Welcome

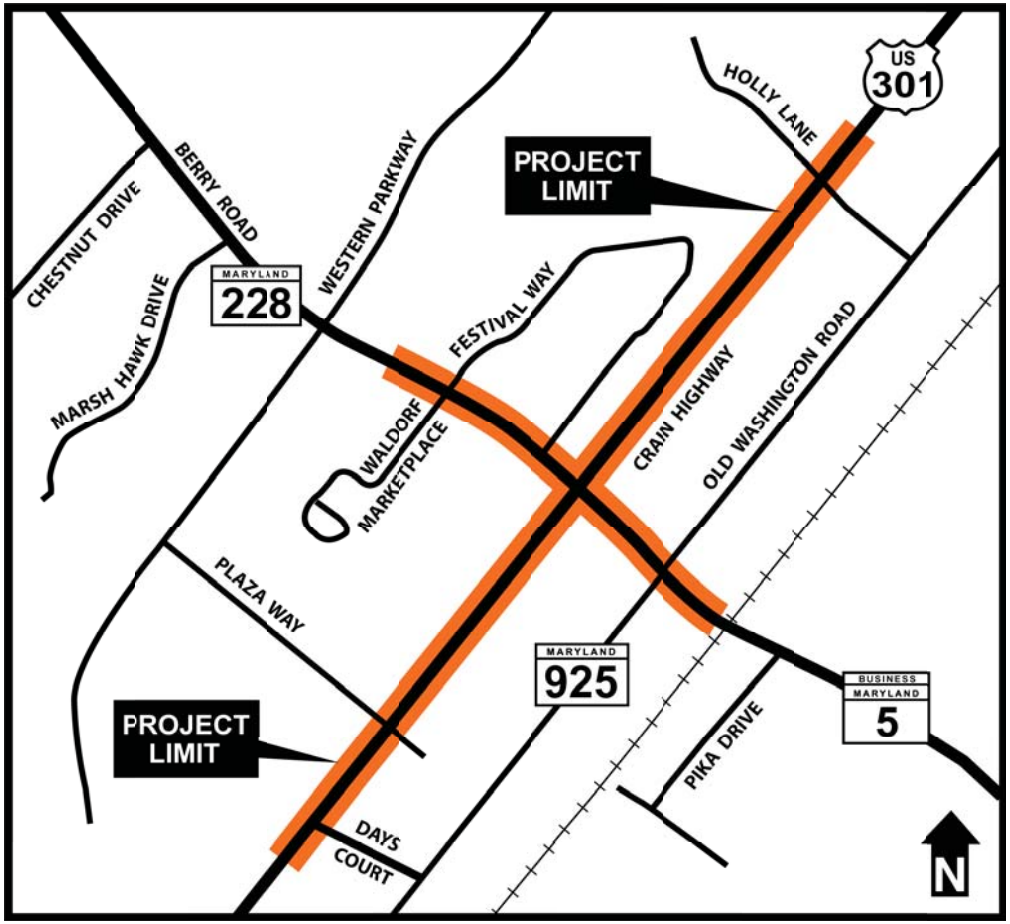
US 301 at MD 228/MD 5 Business
PROJECT PLANNING STUDY

Informational Workshop
March 12, 2015

PURPOSE OF THE MEETING

- **To notify interested persons that this Project Planning Study has been initiated. At this meeting the project team will:**
  - Review how this study differs from previous US 301 studies
  - Present the project's purpose and need
  - Obtain your input
  - Review the project's next steps
- **Your comments and recommendations will assist SHA as the team develops alternatives for project improvements**

PROJECT LOCATION



Study Limits

PROJECT DEVELOPMENT PROCESS

WE ARE HERE

Planning*

Design*

Right-of-Way Acquisition*

Construction*

**Each phase is funded separately in the Consolidated Transportation Program*

Initiation & Scoping Process

- Develop Purpose and Need Statement
- Conduct preliminary environmental inventory
- Develop Preliminary Alternatives
- Conduct travel demand analysis

