Baltimore-Washington Parkway Widening Feasibility Study

NOVEMBER 2012

SUPPORTING TECHNICAL DOCUMENTATION

Technical Appendices

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Appendix A - Legislative Language

110TH CONGRESS } HOUSE OF REPRESENTATIVES { REPORT
1st Session } { 110–238

DEPARTMENTS OF TRANSPORTATION, AND HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES APPROPRIATIONS BILL, 2008

JULY 18, 2007.—Committed to the Committee of the Whole House on the State of the Union and ordered to be printed

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Mr. OLVER, from the Committee on Appropriations, submitted the following

R E P O R T

together with

MINORITY VIEWS

[To accompany H.R. 3074]

The Committee on Appropriations submits the following report in explanation of the accompanying bill making appropriations for the Departments of Transportation, and Housing and Urban Development, and related agencies for the fiscal year ending September 30, 2008.

INDEX TO BILL AND REPORT

	Page number Bill	Report
Major challenges facing transportation and housing over the next decade		
Projects		
Solvency of highway trust fund		
The effect of guaranteed spending		
Operating plan and reprogramming procedures		
Relationship with budget offices		
Tabular summary		
Committee hearings		
Program, project, and activity		
Title I—Department of Transportation		
Title II—Department of Housing and Urban Development		
Title III—Related Agencies		
Title IV—General Provisions		
House of Representatives Report Requirements:		

The Committee directs that the funds allocated above are to be derived from the FHWA's public lands highways discretionary program and not from funds allocated to the National Park Service's regions.

Baltimore Washington Parkway feasibility study.—The Committee directs the FHWA's Office of Federal Lands Highways to work with the National Park Service and the Maryland State Highway Administration to determine the feasibility of adding a third northbound and a third southbound lane for Maryland Route 295/ Baltimore Washington Parkway from the intersection with Interstate 695 to New York Avenue in the District of Columbia. The FHWA shall prepare a report which must be submitted to the House and Senate Committees on Appropriations, not later than one year after the date of enactment of this Act, on the feasibility of such a widening. The feasibility study shall include an assessment of the impact of the Base Realignment and Closure process on traffic throughout the Maryland Route 295 corridor between Baltimore, MD, and Washington, DC.

Ferry boats and ferry terminal facilities.—SAFETEA–LU reauthorized funding for the construction of ferry boats and ferry terminal facilities and requires that $20,000,000 from each of fiscal years 2005 through 2009 be set aside for marine highway systems that are part of the National Highway System for use by the states of Alaska, New Jersey and Washington. In fiscal year 2008, SAFETEA–LU provides $65,000,000 for the ferry boat program.

Funds provided for the ferry boats and ferry terminal facilities program in fiscal year 2008 shall be available for the following activities in the corresponding amounts:

FY 2010 Public Lands Highways Discretionary (PLHD) Awards (as of September 20, 2010)*								
STATE	PROJECT	PLHD GRANT AMOUNT (1)		PROJECT ADMIN. THRU STATE or FLH	PLHD FUNDS ALLOCATED TO STATE	PLHD FUNDS YET TO BE ALLOCATED TO STATE	PLHD FUNDS ALLOTTED TO FEDERAL LANDS HIGHWAY (FLH)	PLHD FUNDS YET TO BE ALLOTTED TO FEDERAL LANDS HIGHWAY (FLH)
Maryland	Baltimore Washington Parkway Feasibility Study, MD	$1,000,000		FLH				$1,000,000
Maryland	BRAC-Related Improvements, Anne Arundel County, MD	$2,753,200		State	$2,753,200.00			
Maryland	BRAC-Related Improvements, Harford County, MD	$2,881,450		State		$2,881,450		
Maryland	BRAC-Related Improvements, Montgomery County, MD	$4,400,000		State		$4,400,000		
Maryland	BRAC-Related Improvements, Prince George's County, MD	$2,496,700		State	$2,496,700			
Tennessee	Stones River National Battlefield Tour Route, TN	$1,500,000		FLH			$1,500,000	
TOTALS		**$91,990,832**			**$18,833,110.00**	**$50,603,972.00**	**$7,407,750.00**	**$15,146,000.00**

(1) - All FY2010 PLHD projects were designated by Congress in the Conference Report accompanying the Consolidated Appropriations Act, 2010 (Division A of Public Law 111-117).

(*) - Project receiving additional PLHD discretionary funding above the designated grant amount indicated in the Conference Report accompanying the Consolidated Appropriations Act, 2010 (Division A of Public Law 111-117).

** http://www.fhwa.dot.gov/discretionary/plhlist.cfm*

Appendix B - Baltimore-Washington Parkway Legislation

[PUBLIC LAW 643—81ST CONGRESS]

[CHAPTER 525—2D SESSION]

[H. R. 5990]

AN ACT

To provide for the construction, development, administration, and maintenance of the Baltimore-Washington Parkway in the State of Maryland and its extension into the District of Columbia as a part of the park system of the District of Columbia and its environs by the Secretary of the Interior, and other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That all lands and easements heretofore or hereafter acquired by the United States for the right-of-way for the parkway which is being constructed by the Bureau of Public Roads between Anacostia Park in the District of Columbia and the northern boundary of Fort Meade in the State of Maryland, the extension of said parkway into the District of Columbia over park lands to the intersection of New York Avenue extended with the boundary of Anacostia Park, and including any lands required for additional connections to the Maryland road system all of which shall be regarded as an extension of the park system of the District of Columbia and its environs, to be known as the Baltimore-Washington Parkway and it shall be constructed, developed, administered, and maintained by the Secretary of the Interior, through the National Park Service, subject to the provisions of the Act of Congress approved August 25, 1916 (39 Stat. 535), the provisions of which Act, as amended and supplemented, are hereby extended over and made applicable to said parkway, insofar as they are not inconsistent with the provisions of this Act.

SEC. 2. The parkway shall be constructed, developed, operated, and administered as a limited access road primarily to provide a protected, safe, and suitable approach for passenger-vehicle traffic to the National Capital and for an additional means of access between the several Federal establishments adjacent thereto and the seat of government in the District of Columbia. To avoid impairment of this purpose, the Secretary of the Interior, with the concurrence of the Secretary of Commerce, shall control the location, limit the number of access points, and regulate the use of said parkway by various classes or types of vehicles or traffic.

SEC. 3. The Secretary of the Interior in his administration of this parkway is authorized, in his discretion, to accept from private owners, State and local governments, lands, rights-of-way over lands, or other interests in lands adjacent to such parkway, and also to accept the transfer of jurisdiction to the Department of the Interior of adjacent lands for park and recreational purposes from any Federal agency or department, without reimbursement to such Federal agency or department having jurisdiction thereof, when such transfer is mutually agreed upon by the Secretary and such department or agency; and such transfer of jurisdiction by any such department or agency

of the Federal Government in possession of such lands is hereby authorized. Notwithstanding the provisions of any other law, the lands required for said parkway within the suburban resettlement project known as Greenbelt, Maryland, as surveyed by the Bureau of Public Roads and shown on plats AOV-WBP-3 and AOV-WBP-4 prepared by said Bureau and dated July 10, 1946, and within the Agricultural Research Center at Beltsville, Maryland, as surveyed by the Bureau of Public Roads and shown on plat SOM-WB-10 prepared by said Bureau and dated June 22, 1944, are hereby transferred, without reimbursement, to the administrative jurisdiction and control of the Department of the Interior, for the purposes of this Act, subject to such terms and conditions as may be agreed upon by the Public Housing Administration and the Department of Agriculture, respectively, with the Department of the Interior and the Bureau of Public Roads.

SEC. 4. The Secretary of the Interior is hereby authorized to accept, on behalf of the United States, title to any lands, rights-of-way, or easements over lands owned by the State of Maryland which may be offered by the Governor of Maryland for the proper development and administration of the Baltimore-Washington Parkway in accordance with the provisions of the laws of Maryland, chapter 644, approved May 6, 1943, and subject to such conditions respecting control and jurisdiction as may be mutually agreed upon by the designated agencies of the United States and the State of Maryland whenever such conveyance may affect any park lands acquired under the provisions of the Act of Congress, May 29, 1930 (46 Stat. 482).

SEC. 5. Except as provided in section 6, the money appropriated for parkways administered by the National Park Service by the Department of the Interior Appropriation Act each fiscal year shall be available for expenditure for continuing the construction, development, maintenance, and policing of the Baltimore-Washington Parkway.

SEC. 6. The cost of construction of the parkway shall not exceed the additional sum of $13,000,000.

Approved August 3, 1950.

Appendix C - National Register Nomination

United States Department of the Interior
National Park Service

National Register of Historic Places Multiple Property Documentation Form

VLR 10/08/1991
NRHP 6/2/95

This form is for use in documenting multiple property groups relating to one or several historic contexts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. For additional space use continuation sheets (Form 10-900-a). Type all entries.

A. Name of Multiple Property Listing

PARKWAYS OF THE NATIONAL CAPITAL REGION, 1913 - 1965 #029-5524

B. Associated Historic Contexts

EVOLUTION OF THE URBAN PARKWAY
DEVELOPMENT OF THE NATIONAL CAPITAL PARKWAY SYSTEM

C. Geographical Data

The estimated 75-100 miles of parkways located in the National Park Service's National Capital Region are found in Washington D.C.; Montgomery, Prince Georges, and Anne Arundel counties in suburban Maryland; and Arlington and Fairfax counties, and the City of Alexandria, in Northern Virginia. The boundaries of the contributing arterial thoroughfares are coterminus with their rights-of-way, and include the Baltimore-Washington Parkway and Suitland Parkway, extending from the eastern boundary of the District of Columbia; the Mount Vernon Memorial Highway/George Washington Memorial Parkway along the Potomac River shoreline between Mount Vernon and Great Falls; Rock Creek and Potomac Parkway between the East and West Potomac Parks and Rock Creek Park; and numerous strip parks located throughout the greater Washington area, including the Sligo Branch Parkway.

☐ See continuation sheet

D. Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this documentation form meets the National Register documentation standards and sets forth requirements for the listing of related properties consistent with the National Register criteria. This submission meets the procedural and professional requirements set forth in 36 CFR Part 60 and the Secretary of the Interior's Standards for Planning and Evaluation.

Signature of certifying official — Date

State or Federal agency and bureau

I, hereby, certify that this multiple property documentation form has been approved by the National Register as a basis for evaluating related properties for listing in the National Register.

Signature of the Keeper of the National Register — Date

EVOLUTION OF THE URBAN PARKWAY

The parkways constructed in the Greater Washington area range stylistically from nationally significant schemes modeled on the precedent-setting, picturesque suburban New York system, to include simple tributary byways and the straightforward Baltimore-Washington Parkway completed shortly after mid-century. Contributing cultural influences include the increased use of the automobile, the City Beautiful movement, and popularity of outdoor recreation.

