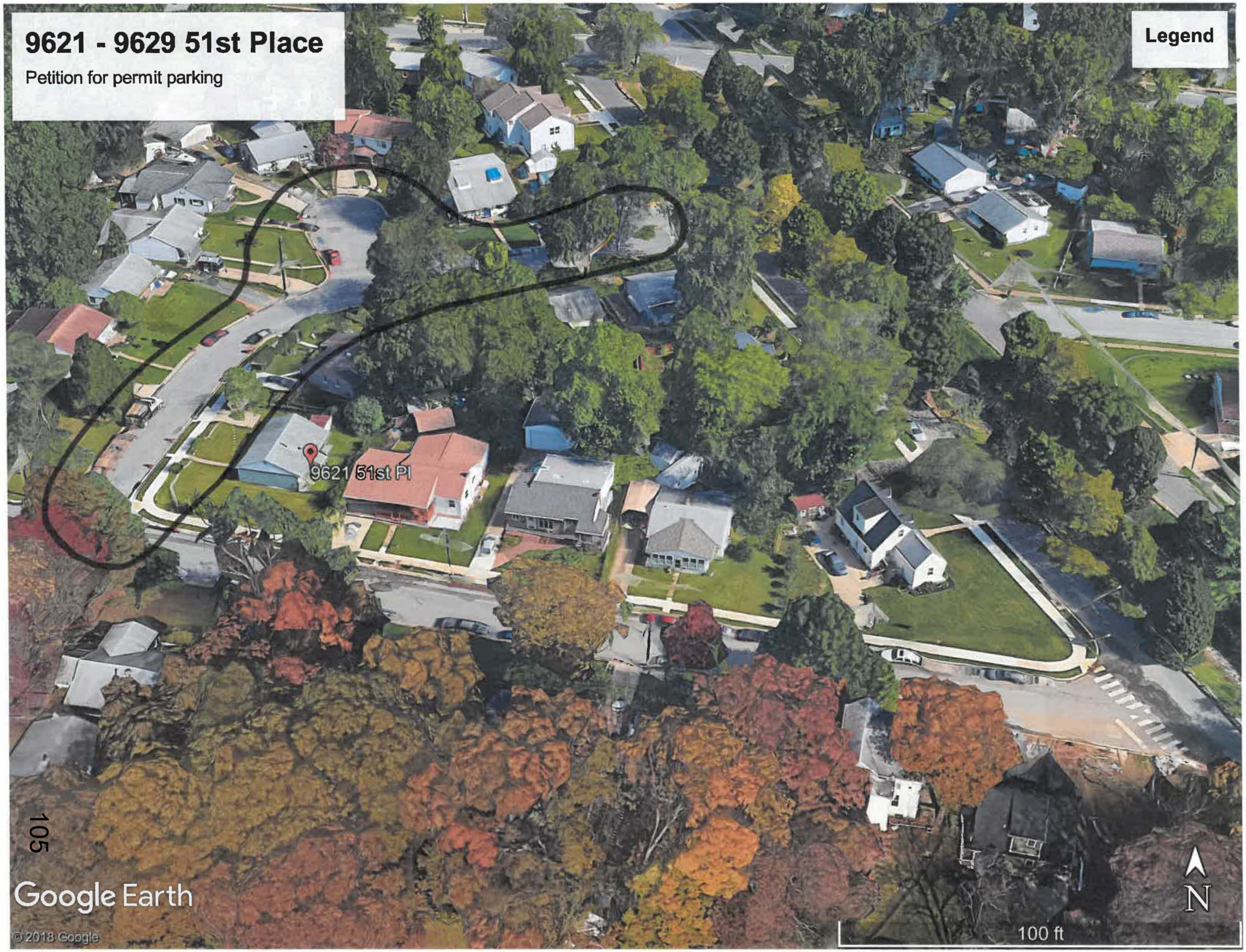
RECOMMENDATION

Based upon the aforementioned information, it is the recommendation of this department that this petition be approved, forwarded to the Mayor and Council for consideration, and that residential permit parking signs be installed in the affected area to satisfy the needs of the citizens as soon as possible.

CC:
S. Somers
B. Ryan

9621 - 9629 51st Place

Petition for permit parking



City of College Park, MD
Monday, November 25, 2019

Chapter 151. Permit Parking

§ 151-1. Promulgation of rules and regulations.

Under the provisions of § **184-9**, Permit parking in restricted residential areas, of the Code of the City of College Park, the following rules and regulations are promulgated:

A. A request for permit parking may be initiated by the Mayor and Council or by petition from one or more residents.

B. Permit parking requests must be for a minimum area of both sides of a street one standard city block in length or the equivalent.

§ 151-2. Petition requirements.

A. The petition must clearly state:

(1) Why permit parking is considered necessary.

(2) The limits of the desired permit parking area.

(3) The desired days and times that permit parking would be in force.

(4) That the parking permits may carry a charge that will reimburse the city for all or part of the costs of the necessary materials and the administration of the program.

