

Existing Park & Ride Facilities



Legend

- Route 410 - Churchville/Bel Air to Downtown Baltimore
- Route 411 - Hickory/Bel Air to Downtown Baltimore/Johns Hopkins Hospital
- Route 412 - Forest Hill/Bel Air to Downtown Baltimore
- Route 420- Havre de Grace to Downtown Baltimore
- Bus Stops
- Park-n-Ride
- MARC / AMTRAK
- MARC Stations

Park & Ride Study - MD 152 & MD 24 Areas



Legend

- Privately Owned Parcels
- State Owned Parcels
- County Owned Parcels
- Parks
- Waterways
- Wetlands
- 100 Year Floodplain
- Streams

| PID | OWNER | MAP | PARCEL | ZONING | ACREAGE |
|-----|---------------------------------|-----|--------|--------|---------|
| 89 | CLAWSON JESSE H ESTATE OF ET AL | 61 | 380 | AG | 50.04 |
| 148 | GIRVIN DOROTHY M | 65 | 15 | R1 | 0.92 |
| 150 | GIRVIN DOROTHY M | 65 | 16 | C1 | 0.87 |
| 159 | HARFORD COUNTY COMMISSIONERS | 65 | 700 | C1 | 0.38 |
| 160 | HARMAYER ALBERT E & WF | 65 | 125 | R1 | 58.61 |
| 179 | COLEMAN PECKER'S GOLF WORLD LLC | 65 | 31 | C1 | 32.02 |
| 180 | SEWELL MICHAEL | 65 | 531 | C1 | 0.895 |
| 182 | COLEMAN PECKER'S GOLF WORLD LLC | 65 | 539 | C1 | 1.105 |
| 186 | DORNIC FATHER VAN TRUSTEE | 61 | 116 | AG | 79.21 |
| 198 | KRELL NORMAN R | 65 | 581 | B1 | 4.49 |
| 208 | MAGNOLIA LP | 61 | 115 | AG | 76.25 |
| 225 | COURT SQUARE ASSOCIATTS LLC | 65 | 43 | C1 | 2.65 |
| 397 | KEVIN WORTH ACQUISITIONS LLC | 65 | 43 | C1 | 1.42 |
| 440 | STATE ROADS COMMISSION | 65 | 699 | - | - |



I-95 SECTION 200 - I-95 / MD 152 Park & Ride

SITE SEARCH MAP



Legend

- 100 Privately Owned Parcels
- 450 State Owned Parcels
- 304 County Owned Parcels
- A Preferred Site
- B-G Potential Site Locations
- Site Considered & Dropped



I-95 SECTION 200 - I-95 / MD 152 Park & Ride

CURRENT USERS
ENTERING
I-95/MD 152 PARK & RIDE



| | ENTERING | |
|-------------------|------------------|------------------|
| | 7:00AM to 9:00AM | 4:00PM to 6:00PM |
| I-95 Northbound | 5% | 25% |
| I-95 Southbound | 28% | 21% |
| MD 152 Northbound | 8% | 21% |
| MD 152 Southbound | 58% | 33% |



I-95 SECTION 200 - I-95 / MD 152 Park & Ride

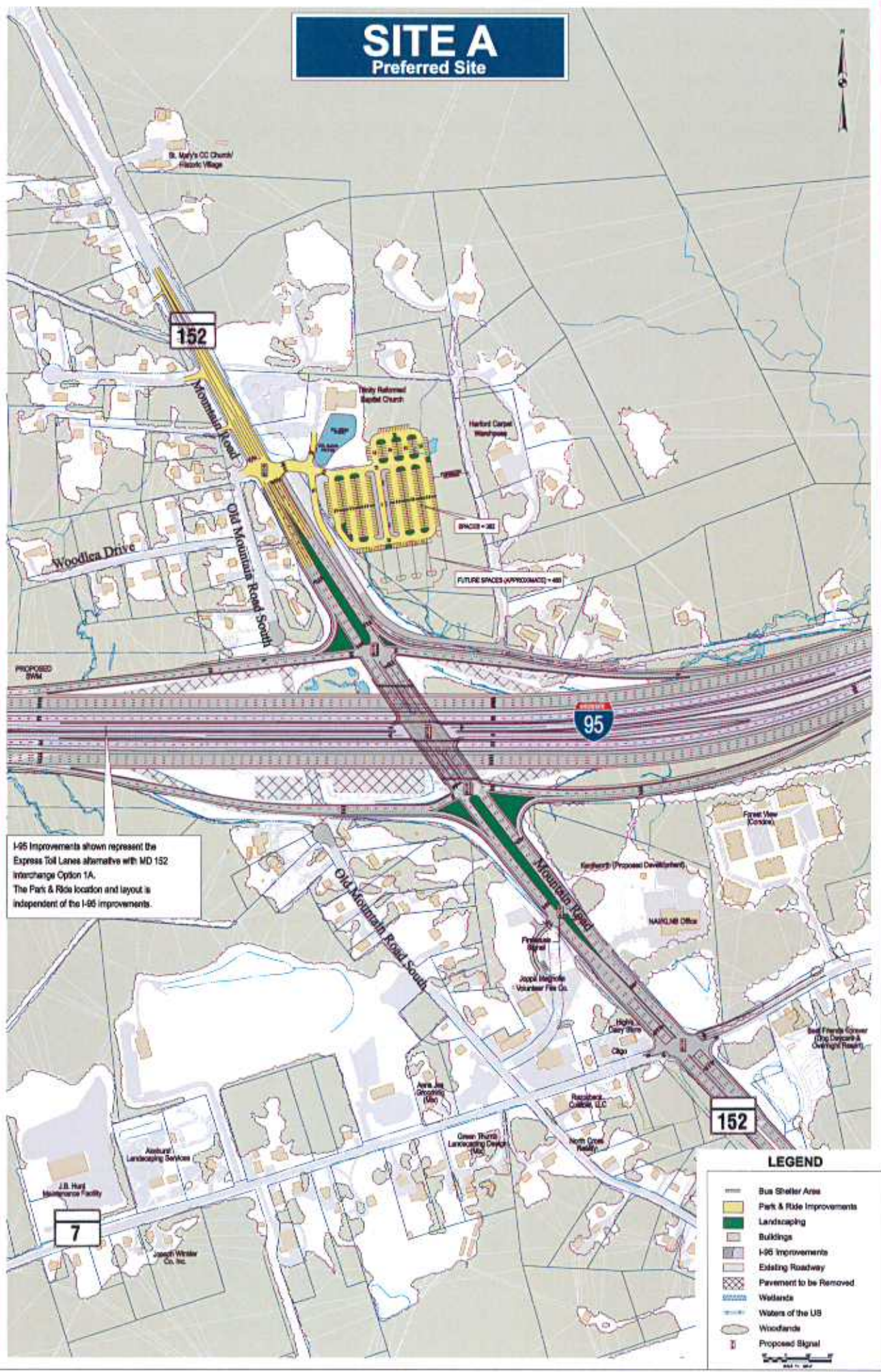
**CURRENT USERS
EXITING
I-95/MD152 PARK & RIDE**



