

# MD 152 Park and Ride

## June 11, 2020 Virtual Public Update

### Question Summary

#### GENERAL PROGRAM

#### 1. Why are you building ETLs?

The proposed I-95 Northbound Extension will bring safety and congestion relief between MD 43 to north of MD 24, in a manner similar to the successes experienced with the existing ETL segment.

Prior to the opening of the existing ETL, a 2004 independent study by the American Highway Users Alliance ranked this highway segment at 64 out of 233 of the worst bottleneck locations in the United States. This segment of highway also remained on the list of the top 10 worst bottlenecks in Maryland until the I-95 ETLs opened. The existing I-95 ETLs, which opened in 2014, have significantly reduced peak period congestion on I-95 between the I-95/I-895 split and White Marsh completely removing this highway segment from the bottleneck lists.

The ETLs have also been profoundly popular with off-peak periods with more than double the usage of what was anticipated before construction. Last year, there were days in which more than 44,000 vehicles used the I-95 ETLs.

Today's congestion, safety and reliability issues experienced on northbound I-95 today will similarly be corrected by the ETL northbound extension.

At this time, there is no funding allocated for southbound I-95.

#### 2. Has the MDTA taken into consideration post-pandemic traffic changes and what they will mean to highways, toll collection, and related projects?

We understand how COVID-19 is impacting all Marylanders today – in how we work, in how we spend our free time, and in how we travel. While our number one priority is the health and safety of Marylanders, we will continue with our efforts to ensure transportation improvements are being developed to meet our state's needs not only for today but for the next 20-plus years. The MDTA has updated traffic forecasts, considering post-pandemic conditions, and we do anticipate some sustained traffic volume reductions in the near-term traffic. However, these near-term declines are not anticipated to offset the long-term traffic growth anticipated out to the 2040 design year. Furthermore, we are observing traffic returning, and are currently showing 80% of the traffic on the roadways compared to the same week in 2019. The ETL program remains necessary to address today's safety and congestion issues, which will only be exacerbated with long-term traffic growths.

**3. MDTA has been converting existing facilities to cashless tolling. Will the new ETL require an *E-ZPass*?**

The new I-95 ETL segment will utilize high speed all-electronic tolling, similar to the current ETLs. Today, 97% of MDTA's customers currently use an *E-ZPass* in the I-95 ETLs. This is your best option to save money. For anyone concerned about cost, *E-ZPass* is the lowest cost option to pay your tolls with no monthly fee, no transponder fee and a 25% discount below the Cash rate.

Although *E-ZPass* is the most convenient, easiest, and lowest cost way to pay for your toll, you may also pay the toll after your trip using Video Tolling. Upon entering the I-95 ETL, a photo of your license plate will be taken, allowing the MDTA to identify the registered owner with the appropriate state's Motor Vehicle Administration. A bill will be sent to that address for the Video Toll transaction.

Rates for video tolling are higher than for *E-ZPass* users, so check the MDTA website for video toll rate information, or better yet, sign-up with *E-ZPass* to begin saving money today.

In addition to the *E-ZPass* and Video Tolling options, MDTA will offer a new Pay by Plate option coming soon that will allow tolls to be billed to credit cards. *E-ZPass* remains your best option but Pay by Plate is another option that benefits infrequent toll customers as well as those who do not want to maintain a prepaid *E-ZPass* balance.

**4. If there is an accident in the general-purpose lane, will I be forced to use the I-95 ETL?**

No, the current alternate/detour plan for incidents on I-95 directs motorists to use US 40 (Pulaski Highway) and/or US 1 (Bel Air Road). However, the I-95 ETL would be available as an option to customers paying the toll rate.

**5. What improvements are proposed on MD 152 and at the MD 152 interchange to accommodate the new ETLs? Will there be access to and from the ETLs from the MD 152 interchange? Will MD 152 be widened to accommodate additional traffic?**

The MD 152 interchange will be reconstructed to provide ramps to and from the ETLs. The existing Old Mountain Road overpass will be removed, and not replaced.