B. Petitions shall be signed by one person, usually the head of the household, representing one single-family residence or by the owner or his/her agent representing all of his/her tenants in a multifamily structure. The address of each petitioner must be shown.

C. The petitioners, each representing one single-family residence in the affected area, must represent two-thirds (2/3) of the single-family dwelling units in the affected area.

20-G-32

Request for Consideration
HB 351
Land Use and Vehicle Miles

HOUSE BILL 351

R2 0lr1534

By: **Delegates Stewart, Lierman, Barron, Boyce, Hettleman, Lehman, R. Lewis, Love, Moon, Palakovich Carr, Shetty, Solomon, Terrasa, and Wells**

Introduced and read first time: January 20, 2020
Assigned to: Environment and Transportation

A BILL ENTITLED

AN ACT concerning

Land Use and Vehicle Miles Traveled Workgroup

FOR the purpose of establishing the Land Use and Vehicle Miles Traveled Workgroup; stating the purpose of the Workgroup; providing for the composition, chair, and staffing of the Workgroup; prohibiting a member of the Workgroup from receiving certain compensation, but authorizing the reimbursement of certain expenses; authorizing the Workgroup to establish subcommittees and collaborate with expert witnesses; requiring the Workgroup to review and develop a certain strategy; requiring the Workgroup to report its interim and final findings and recommendations to the Governor and the General Assembly on or before certain dates; providing for the termination of this Act; and generally relating to the Land Use and Vehicle Miles Traveled Workgroup.

Preamble

WHEREAS, Transportation–related activities are the largest producer of greenhouse gas emissions in the State; now, therefore,

SECTION 1. BE IT ENACTED BY THE GENERAL ASSEMBLY OF MARYLAND, That:

(a) There is a Land Use and Vehicle Miles Traveled Workgroup.

(b) The purpose of the Workgroup is to develop a State strategy that identifies State and local land use policies, business incentives, and transportation policies, investments, and programs to:

(1) reduce vehicle miles traveled in the State;

(2) identify any barriers to improving transit–oriented development or

EXPLANATION: **CAPITALS INDICATE MATTER ADDED TO EXISTING LAW.**
[Brackets**]** indicate matter deleted from existing law.

reducing vehicle miles traveled;

(3) design and align land use and transportation investments to:

(i) leverage existing public transit;

(ii) increase proximity between daily activities; and

(iii) reduce State and local costs;

(4) incentivize business locations near transit or transit opportunities; and

(5) reduce combined household and transportation costs, especially for low–income households for whom transportation costs are a greater burden, by providing more affordable housing close to jobs and transit, with improved proximity and access to daily needs.

(c) The Workgroup consists of the following members:

(1) one member of the Senate of Maryland, appointed by the President of the Senate;

(2) one member of the House of Delegates, appointed by the Speaker of the House;

(3) one representative of the Central Maryland Transportation Alliance, designated by the Central Maryland Transportation Alliance;

(4) one representative of Preservation Maryland associated with the Smart Growth Maryland program, designated by Preservation Maryland;

(5) one representative of the Coalition for Smarter Growth, designated by the Coalition for Smarter Growth;

(6) one representative of the Center for Mobility Equity, designated by the Center for Mobility Equity;

(7) one representative of the Sierra Club Maryland Chapter, designated by the Sierra Club Maryland Chapter;

(8) two representatives of business organizations, appointed jointly by the President of the Senate and the Speaker of the House;

(9) one representative of the Maryland Transit Administration, appointed by the Governor;

(10) one representative of the Department of Planning, appointed by the

Governor;

(11) one representative of the State Highway Administration, appointed by the Governor;

(12) one representative of the Department of Commerce, appointed by the Governor;

(13) two representatives of affordable housing advocacy organizations, appointed jointly by the President of the Senate and the Speaker of the House;

(14) four representatives of Maryland cities and counties, appointed jointly by the President of the Senate and the Speaker of the House; and

(15) the following ex officio members:

(i) the Secretary of Planning, or the Secretary's designee;

(ii) the Secretary of Transportation, or the Secretary's designee; and

(iii) the Secretary of General Services, or the Secretary's designee.

(d) The Department of Legislative Services shall provide staff for the Workgroup.

(e) The Workgroup shall designate a chair from among its members.

(f) The Workgroup may establish subcommittees and collaborate with expert witnesses as necessary to fulfill its duties.

(g) A member of the Workgroup:

(1) may not receive compensation as a member of the Workgroup; but

(2) is entitled to reimbursement for expenses under the Standard State Travel Regulations, as provided in the State budget.

(h) The Workgroup shall review:

(1) the role of vehicle miles traveled in reducing greenhouse gas emissions;

(2) the role of induced demand in transportation network development;

(3) fiscal implications of land use development patterns;

(4) determinants of household housing and transportation costs;

(5) the role of land use, community design, State and local zoning policies,

local street grids, parking policy and pricing, and availability of transit in reducing vehicle miles traveled;

(6) existing State and local initiatives that impact vehicle miles traveled; and

(7) new methods for measuring access to jobs and services, and methods for using these measures to inform State, regional, and local transportation policy and investment decisions.