A parkways' foremost task is to separate traffic into two distinct groups: pleasure motorists and heavy commercial users. During the early decades of automobile use, the greatest proportion of use was devoted to recreation. But in the late 1930s when the emphasis shifted from the pastime of "getting there" to simply "arriving"--so, too, changed road design. The newly formed National Capital Park & Planning Commission (NCP&PC) in 1927 indicated:

> There are and should be in the development of plans. . . a number of things which may be called parkways, to serve as lines of pleasure traffic; but in another sense part of the thoroughfare system of the District. There is overlapping there of the two types of functions. We need to be careful. . .that it does not extend too far.[1]

NCP&PC landscape architect Frederick Law Olmsted, Jr., cites only two criteria that serve as a design guide--"controlling purposes" and local physical conditions--from which four types of parkways emerge: an elongated park, a glorified and ornamental street, and:

> A thoroughfare, boulevard, or parkway, the prime purpose of which is to enable the public to travel from one part of its course to another under conditions which are made more enjoyable by almost any means, than those of an ordinary city street.[2]

Within this last category are three subtypes: a single road with planted and ornamental flanks, which "may be really verdant and justify the name 'parkway'"; dual roadways with a central planted strip and some flanking ornamentation, much like a boulevard; and a central road flanked by any type of formal or informal landscaping, with or without pedestrian amenities.

The fourth parkway model is "somewhat intermediate and transitional between the first and the third" type, a border treatment that does not attempt to buffer surrounding buildings, and often places the roadway to one side of the green space and a waterway. This "border parkway" was later cited in a Washington-Baltimore regional study that called for "eventual acquisition [of]

[1] Minutes of the NCP&PC (16-18 September, 1927).

[2] Frederick Law Olmsted, "Memorandum as to 'Border Roads' for Parkways and Parks" (25 September, 1925), pp. 1-3. RG 66, Box 156.

X See continuation sheet

F. Associated Property Types

I. Name of Property Type parkway

II. Description

The National Capital parkway system is composed of more than 8,761 acres of protected arterial byways in Washington, D.C., suburban Maryland, and Northern Virginia, totaling more than 74 miles. The contributing parkways include the Rock Creek and Potomac, Mount Vernon Memorial Highway George Washington Memorial, Suitland, Baltimore-Washington, and numerous neighborhood strip parks (although this last category is not included in the acreage/miles figures given). All are related to provide a "garden system" within a densely developed urban scheme, in keeping with a scale and layout that dates to the eighteenth century. The parkways serve as a link among the parks, monuments, and suburbs of the national capital region, with features that include scenic overlooks, hiking/biking trails, picnic/parking areas, native and ornamental plantings, and formal monuments--each situated to provide advantageous vistas and accessible day-use recreation

III. Significance

The various parkways of the national capital reflect the culmination of several national trends after the turn of the century: the City Beautiful movements' emphasis on integrated urban green space; automobility and the rapid development of road systems; and the decline in the quality of city living and resulting popularity of outdoor recreation. In Washington, D.C., the McMillan Commission's recommendation for a series of parks and parkways was coupled with the American Institute of Architects's assessment of a cityscape badly in need of formal planning and direction--in keeping with the original eighteenth-century urban scheme by Pierre L'Enfant. The four primary parkways and numerous small, regional strip parks--developed from 1913 to 1965 through the cooperative efforts of Maryland, Virginia, and District authorities--collectively represent all major justifications

IV. Registration Requirements

A. Landscape architecture
1. natural terrain and topography
2. existing and enhanced native vegetation
3. variable-width median and buffer articulation
4. vistas

B. Architecture/structures
1. dual-lane roadway
2. culverts and guard rails
3. bridges
4. monuments and statuary

C. Site
1. limited and well-distanced access
2. vertical and horizontal curves
3. enhancement of natural scenic features
4. roadside overlooks, parks, parking areas

[X] See continuation sheet

[ ] See continuation sheet for additional property types

G. Summary of Identification and Evaluation Methods

Numerous resources were used to evaluate the significance of Washington, D.C.'s parkway system. The general history of the period of significance--approximately the first half of the twentieth century--is historically linked to regional cultural organizations and the comprehensive plans they issued: the McMillan Commission, National Capital Park and Planning Commission, the Maryland-National Capital Park and Planning Commission, and the Commission of Fine Arts. Each has been concerned with the same historic and physical boundaries of the national capital and neighboring suburbs in Maryland and Virginia. The integrity of the contributing landscape-architectural features and structures has remained high because of ongoing ownership and maintenance by the National Park Service, the arbiter of the guiding Secretary of the Interiors' Standards for Historic Preservation. Federal records exist for each parkway in the collection of the National Archives, as well Historic Resource Study: Rock Creek and Potomac Parkway, George Washington Memorial Parkway, Suitland Parkway, Baltimore-Washington Parkway, by Historian Jere Krakow (NPS, 1990). Also, a Rock Creek Park administrative history documents the development of that parkway. The original section of the George Washington Memorial Parkway--the Mount Vernon Memorial Highway--is listed in the National Register of Historic Places and is the subject of a historic-resource study being produced by EDAW Inc. of Alexandria. The Historic American Buildings Survey/Historic American Engineering Record Division, NPS, completed a selective survey of historic bridges in the National Capital Region, NPS, including many associated with the parkways discussed here. This material provided information on the contexts and themes related to the parkways: conservation, history and development of the park and parkway system of the national capital, and the influence of automobiles and the development of commuter arteries.

H. Major Bibliographical References

GENERAL

National Archives:
RG 66, Commission of Fine Arts
RG 351, Records of the District of Columbia
RG 328, National Capital Park & Planning Commission
RG 79, National Park Service
RG 30, Bureau of Public Roads

[X] See continuation sheet

Primary location of additional documentation:

- [ ] State historic preservation office
- [ ] Other State agency
- [XX] Federal agency
- [ ] Local government
- [ ] University
- [ ] Other

Specify repository: National Capital Region, NPS; National Capital Planning Commission

I. Form Prepared By

name/title Sara Amy Leach, Historian
organization National Park Service date 15 September, 1990
street & number P.O. Box 37127 telephone 202-343-9607
city or town Washington, D.C. state _____ zip code 20013-7127

selected stream valley 'strip parks' [to] be protected by public purchase of scenic easements in all parks of the area." While these do not possess extraordinary scenic qualities, they protect the floodplain and "assure provision of open spaces to prevent uninterrupted built-up areas."[3]

During the 1930s, one application of the term "parkway" hinged on use and legal access. Of a parkway, highway and freeway, all involve public land; the parkway alone is devoted to recreation rather than movement; and only the highway allows adjacent land owners to retain rights of light, air or access.[4]

This is supported by the casually synonymous use of "freeway" and "parkway" within the context of landscape by itself, rather than the thoroughfare in its entirety. A freeway, for instance, was characterized by one planner as about 100 feet wide with a center pavement "flanked by 20-foot strips of parkway, planted with trees, ground covers, shrubs, and hedges. . .adequate for a landscape composition of varied interest."[5] Shared features include the pleasure derived from planted borders instead of billboards and business frontage, a reduced volume of traffic, improved travel time, and safety. This type of road was considered particularly effective in an area where residential and business subdivisions were slated, and was destined to reorient transportation patterns--a setting particularly relevant to development of the Baltimore-Washington metropolitan corridor.

Legally, a parkway was designed simply as "an attenuated park with a road through it," but the federal government did not address general parkway guidelines until the "Regulations and Procedure to Govern the Acquisition of Rights-of-way for Parkways" was approved by the Secretary of the Interior on 8 February 1935.[6] This was the foundation for a set of eight characteristics intended to differentiate parkways from ordinary highways, as identified by the NPS three years later. It represents the culmination of thirty years of modern parkway planning--designated, ironically--just as the highway needs of the nation were about to shift away from recreational motoring.

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[3] MNCP&PC, "Regional Planning Report IV: Baltimore-Washington-Annapolis Area" (November 1937), p. 2, 34.

[4] Baltimore-Washington-Annapolis report, p. 60.

[5] George D. Hall, "The 'Freeway', A New Thought for Subdividers," Landscape Architecture, vol. 21, no. 2 (January 1931), p. 115-118.

[6] NCP&PC, "Comments on Report of Maryland State Planning Commission on State Recreational Areas," (unpublished, 1938?), cited in Jere Krakow, "Historic Resource Study, Baltimore-Washington Parkway" (1987), p. 28; this and resource studies on other NPS Washington-area parkways are collectively published in Jere L. Krakow, Historic Resource Study: Rock Creek and Potomac Parkway, George Washington Memorial Parkway, Suitland Parkway, and Baltimore-Washington Parkway (NPS, January 1990). Memorandum for A.E. Demaray, Appendix A, Minutes of the NCP&PC (16-17 March, 1944), p. 2. RG 328.

X See continuation sheet

These specifications are: a limit to non-commercial, recreational traffic; the avoidance of unsightly roadside developments; a wider-than-average right-of-way to provide a buffer from abutting property; no frontage or access rights, to encourage the preservation of natural scenery; preference for a new site, to avoid already congested and built-up areas; to best access native scenery; the elimination of major grade crossings; well-distanced entrance and exit points to reduce traffic interruptions and increase safety.[7] Collectively, they ensured a self-contained, well-preserved, and safe thoroughfare.

Despite these in-house Park Service ideals, in 1944 the U.S. Department of Interior complained that, "To date, Congress has not defined parkways. Legislation pertaining to parkways is piecemeal and lacks uniformity."[8]

In Washington, at least, the definition of a parkway has historically differed according to the period of development, site, and transportation needs. And although its function as a road can never be divorced from its scenic role, parkways have been consistently patterned as formally or informally designed connectors within a system of predetermined destinations that include parks and monuments--and later, federal reservations. Credit for this belongs to the City Beautiful movement.

CITY BEAUTIFUL MOVEMENT

The City Beautiful movement that developed around the turn of the century is evidenced in particular in the urban park systems of Boston and New York--a vital element of which are parkways. Using these as models, planners and landscape architects assembled in Washington to develop a similar program for the nation's capital. The McMillan Plan of 1902 calls for numerous "parkways" linking the Great Falls, Mount Vernon, Potomac River bridges, and existing parks. Like New York City's Riverside Drive, Washington had its own token "riverside drive," a muddy carriage path built in 1904. It wound around the Tidal Basin and up 26th Street in northwest, serving as a literal and figurative prologue to the era of parkway construction.