| | EXITING | |
|-------------------|------------------|------------------|
| | 7:00AM to 9:00AM | 4:00PM to 6:00PM |
| I-95 Northbound | 3% | 27% |
| I-95 Southbound | 53% | 13% |
| MD 152 Northbound | 13% | 46% |
| MD 152 Southbound | 31% | 14% |



SITE A
Preferred Site



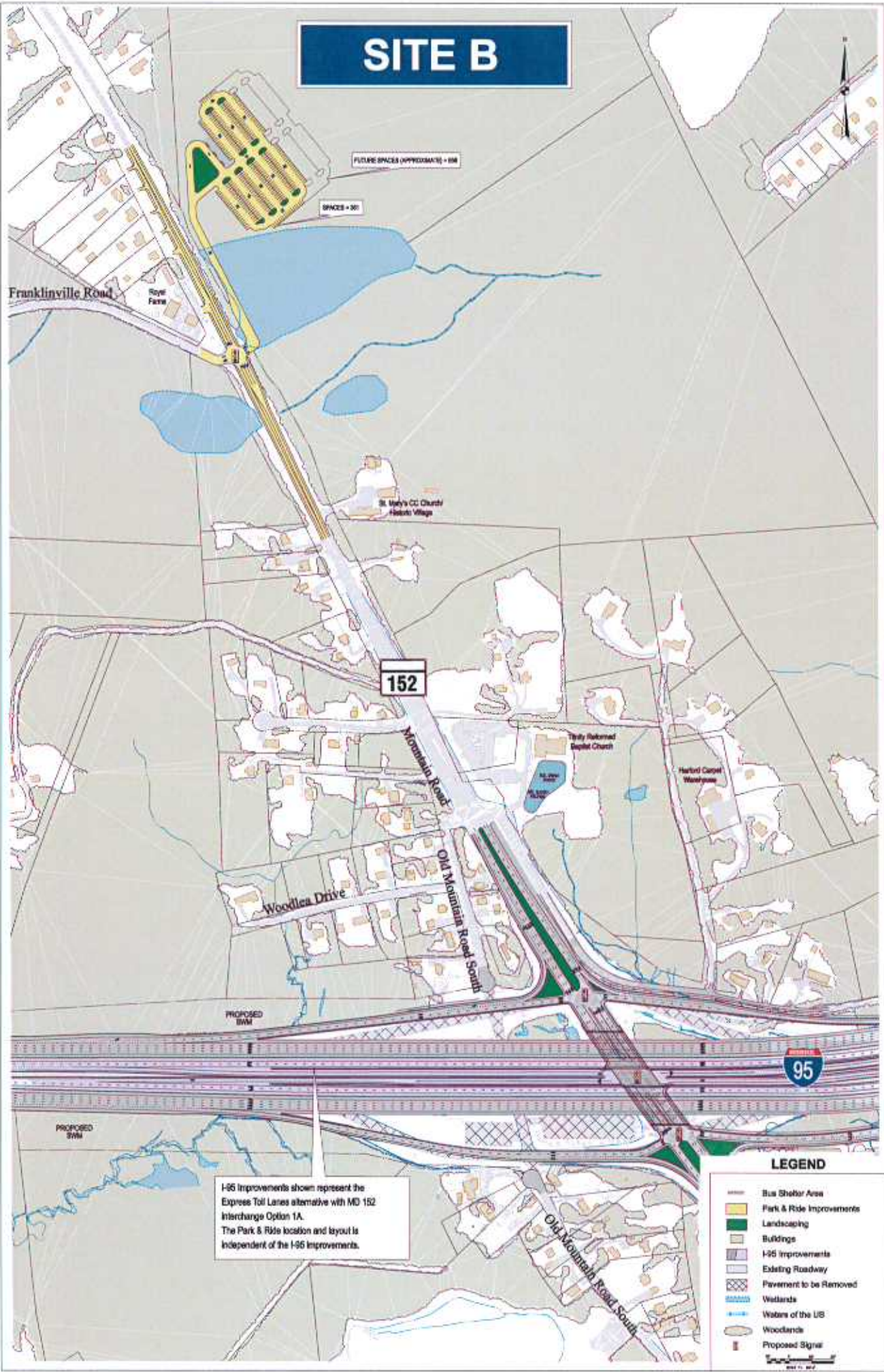
I-95 Improvements shown represent the Express Toll Lanes alternative with MD 152 interchange Option 1A. The Park & Ride location and layout is independent of the I-95 improvements.