(i) The Workgroup shall develop a State strategy to reduce vehicle miles traveled that:

(1) accounts for vehicle miles traveled by new land uses;

(2) identifies land use initiatives that:

(i) increase proximity between jobs, housing, and services;

(ii) improve access to existing and planned public transit; and

(iii) reduce vehicle miles traveled;

(3) addresses equity by reducing combined housing and transportation costs, and increasing proximity to jobs and services for lower income populations; and

(4) ensures that long–term costs to provide government services to existing and new land uses are supported by tax revenues and other benefits of that land use, such as job creation and affordable housing.

(j) (1) On or before December 15, 2020, the Workgroup shall report its interim findings and recommendations to the Governor and, in accordance with § 2–1257 of the State Government Article, the General Assembly.

(2) On or before December 31, 2021, the Workgroup shall report its final findings and recommendations to the Governor and, in accordance with § 2–1257 of the State Government Article, the General Assembly.

SECTION 2. AND BE IT FURTHER ENACTED, That this Act shall take effect July 1, 2020. It shall remain effective for a period of 2 years and, at the end of June 30, 2022, this Act, with no further action required by the General Assembly, shall be abrogated and of no further force or effect.

20-G-33

Request for Consideration
SB490
Human/Youth Services
Funding

SENATE BILL 490

D5 0lr1945
CF 0lr2623

By: **Senators Peters, Augustine, and King**
Introduced and read first time: January 29, 2020
Assigned to: Budget and Taxation

A BILL ENTITLED

AN ACT concerning

Human Services – Youth Services Bureaus – Funding

FOR the purpose of repealing a requirement that certain substance use disorder assessment and referral training be provided by a certain entity; repealing a requirement that youth services bureaus provide alternative leisure activities; repealing a requirement that the proposed budget of the Department of Human Services list eligible youth services bureaus and estimate the amount of State funds to allocate to each; requiring State matching funds for a youth services bureau to be paid directly to its private sponsor; requiring the Governor to include a certain amount of funding in the annual budget bill for youth services bureaus; providing for the allocation of certain funds in a certain manner; altering a certain definition; updating obsolete terminology; and generally relating to youth services bureaus.

BY repealing and reenacting, with amendments,
Article – Human Services
Section 9–233
Annotated Code of Maryland
(2019 Replacement Volume and 2019 Supplement)

SECTION 1. BE IT ENACTED BY THE GENERAL ASSEMBLY OF MARYLAND, That the Laws of Maryland read as follows:

Article – Human Services

9–233.

(a) In this section, "youth services bureau" means a community–based entity that is operated:

(1) to provide community–oriented delinquency prevention, youth suicide

EXPLANATION: **CAPITALS INDICATE MATTER ADDED TO EXISTING LAW.**
[Brackets**]** indicate matter deleted from existing law.

prevention, drug and alcohol **[**abuse**]** **USE DISORDER** prevention, and youth development;

(2) to ameliorate conditions that contribute to delinquency, youth suicide, drug and alcohol **[**abuse**]** **USE DISORDER**, and family disruption; and

(3) to function as an advocate of youth needs.

(b) (1) The Department shall adopt regulations that set eligibility guidelines for State funding of youth services bureaus under this section.

(2) The regulations shall require that each youth services bureau that receives State funding:

(i) provide, at convenient hours:

1. individual, family, or group counseling;

2. referral and information services;

3. crisis intervention, including intervention relating to youth suicide prevention;

4. alcohol and drug **[**abuse**]** **USE DISORDER** assessment and referral services by staff who have received substance **[**abuse**]** **USE DISORDER** assessment and referral training **[**from the Office of Education and Training for Addiction Services (OETAS) in the Maryland Department of Health or from any other entity that the Secretary determines to be qualified to provide substance abuse assessment and referral training**]**;

5. informal counseling; and

6. in accordance with the needs of the community and subject to the availability of funds:

A. tutoring;

B. **[**alternative leisure activities;

C.**]** employment assistance;

[D.**]** **C.** community education, including training and information relating to youth suicide prevention;

[E.**]** **D.** aftercare services; and

[F.**]** **E.** other specialized services;

(ii) subject to subsection (c)(2) of this section, provide the services described in item (i) of this paragraph free of charge or at a rate that its board of directors establishes, in consultation with the Department, that is based on the client's family income; and

(iii) dispose of all information and records on each individual receiving services from the youth services bureau 5 years after services to the individual terminate.

(c) (1) A youth services bureau may retain any fees charged under subsection (b)(2)(ii) of this section.

(2) The fees authorized under subsection (b)(2)(ii) of this section do not apply to youth referred to a youth services bureau by court order.

(d) (1) The Department shall:

(i) monitor the operations of each youth services bureau that receives State funding;

(ii) evaluate annually the effectiveness of each youth services bureau; and

(iii) discontinue funding a youth services bureau that is ineffective or that, for 2 years, fails to meet the eligibility guidelines for State funding.

(2) The Department shall review and approve or disapprove an application for State funding of a youth services bureau or proposed youth services bureau.