Alternatives Public Workshop

- Evaluate comments from public and regulatory agencies
- Select alternatives for detailed study
- Develop Detailed Alternatives
- Perform detailed environmental analysis
- Prepare draft environmental document

Location/Design Public Hearing

- Evaluate comments from public and regulatory agencies
- Perform additional studies, if necessary
- Prepare final environmental document
- Select Preferred Alternative

Obtain Location & Design Approvals

- Public Involvement
- Agency Coordination

SHA State Highway Administration
Maryland Department of Transportation

PROJECT HISTORY

- **US 301 Waldorf Area Project**
  - Initiated in 2006
  - Evaluated upgrades to US 301 and examined alignment options for an eastern and western bypass
  - *Project put on hold in 2009 with no decision on Preferred Alternative*
- **US 301 Feasibility Assessment**
  - Focused on US 301 corridor through Waldorf
  - Completed in 2014
  - *Recommended a Project Planning Study at the US 301 intersection with MD 228/MD 5 Business to identify alternatives for safety and traffic-flow improvements*

HOW IS THIS PROJECT DIFFERENT FROM PREVIOUS US 301 STUDIES?

- **This study will focus specifically on addressing localized safety and congestion at the US 301 intersection at MD 228/MD 5 Business**
- **Previous studies focused on the entire US 301 corridor**
- **This study is not focused on regional or long-distance transportation concerns**
- **This study will not evaluate bypass alternatives**

TRAFFIC VOLUME PROJECTIONS 2013-2040

30% US 301 traffic is projected to increase by approximately 30%

13% MD 228 traffic is projected to increase by approximately 13%

16% MD 5 Business traffic is projected to increase by approximately 16%

Existing and Projected Annual Average Daily Traffic (AADT)

(Number of Vehicles)

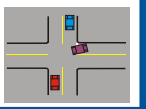
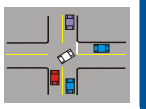
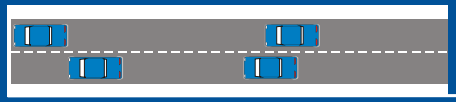
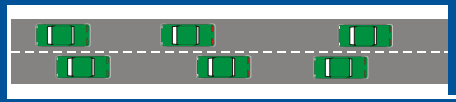
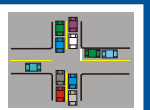
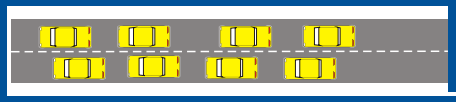
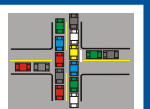
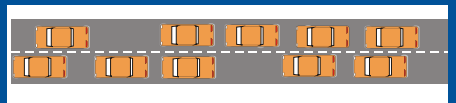
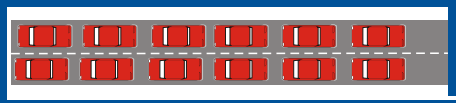
	2013	2040 No-Build*
US 301 north of intersection	61,550	79,775
US 301 south of intersection	53,075	69,850
MD 228	35,250	40,000
MD 5 Business	31,925	37,075

* Assumes no intersection improvements. Projections based on anticipated increases in population and development.

What is Level of Service (LOS)?

Level of Service is a quantitative measure of traffic operational conditions. Ranges of operation are defined for each type of roadway section (signalized intersections, freeways, ramp junctions and weaving sections) and are related to the amount of traffic demand at a given time as compared to the capacity of that type of roadway section.

Six levels of service are defined for each type of roadway section and are given letter designations from A to F, with A representing good operating conditions and F representing unsatisfactory operating conditions.