The parkway was a byproduct of the suburbanization movement, born in the late nineteenth

[7] Harlan D. Unrau and G. Frank Williss, Administrative History: Expansion of the National Park Service in the 1930s (Washington D.C.: Denver Service Center, 1983), p. 146; ASLA fellow Laurie D. Cox identified the same standards in an article, "Appearance: Essential Element in Superhighway Plans," Landscape Architecture, vol. 32, no. 2 (January 1942), p. 56.

[8] Memo to Demaray, Appendix A, p. 1.

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century; however, its role accelerated with the increasing sense of city-to-city regionalism and the rise of motoring characteristic of the twentieth century,.

> The purpose served by parkways and boulevards is, roughly, to provide agreeable routes connecting parks with each other, the parks with the centers of population, and the suburbs and countryside with the congested districts. The first two purposes have long been established. The last is a recognition of the changed methods of travel introduced with the automobile.[9]

The car--which gave enormous impetus to the improvement of the American road system in general--had a significant impact on parkways and the development of recreational roadways. According to Charles W. Eliot II: "It is the informal landscape parks of all sizes, and in the parkways, that the automobile has notably changed the situation."[10]

As an added bonus, Eliot felt that if recreation-seekers took to scenic roads, it might alleviate the inevitable and increasing congestion of national and state parks, as well as "atone for the exclusion of automobiles from landscape parks except under rigorous conditions," which he advocated.[11] The speed of motorized vehicles, as compared to horse-drawn carriages, also lent itself to new design needs: convenient and unobtrusive parking areas, service facilities, and dramatic-but-simple landscaping enjoyable from afar at 75 mph, rather than in detail at a meandering pace.

Although the District of Columbia's Division of Trees and Parking (established in 1871 and later part of the city's Engineer Department) was "one of the first public bodies to regard street-tree planting as a public function," the city trailed behind others in the development of urban green space. Massachusetts, one of the forerunners in the City Beautiful movement, became the first state to enact legislation for the caring of shade trees on public highways in 1890. But it was not until 1933 and the National Industrial Recovery Act that "appropriate landscaping of parkways or roadside on a reasonably extensive mileage," was provided at the federal level.[12]

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[9] Eliot, p. 36; for information on Eliot, see footnote 24.

[10] Charles W. Eliot, II, "The Influence of the Automobile on the Design of Park Roads," Landscape Architecture, vol. 13, no. 1 (October 1922), p. 27.

[11] Eliot, p. 36.

[12] Wilbur H. Simonson, "Roadside Planting," Landscape Architecture, vol. 26, no. 4 (July 1936), p. 167.

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comprehensive scheme of urban parks and parkways in Washington. "There has been candid admission in Congress," reported one newspaper, "that the park system of the National Capital is not what it should be"--for which the poor "economies of the past five years" were blamed.[13]

As the desirability for sophisticated roads grew, "the modification of highway design to conform to the principles and technique of landscape architecture" became a direct concern of the American Society of Landscape Architects (ASLA). This remained true even as the engineering aspects of road construction improved, because "the fundamental purpose of roadside planting operations should be to make the highway strip a mere foreground, or screen against what lies beyond."[14] As late as 1940, however, an ASLA editorial reported:

> There is still a tendency to consider the work of the landscape architect as a last step after all the other important decisions of design are made and put into effect.[15]

Despite the growing acknowledgement that landscape architecture was a mandatory component to road design, certain parkway characteristics remained subordinate to one another: Traffic provisions, safety, and economical maintenance take precedent over landscape design; while landscape-design features including location, alignment, profile, and adaptation to natural topography, take precedent over horticultural embellishments. All, however proportioned, are crucial parkway elements.[16]

And last, the site design of a parkway should appear compositionally natural, with irregular groupings of plantings recommended: The purpose was to enhance native vegetation beyond. According to one landscape architect:

> In the open countryside it is a mistake to use exotic plants, or anything which is not indigenous to that general region and to the particular type of topography at hand. . . .Native materials should be

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[13] Bill Price, "A Great National Park Along the Potomac," Washington Times (18 April, 1922).

[14] Simonson, p. 171, 173; ASLA committee reports of 1939-40 outline the procedure for the collaboration between landscape architects and engineers "in the design and construction of highways, "Landscape Design in Highway Development," Landscape Architecture, vol. 32, no. 2 (January 1942), p. 72.

[15] Harlean James, "Comment: Tendency to View Landscape Contribution as Final Step," Landscape Architecture, vol. 30, no. 3 (April 1940), p. 117.

[16] Arthur R. Nichols, "Landscape Design in Highway Development," Landscape Architecture, vol. 30, no. 3 (April 1940), p. 115.

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used not only because they are likely to be more permanent than others, . . .but most important of all, because the effect of regional individuality may be retained.[17]

Thus, during the first half of the twentieth century, a recognized set of design criteria evolved that were common to all parkways constructed. These were initiated with New York's Westchester County system of the early twentieth century, under the aesthetic direction Gilmore Clarke, the landscape architect who would greatly influence parkway development in Washington. Also, as technology improved and recreational goals changed, new motives altered the appearance and use of these roads up to World War II, when parkway development was--for all practical purposes--usurped by modern highway construction.

DEVELOPMENT OF THE NATIONAL CAPITAL PARKWAY SYSTEM

In Washington, Maryland and Virginia, the national capital park system is composed of more than 8,761 acres and 74 miles of formal parkways. The major components are: Rock Creek and Potomac Parkway, connecting Rock Creek Park in and north of Washington, to the East and West Potomac Parks along the river; more than 12,000 acres of neighborhood "stream valley," or "strip," parks that cushion and protect the crucial tributaries, many adjacent to Rock Creek Park; the Mount Vernon Memorial Highway, connecting the estate and Washington via the Potomac shore and Memorial Bridge, and its extension into the George Washington Memorial Parkway, up to Great Falls in Maryland and Virginia[18]; Suitland Parkway, a defense-highway link to Andrews Air Force Base; the Baltimore-Washington Parkway, an intercity thoroughfare that serves as a primary commuter route and defense road among the two cities and several federal reservations.

Some elements of Washington's fully idealized parkway system did not come to fruition. The Fort Drive circuit, a proposed connection of forty or so Civil War fortifications, would have encircled the city. Two extensive links with the George Washington Memorial Parkway remain unbuilt: a parkway along the Chesapeake & Ohio Canal route between Great Falls and Cumberland, Maryland, which would have served as a ceremonial entry to the city, and a similar route in Maryland along the Potomac River south to Fort Washington. Only a few fragments of disjunct border parkways

[17] Malcolm Dill, "Planting in Streets, Parkways, Highways, and Byways," Landscape Architecture, vol. 22, no. 2 (January 1932), p. 129-31.

[18] In 1989, the 7.7-mile portion of this parkway in Maryland, from the MacArthur Boulevard in Montgomery County to Canal Road in the District of Columbia was redesignated the Clara Barton Parkway with the enactment of Public Law 101-177/101st Congress (Approved November 28, 1989).

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exist of the never-realized Archbold-Glover Parkway in northwest D.C. Despite their absence, a system of largely complete parkways does exist in the capital.

The vision of a National Capital laid out along wide avenues and ceremonial routes replete with parks and formal city entrances, is descended from the design scheme of engineer-turned-city planner Maj. Charles Pierre L'Enfant. His 1791 plan for the Federal City incorporates political, residential, and commercial centers, as well as waterways such as the Potomac and Anacostia (or Eastern Branch) rivers, two canals, and Rock Creek with its tributaries.

With the urban schemes of Paris and other world capitals in mind, L'Enfant surveyed the site of the future U.S. capital from all directions, including the north approach from Baltimore, "which offered travelers a synoptic view of the town and its natural setting from the hills above the Bladensburg Road."[19] Among the guidelines for his plan are thoroughfares "to not merely contrast with the general regularity, not to provide a greater variety of seats with pleasant prospects. . .but principally to connect each part of the city."[20] In addition to "outroads" identified on William T. Partridge's 1926 study of plans by L'Enfant and his successor, William Ellicott, a "city entrance" occupies a prominent position on the Potomac River in the approximate area where the Baltimore-Washington Parkway exits the city today.[21] Little of L'Enfant's vision was constructed during the eighteenth- or nineteenth centuries, however.

New and extended modes of transportation dominated the nineteenth century that--for service and speed--superseded those provided by water- and roadways. A rail line operated between the two cities in 1835, bettering the traditional stage coach travel time by half.[22] The Baltimore & Ohio Railroad opened a direct line to Washington City and encouraged regional development between the capital and not-insignificant Maryland port to the north. All the while, in Washington and environs a miscellany of crossroads towns and farms steadily grew up within the ten-mile city boundaries. One exception to such growth was the region along the east bank of the Anacostia River: "An area of commanding panoramic views and a hilly topography.[23]

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[19] Gutheim, Frederick, Worthy of a Nation (D.C.: Smithsonian Institution Press, 1977), p. 20.

[20] Cited in Gutheim, p. 25..

[21] Gutheim, p. 32.

[22] Ibid. p. 49.

[23] Ibid., p. 108.

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The first attempt to cohesively develop L'Enfant's scheme beyond city limits came in the 1890s with successive--but equally ineffectual--legislation, the 1893 and 1898 Highway Acts. Authorization was introduced for a plan extending L'Enfant's street plans, taking into account already-established subdivisions, but it failed to address funding or offer a timetable for implementation. The "Permanent System of Highways Plan," however, became the foundation for the McMillan Commission's revival of the original urban scheme in the grand, baroque tradition.

Several nationwide movements contributed to Washington's urban development at this time: The unparalleled success of the 1893 World's Columbian Exposition in Chicago turned designers on to comprehensive and formally integrated city planning that included a generous landscape component, the essence of the City Beautiful movement; the increasing popularity and affordability of the automobile, which necessitated adequate roadways and service facilities; and the general decline of urban living conditions through overcrowding and poverty, which logically resulted in the out-of-doors as a popular recreation destination.

A trio of local events further drew the focus to Washington. "A small group of the country's best-known designers" assembled there to coordinate the centennial celebration of the "removal of government" to the city; the American Institute of Architects convened in 1900 to address issues of sculpture, landscape and public-building design; and, Senator James McMillan of Michigan orchestrated the creation of the Senate Park Commission. The McMillan Commission--as it is better known--was a highly influential group that advised the formation of a team of professionals "eminent in their professions, who shall consider the subject of the location and grouping of public buildings and monuments to be erected in the District of Columbia and the development of the entire park system of the District of Columbia."[24]

Commission members included: Charles Moore, assistant to McMillan (who later served on the Commission of Fine Arts for twenty-seven years); Charles Eliot II, whose father designed Boston's comprehensive park system and worked at the Olmsted brothers' firm; Frederick Law Olmsted, Jr., a principal in that office and head of the nation's first landscape-architecture curriculum at Harvard University; pre-eminent architects Charles F. McKim and Daniel Burnham, both of whom worked on the Columbian Exposition; and sculptor August Saint-Gaudens who joined the team later. Moore, Olmsted and Eliot would remain key figures in the design of the national capital region during the next three decades.