(e) (1) (i) The State and the local government shall jointly fund an eligible youth services bureau.

(ii) The State shall provide 75% of the funding for an eligible youth services bureau, as provided in the State budget.

(2) At the times that the Department specifies, each eligible youth services bureau shall submit a proposed annual budget to the Department for review and approval.

(3) **[**The proposed budget of the Department shall list the eligible youth services bureaus and estimate the amount of State funds to be allocated to each.

(4)**]** (i) The local governing body that provides the matching funds for an eligible youth services bureau **[**may choose to have**]** **SHALL HAVE** the State funds for the youth services bureau paid directly to its private sponsor **[**or to the local governing body**]**.

(ii) Before the State funds are paid, the fiscal officer of the local government shall certify in writing the source of the matching funds provided by the local

government.

(F) (1) FOR FISCAL YEAR 2022, AND FOR EACH FISCAL YEAR THEREAFTER, THE GOVERNOR SHALL INCLUDE AT LEAST $1,800,000 IN THE ANNUAL BUDGET BILL TO FUND YOUTH SERVICES BUREAUS THAT MEET THE REQUIREMENTS OF SUBSECTION (B) OF THIS SECTION.

(2) (I) EXCEPT AS PROVIDED IN SUBPARAGRAPH (II) OF THIS PARAGRAPH, FROM THE FUNDING PROVIDED UNDER PARAGRAPH (1) OF THIS SUBSECTION, EACH YOUTH SERVICES BUREAU SHALL RECEIVE AT LEAST $100,000 EACH FISCAL YEAR.

(II) IF A YOUTH SERVICES BUREAU SERVES MORE THAN ONE LOCAL JURISDICTION, THE YOUTH SERVICES BUREAU SHALL RECEIVE AT LEAST $100,000 FOR EACH LOCAL JURISDICTION PROVIDING MATCHING FUNDS UNDER SUBSECTION (E) OF THIS SECTION.

SECTION 2. AND BE IT FURTHER ENACTED, That this Act shall take effect July 1, 2020.

20-G-31

Appointments to Boards and Committees

Please note that the terms for these appointments will end on June 30, 2020

Mayor Wojahn:

- Reappoint Tom Davis to the Veterans Memorial Committee

Councilmember Kabir:

- Reappoint James Meyer to the Tree and Landscape Board
- Reappoint Seth Gomaljak to the Veterans Memorial Committee

Councilmember Day:

- Reappoint Rita Zito to the Veterans Memorial Committee

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Memorandum

TO: **Bill Gardiner, Assistant City Manager**
City of College Park

FROM: **Leonard L. Lucchi, Esquire**
Eddie L. Pounds, Esquire
City Lobbyists

DATE: **February 7, 2020**

RE: **Weekly Report #4**

Here is a listing pertinent bills of interest that we are tracking for the City:

1.	**PG 108-20**	M-NCPPC – Summer Math, Reading, and Science Pilot Program – For the purpose of creating a Summer Math, Reading, and Science Pilot Program. M-NCPPC is to coordinate with the Prince George's County public school system to integrate academic content into summer parks and recreation programs. **Bill received an Unfavorable Report from the Bi-County Committee.**
2.	**PG 303-20**	Prince George's County – Alcoholic Beverages – Shopping Center – Authorization of a Class B-SC (Shopping Center) 7-day beer, wine, and liquor license.
3.	**PG 308-20**	Prince George's County – Alcoholic Beverages – Licenses for Supermarkets – Authorizes Class A beer and light wine license for use in a supermarket.
4.	**PG 401-20**	Prince George's County – Authority to Impose Fees for Use of Disposable Bags – Authorizes the County to impose a fee on retail establishments for the use of disposable bags.
5.	**HB 5 (SB 161)**	Crimes – Hate Crimes – Use of an Item or a Symbol to Threaten or Intimidate - Prohibits a person from placing or inscribing an item or a symbol, including an actual or depicted noose or swastika, whether temporary or permanent, on any real or person property, public or

private, without the express permission of the owner or specific persons, with the intent to threaten or intimate any person or group of persons. Violators are guilty of a misdemeanor, punishable by imprisonment for up to three years and/or a $5,000 fine. **House Bill was heard by the House Judiciary Committee on January 16, 2020. House Bill passed Third Reader, as amended and has been referred to the Senate Judicial Proceedings Committee. Senate Bill was heard by the Senate Judicial Proceedings Committee on January 29, 2020. Bill is supported by MML. Strong likelihood of passage.**

6. **HB 8**

Illegal Dumping and Litter Control Law – Yard Waste – Bill expands illegal dumping to include "yard waste" and imposes a mandatory misdemeanor penalty and fine for violation. **Bill was heard on Jan. 29, 2020 by the House Environment & Trans. Committee. MML is supporting this bill with an amendment. Moderate likelihood of passage.**