LEGEND

- Bus Shelter Area
- Park & Ride Improvements
- Landscaping
- Buildings
- I-95 Improvements
- Existing Roadway
- Pavement to be Removed
- Wetlands
- Waters of the US
- Woodlands
- Proposed Signal

I-95 SECTION 200 - I-95 / MD 152 Park & Ride

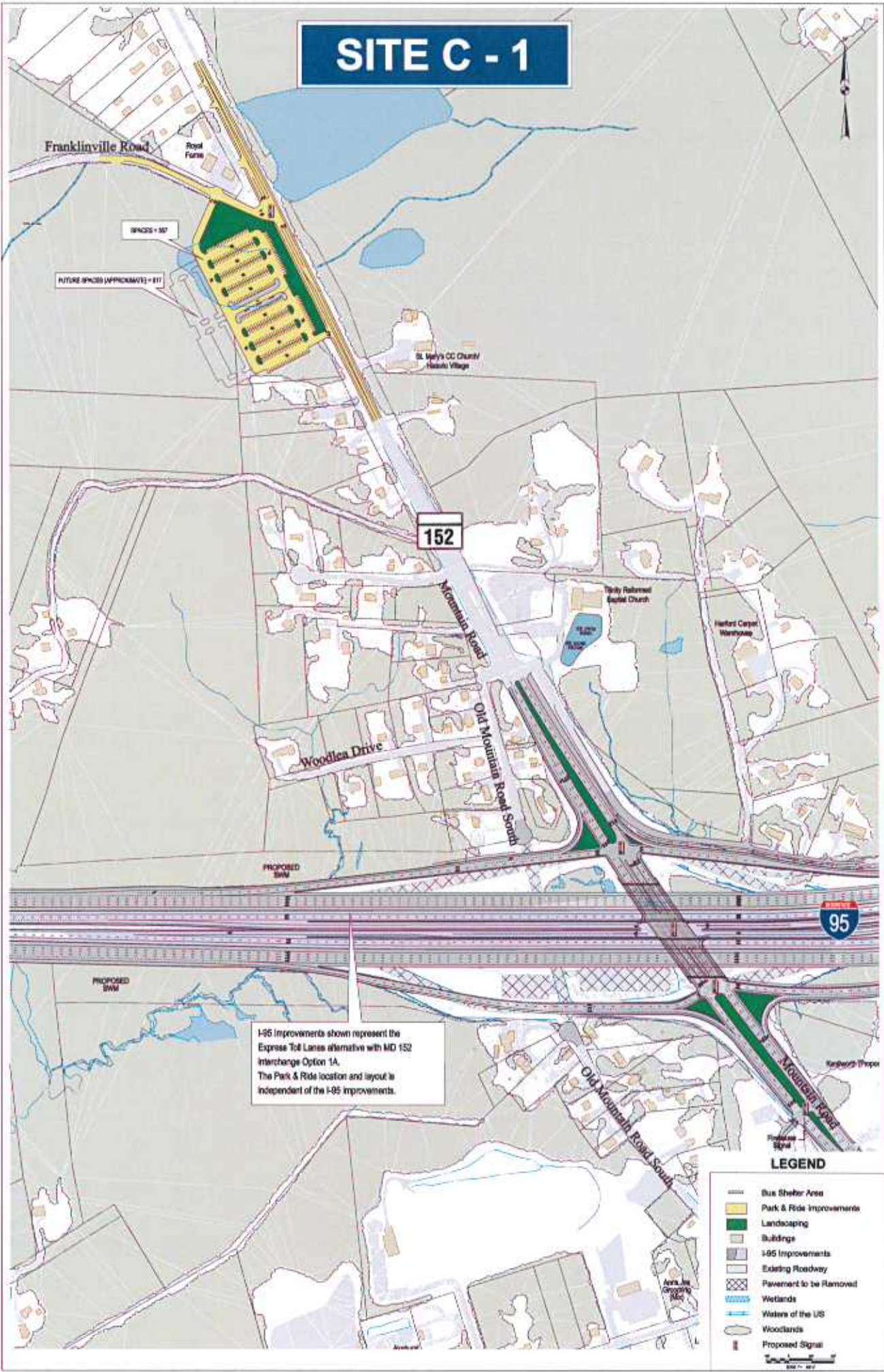
SITE B



I-95 Improvements shown represent the Express Toll Lanes alternative with MD 152 Interchange Option 1A. The Park & Ride location and layout is independent of the I-95 Improvements.