[24] Ibid., p. 113, 116.

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In addition to downtown development, the McMillan Commission recommended a series of drives and park connections around the city: in Virginia along the Potomac River down to Mount Vernon, in Maryland and D.C. up to Great Falls; a Fort Drive to connect forty or so historic Civil War sites; and to enlarge and embellish Rock Creek Park for intensified recreational use.[25] In keeping with L'Enfant's vision:

> The City Beautiful movement in Washington was. . . swept along to include city entrances, parkways, boulevards, monumental bridges, and entire streets.[26]

This was followed by the Commission of Fine Arts' (CFA, established in 1910) recommendation in 1918 for a "permanent system of highways [to] be revised to allow for the new park schemes." Crucial to a citywide network of local and "grand entrance" parkways was the Olmsted Brothers' urging for protection of the Rock Creek Park property. The idea followed up by a U.S. Army Corps of Engineers' recommendation for the acquisition of 400-foot strips of land along Rock Creek and its tributaries in D.C. and neighboring Montgomery County, Maryland.[27]

ROCK CREEK & POTOMAC PARKWAY: 1913–1935

The Rock Creek and Potomac Parkway was legislated 1913 as a two and one-half-mile connector between the East and West Potomac Parks on the river, and Rock Creek Park and the zoo. Rock Creek Park was established in 1890 as a nature preserve, an "open valley" of streams and forest to which hiking and riding trails were later added. A winding two-lane road, Beach Drive, provides the primary access through the park, which occupies 1,754 acres in the District and Montgomery County, Maryland. Access to the park interior is limited to about twenty entry points from small neighborhood thoroughfares.

Distinguishing traffic use through the park was an issue during the 1920s, even as the parkway was being developed. Frederick Law Olmsted, Jr., believed there should be a distinction between the lower and upper portions of the Rock Creek Valley. The bulk of the valley--above the zoo--

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[25] Ibid., p. 125.

[26] Ibid., p. 135.

[27] Ibid., p. 145; these neighborhood parkways, also called "strip parks" or "border roads," protected the creek's floodplain and provided welcome green space within the urban sprawl.

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remains a park, while the parkway to the zoo is the narrowest right-of-way and serves as a commuter route. "You must be careful not to ruin that valley if it is to be all one. The valley of Rock Creek should not be turned into that kind of thoroughfare and ruin the stream and park character," he warned.[28]

A parkway linking the zoo and the Potomac parks was first studied in 1900, when Congress allocated $4,000 to employ landscape architect Samuel Parsons, Jr. During the early years of the century--concurrent to the McMillan Commission's workings--two options evolved. The first was to fill the valley and enclose the creek in an underground brick culvert--the fate that earlier befell Tiber Creek. This was determined to be a long-term and costly undertaking, and the commission pursued the second option: to maintain the open-valley plan and bring a road through it, thus allowing east-west traffic to traverse the park on bridges at non-grade level.[29]

But it was not until President William Howard Taft signed the parkway's enabling legislation in March 1913 that any progress was made--for reasons of conservation and transportation:

> That for the purpose of preventing the pollution and obstruction of Rock Creek and of connecting Potomac Park with the Zoological Park and Rock Creek Park, a commission. . .is authorized and directed to acquire. . .such land and premises. . .lying on both sides of Rock Creek. . . .That [such] lands. . .are hereby appropriated to and made a part of the parkway herein authorized to be acquired.[30]

The bill--whose justification resembled the New York legislation of 1906 that resulted in the Westchester parkways--included a $1.3 million appropriation for land acquisition, the cost of which was to be shared equally by District and federal governments. The Rock Creek and Potomac Parkway Commission, which included landscape architect James D. Langdon, sought to acquire slightly more than 4.1 million square feet of land, assessed at $1.42 million. By 1923, the commission had 82 percent of its goal, but funds ran out while twelve acres were still needed. This was mitigated through boundary adjustments and land condemnations. Segments of the road were under construction in the mid-20s, but title disputes and unacquired land prevented a continuous thoroughfare. The last leg of the parkway, between K and P streets, opened to traffic in October 1935.[31]

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[28] NCP&PC minutes (16-18 September, 1927), p. 15.

[29] Barry Mackintosh, Rock Creek Park: An Administrative History (Washington, D.C.: NPS History Division, 1985), p. 49

[30] Congressional Record, pp. 4693-94, 4816. Pub. 432, 62nd Congress, 37 Stat. 885.

[31] Mackintosh, p. 61, 63.

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BORDER, STRIP, AND STREAM VALLEY PARKS

Ancillary to Rock Creek, and the Potomac and Anacostia Rivers are a number of "strip" or "border" parks that occupy the floodplain of local tributaries or park-related topography. These have historically been identified for local importance.

> Stream valley parks form the backbone and major portion of the District of Columbia and Metropolitan Park System. Their value as routes for passenger car traffic augmenting the city and metropolitan street system cannot be overestimated. One of their primary values which is often overlooked is the conservation of small wild life, woodland and water.[32]

In the District, Maryland and Virginia, a total of 11,552 publicly owned acres were devoted to such stream valley parks by the late 1930s, with nearly 12,000 additional acres planned.[33]

Maryland's Sligo Branch Parkway, conceived in the 1920s, is the single-largest strip park in the region. It descends about ten miles (northwest to southeast) from the city of Wheaton in Montgomery County to Hyattsville in Prince George's County, to link up with parkway extensions of the northeast and northwest branches of the Anacostia River, the Baltimore-Washington Parkway and Anacostia Park. The two-lane, undivided roadway winds alongside Sligo Creek, where numerous picnic and recreational spots are provided in a wooded setting, although access to the parkway from adjacent neighborhoods is limited. Right-of-way width varies within relatively narrow boundaries, and offers a limited buffer between the road and community development. During the late 1930s, Maryland was accepting donations of stream valley lands of 80 to 100 feet wide, with a total of forty-six miles anticipated upon completion.

The Piney Branch Parkway (extending east at 16th Street and Arkansas Avenue) was to average 400 feet wide, as an extension of Rock Creek Park's Beach Drive in 1908, and again in the 1920s.[34] Similarly, Pinehurst Parkway (extending west from the park along Beech Street to the Montgomery County line) is a slim green space flanked by residential streets that "embraces an important feeder stream."[35] The function of flood control was one important reason to protect these small waterways.

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[32] Max Wehrly, "Stream Valley Parks in the District of Columbia and Metropolitan Area" (12 October, 1939). RG 328, Box 18.

[33] Ibid.

[34] Mackintosh, p. 64.

[35] "Potomac Power Dam Report Due Today," Evening [Washington] Star (13 January, 1944). RG 66, Box 69.

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Linear parks created between roadways also include Beach Parkway (at the northernmost point of the District boundary) and the nearby North Portal Parkway at Blair Road. A "Northern Parkway" around Western Avenue and Oregon Avenue-extended (out to Old Bladensburg Road) was identified in 1945 as a priority project for the next five years by the Maryland National Capital Park & Planning Commission, as were improvements to the Western Avenue-Dalecarlia Reservoir area, and the George Washington Memorial Parkway from D.C. to Great Falls. Only the last of these three was constructed, and it was not completed until 1965.[36]

The western corner of the District contains the fragments of a minor park and parkway system that also failed to materialize in its entirety. Glover-Archbold Park in north Georgetown very nearly connects with the Rock Creek & Potomac Parkway. The NCP&PC had long planned for the nearby Whitehaven Parkway to extend from the Palisades Park to Massachusetts Avenue through this park, but today it exists as a road leading to it, then as a green extension of the park, and picking up again as a brief parkway that ends at Wisconsin Avenue. This was still a trouble spot in the 1950s when the NCP&PC sought to acquire the land between Wisconsin Avenue and Dumbarton Oaks Park to link the parkway with Whitehaven Street, only to discover that Dumbarton's dedication deed prohibits the incorporation of roadways.[37] In the 1920s, the Office of Public Buildings and Grounds sought to build the Klingle Valley Parkway to connect with the Normanstone Parkway, north of Dumbarton Oaks Park and the Naval Observatory, to serve as a western detour around the zoo; the development of each continued into the 1950s, but the connection between them never did.[40]

Nearby, the Arizona Parkway was slated for development between Canal Road and Van Ness Street: In a "portion of the valley of Foundry Branch along the general line of Arizona Avenue. . .of a parkway character that will provide facilities as a means of access to the park and to provide for a scenic highway for through traffic."[41] Had this been accomplished, it would have completed a link with the Dalecarlia Parkway, which occupies the right-of-way buffer along the Dalecarlia Reservoir grounds, situated at the D.C.-Montgomery County boundary abutting the Palisades Park.

Another slender park exists in the B&O railroad right of way that turns north at the Maryland

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[36] Fred Tuemmler to John Nolen (22 March, 1945). RG 328.

[37] W.E. Finley to Mr. and Mrs. Robert Woods Bliss (12 March, 1959).

[40] Mackintosh, p. 64-65.

[41] "Memorandum of Agreement between the NPS and the Government of the District of Columbia Relative to the Development of the Arizona Parkway" (16 April, 1948) RG 66, Box 8.

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line, and continues along the west side of the reservoir. Between Massachusetts Avenue and Bradley Boulevard, the Little Falls Parkway serves as a limited-access thoroughfare that leads into Chevy Chase, Maryland, park areas. During the 1920s, it was proposed to use this and the Dalecarlia property as part of "a circuit drive around the District of Columbia beyond Rock Creek Park."[42] Between the District line and Great Falls lies the Cabin John Creek, whose valley "in many respects compares favorably in scenery with the famous valley of Rock Creek." The NCP&PC sought this parkway to connect the city of Rockville with the Potomac River.[43]

The two linear parks that contain the Anacostia River branches are served by minimal abutting roads, although they are not identified as parkways proper. A similar parkway is found in the Cabin Branch tributary (between Sheriff Road and Central Avenue), located in Maryland near the Eastern Avenue District boundary. In 1927 the National Capital Parks and Planning Commission recommended that land in the creek's floodplain "be acquired for park purposes to serve the growing communities of Capitol Heights and Seat Pleasant." Oxen Run, flanking the Southern Avenue D.C. boundary, was also slated to "be developed with a parkway and recreational facilities" in the 1920s. Today the upper valley portion contains a golf course and lands that connect with the Suitland Parkway, and the lower valley consists of a park; neither includes a designated parkway.[44]

Planning for these parkways had quickly become a regional concern, one taken up by the National Capital Parks and Planning Commission (NCP&P, founded 1926) and Maryland National Capital Park & Planning Commission (MNCP&PC, 1927). To protect Rock Creek's watershed to the north, an extension of the park was idealized, but "to inspire the District's neighbors to substantive action, the carrot of federal aid was deemed necessary."[45]

The vehicle for the expansion of Rock Creek Park into Maryland, the Mount Vernon Memorial Highway and other parkways was the Capper-Cramton Act, approved 29 May, 1930. This act provided $16 million "for the acquiring of such lands in the District of Columbia as are necessary and desirable for the suitable development of the National Capital park, parkway and playground

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[42] Charles Eliot II and NCP&PC, "Preliminary Report: Park System for the National Capital Washington Region" (February 1927), p. 16. RG 328.