7. **HB 42 (SB 67)**

Public Information Act - Applications for Inspection – Responses and Time Limits - Decreasing the time periods within which a custodian is required to grant or deny a certain application to inspect a public record and produce a public record in response to an approved application; altering the circumstances under which and the time period within which a custodian is required to indicate certain information in writing or by e-mail; decreasing from 10 to 5 working days. **House Bill will be heard by the House Health & Government Operations Committee on February 11, 2020. Senate Bill will be heard by the Senate Education, Health and Environmental Affairs Committee on March 10, 2020. Bill is opposed by MML. Low likelihood of passage.**

8. **HB 52**

Local Government – Lemonade Stands – Prohibition on Regulation by Local Law - Prohibiting a municipality, a county, or any other political subdivision from adopting or enforcing a local law prohibiting or regulating the sale of lemonade or other nonalcoholic beverages by individuals under the age of 18 from a stand on private property. **Bill was heard by the House Environ & Tran. Committee on Jan. 28, 2020.**

9. **HB 70**

Vehicle Laws – Intersections – Prohibited Acts - Prohibiting a vehicle facing a circular green signal, a green arrow signal, or a steady yellow signal from entering an intersection if the vehicle is unable to safely and completely proceed through the intersection. **Bill was heard by the House Environ & Trans. Committee on January 30, 2020.**

10. **HB 78 (SB 172)**

Bay Restoration Fund – Authorized Uses - This bill expands the criteria used to determine how to allocate funding from the Bay Restoration Fund (BRF) Wastewater Account by including climate resiliency and flood control as issues for the Maryland Department of the Environment (MDE) to consider when determining the priority of funding for specified projects. The bill also adds "volume or quality control" to the types of stormwater control measures that a local government can receive BRF funding for if the local government has implemented a system of

charges to fully fund a stormwater management program. The bill takes effect July 1, 2020. **House Bill was heard by the House Environ & Trans. Committee on January 29, 2020. Senate Bill was heard by Senate Education, Health & Environ. Affairs Committee on January 29, 2020. Bill is supported by MML.**

11. HB 125 (SB 148)

Board of Public Works – Land Acquisition – Requirements - This bill prohibits the Board of Public Works (BPW) from approving the acquisition of specified real property worth at least $500,000 unless (1) BPW provides the Legislative Policy Committee (LPC) with specified information and (2) in some circumstances, a study is done regarding the ongoing fiscal effect of the acquisition on the State. The bill does not apply to specified acquisitions of (1) property for land preservation and conservation purposes, primarily by the Department of Natural Resources (DNR); (2) property at the Port of Baltimore or Baltimore/Washington International Thurgood Marshall Airport; or (3) federally owned military property. The bill takes effect June 1, 2020. **House Bill was heard by the House Health & Government Operations Committee on February 4, 2020. Senate Bill was heard by the Senate Education, Health and Environmental Affairs Committee on January 29, 2020. Bill is supported by MML and has a high likelihood of passage.**

12. HB 127 (SB 287)

Maryland Arts and Culture Capital Grant Program - This bill establishes the Maryland Arts and Culture Capital Grant Program. The Maryland State Arts Council (MSAC) must administer the program and hire at least one full-time coordinator for the program. From fiscal 2022 through 2027, the Governor must appropriate $10.0 million annually to the program. The council must award the total amount each year, split evenly between two types of eligible recipients, subject to specified requirements. The bill takes effect July 1, 2020. **House Bill was heard by the House Appropriations Comm on January 28, 2020. Senate Bill was heard by the Senate Budget & Taxation Committee on January 29, 2020. Bills are supported by MML.**

13. HB 130 (SB 319)

Vehicle Laws – Move Over Safety Monitoring System – Authorization – Bill would authorize certain first responder vehicles, including police, fire and ambulance, to have video monitoring systems installed for the purpose of recording those vehicle operators who fail to move over on the approach of an emergency vehicle. **House Bill was heard by the House Environment & Trans. Committee on February 6, 2020. Senate Bill was heard by the Senate Judicial Proceedings Committee on February 6, 2020. Bills are supported by MML. High likelihood of passage.**

14. HB 166

Criminal Procedure – Law Enforcement Procedures – Use of Force - This bill establishes circumstances under which a police officer is justified in using force and deadly force. It also establishes what a trier of fact must consider when assessing whether the police officer's beliefs

and actions were reasonable. **Bill is opposed by MML. Bill hearing has been cancelled.**

15. HB 185 (SB 223)

Commission on Tax Policy, Reform, and Fairness –This bill establishes the Commission on Tax Policy, Reform, and Fairness to be staffed by the Department of Legislative Services (DLS). The commission must report its preliminary findings and recommendations to the Governor and General Assembly by December 1, 2020, and its findings and recommendations to the Governor and General Assembly by December 1, 2021. The bill takes effect June 1, 2020, and terminates June 30, 2022. **House Bill was heard by the House Ways & Means Committee on February 4, 2020. Senate Bill was heard by the Senate Budget & Taxation Committee on January 29, 2020. Bill is supported by MML and has a high likelihood of passage.**