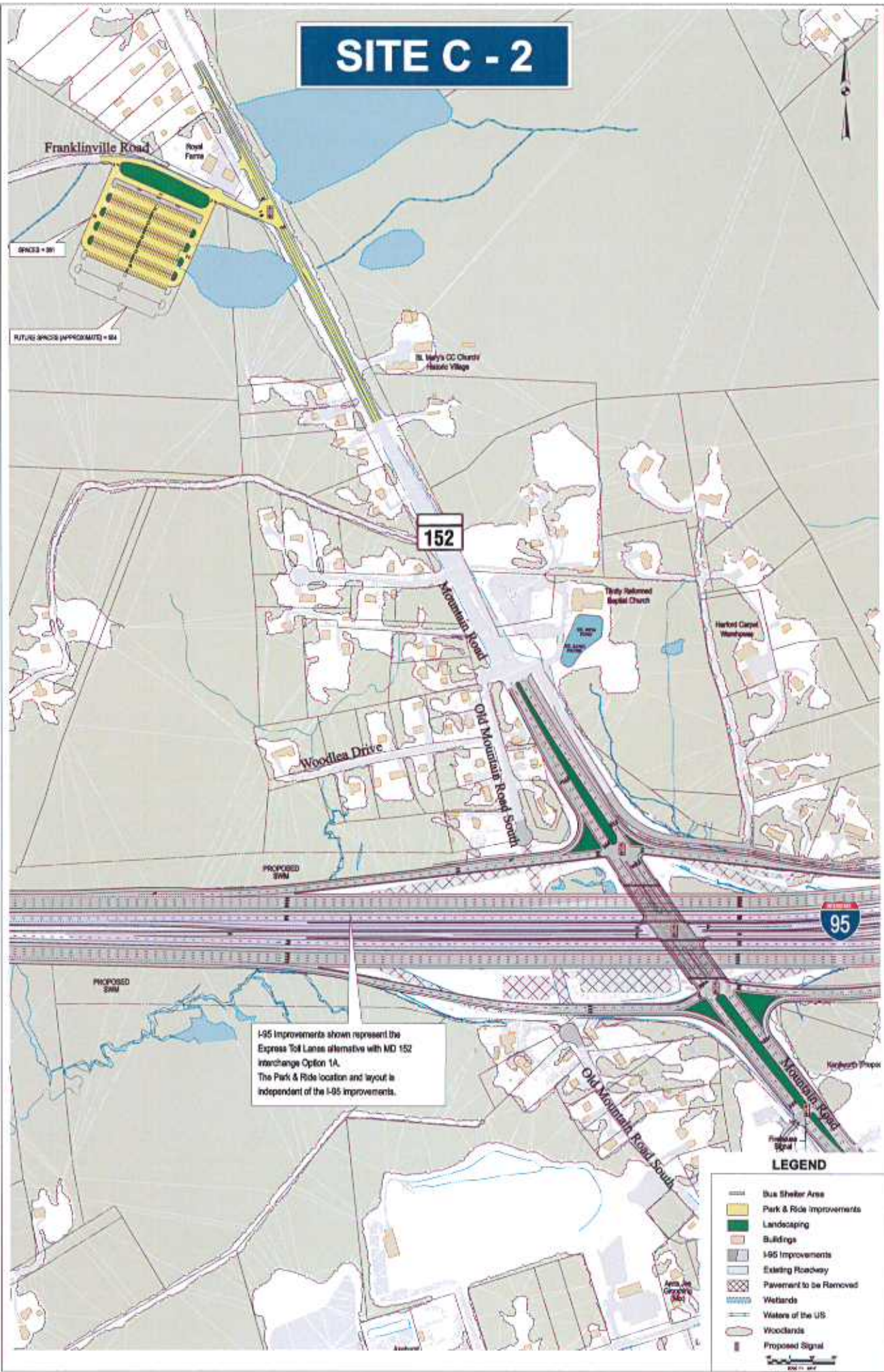
I-95 SECTION 200 - I-95 / MD 152 Park & Ride

SITE C - 1



I-95 improvements shown represent the Express Toll Lanes alternative with MD 152 interchange Option 1A. The Park & Ride location and layout is independent of the I-95 improvements.

SITE C - 2



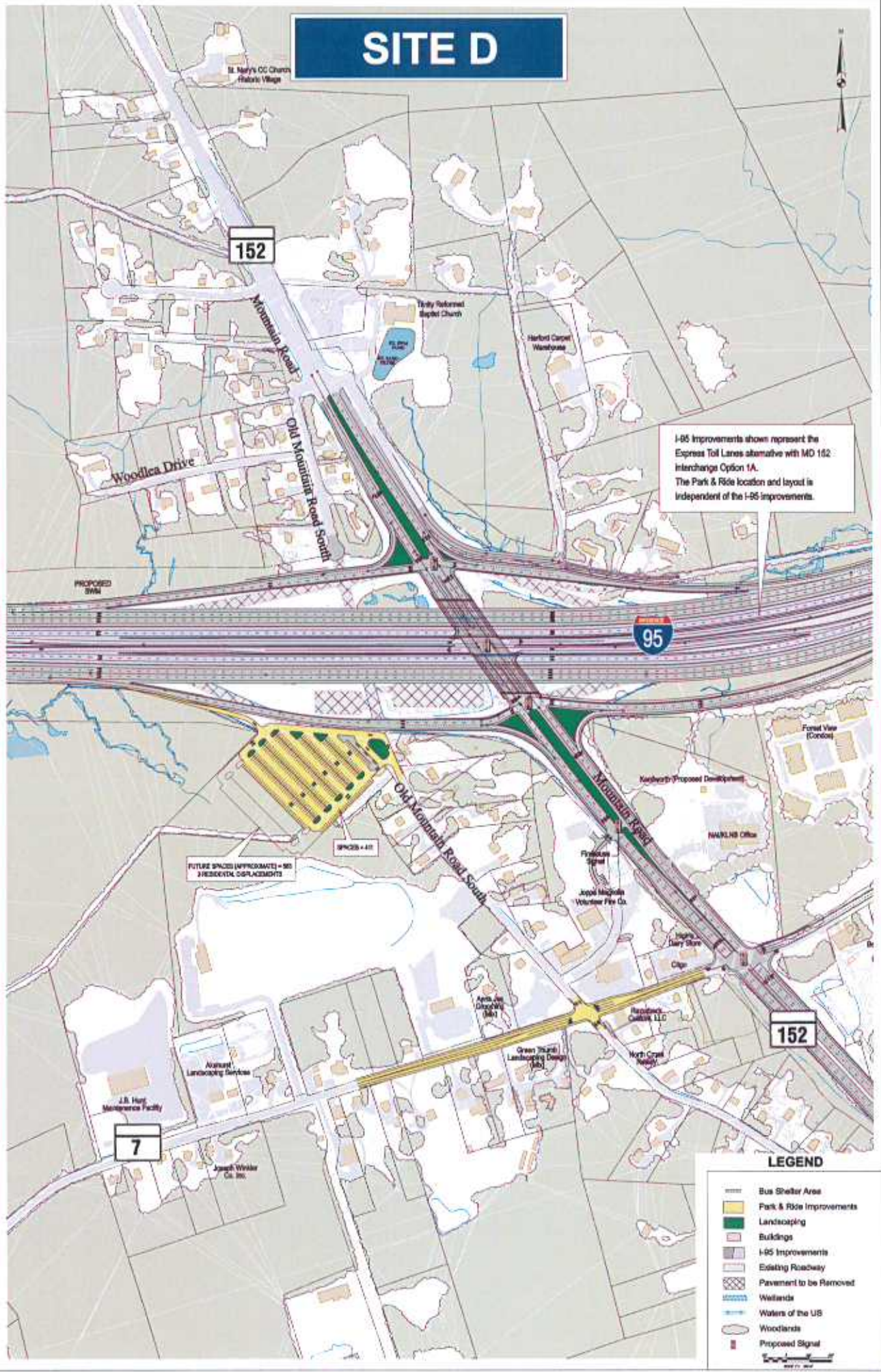
I-95 improvements shown represent the Express Toll Lanes alternative with MD 152 interchange Option 1A. The Park & Ride location and layout is independent of the I-95 improvements.