[43] Eliot and NCP&PC, "Park System. . . ," p. 16.

[44] Eliot and NCP&PC, "Park System. . . ," p. 16.

[45] Mackintosh, p. 67.

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system. . . ." It provided that the government would grant one-third, and advance two-thirds, of the cost of these constructions, with a $1.5 million ceiling for the federal contribution and $3 million more for the advance.[46]

MOUNT VERNON MEMORIAL HIGHWAY: 1928–1932
GEORGE WASHINGTON MEMORIAL PARKWAY: 1930–1965

The George Washington Memorial Parkway (GWMP) on the Virginia shore includes the parkway from Mount Vernon, about twelve miles south of Washington, to Great Falls, fifteen miles to the north. The oldest portion--from the estate to the site of Memorial Bridge--was built as the Mount Vernon Memorial Highway (MVMH) from 1928-32; and the northern parkway leg, as the GWMP, from the 1930s-65. Buffering the District shore, the parkway is composed of Palisades Park, the Chesapeake & Ohio Canal [National Historical Park], and the B&O railway right-of-way as far as the Montgomery County line.

The MVMH was legislated on 23 May, 1928, to commemorate the bicentennial of George Washington's birth--an idea dating to a citizen's group organized in 1886. In 1930 Congress concluded the parkway should extend even farther: north to Great Falls on both shores, and down to Fort Washington in Maryland. Two years later, all existing and future components were renamed the George Washington Memorial Parkway.

Gilmore Clarke, consulting landscape architect for the MVMH, attested that the Bronx River Parkway (1923), a thirteen-mile thoroughfare in New York designed exclusively for pleasure motoring, set the precedent for the Virginia parkway:

> I doubt whether the Mount Vernon Memorial Highway would have been built in the manner in which it was, had those in charge not seen and profited by the work of the Westchester County Park Commission. And so Washington has one example of the type of motorway that should. . .extend out from every portal of the city.[47]

Even before the MVMH/GWMP was begun, this New York parkway was cited as a model for a

[46] Mackintosh, p. 67-68.

[47] Gilmore Clarke, "D.C. Need of Modern Parkway Cited by Fine Arts Chairman," The Sunday [Washington] Star (5 June, 1938).

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similar thoroughfare leading north from the nation's capital. The proponent was "keenly interested in the subject of trying to work out a parkway between Washington and Baltimore on lines somewhat similar to the Bronx Parkway--a parkway which will average perhaps a thousand feet in width, but vary according to local conditions, topography, etc."[48]

Clarke was responsible for designing bridges and small architectural elements of the parkway, as well as heading the design team made up largely of Westchester County Parkway Commission alumni: besides himself, engineer Jay Downer, landscape architect Wilbur Simonson, and plantsman Henry Nye. Clarke's MVMH bridges are characteristically romantic and rustic, low-slung segmental-arched concrete with rough-faced stone cladding--nearly identical to those he designed for Westchester.

The fifteen and one-half-mile MVMH was built by the federal Bureau of Public Roads and was one of the first facilities planned using aerial photography, which afforded much greater detail of topography, drainage patterns, the existing road, and options for the new parkway. These novelties generated a more sinuous and irregular roadway than did traditional, tangential curves.[49]

From Mount Vernon to Alexandria, the four-lane, undivided road clings to the shoreline it protects, from thickly wooded sections to open, grassy embankments and marsh; occasional overlooks and park/parking areas provide points for picnicking and occasional views to Fort Washington across the river. In contrast, the route from Alexandria to the bridge is divided by a median, open and manicured. This portion also contains several formal monuments--the Columbia Island Circle at the junction of the bridge, the Navy-Marine Memorial, and the LBJ Memorial Grove --the backdrop to which is an ongoing vista of the magnificent Washington skyline. In recent years the parkway has been augmented by a bicycle/pedestrian path of complementary winding character.

Federal acquisition of land northward continued from the 1930s to 1966: The 9.7-mile north leg of the Virginia parkway from Memorial Bridge to the interstate Beltway was completed in 1965 at a cost of $30 million. The 7.7-mile Maryland section on the opposite shore (renamed the Clara Barton Parkway in 1989) cost $18 million. The entire parkway is composed of 7,146 acres, of which 44 percent are developed (road, pavement, lawn) and 42 percent are natural woodlands; about 300 acres of scenic easements offer additional protection.

[48] Letter to Joseph T. Shirley (17 November, 1927), RG 328.

[49] Department of Transportation, America's Highways, p. 329, 396.

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SUITLAND PARKWAY: 1943–1944

As the 1940s approached, highways, expressways, and turnpikes took on new and more exacting connotations--and were in great demand. The lagging economy and impending war demanded that speed, safety, and efficiency take precedent over aesthetic considerations. With these ideals gaining strength, parkways could no longer be developed strictly as pleasure roads.

> By the 1930s especially express highways [were promoted] with a view toward rescuing their cities. As urbanites moved to the suburbs of deteriorating and congested cities, planners insisted that an accelerated road program would hasten traffic flow and boost morale and economic development. . . . Highway building was a form of social and economic therapy.[50]

Post-Depression unemployment was great, and throughout the 1930s President Franklin D. Roosevelt thought "principally of highway building as part of a package aimed at relieving unemployment"; yet, by 1939 he still "simply could not make up his mind about the relationship between road building and economic recovery." Meanwhile, the Bureau of Public Roads began to press for a 30,000-mile national expressway system.[51]

A highway-needs study of the Baltimore-Washington region reported that parkways are intended "for passenger vehicle use only, and to accommodate high-speed vehicles without interference from other vehicles which may stop or start to load or unload passengers or enter or depart from such highways"; while freeways are "designed to accommodate passengers and commercial traffic."[52] And while the emphasis was clearly moving away from pleasure motoring, it remained an integral-if-diminishing component of general road construction, for the Federal Highway Act of 1938 (section 8) provides:

> For the construction and maintenance of parkways, to give access to national parks and national monuments, or to become connecting sections of a national parkway plan. . . .[53]

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[50] Mark Rose, Interstate: Express Highway Politics 1941-56 (Lawrence: Regents Press of Kansas, 1979), p. 5.

[51] Rose, p. 2, 4, 10.

[52] E.D. Merrill to Thomas MacDonald (19 March, 1945), RG 328.

[53] Memo for A.E. Demaray, Appendix A, p. 1.

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With World War II came a modern and new justification for a road type that combines parkway principals with freeway efficiency; its model was the sleek, direct, and high-speed orienred German autobahen. Beginning in 1941, FDR called for a priority on "roads important to national defense," and later that year he restricted the Federal Works Administration to approving only those road projects "essential to national defense as certified by the appropriate Federal defense agencies."[54] This included access roads to military installations, defense plants, airports, and ports. The Defense Highway Act of 1941 appropriated $10 million in federal monies to this end, to be matched with state funds.

Suitland Parkway (1943-44) exemplifies such a defense highway, although its origin lays with the McMillan Commission's plans. The nine and one-half-mile dual-road parkway connects South Capital Street in the District to Route 4 in Maryland, and Bolling Field with Andrews Air Force Base (formerly Camp Springs Army Air Base). The $6 million construction cost was part of the Camp Springs development, pushed through Congress as a War Department expenditure. Plans to extend it eastward to the Chesapeake Bay were never fulfilled.

The parkway remained unfinished in 1945 when it became the responsibility of the National Park Service, and so it remains today. Yet, "it was so designed and construction so executed that the roadway system could be ultimately developed into a fully landscaped parkway."[55] About four miles of the "B roadway" in Maryland is unpaved, so traffic shares a single, undivided 24-foot lane. Five major bridges traverse the parkway, whose right-of-way is composed of nearly eighty-eight acres. Other characteristics include some at-grade crossings, semi-maintained buffer plantings, and a variable-width median 6 to 200 feet wide. The parkway's unfinished and uncharacteristic state must have been perceived as an invitation for improvement, for in 1958 it was proposed to bring it up to "freeway standards at several points."[56]

One function of a defense highway was to be impervious to air attack. Thus, a typical parkway site--fitted to the natural contours of the landscape--would provide a detour and scatter area, while plantings would provide camouflage for vehicles seeking concealment. While the efficient autobahen formula did enhance the safety and the speed factors, it failed as a defensible avenue because, noted one Bureau of Public Roads representative: "I recall how effectively these direct and highly conspicuous arteries, passing from one important center to another, can be used to guide

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[54] Rose, p. 12.

[55] D.G. White to T.S. Settle (22 April, 1948), RG 328.

[56] Washington Star ??

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hostile air attack to its important objectives."[57] The limited access of parkways and military highways also permitted easy closure to non-military traffic in times of emergency.[58] This application was later confirmed when justifying the Baltimore-Washington Parkway.

While construction of non-military projects was stalled until "September 6, 1945, when Harry S Truman dropped wartime controls [and] normal state and federal road construction got underway," the planning process continued all the while.[59] Congress had approved a national system of interstate highways and a system of secondary and feeder roads in rural areas with passage of the Federal-Aid Highway Act 1944. In the meantime, FDR also created the Interregional Highway Committee, which included Frederic Delano of the NCP&PC (and FDR's uncle), and Rexford Tugwell, who worked on the planned city of Greenbelt. Road construction was a high priority:

> This deferment of normal construction programs has resulted in a huge backlog of needed highway facilities which is most serious in and near cities where traffic congestion is our country's No. 1 post-war highway problem.[60]

It is not surprising, then, that "the years after 1945 were especially prosperous for members of the road transport and highway construction industries." And between 1946-50, state, local, and federal officials spent $8.4 billion--more than any previous five-year period in history.[61]

In this hurried context, landscape architects continued to assert that even the most efficient and streamlined road could be improved at no extra cost through preliminary incorporation of landscape features like grade differentials and plantings. Characteristics essential to parkway aesthetics also benefitted highway design, though they were considered unnecessary. "Most of these practices have been dictated. . .by the criterion of beauty," asserted one critic. "Yet time has proved not only their

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[57] H.S. Fairbank, "Military Highways," Proceedings of the 27th Annual Highway Conference, vol. 43 (July 24, 1941), p. 37.

