

BALTIMORE METROPOLITAN PLANNING ORGANIZATION

**BALTIMORE REGIONAL TRANSPORTATION BOARD
RESOLUTION #07-01**

**RESOLUTION TO ENDORSE
SELECTED ALTERNATE AND CONCEPTUAL MITIGATION (SACM) FOR
MD 3 FROM NORTH OF US 50 TO SOUTH OF MD 32**

WHEREAS, the Baltimore Regional Transportation Board (BRTB) is the designated Metropolitan Planning Organization for the Baltimore region, consisting of the cities of Annapolis and Baltimore, the counties of Anne Arundel, Baltimore, Carroll, Harford, and Howard, and the Maryland Department of Transportation, the Maryland Department of the Environment, and the Maryland Department of Planning; and

WHEREAS, Section 450.318 of the Final Metropolitan Transportation Planning Rules issued by the Federal Highway Administration and Federal Transit Administration on October 28, 1993 identifies the requirements of a major metropolitan transportation study in identifying all promising mobility solutions; and

WHEREAS, one of the primary purposes of the Congestion Management System process is to identify promising mobility improvement and congestion management strategies, rather than select specific transportation improvement projects for implementation.

NOW, THEREFORE, BE IT RESOLVED, that the Baltimore Regional Transportation Board, as a commenting agency, accepts the MD 3 Selected Alternate and Conceptual Mitigation as described in Attachment 1.

I HEREBY CERTIFY that the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approved the aforementioned resolution at its September 26, 2006 meeting.

Date

Harvey Gold, Chairman
Baltimore Regional Transportation Board

MD 3 FROM NORTH OF US 50 TO SOUTH OF MD 32

Purpose and Need

The purpose of the MD 3 Project Planning Study is to address existing and projected operational and safety issues for local traffic (vehicles and pedestrians) in this corridor.

Project Background and History

1. Numerous studies since the early 1980's to address transportation needs in the MD 3 study area.
2. In 1983, FHWA issued a record of decision allowing the existing alignment of MD 3 to be upgraded to an interstate roadway (I-297). The I-297 proposal, however, was defeated due to strong opposition from the Bowie and Crofton communities.
3. SHA continued to study non-interstate upgrades until the project was dropped from the Consolidated Transportation Program in 1990.
4. In 1992, at the request of Bowie and Crofton, a MD 3 Task Force comprised of citizen representatives of the Crofton, Bowie and Odenton communities met to address traffic congestion along MD 3. The task force, which disbanded in March 1998, reached consensus on a concept for upgrading the existing corridor, but did not reach consensus on a bypass option.
5. At the urging of state and local elected officials, SHA initiated a project planning study in July 2001.
6. The MD 3 study is included in the FY 2005-2010 CTP in the Development and Evaluation program and is funded for project planning only.
7. SHA held Alternated Public Workshop on November 7, 2002.
8. Location/Design Public Hearing on May 20, 2004.
9. Selected Alternate/Conceptual Mitigation Package – September 2005.
10. Selected Alternate/Conceptual Mitigation Concurrence Document – June 2006

Summary of Selected Alternate

Based on the information developed for the study and agency and public comments received, the **Alternate 3 – Boulevard Concept** has been selected by SHA. The current alignment of northbound MD 3 from Belair Drive to MD 450 would be dualized and a continuous auxiliary lane provided on the outside from Belair Drive to just north of Forest Drive. The majority of the widening would be in the median area. Existing southbound MD 3 from MD 450 to Forest Drive would be converted to a two-way service road with access provided from MD 450 and a right-in/right-out with MD 3 at Forest Drive.

The following are some of the other improvements as part of the SHA Selected Alternate:

- Interchange Option A at MD 450 in Prince George's County and Option B at MD 450 in Anne Arundel County
- Right-out added at Clubhouse Gate
- Option A, at-grade, at Cronson/Crawford Blvd. with a double left from northbound MD 3
- Continuous Flow Intersection (CFI) at MD 424
- Waugh Chapel Road (at-grade SPUI) style of intersection improvements at Johns Hopkins Road

Summary of Environmental Impacts and Conceptual Mitigation

1. The dualization of MD 3 south of MD 450 through Prince George's County improves safety by eliminating 14 entrances (driveways and county roads) onto MD 3. With southbound MD 3 converted to a service road, operations and safety are improved by minimizing turning movements onto mainline MD 3.
2. The MD 3 project is a proposed improvement to an existing road, the majority of which is located within Priority Funding Areas (PFA) associated with both Bowie and Crofton. A portion of the study area is currently outside the PFA's and SHA will continue to coordinate with the Maryland Department of Planning to determine project consistency with Maryland's Smart Growth policies.
3. No low-income or minority populations were identified along the MD 3 study area.
4. The MD 3 project is included in the 2004 Baltimore Regional Transportation Plan (BRTP). A conformity determination of the BRTP and the 2006-2010 Transportation Improvement Program (TIP) with the Attainment Plan goals for the region was based on an analysis of emissions from implementation scenarios associated with projects contained in the BRTP and TIP. The emission levels associated with the projects in the 2004 BRTP conform to the mobile source emission budgets contained in the State Implementation Plan (SIP).
5. The introduction of gateway features, particularly in Anne Arundel County, and traffic calming measures, including 11-foot lanes and a closed cross section, are an effort to help reduce the tendency for drivers to speed and provide a roadway aesthetic consistent with the community and the high percentage of local trips as opposed to a freeway serving through traffic.
6. The 16-foot auxiliary lane or 10-foot shoulders have been provided to accommodate bicycle traffic along MD 3 in addition to providing additional clearance between slower turning traffic and faster through traffic. To accommodate bicyclists off the roadway, a 10-foot bicycle path is proposed east of MD 3 from the MD 450 interchange north to the intersection of Waugh Chapel Road and Reidel Roads. A 10-foot bicycle path is under consideration on the west side of MD 3 from the intersection of Waugh Chapel and Reidel Roads north to McKnew Road.
7. Sidewalks, 5-feet wide, are included where possible, in addition to the bicycle and pedestrian path.
8. Transportation Systems Management (TSM) and Travel Demand Management (TDM) strategies are incorporated throughout the MD 3 corridor.