LEGEND

- Bus Shelter Area
- Park & Ride Improvements
- Landscaping
- Buildings
- I-95 Improvements
- Existing Roadway
- Pavement to be Removed
- Wetlands
- Waters of the US
- Woodlands
- Proposed Signal

I-95 SECTION 200 - I-95 / MD 152 Park & Ride

SITE D



I-95 Improvements shown represent the Express Toll Lanes alternative with MD 152 Interchange Option 1A. The Park & Ride location and layout is independent of the I-95 improvements.

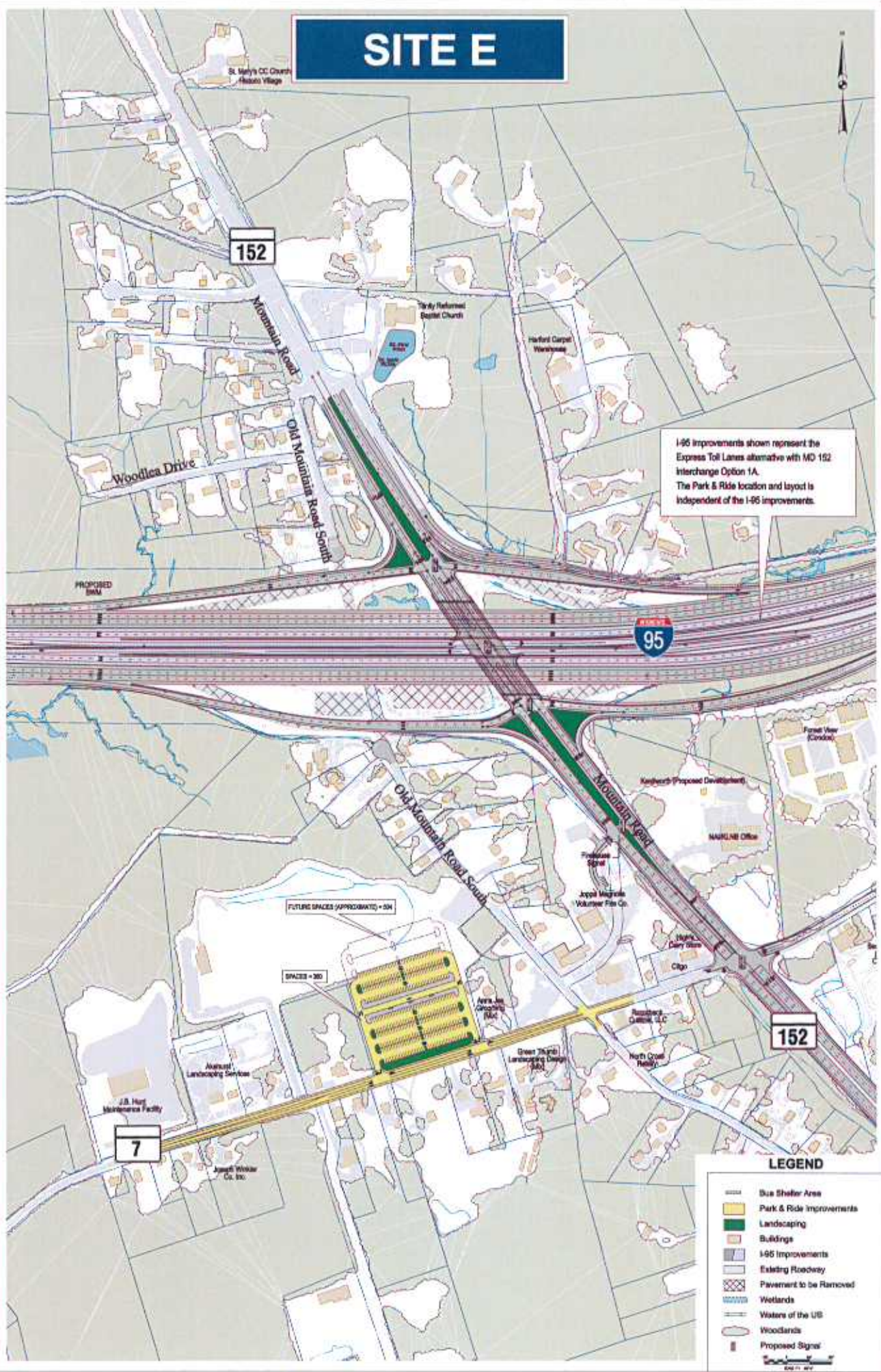
FUTURE SPACES (APPROXIMATE) - 983
3 RESERVE/VA SPACINGS