The MD 152 bridge will be reconstructed and widened to accommodate turn lanes for the ETL ramps. A third, coordinated traffic signal for the ETL on and off ramps will be installed in addition to the two current traffic signals for the northbound and southbound I-95 ramps. Roadway widening on MD 152 will extend from the intersection with Jaycee Drive to MD 7.

**6. When will the Southbound ETLs be constructed?**

There is currently no funding for engineering or construction for the southbound ETL lanes.

**7. Can you please explain more about the 108-inch water line and its impact on the proposed design of the ETLs and related projects?**

The 108-inch diameter water line that runs parallel to the I-95 corridor is part of a 38-mile long line that runs from Harford County to Baltimore City. The line is owned and operated by Baltimore City, and provides water for Harford County, Baltimore City, and Baltimore County. The pipe is more than 9 feet across, and an impact to the line or relocation would come at a major cost as well as significant disruptions for residents.

The design of the I-95 ETL Northbound Extension Program avoids impacts to this water main by maintaining a minimum distance of 25 feet between the line and proposed construction activities. Where this offset was not able to be maintained, protective measures have been included in the proposed construction documents. All design plans with potential to impact the water main have been coordinated with Baltimore City for approval.

**8. Has MDTA pursued coordination with local businesses with large existing parking lots about renting or using their lots instead of building new park and ride facilities at MD 152 and MD 24 to avoid additional environmental impacts?**

MDTA is evaluating a temporary park and ride on MD 7 as an interim condition if one of the build alternatives is chosen for MD 152. This would not be a permanent solution, as the property owners are not willing to sell the existing parking lot.

At MD 24 / MD 924, the State of Maryland already owns this property so coordination with local businesses would not be necessary. Using a currently vacant parking lot would only provide a temporary solution until the property owner receives a new tenant. In this event, park and ride users would be without a facility until a new location could be found.

## **MD 24 /MD 924 PARK AND RIDE**

**9. There is an existing Park and Ride on MD 24 east of I-95. Why is a new park and ride needed?**

Traffic forecasting for I-95 indicates that the future demands for a park and ride facility at MD 24 will surpass the capacity of the existing park and ride, which has just over 80 spaces. Additionally, the proposed 265-space park and ride at MD 24 will be constructed prior to the MD 152 interchange construction to avoid a gap in service for patrons.

**10. What will happen to the existing park and ride on MD 24 east of I-95?**

The existing park and ride on MD 24 east of I-95 will remain open and will not be changed. The only park and ride that will be removed in this program is the existing MD 152 Park and Ride.

## MD 152 PARK AND RIDE: GENERAL

### 11. Why can't the MD 152 Park and Ride remain in its current location?

There are several factors impacting the existing location including:

- The widening of I-95 for the ETLs.
- Avoidance of impacts to Baltimore City's 108-inch diameter waterline.
- The Old Mountain Road overpass, which provides current access, will be removed, and not replaced.
- Current Federal standards do not allow for the placement of an intersection within interchange ramp limits.

The project team did look at several ways to redesign the park and ride to try to keep it in its current location such as moving the roundabout and building a smaller lot. Unfortunately, none of these were possible for several reasons. The redesign efforts still impacted the 108-inch water line, there were challenges with traffic backups to the traffic signal and to I-95 based on trying to retain the existing location, and federal requirements prevented the direct connection to the ramps.

### 12. Where will the new MD 152 Park and Ride be located?

Three options were considered for the MD 152 Park and Ride relocation.

- 1) No-Build, i.e. do not construct a new park and ride at MD 152,
- 2) Old Mountain Road near the I-95 Northbound off-ramp, and
- 3) Franklinville Road.

Other options have been evaluated and ruled out, due to issues in meeting user needs, proximity to I-95, environmental impacts, costs, public input, and property owner input.