16. HB 209 (SB 313)

Plastics and Packaging Reduction Act – This bill prohibits a store from providing a customer with a "plastic carryout bag" and requires a store to charge, collect, and retain at least 10-cents for each "durable carryout bag" provided to a customer. The appropriate unit of county government must enforce these provisions, and the bill establishes a civil penalty for violations. The Maryland Department of Labor (MDL) must adopt implementing regulations. The bill also establishes the Single-Use Products Workgroup, staffed by the Maryland Department of the Environment (MDE); the workgroup must submit a report of its findings and recommendations to the Governor and the General Assembly by December 1, 2020. The bill's provisions relating to the workgroup take effect July 1, 2020, and terminate June 30, 2021. The bill's other provisions take effect July 1, 2021. **House Bill will be heard by the House Environment and Transportation Committee on February 11, 2020. Senate Bill will be heard by the Senate Finance Committee on February 20, 2020.**

17. HB 223

End Ineffective Business Subsidies Act of 2020 – This bill prohibits the Secretary of Commerce from designating or expanding certain enterprise zones and focus areas on or after June 1, 2020; provides for the termination of the One Maryland Economic Development Tax Credit Program on January 1, 2022; applies the Opportunity Zone Enhancement Program to taxable years 2019 through 2021; and prohibits the Department of Commerce from issuing tax credit certificates to certain investors in certain biotechnology companies on or after January 1, 2022. **Bill will be heard by the House Ways & Means Committee on February 12, 2020. Bill is opposed by MML and is likely to fail.**

18. HB 258 (PG 408-20)

Prince George's County – State Highways – Toll Facilities – Prohibits a State agency, including the Maryland Transportation Authority, from acquiring or constructing any toll road, toll highway, or toll bridge in Prince Georges County unless authorized by Prince George's County by local law. **Bill will be heard by the House Environment & Trans. Committee on February 20, 2020.**

19. **HB 280 (SB 234)**

Vehicle Laws - Suspension of Driver's License or Registration - Unpaid Citations or Judgments – This bill alters the requirements and procedures governing certain programs that authorize installment payments for certain motor vehicle traffic citations or judgment debts under certain circumstances; repeals the requirement that the Motor Vehicle Administration suspend a person's driver's license and vehicle registration for failure to pay a traffic citation or request a trial; and authorizes the Administration to initiate an action for a certain civil judgment for an unpaid traffic citation under certain circumstances. **House Bill will be heard by the House Environment & Transportation Committee on February 19, 2020 (rescheduled from February 6, 2020). Senate Bill was heard by the Senate Judicial Proceedings Committee on February 4, 2020. Bill is opposed by MML and is likely to fail.**

20. **HB 292 (SB 229)**

Toll Roads, Highways, and Bridges - County Government Consent Requirement – Expansion - This bill expands the requirement that a State agency receive the express consent of a majority of the affected Eastern Shore county governments before it constructs a toll road, toll highway, or toll bridge in those counties. Under the bill, this requirement is expanded to apply to all counties in the State (including Baltimore City) if they are affected by any such toll road, toll highway, or toll bridge. **House Bill will be heard by the House Environment & Trans. Committee on February 13, 2020. Senate Bill hearing has been cancelled.**

21. **HB 299**

Public-Private Partnership Projects - Real Property Acquisition – Prohibition - Prohibiting a State agency or its designee from acquiring residential real property for a public-private partnership project that includes the addition of toll lanes to I-495 or I-270. **Bill will be heard by the House Environment & Trans. Committee on February 11, 2020.**

22. **HB 301**

Public Safety – Task Force on Missing Persons - This bill establishes a Task Force on Missing Persons. The State agencies represented on the task force must provide staff for the task force. The task force must report its findings and recommendations to the Governor and the General Assembly by December 31, 2021. The bill takes effect July 1, 2020, and terminates June 30, 2022. **Bill was heard by the House Judiciary Committee on February 4, 2020. Bill is supported by MML and has a high chance of passage.**

23. **HB 351**

Land Use and Vehicle Miles Traveled Workgroup - This bill establishes a Land Use and Vehicle Miles Traveled Workgroup to develop a State strategy that identifies State and local land use policies, business incentives, and transportation policies, investments, and programs to reduce vehicle miles traveled (VMT) in the State and meet other related goals. The Department of Legislative Services (DLS) must provide staff for the workgroup. By December 15, 2020, the workgroup must report its interim findings and recommendations to the Governor and the

General Assembly; its final findings and recommendations must be submitted by December 31, 2021. The bill takes effect July 1, 2020, and terminates June 30, 2022. **Bill will be heard by the House Environment & Transportation Committee on February 12, 2020. Bill is supported by MML and has a high likelihood of passage.**

24. HB 359 (SB 277)

Clean Cars Act of 2020 – Extension, Funding and Reporting – This bill extends and alters, for certain fiscal years, the Electric Vehicle Recharging Equipment Rebate Program and vehicle excise tax credit for the purchase of certain electric vehicles; repeals the limitation on the maximum total purchase price of certain vehicles; requires the Maryland Zero Emission Electric Vehicle Infrastructure Council to issue certain reports on or before certain dates; and alters the amount required to be transferred each year from the Maryland Strategic Energy Investment Fund to the Transportation Trust Fund**. House Bill will be heard by the House Environment and Transportation Committee on February 13, 2020. Senate Bill will be heard by the Senate Finance Committee on February 11, 2020.**