SPACES - 411

LEGEND

- Bus Shelter Area
- Park & Ride Improvements
- Landscaping
- Buildings
- I-95 Improvements
- Existing Roadway
- Pavement to be Removed
- Wetlands
- Waters of the US
- Woodlands
- Proposed Signal

SITE E

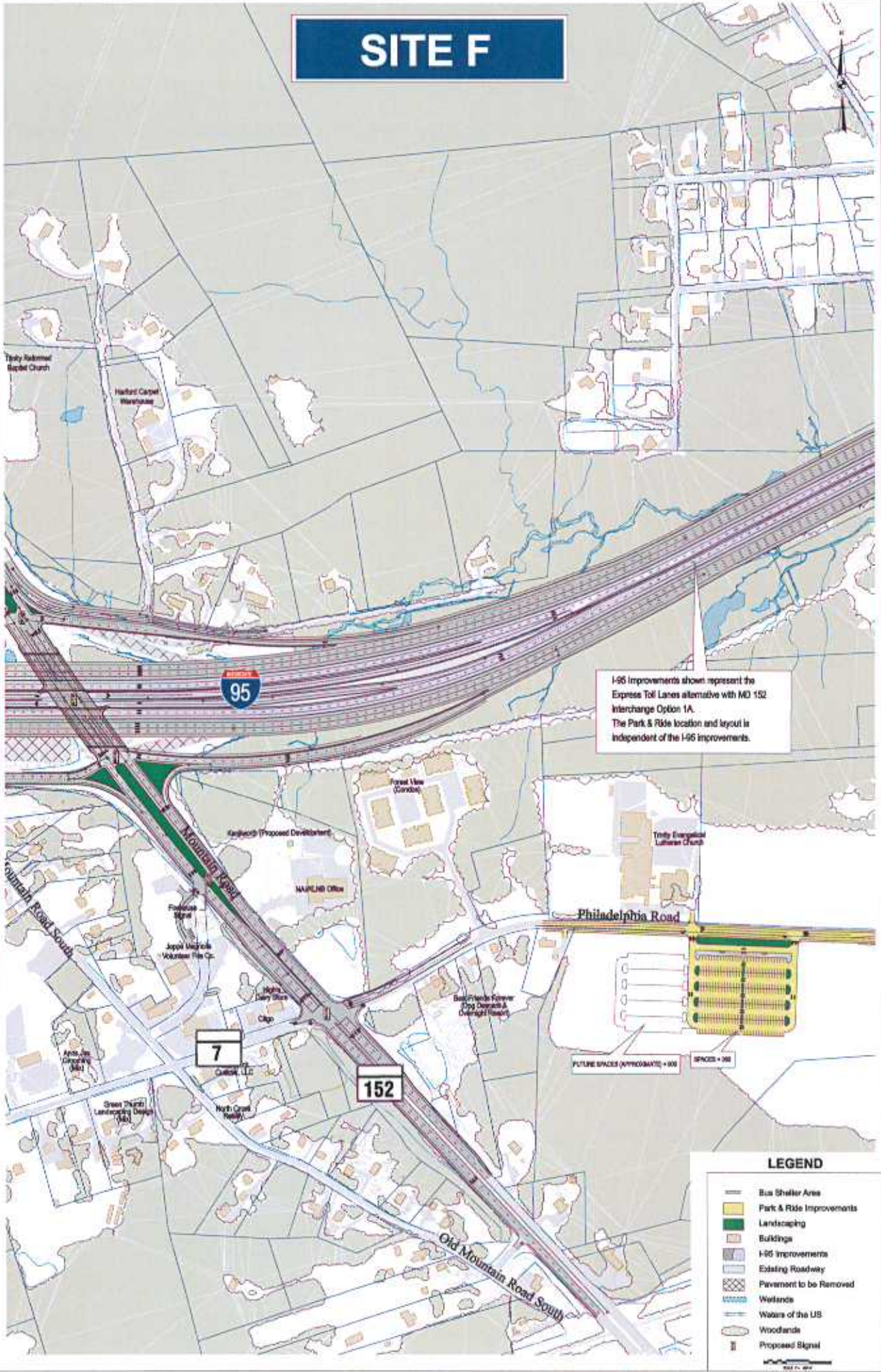


I-95 improvements shown represent the Express Toll Lanes alternative with MD 152 Interchange Option 1A. The Park & Ride location and layout is independent of the I-95 improvements.