\*Since the Virtual Public Meeting, the Old Mountain Road option has been selected for the relocated MD 152 Park and Ride. This determination was made based on additional technical analysis and public input.

### 13. What level of planning went into determining the preferred MD 152 Park and Ride site location?

A Park and Ride study was completed for all park and ride facilities from MD 43 to the Susquehanna River as part of the overall I-95 Master Planning efforts. This study evaluated current usage, multi-modal connections, environmental resources, traffic conditions, visibility, and safety. During the Planning Process, a public meeting was held just on the park and ride sites.

For the MD 152 Park and Ride, a study was completed to determine where users were arriving from and leaving for. Based upon this analysis, it was determined that a new park and ride would be provided at MD 24/MD 924, and the preferred location for a new MD 152 Park and Ride would be north of I-95 along MD 152.

\*Since the Virtual Public Meeting, the Old Mountain Road option has been selected for the relocated MD 152 Park and Ride. This determination was made based on additional technical analysis and public input.

**14. Why does the proposed location of the MD 152 Park and Ride keep changing?**

The proposed sites for the MD 152 Park and Ride have been based on the previous study and new updated additional studies identifying needs of users, environmental impacts, public input, and property owner input.

The site south of Cornerstone Church was initially the preferred site for the relocation of the park and ride. This site is owned by the Cornerstone Church. The church was not interested in a potential sale, so MDTA moved on to the No. 2 site which was the Franklinville site. The site across from the Royal Farm Store was found to have greater environmental impacts based upon the footprint of the proposed park and ride.

The proposed design at the Franklinville Site was refined to minimize environmental impacts and avoid impacts to the high-quality wetlands. Extensive mitigation design has been incorporated to further reduce impacts associated with the park and ride. The mitigation design was approved by MDE and USACE.

\*Since the Virtual Public Meeting, the Old Mountain Road option has been selected for the relocated MD 152 Park and Ride. This determination was made based on additional technical analysis and public input.

**15. If a new park and ride is about to begin construction at MD 24 / MD 924, why is a separate, large park and ride needed for MD 152?**

The new park and ride at MD 24/MD 924 is one of two park and rides planned to meet future demand for park and ride facilities along I-95. The Old Mountain Road Park and Ride option is the preferred alternative to replace the existing MD 152 Park and Ride, which will be eliminated as a part of the I-95/MD 152 Interchange improvements.

The MDTA is including the no build option for the MD 152 Park and Ride, specifically because we have received public input to only build the MD 24 and MD 924 Park and Ride. However, there are existing users for the MD 152 Park and Ride, particularly from the Fallston area, that we are concerned may not travel to the new MD 24 and MD 924 Park and Ride. Instead, they may choose to give up carpooling, adding to highway traffic. MDTA continues to consider a second new park and ride to serve MD 152 users, because of today's high usage of the existing park and ride. However, if this virtual meeting demonstrates minimal public desire for a separate new MD 152 Park and Ride amenity, then the no build option may be appropriate. In this case, MDTA would only construct the MD 24 and MD 924 Park and Ride with its new 275 spaces.

**16. How big is the current MD 152 Park and Ride and what amenities are present?**

The existing MD 152 Park and Ride has 309 spaces. While tour buses use the current facility, it does not meet the design requirements for MTA buses. There are no amenities provided.

**17. How big will the new park and ride facility be and what amenities will be provided at it?**

The park and ride facility at Franklinville site would have approximately 275 spaces and the Old Mountain Road site would have approximately 175 spaces. The current MD 152 Park and Ride has 309 spaces. Either site will be designed for transit and will include bike racks and bus stops / shelters. The infrastructure for future EV Charging stations will be incorporated as part of the park and rides. Neither of the sites will have restrooms and will not require water and sewer.

The new MD 152 relocation option would be in addition to the ongoing construction for the new park and ride at MD 24 and MD 924.