Intersection			Roadway	
• Highly stable, free-flow condition with little or no congestion • Delay: <10 seconds/vehicle		LOS A		• Free flowing • Uninterrupted vehicle
• Stable, free-flow condition with little congestion • Delay: 10 to 20 seconds/vehicle		LOS B		• Stable flow • Other vehicles are more noticeable
• Free-flow condition with moderate congestion • Delay: 20 to 35 seconds/vehicle		LOS C		• Stable flow • Vehicle operations affected by other vehicles
• Approaching unstable condition with increasing congestion • Delay: 35 to 55 seconds/vehicle		LOS D		• High density free flow • Operation of vehicle is affected by other vehicles
• Unstable, congested condition • Delay: 55 to 80 seconds/vehicle		LOS E		• High density traffic flow, nearing capacity • Operating conditions are extremely poor
• Stop and go • Delay: >80 seconds/vehicle		LOS F		• Forced or breakdown flow • Amount of traffic exceeds capacity

TRAFFIC VOLUME PROJECTIONS 2013-2040

- **The US 301/MD 228/MD 5 Business intersection is currently approaching capacity during the afternoon (PM) peak traffic period**

- **If no improvements are made, approaches to US 301, MD 228, and MD 5 Business are projected to fail in the PM peak traffic period in 2040**

Existing and Projected Level of Service (LOS)		
	AM Peak	**PM Peak**
2013 Existing	D	E
2040 No-Build*	E	F

* Assumes no intersection improvements. Projections based on anticipated increases in population and development.

PROJECT PURPOSE

- **Facilitate the safe and efficient flow of local and commuter traffic**
- **Accommodate safe movement of pedestrians and bicyclists**
- **Support existing and anticipated development**

PROJECT NEED

TRAFFIC FLOW

- **Local traffic competes with through traffic to access businesses located along US 301, MD 228, and MD 5 Business**

- **Growing traffic volumes will exceed the current capacity of the intersection and increase travel time**

PROJECT NEED

SAFETY

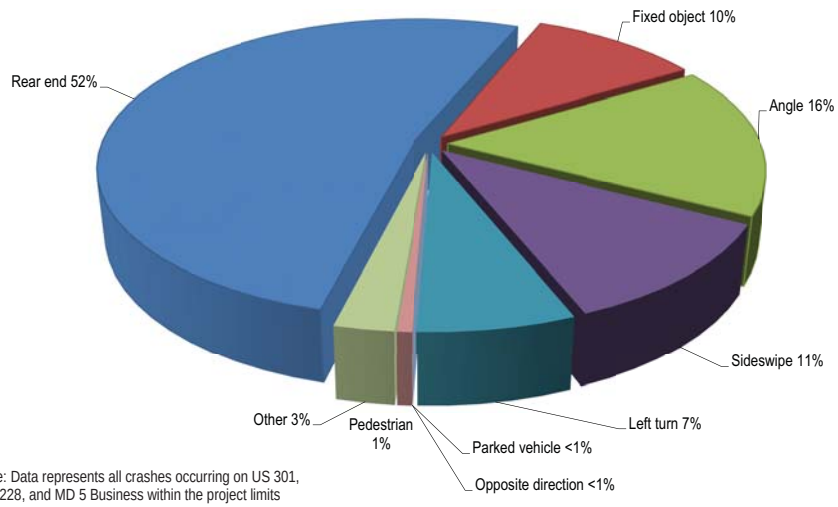
- 314 police-reported crashes occurred in the project area between 2011-2013
- 47 of the 314 crashes occurred at the intersection
- Rear-end, angle, sideswipe, and fixed-object crashes occurred most frequently
- Rate of injury and property damage collisions significantly higher than statewide average