LEGEND

- Park & Ride Improvements
- Landscaping
- Buildings
- I-95 Improvements
- Existing Roadway
- Pavement to be Removed
- Wetlands
- Waters of the US
- Woodlands
- Proposed Signal

SITE F

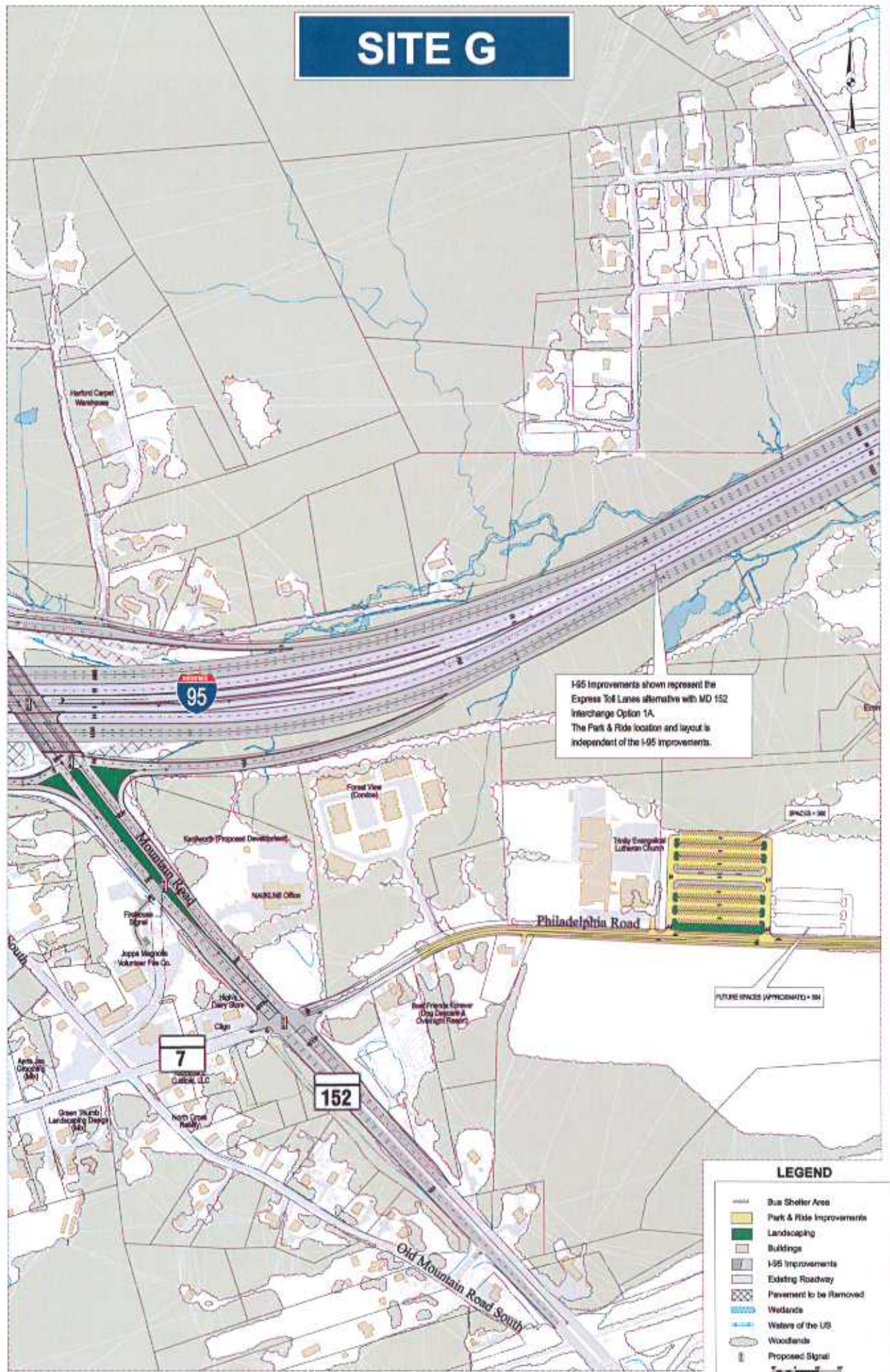


I-95 Improvements shown represent the Express Toll Lanes alternative with MD 152 Interchange Option 1A. The Park & Ride location and layout is independent of the I-95 improvements.

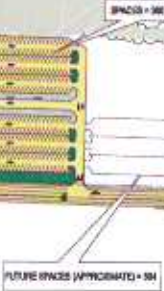
FUTURE SPACES (APPROXIMATE) = 600
SPACES = 300

| LEGEND | |
|--------|--------------------------|
| | Bus Shelter Area |
| | Park & Ride Improvements |
| | Landscaping |
| | Buildings |
| | I-95 Improvements |
| | Existing Roadway |
| | Pavement to be Removed |
| | Wetlands |
| | Waters of the US |
| | Woodlands |
| | Proposed Signal |

SITE G



I-95 improvements shown represent the Express Toll Lanes alternative with MD 152 Interchange Option 1A. The Park & Ride location and layout is independent of the I-95 improvements.