25. HB 401 (SB 758)

Public Information Act - Remote Access, Fee Complaints, Fee Waivers, and Inspection of Judicial Records (Open Government, Better Government Act) – This bill establishes the intent of the General Assembly that each official custodian adopt an internet use policy and other technological advances to expand remote access to public records and increase the transparency of government; requires the Public Information Act Compliance Board to receive, review, and resolve certain complaints alleging that a custodian unreasonably failed to waive a fee under certain circumstances; and alters the minimum fee charged under which the Board has authority to review a complaint. **House Bill will be heard by the House Judiciary Committee on February 12, 2020. Senate Bill will be heard by the Senate Judicial Proceedings Committee on February 18, 2020. Bill is opposed by MML and has a low likelihood of passage.**

26. HB 502 (SB 590)

Public Information Act – Revisions – This bill requires each official custodian to adopt a certain policy of proactive disclosure; requires each official custodian to publish annual reports online, to the extent practicable; requires the Public Information Act Compliance Board to receive, review, and resolve certain complaints from applicants and applicants' designated representatives; and requires the Board to receive and review complaints from any custodian alleging that an applicant's request or pattern of requests is frivolous or vexatious. **House Bill will be heard by the House Health & Government Operations Committee on February 11, 2020. Senate Bill will be heard by the Senate Education, Health and Environmental Affairs Committee on February 13, 2020. Bill is supported with amendments by MML. Bill has a moderate likelihood of passage.**

27. HB 561 (SB 315)

Electric Industry – Community Choice Energy – This bill applies certain laws regarding net energy metering and community solar generating

systems to customers served by a community choice aggregator; repeals a provision that prohibits a county or municipal corporation from acting as an aggregator under certain circumstances; and establishes a process by which, beginning on October 1, 2021, a county or municipal corporation or group of counties or municipal corporations may form or join a community choice aggregator. **House Bill will be heard by the House Economic Matters Committee on February 13, 2020. Senate Bill will be heard by the Senate Finance Committee on February 25, 2020. Bill is supported by MML and has a high likelihood of passage.**

28. HB 607 (SB 305)

Public Safety – Crisis Intervention Team Center of Excellence – This bill establishes the Crisis Intervention Team Center of Excellence in the Governor's Office of Crime Control and Prevention to provide technical support to local governments, law enforcement, public safety agencies, behavioral health agencies, and crisis service providers and develops and implements a crisis intervention model program; requires the Office to appoint certain coordinators to the Center; requires the Center to take certain actions; a requires annual reporting. **House Bill will be heard by the House Judiciary Committee on February 18, 2020. Senate Bill will be heard by the Senate Judicial Proceedings Committee on February 11, 2020. Bill is supported by MML and has a high likelihood of passage.**

29. HB 709 (SB 490)

Human Services - Youth Services Bureaus – Funding – This bill repeals a requirement that the Department of Human Services identify eligible youth services bureaus and estimate the amount of State funds to allocate to each youth services bureau; requires State matching funds for a youth services bureau to be paid directly to its private sponsor; requires the Governor to include at least $1,800,000 in the annual budget bill for youth services bureaus; and provides for the allocation of the required funds. **House Bill will be heard by the House Appropriations Committee on February 18, 2020. Senate Bill will be heard by the Senate Budget & Taxation Committee on February 12, 2020.**

30. HB 1034 (SB 835)

County and Municipal Street Lighting Investment Act – Bill authorizes a county or municipality, after giving 60 days written notice to the electric company and the Public Service Commission, to convert its street lighting service to a certain alternative-energy-only tariff, submit a request to acquire certain street lighting equipment from the electric company, and enter into an agreement to purchase electricity for a certain use from any available electricity supplier under certain circumstances. **House Bill will be heard by the House Economic Matters Committee on March 5, 2020. Senate Bill will be heard by the Senate Education, Health and Environmental Affairs Committee on March 4, 2020.**

31. HB 1109 (SB 109)

Disabled Active Duty Service Members, Disabled Veterans, and Surviving Spouses - Exemption From Property Tax and Other Charges and Refunds - This bill exempts a dwelling house owned by a disabled

active duty service member, disabled veteran, or surviving spouse from specified governmental charges. The bill requires the State, a county, or a municipality to pay property tax refunds to a disabled active duty service member, disabled veteran, or surviving spouse under specified circumstances. The State, a county, or a municipality must pay interest on the refund under specified circumstances. The bill takes effect June 1, 2020, and applies retroactively to taxable years beginning after June 30, 2015. **House Bill is assigned to the House Ways and Means Committee and no hearing has been scheduled yet. Senate Bill was heard by the Senate Budget and Taxation Committee on January 22, 2020.**