PROJECT NEED

SAFETY

Crash Types: Project Area

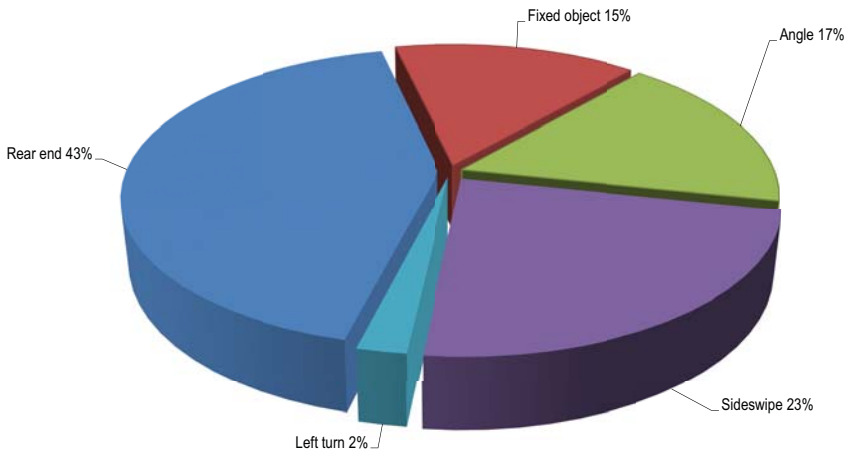
2011-2013



Note: Data represents all crashes occurring on US 301, MD 228, and MD 5 Business within the project limits

Crash Types: US 301/MD 228/MD 5 Business Intersection

2011-2013



Note: Data represents all crashes within a 250-foot radius of the intersection

PROJECT NEED

PEDESTRIAN AND BICYCLIST SAFETY

- No pedestrian crosswalk at intersection
- No sidewalks on US 301
- Incomplete sidewalk network on MD 5 Business and MD 228
- No bicycle facilities

PROJECT CHALLENGES

- Constrained right-of-way
- Balancing traffic operations vs. business access
- Maintenance of traffic and access to businesses during construction
- Utility impacts
- Duration of construction

ENVIRONMENTAL OVERVIEW

- **Cultural and Socio-economic Resources**
  - Variety of commercial businesses
  - Community facilities
  - Located within Waldorf Priority Funding Area
  - National-Register-eligible historic property - The Waldorf School
  - Environmental Justice (low-income and/or minority) populations
- **Natural Resources**
  - Tributary to Piney Branch
  - 100-year floodplain of Piney Branch
  - Wetlands
  - Trees/forested areas

ENVIRONMENTAL CONSIDERATIONS

National Environmental Policy Act (NEPA)

Requires that we do everything possible to protect and enhance the natural, cultural and human environment. A complete study of all reasonable alternatives (including measures to avoid and minimize impacts) must be prepared, and the results must be made available to public officials and citizens before decisions are made.

Natural Environment

• Geology/Groundwater Resources • Soils • Surface Water
• Floodplains • Wetlands • Aquatic Life • Wildlife

Section 404 of the Clean Water Act, Nontidal Wetlands Protection Act

Regulates dredge and fill of Waters of the United States. Guidelines published by the Environmental Protection Agency for evaluating alternatives require that the Corps of Engineers evaluate the proposed project for environmental impacts (including historic and rare/threatened/endangered species impacts) and select the least environmentally damaging, practicable alternative.

Endangered Species Act

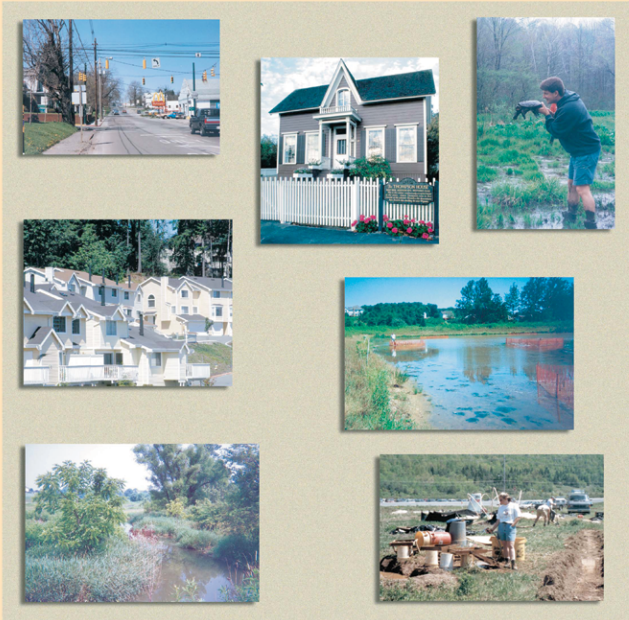
Ensures that actions are not taken to jeopardize the continued existence of endangered or threatened species or result in the destruction or adverse modification of the critical habitat of such species.