FUTURE SIZES APPROXIMATE - 30'

| LEGEND | |
|--------|--------------------------|
| | Bus Shelter Area |
| | Park & Ride Improvements |
| | Landscaping |
| | Buildings |
| | I-95 Improvements |
| | Existing Roadway |
| | Pavement to be Removed |
| | Wetlands |
| | Waters of the US |
| | Woodlands |
| | Proposed Signal |

Site Location Comparison

SITE A (PREFERRED SITE):

- Property Considerations –
 - Required Acreage: 7.0 acres
 - Displacements: 0
- Environmental Considerations –
 - Wetlands: Minor Impacts
 - Streams: Minor Impacts
 - Forest: Impacts
- Transportation Considerations –
 - Location
 - Most convenient location for current Park & Ride users
 - Passenger Vehicle Accessibility
 - New signal @ MD 152 and Jaycee Drive
 - Left turn lane for both NB & SB MD 152
 - Right turn lane from NB MD 152
- Cost Considerations –
 - Medium Costs (design, ROW & construction)
- Bus Accessibility
 - Provides bus facilities
 - Located along existing bus transit line
- Visibility
 - Good visibility from I-95 interchange
 - Good visibility from MD 152

Site Location Comparison

SITE B:

- **Property Considerations –**
 - Required Acreage: 7.5 acres
 - Displacements: 0
- **Environmental Considerations –**
 - Wetlands: Minor Impacts
 - Streams: No Impacts
 - Forest: Impacts
- **Transportation Considerations –**
 - Location
 - Convenient location for current Park & Ride users
 - Passenger Vehicle Accessibility
 - New signal @ MD 152 and Franklinville Rd
 - Left turn lane for both NB & SB MD 152
 - Right turn lane from NB MD 152
- **Cost Considerations –**
 - Medium Costs (design, ROW & construction)
- **Bus Accessibility**
 - Provides bus facilities
 - Located along existing bus transit line
- **Visibility**
 - Not visible from I-95 interchange
 - Limited visibility from MD 152

Site Location Comparison

SITES C-1 & C-2:

- **Property Considerations –**
 - Required Acreage: 8.0 – 8.5 acres
 - Displacements: 0
- **Environmental Considerations –**
 - Wetlands: Impacts
 - Streams: No Impacts
 - Forest: Impacts
- **Transportation Considerations –**
 - Location
 - Convenient location for current Park & Ride users
 - Passenger Vehicle Accessibility
 - New signal @ MD 152 and Franklinville Rd
 - Left turn lane for NB MD 152
 - Right turn lane from SB MD 152
 - Right in / Right out Access to/from SB MD 152 (C-1)
- **Bus Accessibility**
 - Provides bus facilities
 - Located along existing bus transit line
 - Easy access for AM commuters
- **Visibility**
 - Not visible from I-95 interchange
 - Visibility from MD 152:
 - C-1 – Good
 - C-2 - Limited
- **Cost Considerations –**
 - Medium Costs (design, ROW & construction)

Site Location Comparison

SITE D:

- **Property Considerations –**
 - Required Acreage: 8.0 acres
 - Displacements: 3
- **Environmental Considerations –**
 - Wetlands: No Impacts
 - Streams: Minor Impacts
 - Forest: Impacts
- **Transportation Considerations –**
 - Location
 - Poor location for current Park & Ride users
 - Requires majority of users to travel thru 8 additional traffic signals
 - Passenger Vehicle Accessibility
 - Not accessible directly from MD 152 or MD 7
 - Site access from Old Mountain Road
- **Bus Accessibility**
 - Provides bus facilities
 - Approximate 10-15 minute increase in bus transit time
- **Visibility**
 - Visible from NB 95 Ramp only
 - Not visible from MD 152
 - Not visible from MD 7
- **Cost Considerations –**
 - High Costs (design, ROW & construction)

Site Location Comparison

SITE E:

- **Property Considerations –**
 - Required Acreage: 7.0 acres
 - Displacements: 2
- **Environmental Considerations –**
 - Wetlands: Minor Impacts
 - Streams: No Impacts
 - Forest: Minor Impacts
- **Transportation Considerations –**
 - **Location**
 - Poor location for current Park & Ride users
 - Requires majority of users to travel thru 8 additional traffic signals
 - **Passenger Vehicle Accessibility**
 - Access provided from MD 7
 - Left turn lane from WB MD 7
- **Bus Accessibility**
 - Provides bus facilities
 - Approximate 10-15 minute increase in bus transit time
- **Visibility**
 - Not visible from I-95 interchange
 - Not visible from MD 152
 - Good visibility from MD 7
- **Cost Considerations –**
 - High Costs (design, ROW & construction)

Site Location Comparison

SITE F:

- Property Considerations –
 - Required Acreage: 7.5 acres
 - Displacements: 0
- Environmental Considerations –
 - Wetlands: No Impacts
 - Streams: No Impacts
 - Forest: No Impacts
- Transportation Considerations –
 - Location
 - Poor location for current Park & Ride users
 - Requires majority of users to travel thru 8 additional traffic signals
 - Passenger Vehicle Accessibility
 - Access provided from MD 7
 - Left turn lane from WB MD 7
 - Bus Accessibility
 - Provides bus facilities
 - Approximate 10-15 minute increase in bus transit time
 - Visibility
 - Not visible from I-95 interchange
 - Not visible from MD 152
 - Good visibility from MD 7
- Cost Considerations –
 - Low Costs (design, ROW & construction)

Site Location Comparison

SITE G:

- Property Considerations –
 - Required Acreage: 7.0 acres
 - Displacements: 0
- Environmental Considerations –
 - Wetlands: No Impacts
 - Streams: No Impacts
 - Forest: No Impacts
- Transportation Considerations –
 - Location
 - Poor location for current Park & Ride users
 - Requires majority of users to travel thru 8 additional traffic signals
 - Passenger Vehicle Accessibility
 - Access provided from MD 7
 - Left turn lane from EB MD 7
 - Bus Accessibility
 - Provides bus facilities
 - Approximate 10-15 minute increase in bus transit time
 - Visibility
 - Not visible from I-95 interchange
 - Not visible from MD 152
 - Good visibility from MD 7
- Cost Considerations –
 - Low Costs (design, ROW & construction)