[58] Carl W. Wild, "Designing Highways for Peace and Defense," Landscape Architecture, vol. 32, no. 4 (July 1942), p. 137-39.

[59] Rose, p. 12.

[60] Wilbur Simonson, "Advanced Designs for Post-War Highway Needs," Landscape Architecture, vol. 33 (July 1943), p. 130.

[61] Rose, p. 29, 31.

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popularity, but also their promotion of safety, comfort, and speed with respect to traffic, and efficiency with respect to maintenance and operation.[62]

These not unfamiliar factors include the elimination of grade crossings, the aesthetic treatment of bridges with material such as rough-faced stone, elimination of access to abutting properties, and separation of directional traffic by a central, planted strip. With the maturation of parkway use and design from pleasure motorway to a thoroughfare aimed at speed, safety, and national defense, the elements were in place for development of the Baltimore-Washington Parkway.

BALTIMORE-WASHINGTON PARKWAY: 1942--1954

The Baltimore-Washington Parkway (BWP) stretches t. .ity-nine miles northeastward from the capital to Baltimore: the northern ten miles were built and are maintained by the state of Maryland; the southern nineteen miles (to Jessup Road) were built by the Bureau of Public Roads and are maintained by the National Park Service. Although completed after mid-century, a Baltimore-to Washington route was studied and promoted from the 1920s as a proper entry to the capital, and a safer option to the near-parallel U.S. Route 1, unanimously proclaimed one of the deadliest stretches of road in the nation.

Here, era and function are reflected in a design that blends parkway principles with post-war austerity. The route accesses Fort Meade, the Agricultural Research Center, and the then-experimental Greenbelt community, as well as other reservations that abut more than half its course. By extending the road to Baltimore, Maryland grabbed the opportunity to develop an important route at relatively small expense.

The forested flanks and modest natural topography are much-suited to high-speed appreciation. This is speculatively the simple background envisioned by landscape architect T.C. Jeffers, for the parkway was never technically completed with a comprehensive planting plan. The bridge designs also indicate a concession to economy. The crossings over and visible from the parkway are clad in the rough-faced stone associated with structures of the 1920-30s, while the bridges underneath are unadorned concrete arches.

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[62] Laurie D. Cox, "Appearance: Essential Element in Superhighway Plans," Landscape Architecture, vol. 32, no. 2 (January 1942), p. 55-56.

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A $2 million appropriation in 1942 took the BWP as far as land acquisition and piecemeal grading, which was followed by eight years of continued design and discussion over funding and purpose. Although the war threat had passed, the thoroughfare was justified like Suitland Parkway. "This is, in reality, a national-defense road," one congressman testified in 1950 hearings. "If this is not a national-defense road from here to Fort Meade and the other Federal reservations, it would be difficult to point one out."[63] The federal portion of the parkway today retains its scenic qualities and characteristics, and serves as a primary intercity and regional route. Stylistically it reflects the final gasp of parkway development, as the aesthetics originally intended as park connectors merged with high-speed expressway design.

Thus, as the parkways of the national capital were systematically conceived during the first half of the twentieth century, in the wake of the precedent-setting parkway network of suburban New York, their design and implementation reflect a transportation priority. Recreation, conservation, commemoration, and military defense are diminishing--and often overlapping--secondary justifications. After World War II, creative parkway development was--for all practical purposes--eclipsed by modern highway construction.

[63] Congressional Record, vol. 96, no. 103, 1950, p. 7131.

II. Description continued

by local and visiting citizenry. All associated architectural and landscape architectural characteristics typify the period of parkway development--from the early twentieth century to World War II. For each, traffic is limited to non-commercial motoring; single- and dual-lane roads fit the natural topographic contours, and variable-width medians separate lanes when possible; indigenous vegetation has been preserved, maintained, and encouraged, especially as right-of-way buffer from adjacent property owners; limited access and few, if any, at-grade crossings enhance factors of speed and safety; and private access and commercial frontage is banned, as is unsightly signage. Bridges, culverts, walls, and similar structures are designed as harmonious complements to the natural environment. Materials such as rustic rough-cut stone masonry and concrete are used in eclectic and romantic compositions of horizontal, arched designs. All properties remain largely unchanged from their period of development, and are used today for their original purpose of transportation in and around Washington, D.C.

III. Significance continued

for a parkway type of thoroughfare. Consistently intended as a transportation route, the Rock Creek and Potomac Parkway and strip parks also represent natural-resource conservation efforts; the Mount Vernon Memorial Highway/George Washington Memorial Parkway, a ceremonial and recreational route; Suitland, a defense highway; and the Baltimore-Washington Parkway, a defense and intercity highway. After the precedent-setting network of suburban New York parkways--after which it was idealized--Washington's system is the most comprehensive and monumental extant in the nation. Aesthetically unaltered, the parkways remain vital components of the regional transportation arteries and they continue to contribute to the historic symbolism and design of the nation's capital.

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Appendix D - Existing Conditions Report

Baltimore-Washington Parkway Feasibility Study

Existing Conditions Report

FINAL | JANUARY 2012

Photo by: Adam Elmquist


Photo from NPS website

Photo by: Alex Nitzman

Baltimore-Washington Parkway
WIDENING FEASIBILITY STUDY

U.S. Department of Transportation
Federal Highway Administration

NATIONAL PARK SERVICE

Maryland Department of Transportation

SHA State Highway Administration
Maryland Department of Transportation

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Appendix A

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Appendix C

C-1 Fort Meade Regional Growth Management Committee, Regional Transportation Committee Presentation

CHAPTER 1: Introduction

Opened in 1954, the Baltimore-Washington Parkway (B-W Parkway) is a 29-mile scenic highway that connects Baltimore, Maryland, with Washington, DC. Within the study area the B-W Parkway is divided into two distinct sections. The National Park Service (NPS) owns and operates a 19 mile section to the south between MD 175 and the New York Ave/U.S. Route 50 split at the Prince George's County/District of Columbia border. This section is located within Prince Georges and Anne Arundel Counties and is designated as the B-W Parkway.

The Maryland State Highway Administration (SHA) owns and operates a 10-mile section of the B-W Parkway between I-695 and MD 175. This section is located within Anne Arundel County and is designated as MD 295.

Outside the study area the B-W Parkway continues north of I-695 approximately four miles, through sections of Anne Arundel and Baltimore Counties and the City of Baltimore until reaching its termination at the I-95 Interchange approaching downtown Baltimore.

Other parkways are the George Washington Memorial Parkway in Virginia along the Potomac River shoreline, the George Washington Memorial Parkway's companion the Clara Barton Parkway along the Potomac River in Maryland, the Suitland Parkway extending from the eastern boundary of the District of Columbia to Andrews Air Force Base, and the Rock Creek and Potomac Parkway in the District of Columbia itself.

With direction contained in the Congressional legislation for the FY2010 Consolidated Appropriations Bill funding the Federal Highway Administration (FHWA), FHWA's Office of Federal Lands Highways is working with the NPS and Maryland SHA to determine the feasibility of adding a third northbound and a third southbound lane to the B-W Parkway from the interchange with I-695 to the New York Avenue/U.S. Route 50 split. The objective of this study is to assess the feasibility of increasing the Parkway's vehicular carrying capacity within the Parkway's historic and legislative context. The legislation also requests that "…the feasibility study shall include an assessment of the impact of the Base Realignment and Closure process on traffic throughout the Maryland Route 295 corridor between Baltimore, Maryland, and Washington, DC."[1]

For the purposes of regional traffic forecasting, the study area boundaries are generally defined as follows:

- On the north: The interchange of the B-W Parkway with the Baltimore Beltway (I-695) in Anne Arundel County, Maryland.
- On the south: The interchange of the B-W Parkway with New York Avenue/U.S. Route 50 at the District of Columbia/Prince George's County, Maryland boundary line.
- On the west: Along the alignment of I-95 between its interchanges with the Capital Beltway (I-495) and I-695.
- On the east: Along the alignment of Robert Crain Highway (MD 3) from the interchange of MD 3 with U.S. Route 50 in Prince George's County north to the MD 3 interchange with MD 32 and I-

[1] FY2010 Consolidated Appropriations Bill; December 16, 2009.

97 in Anne Arundel County, then along the alignment of I-97 north to its interchange with the I-695 in Anne Arundel County.

Figure 1.1 shows the study area boundary.

This report is a summary of the relevant physical and socioeconomic data that was assembled to assist in the conduct of the B-W Parkway Widening Feasibility Study. Data was collected to define the following conditions in the study area: existing modes of transportation and the existing roadway network; existing traffic patterns and operational conditions; existing land uses and significant planned and proposed development projects; and existing environmental conditions.

The report is organized into ten chapters. Chapters 1 – 3 describe the history of the B-W Parkway Corridor and current transportation and traffic conditions. Chapter 4 describes land uses within the four counties which define the study area, key activity centers, and major development projects. Chapter 5 is a brief description of existing public and private utilities in the study area, followed by Chapters 6 and 7, which, respectively, describe the socioeconomic and demographics of the study area. The report concludes with discussions of environmental conditions, cultural resources, and tourism/visitor activities in Chapters 8 - 10.

The analysis of the potential effects on these features associated with any potential Parkway widening option will be presented in subsequent tasks of this initial feasibility study.