Cultural Environment

• Historic Structures • Archaeological Sites

Section 106 of the National Historic Preservation Act

Requires that agencies take into account the effects of a project on properties that are included in or eligible for the National Register of Historic Places.



Socio-Economic Environment

• Demographics • Community Facilities
• Economic Setting and Land Use • Noise • Air

Section 4(f) of the US Department of Transportation Act

Requires that special effort be made to preserve publicly owned public parks and recreation areas, wildlife/waterfowl refuges and historic sites. No project which requires land from these resources may be approved unless 1) there is no feasible and prudent alternative to the use of the land and 2) the action includes all possible planning to minimize harm to the property resulting from such use.

Clean Air Act and Clean Air Act Amendments

A microscale air quality analysis must be performed to determine if there are violations of the State or National Ambient Air Quality Standards for carbon monoxide. Also, a conformity analysis must be completed by the Metropolitan Planning Organization to make sure the Transportation Improvement Plan conforms to the State Implementation Plan.

Farmland Protection Policy Act

Requires that federal programs minimize conversion of farmland to non-agricultural uses (does not apply to farmland that is zoned or committed (planned) for urban development).

Executive Order 12898 (Environmental Justice)

Requires that agencies identify and address disproportionately high and adverse human health or environmental effects on minority or low-income populations.

AS VEHICLE OPERATORS ON MARYLAND ROADS BICYCLISTS HAVE RIGHTS AND RESPONSIBILITIES

It's the law:

Section 21-1202 Annotated Code of Maryland

> "Vehicle" means any device in, on, or by which any individual or property is or might be transported or towed on a highway.
>
> *Annotated Code of Maryland*

It's MDOT Policy:

Twenty-Year Bicycle and Pedestrian Access Master Plan

As part of roadway construction projects, SHA provides on-road features like these:

wide outside lane for bicycle compatibility

minimum four-foot-wide shoulder

bicycle lane/pocket bike lane markings

Bicycle Route & Share the Road signage

And off-road features like:

shared-use path (hiker/biker trail)

Bicycles provide a valuable transportation option for many people and will help Maryland meet our state's long-term transportation needs.

BICYCLE FAQ

Why are bicyclists allowed on the road?

Bicyclists are vehicle drivers, too. By law, "vehicle" means "any device in, on, or by which any individual or property is or might be transported or towed on a highway." (Section 11-176, Annotated Code of Maryland) Every person operating a bicycle in a public area has all the rights granted to and is subject to all the duties required of the driver of a vehicle. (Section 21-1202, Annotated Code of Maryland)

Why are bicyclists allowed to ride next to cars that are going fast?

Bicyclists are prohibited on roadways with a posted maximum speed greater than 50 mph unless a continuous paved shoulder or bicycle lane is provided. In addition, a person may not ride a bicycle on an expressway or on any controlled-access highway with signs stating that bicycles are prohibited.