**18. Why will the proposed MD 152 Park and Ride have fewer spaces than the existing facility?**

The parking needs analysis considered both the relocated MD 152 Park and Ride and the proposed MD 24 / MD 924 Park and Ride to determine the necessary number of spaces for each facility to meet both current and future demands. The new facilities will also include infrastructure for transit and bicycles, which is not included in the existing site layout. The parking layouts have been optimized to minimize environmental impacts.

**19. Will MDTA provide transit connections at the park and ride?**

MDTA does not directly provide bus service. MDTA is coordinating with MDOT MTA for bus service and is providing space for bus pick-up at the park and ride options. MDTA also is coordinating with Harford Transit for bus service.

**20. Will there be lighting at the park and ride? Are any other safety features proposed?**

Yes, sufficient lighting will be provided in the park and ride for both build options based on completing photometric studies. The proposed layouts maximize visibility from adjacent roads as well. State police will continue to monitor the park and ride.

**21. If the MD 152 Park and Ride is so well used, what will patrons do while it is under construction?**

The existing MD 152 Park and Ride will be impacted toward the end of summer 2021. The new MD 24/MD 924 Park and Ride is scheduled to be completed in early summer 2021. Additionally, temporary park and ride options are being evaluated near MD 152.

**22. What will patrons do if the No-Build option is chosen and there is no longer a park and ride at MD 152?**

Patrons would need to use a different park and ride facility. The new park and ride facility at MD 24/MD924 will be complete before the existing MD 152 Park and Ride is closed. There are also other existing park and ride locations on MD 152 north of I-95, and at MD 43, MD 24, MD 22, and MD 543.

**23. When is construction anticipated to start, and what will the duration be?**

If a build option is chosen, the construction schedule will be developed following input from this virtual public update.

\*Since the Virtual Public Meeting, the Old Mountain Road option has been selected for the relocated MD 152 Park and Ride. This determination was made based on additional technical analysis and

public input. The Old Mountain Road park and ride is anticipated to begin construction in the Winter 2023/24 and conclude construction in Spring 2025.

**24. If the No-Build option is selected now, could MDTA come back and install a new park and ride in the future if the lack of a facility at MD 152 becomes problematic?**

Should the No-Build option be selected, then the process for designing/constructing a park and ride in the future would have to start again including environmental assessments, potential increased cost estimates, and lack of potential real estate availability.

\*Since the Virtual Public Meeting, the Old Mountain Road option has been selected for the relocated MD 152 Park and Ride. This determination was made based on additional technical analysis and public input.

**25. Who ultimately makes the decision about the relocation of the current park and ride, and when will that decision be made?**

The decision about which option moves forward is made by the MDTA. Considerations were given to the comments received on the form at the website, questions and comments received before and during this event, as well as looking at the potential impacts to the environment, traffic, right-of-way, and overall cost estimates.

The comment period was open through June 25, 2020.

\*Since the Virtual Public Meeting, the Old Mountain Road option has been selected for the relocated MD 152 Park and Ride. This determination was made based on additional technical analysis and public input.

**26. What is the overall maintenance plan for the new facility? Does it include measures to control and treat runoff to remove automotive fluids?**

The proposed park and ride has followed the Maryland Department of Environment (MDE) stormwater management requirements and includes stormwater management which treats both the amount of water running off from the paved areas as well as treating the quality of the water itself. Once complete, the State of Maryland will handle the maintenance of the locations.

**27. Have parking structures been considered to reduce the footprint of the proposed facilities?**

Parking structures were not considered because structured parking is significantly more expensive than at-grade parking for engineering, construction, and long-term maintenance.

**28. Would landscape screening be included in the design of the park and ride facility to preserve the current visual character of the area?**

Landscape plans for the park and ride facility are included as part of the design. Any proposed landscaping will maintain sightlines throughout the facility and from nearby roadways. Landscape screening is not currently included in the landscape design.