32. HB 1155

Local Governments – Responsibility for Repairing or Replacing Sidewalks – Bill specifies that a county or municipality is responsible for repairing or replacing a sidewalk that becomes damaged as a result of a tree planted by the county or municipality; and prohibits a county or municipality from requiring a certain property owner to repair or replace, or contribute to the cost of repairing or replacing, a sidewalk that has become damaged as a result of a tree planted by the county or municipality. **Bill is assigned to the House Environment and Transportation Committee. No hearing has been scheduled yet.**

33. HB 1394 (SB 982)

Highway User Revenues - Revenue and Distribution – This bill repeals an exclusion of certain motor fuel tax revenue from distribution as highway user revenues to the Gasoline and Motor Vehicle Revenue Account; repeals an exception for highway user revenues to the requirement that supermajorities of the General Assembly approve transfers from the Transportation Trust Fund; and alters the amounts of capital grants calculated based on highway user revenues that are required to be appropriated to Baltimore City, counties, and municipalities in certain fiscal years. **House Bill is assigned to the House Environment and Transportation Committee. No hearing has been scheduled yet. Senate Bill will be heard by the Senate Budget and Taxation Committee on March 4, 2020.**

34. SB 03

Electronic Smoking Devices, Other Tobacco Products, and Cigarettes – Taxation and Regulation - Applying certain provisions of tax law regulating the sale, manufacture, distribution, possession, and use of cigarettes and other tobacco products to certain electronic smoking devices; altering the definition of "other tobacco products" to include certain consumable products and the components or parts of those products and to exclude certain other products. **Bill was heard by the Senate Budget & Taxation Committee on January 29, 2020.**

35. SB 109 (HB 1109)

Disabled Active Duty Service Members, Disabled Veterans and Surviving Spouses – Exemption from Property Tax and Other Charges and Refunds - This bill exempts a dwelling house owned by a disabled active duty service member, disabled veteran, or surviving spouse from specified governmental charges. The bill requires the State, a county, or a municipality to pay property tax refunds to a disabled active duty service

member, disabled veteran, or surviving spouse under specified circumstances. The State, a county, or a municipality must pay interest on the refund under specified circumstances. The bill takes effect June 1, 2020, and applies retroactively to taxable years beginning after June 30, 2015. **Senate Bill was heard by the Senate Budget & Taxation Committee on January 22, 2020. House Bill is assigned to the House Ways and Means Committee.**

36. SB 128

Local Government Animal Control Facilities – Adoption Fee Waiver for Veterans (Pets for Vets Act of 2020) - This bill requires an animal control facility operated by a county or municipality to waive the adoption fee for a dog or cat adopted by a veteran who presents specified identification that notes the individual is a veteran. An animal control facility may limit the number of adoption fee waivers granted to an individual to one dog and one cat within a six-month period. **Bill was heard by the Senate Education, Health and Environ. Affairs Committee on January 29, 2020.**

37. SB 209 (HB 654)

Criminal Law – Unruly Social Gatherings – Civil Penalties – This bill prohibits a person responsible for a private premise from conducting, causing, permitting, or aiding in the maintaining of any "unruly social gathering" on or in those premises. Violators are subject to the issuance of a civil citation and maximum penalties of $500 (for a first violation) and $1,000 (for a second or subsequent violation). A court may also order a violator to perform 20 hours of community service. Nothing in the bill prohibits a law enforcement officer from issuing a criminal citation or other civil citation under State or local law for violations arising out of the same circumstances. The bill may not be construed to preempt or prevail over any ordinance, resolution, law, or rule that is more stringent. **Senate Bill was heard by the Senate Judicial Proceedings Committee on January 29, 2020. House Bill will be heard by the House Judiciary Committee on February 18, 2020.**

38. SB 223 (HB 185)

Commission on Tax Policy, Reform and Fairness – This bill establishes the Commission on Tax Policy, Reform, and Fairness to be staffed by the Department of Legislative Services (DLS). The commission must report its preliminary findings and recommendations to the Governor and General Assembly by December 1, 2020, and its findings and recommendations to the Governor and General Assembly by December 1, 2021. The bill takes effect June 1, 2020, and terminates June 30, 2022. **Senate bill was heard by the Senate Budget & Taxation Committee on January 29, 2020. House bill was heard by the House Ways & Means Committee on February 4, 2020.**

39. SB 253 (HB 715)

State Finance and Procurement - Prohibited Appropriations - Magnetic Levitation Transportation System –This bill prohibits the State (or any unit or instrumentality of the State) from using any appropriation for a magnetic levitation (Maglev) transportation system located or to be located in the State. The bill also prohibits a public or private entity that receives money from the State from authorizing a permit or giving any

other form of approval for a Maglev system. Finally, the bill prohibits a proposal for a Maglev system from including the use of any Amtrak or CSX Transportation right-of-way. The bill takes effect June 1, 2020. **Senate Bill was heard by the Senate Budget & Taxation Committee on February 5, 2020. House Bill will be heard by the House Environment and Transportation Committee on February 21, 2020 and also by the House Appropriations Committee on February 25, 2020.**

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