There's a hiker/biker trail right next to the road. Shouldn't bicyclists be riding there?:

Maryland law requires SHA to include bicycle accommodations in roadway construction projects whenever appropriate and feasible. That's because not everyone who rides a bicycle does so for the same purpose. Hiker/biker trails are shared-use paths suitable for joggers, pedestrians, dog-walkers, children, babies in strollers, inexperienced or recreational cyclists, and others who enjoy exercising and spending time outdoors. Individuals who use a bicycle as their primary means of transportation may find that on-road bicycle accommodations better suit their needs. By removing themselves from the "mix" of hiker/biker trail-users, on-road bicyclists can reach their destinations more efficiently and lessen the risk that trail-users will find themselves in the path of bicyclists focused on getting from Point A to Point B as quickly as possible.

Shouldn't bicyclists ride on sidewalks?

The law allows bicyclists to ride on sidewalks only in Montgomery County. Not permitting bicycles on sidewalks minimizes conflicts between bicyclists and pedestrians.

Isn't it a law that bicyclists have to wear a helmet?

In Maryland, everyone under age 16 is required to wear a helmet when riding a bicycle on public property. Some local jurisdictions have requirements for helmet use that are tougher than State law. Wearing a helmet is a good safety measure for everyone who rides a bike: 85 percent of head and brain injuries resulting from bicycle crashes could be prevented if riders wore bicycle safety helmets.

Every day as I drive downtown I see bicyclists and motorists behaving in rude and dangerous ways. Whatever happened to common courtesy?

Motorists and bicyclists who share the road—especially in heavily traveled urban and suburban areas—need to look out for one another. Motorists should leave at least three feet between their vehicles and any bicycles they pass, and bicyclists should leave at least three feet between themselves and parked cars. By law, bicycles are vehicles: motorists should treat them as such, and bicyclists should obey all traffic laws, including those that govern left- and right-turns, lights and stop signs, right-of-way, and proper lane position.

I bike—where can I get more information on bicycling in Maryland?

Additional information is available on SHA's website at *www.marylandroads.com,* **click on Bicycling under EXPLORE MD, or by telephone at 1-888-204-4828.**

Handout materials are also available at the bicycling station during today's meeting.

PUBLIC OUTREACH

- **Throughout the study, the project team will maintain public involvement by:**
  - Mailing project updates to persons on the mailing list
  - Meeting with community groups, civic associations, and other organizations upon request
  - Conducting public meetings at appropriate points in the project development process

NEXT STEPS

- **Develop Preliminary Alternatives – Summer 2015**
- **Conduct Alternatives Public Workshop – Fall 2015**
- **Conduct Location/Design Public Hearing – Fall 2016**
- **Identify Selected Alternative – Summer 2017**
- **Receive Location/Design Approval – Fall 2017**

FUNDING

- **Funding is approved for Project Planning only**
- **Additional funds will be needed for Design, Right-of-Way Acquisition, and Construction**

RELATED PROJECTS

- **US 301/MD 5 Mattawoman-Beantown Road (SHA)**
  - Proposed MD 5 Flyover Option located along US 301/MD 5 at Prince George's County/Charles County line
  - Flyover will replace "triple left" from US 301 onto MD 5
  - Purpose of re-evaluation: Update engineering design and environmental studies/impacts
  - Purpose of original 1991 study: Increase capacity and improve safety on MD 5
- **Southern Maryland Rapid Transit Study (Maryland Transit Administration)**
  - Evaluating location for transit corridor between Waldorf and Branch Avenue Metrorail Station
  - Evaluating Light Rail Transit and Bus Rapid Transit

STAY CONNECTED

For more information and updates on the US 301 at MD 228/MD 5 Business Project Planning Study, please visit www.roads.maryland.gov and click on Projects and Studies, SHA Projects Page, Charles County, and US 301 Crain Highway - MD 227 to MD 5 Split in T.B., or use QR Code

Contact:

Jeremy Beck
Project Manager
Phone: 410-545-8518
Toll Free: 800-548-5026
jbeck@sha.state.md.us

Maryland State Highway Administration
Project Management Division
Mailstop C-301
707 N. Calvert Street
Baltimore, MD 21202

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