**29. Will MDTA follow Harford County's well heralded Development Area-Priority funding and Tier 4 guidelines?**

Harford County has been part of the planning and design team throughout the entire project process. Based on discussions with the county, there are no zoning and land use laws preventing further consideration of the MD 152 Park and Ride options. Furthermore, none of the park and ride options include provisions for water, sewer, or septic services.

**30. What is the cost of each of the three MD 152 Park and Ride options being considered, and what is included in those costs?**

The No-Build Option will have no additional cost associated with it. The Franklinville Road site is estimated at \$8 million. The cost for the Old Mountain Road site will be in the range of \$11 million to \$13 million.

The costs include engineering, real estate, construction, environmental mitigation and monitoring, as well as utility costs.

**31. What are the environmental and property impacts for each of the site locations currently under consideration?**

Both build locations have anticipated impacts to wetlands, waters of the US, and forest. The quantity of impacts at both sites are comparable to one another and have been minimized through the design process. The proposed impacts at the Franklinville Road site have been coordinated with the environmental agencies for approval. Proposed impacts at the Old Mountain Road site would also be coordinated in the same manner.

The Franklinville site is already owned by the state of Maryland and has no additional property impacts. The Old Mountain Road site is anticipated to impact three properties.

**32. What type of NEPA documentation is being prepared?**

An Environmental Assessment and Finding of No Significant Impacts has been completed for the Franklinville site. Based on selection of the Old Mountain Road site as the preferred alternative, a new Environmental Assessment will be completed.



## MD 152 PARK AND RIDE: FRANKLINVILLE ROAD SITE

- 33. The Franklinville location for the MD 152 Park and Ride is located outside of a development area, has wetlands and does not perc which is why it is undeveloped. Why is this being considered as a location for the MD 152 Park and Ride?**

During the Section 200 Planning Study, an analysis was completed of the existing park and ride users. Approximately 1/3 of the users come from MD 24/MD 924 and the north. The new park and ride facility at MD 24/MD 924 will provide service for these current users. A significant percentage of the current users arrive from southbound MD 152. The new park and ride at Franklinville Road would provide better service for these users. The Franklinville location for the MD 152 Park and Ride has been reviewed by the environmental agencies. While there are wetlands within the area, the proposed park and ride is minimizing impacts to the wetlands and avoiding the higher quality wetlands. The location of the Franklinville site falls within parameters of use of the land for a park and ride and is directly across from a Royal Farms located at the same intersection.

\*Since the Virtual Public Meeting, the Old Mountain Road option has been selected for the relocated MD 152 Park and Ride. This determination was made based on additional technical analysis and public input.

**34. What are the traffic volumes on Franklinville Road, and will they exceed the roadway capacity?**

MDTA evaluated both existing traffic volumes and forecasted traffic volumes to 2040. Current traffic volumes range from 40 to 125 cars per hour. The 2040 forecast traffic ranges from 50 to 225 cars per hour. We anticipate that from the park and ride this would add approximately 25 to 50 vehicles per hour. A two-lane roadway can accommodate between 1500 to 1700 cars per hour. Therefore, in a worst case, there is a significant reserve traffic capacity for future roadway traffic on Franklinville Road, such that no traffic congestion is anticipated even with the park and ride build option implemented. Similar analysis has been performed for Old Joppa Road, providing the same results.

\*Since the Virtual Public Meeting, the Old Mountain Road option has been selected for the relocated MD 152 Park and Ride. This determination was made based on additional technical analysis and public input.

**35. What are the improvements at Franklinville Road to ensure safety at this intersection with MD 152, if the build option is implemented at this location?**

The intersection of Franklinville Road and MD 152 was evaluated as a part of the proposed park and ride location at this intersection. Consideration of traffic volumes as well as sight distance for the intersection were evaluated. The projected traffic volumes based on the park and ride for the design year 2040 are anticipated to add between 25-50 vehicles per hour. A traffic signal was investigated and did not meet the warrants at this location. In addition, a sight distance analysis was completed to ensure that there are proper sightlines to see cars along MD 152 as vehicles are turning onto / off the roadway. Specific safety enhancements at the intersection include extending the left turn lane from MD 152 northbound onto Franklinville Road and widening Franklinville Road to create a reversible lane for turn movements into the Royal Farms and the park and ride site. Traffic would continue to be monitored for signal warrants in the future.