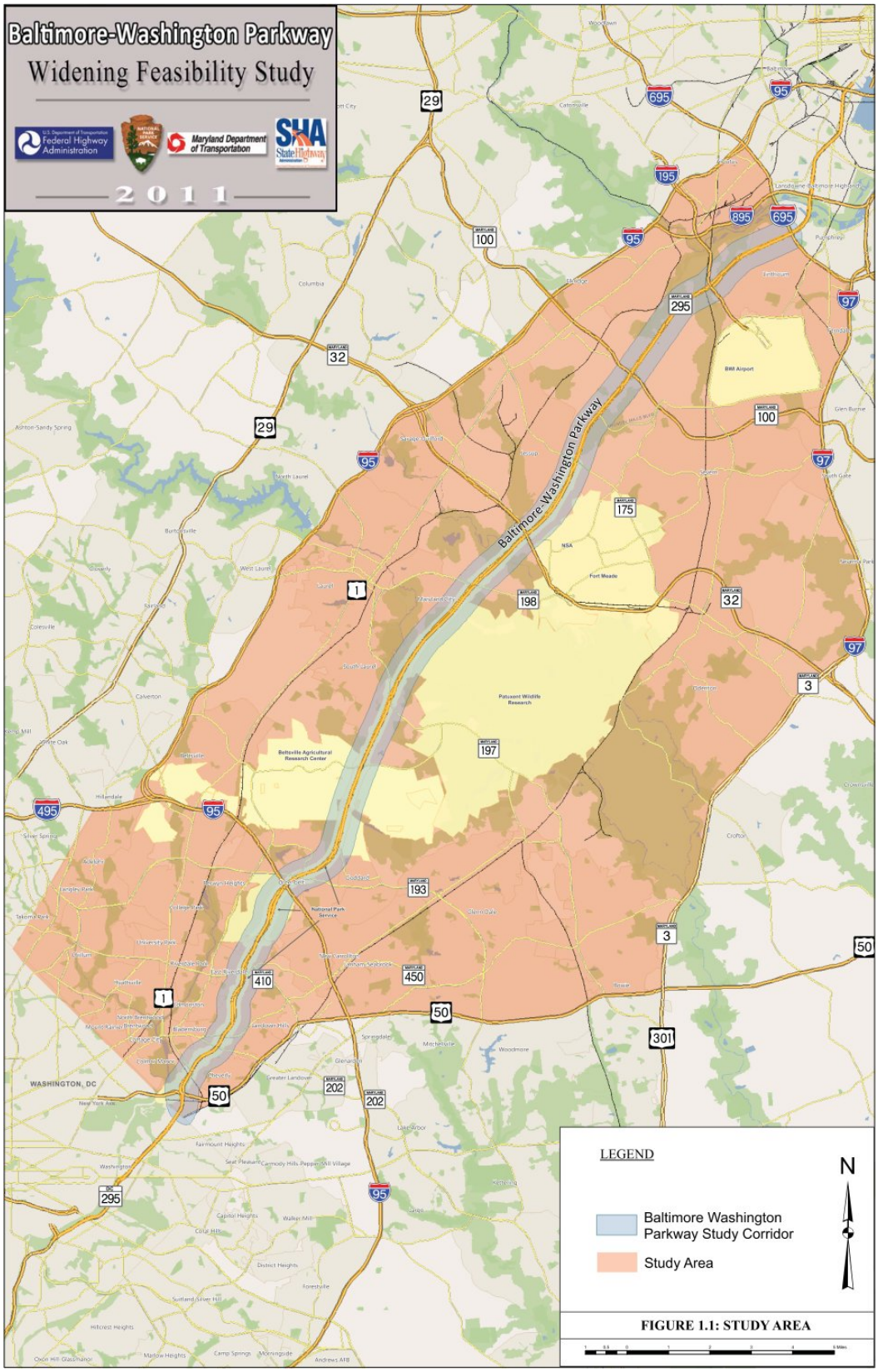


FIGURE 1.1: STUDY AREA

CHAPTER 2: Existing Transportation System

The B-W Parkway study area is served by a number of different modes of transportation. These include an extensive network of regional highways and local roadways, fixed guideway transit lines and bus routes, and a variety of designated bicycle routes. Figure 2.1: Major Transportation Routes illustrates the principal existing and currently proposed major highway and fixed guideway public transportation facilities in the study area.

2.1 Roadways

The portion of the B-W Parkway which is the subject of this initial feasibility study extends 29 miles between the I-695 Beltway interchange on the north and the New York Avenue/U.S. Route 50 interchange on the south. The existing B-W Parkway mainline is typically two general use travel lanes in each direction. Three-lane mainline roadways currently exist in each direction along the following sections of the Parkway: from U.S. Route 50 to MD 450, from the Capital Beltway to MD 193, and from MD 175 to MD 100.

Maryland SHA is presently engaged in two roadway improvement projects along its portion of the corridor. Construction is currently underway on a project to widen the MD 295 mainline from four to six lanes between the I-695 interchange and the I-195 interchange. Maryland SHA is currently planning to widen the MD 295 mainline from four to six lanes from the MD 100 interchange to the I-195 interchange. This project planning study also includes the construction of a new interchange at MD 295 and Hanover Road.

Interstate 95 forms the northwest boundary of the study area. It is a major interstate highway and runs northeast to southwest parallel to the Parkway. This is one of the most heavily travelled routes in the Baltimore and Washington, DC, metropolitan areas. Over the portion of its length between I-695 and the Capital Beltway, the I-95 mainline has four general use travel lanes in each direction. U.S. 1 and the B-W Parkway run parallel to I-95 and serve as alternative routes connecting the Baltimore and Washington urban cores. Over the majority of its length through the defined study area, U.S. 1 is a four-lane divided or five-lane cross section arterial roadway.

Interstate 97 and MD 3 run north to south forming the eastern boundary of the study area. Interstate 97 typically has a four-lane freeway cross section through the study area, while MD 3 typically has a four-lane major arterial or expressway cross section.

Interstate 695, I-195, I-895, MD 100, MD 175, MD 32, MD 198, I-495, MD 410, and U.S. Route 50 are the other major routes in the study area. The interstate highway routes are typically four to six lane freeway facilities, with other principal routes such as U.S. Route 50, MD 32, and MD 100 also being four-lane freeways. The other Maryland routes in the study area are typically multi-lane arterial highways with at-grade intersections.

2.2 Transit

The northern section of the study area is served by the Central Light Rail line operated by the Maryland Transit Administration (MTA). The light rail line connects the B-W International Thurgood Marshall Airport and surrounding area to Baltimore City and northern Baltimore County.

Other regional rail lines that run through the corridor are the Maryland Area Regional Commuter (MARC) Train Service, Penn and Camden lines and the Amtrak Northeast Corridor Service. There are six

Penn Line Stations in the study area serving Baltimore, Anne Arundel, and Prince George's Counties with a terminus in Washington, DC. Among those six MARC stations, the ones serving the B-W International Thurgood Marshall Airport and New Carrollton Stations are also served by Amtrak. The MARC Camden line runs parallel to the B-W Parkway serving Baltimore, Howard, and Prince George's Counties before terminating at Union Station in Washington, DC. There are 10 Camden Line Stations in the study area.

The Washington Metropolitan Area Transit Authority (WMATA)'s Metrorail Green Line (Greenbelt) and Orange Line (New Carrollton) serve the southern section of the study area. The Green Line has four stations in the study area while the Orange Line has three stations.

A new high capacity transit line, the Purple Line, which would connect the New Carrollton Station on the Metro Orange Line with the Bethesda Station on the Metro Red Line, is currently being studied by MTA. This line, when completed and operational, would serve the southern section of the study area.

2.3 Bicycle Facilities

Figure 2.2: Bicycle Facilities shows the major bicycle routes in the study area. The darker green lines represent Maryland SHA signed bicycle routes and the dotted light green lines represent the off road trails.

Among several off-road trails in the study area, the B-W International Thurgood Marshall Trail circles around the B-W International Thurgood Marshall Airport and provides connections to the signed bicycle routes on Belle Grove Road to the north, Telegraph Road to the south, and Planet Walk Trail to the east. Similarly, the Baltimore, Washington, and Annapolis Trail runs along the former alignment of the Baltimore, Washington, and Annapolis Railroad from MD 450 to Odenton. There is a network of off road trails towards the southern end of the study area, significant sections of which are part of the National Capital Parks – East specifically, the Anacostia Park unit.

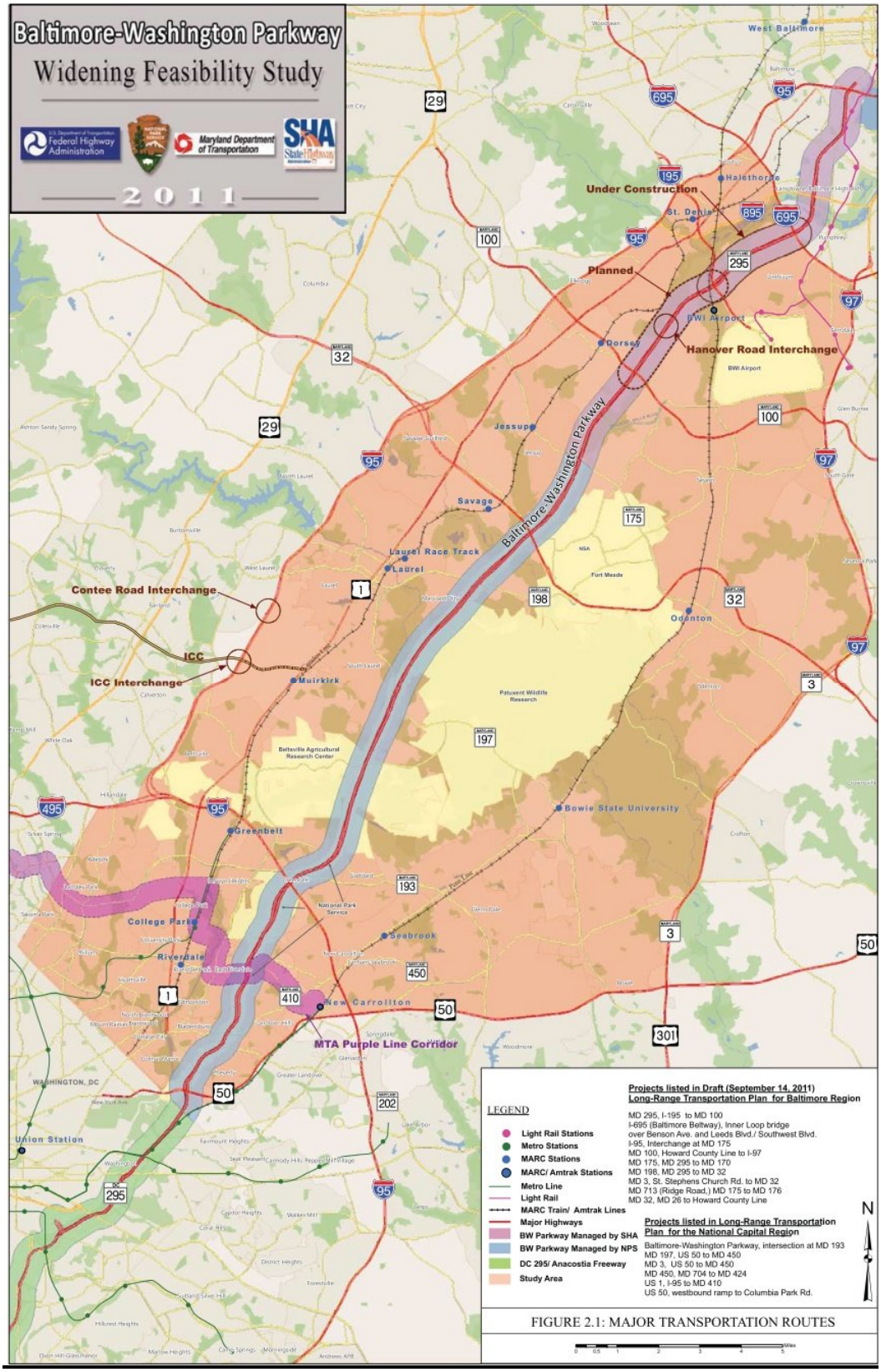
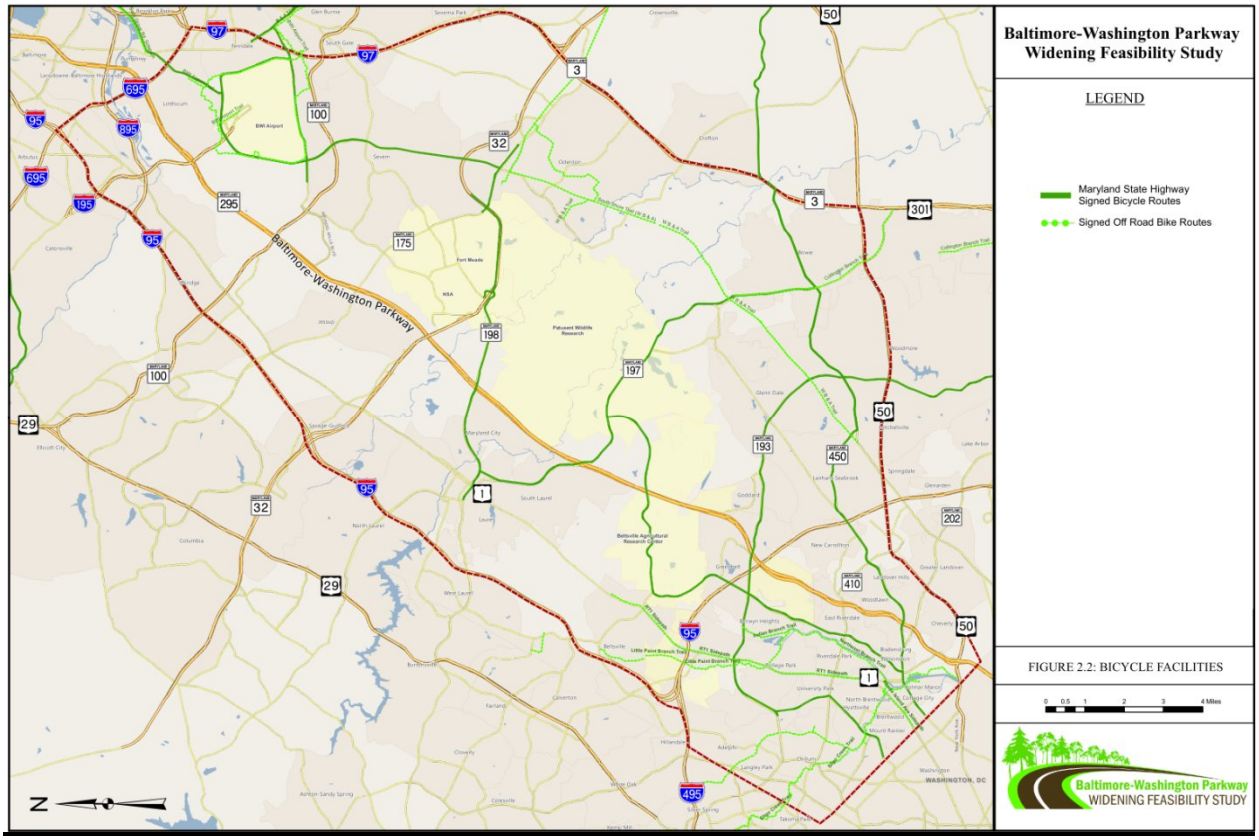