\*Since the Virtual Public Meeting, the Old Mountain Road option has been selected for the relocated MD 152 Park and Ride. This determination was made based on additional technical analysis and public input.

**36. Several elected official and citizens have made it clear in writing that the Franklinville Road site is not preferred or even acceptable. Why is MDTA continuing to consider this option?**

The MDTA has considered a number of park and ride options for years, dating back to the NEPA study. Evaluations of the park and ride options have included identifying needs of users, environmental impacts, public input, and property owner input. The Franklinville Road Park and Ride option was considered due to the number of existing MD 152 users from the Fallston area, the ½-mile proximity to I-95 with strong visibility to existing users, similar environmental impacts to alternative locations, similar nature to the adjacent Royal Farms store, and favorable real estate. However, the purpose of this virtual public update was to listen to the public input to ensure that all stakeholders are able to voice their preferences and guide the MDTA's decision on the three alternatives, which again are the no build option, the Old Mountain Road site, and the Franklinville Road site.

\*Since the Virtual Public Meeting, the Old Mountain Road option has been selected for the relocated MD 152 Park and Ride. This determination was made based on additional technical analysis and public input.

- 37. People currently use Old Joppa Road as a shortcut and are often speeding. I have put slow down signs that I bought, only to have them stolen. I am concerned that a new park and ride at Franklinville and 152 will make this worse. Can speed bumps be added?**

Existing speeding and cut-through traffic concerns can be addressed with Harford County. The County has an application program for Traffic calming that can be found on their website at [www.harfordcountymd.gov](http://www.harfordcountymd.gov). The proposed park and ride option at the Franklinville location underwent traffic analysis for both the existing condition as well as 2040. It was anticipated that the increase in traffic, based on the park and ride, would be approximately 25 to 50 cars during the peak period. Similar analysis has been performed for Old Joppa Road, which shows the same results.

\*Since the Virtual Public Meeting, the Old Mountain Road option has been selected for the relocated MD 152 Park and Ride. This determination was made based on additional technical analysis and public input.

## **MD 152 PARK AND RIDE: OLD MOUNTAIN ROAD SITE**

- 38. What environmental studies have been completed for the Old Mountain Road location?**

Wetland, Stream, and Forest delineations have been completed. The proposed design will minimize environmental impacts. Environmental impacts for this site, such as wetlands, are comparable to the Franklinville site. Permitting activities have not started for this option.

- 39. How will users access the Old Mountain Road site?**

The main access point will be from a roundabout on the I-95 Northbound off-ramp. The roundabout will also provide access for users from southbound MD 152. Two-way access will also be provided on Old Mountain Road for users coming northbound on MD 152 and from MD 7. No left turns will be permitted from northbound MD 152 toward the roundabout.

- 40. What impact will the Old Mountain Road location have on traffic volumes and patterns on Old Mountain Road and MD 7?**

The Old Mountain Road overpass will be eliminated. This will reduce the cut through traffic. The new Old Mountain Road Park and Ride will have approximately ½ of the volume of the existing park and ride. Overall traffic volumes are expected to reduce slightly. A traffic analysis was completed for the Old Mountain Road site demonstrating that future 2040 traffic volumes for Old Mountain Road and MD 7 will meet all state and county requirements for operations.

- 41. Will the park and ride location at Old Mountain Road affect the design and schedule of the MD 152 interchange reconstruction?**

The decision regarding the park and ride location will not impact the construction schedule for the MD 152 interchange.

**42. Has MDTA considered purchasing properties across from the existing park and ride location which are currently for sale to use for the relocated facility?**

The MDTA could consider the purchase of these properties in connection with the Old Mountain Road Park and Ride alternative.