FIGURE 2.1: MAJOR TRANSPORTATION ROUTES


Baltimore-Washington Parkway
Widening Feasibility Study
LEGEND
Maryland State Highway Signed Bicycle Routes
Signed Off Road Bike Routes
Baltimore-Washington Parkway
FIGURE 2.2: BICYCLE FACILITIES
Baltimore-Washington Parkway
WIDENING FEASIBILITY STUDY

CHAPTER 3: Traffic Conditions

The B-W Parkway functions as a north-south arterial, paralleling I-95 between Washington, DC and Baltimore, Maryland. Traffic conditions on the Parkway are described in terms of traffic volume, accident history, and level of service as detailed in this section.

3.1 Traffic Volumes

Historically, the average annual daily traffic volume for the B-W Parkway has grown by over 20 percent from year 2000 to 2010. According to the Maryland SHA, the average annual daily traffic volume on the Parkway near the Baltimore Beltway has grown from 70,000 vehicles per day in year 2000 to 90,000 vehicles in year 2010. At the Washington, DC-Maryland border, the average annual daily traffic remained stable over the ten year period, ranging from 106,000 vehicles per day to 104,000 vehicles per day.

For the purposes of this study, the existing mainline traffic volumes along the B-W Parkway were obtained from the Metropolitan Washington Council of Governments' (MWCOG) Travel Demand Model, Version 2.2, described in the Base Year (2005) Model Validation Report in Appendix A.

According to the MWCOG model data, the traffic volumes exhibit a directional split favoring southbound traffic in the AM Peak Period (Figure 3.1) and favoring northbound traffic in the PM Peak Period (Figure 3.2). In the AM peak, this directional split is most evident at the northern and southern limits of the study area, which are closer to the urban cores of Baltimore, Maryland, and Washington, DC, respectively. This observation reflects a higher proportion of commuter traffic in the morning commuter traffic. In the PM peak, the directional split is balanced in both the northbound and southbound directions towards the center of the Parkway between Powder Mill Road and MD 175.

Figure 3.1 – Directional Split – AM Peak Period

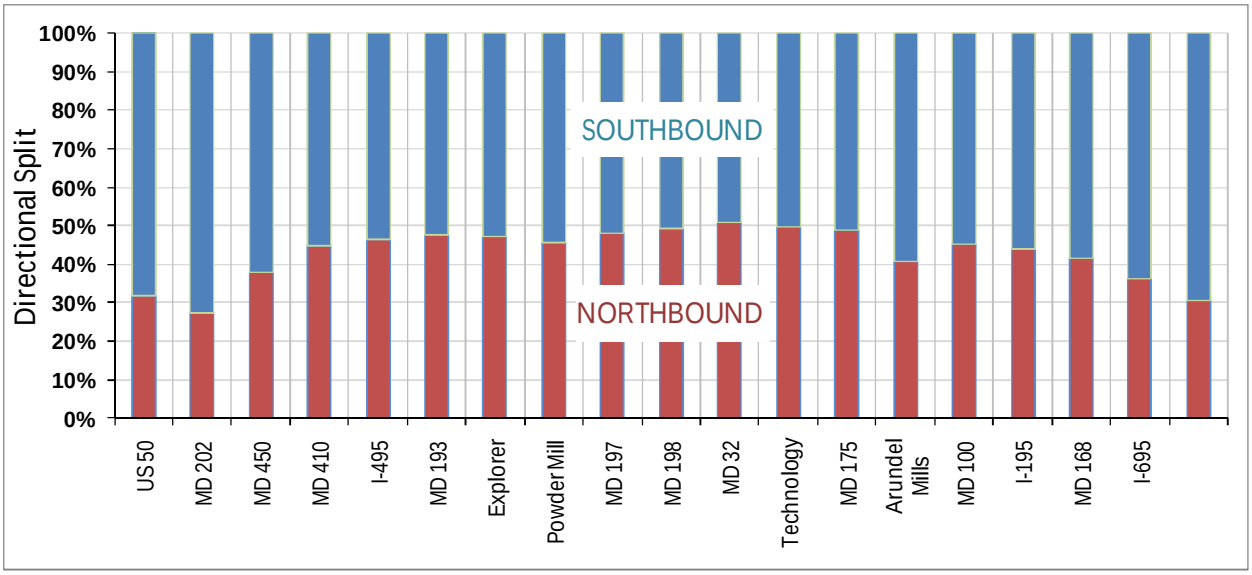
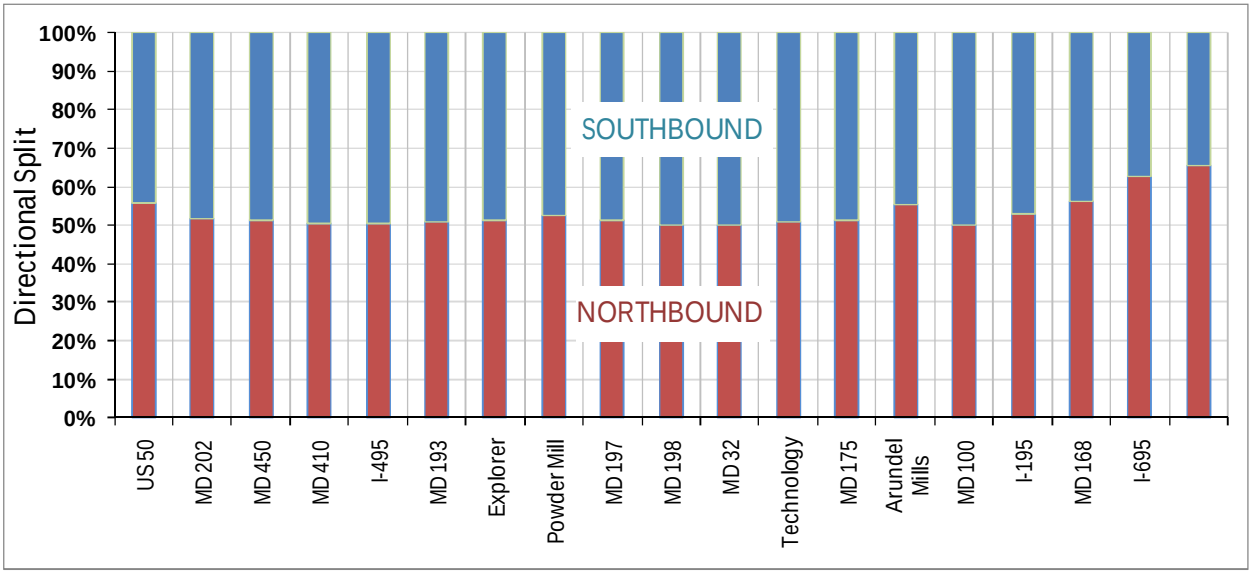


Figure 3.2 – Directional Split – PM Peak Period



3.2 Accident History

Maryland SHA Accident History

A three-year accident history (2008-2010) was obtained from Maryland SHA for the section of the Parkway under Maryland SHA's jurisdiction, from south of the MD 175 interchange to the northern limits of the study area. A total of 534 crashes were reported during the three-year period, with 154 in 2008, 234 in 2009, and 146 in 2010. A breakdown of these crashes is as follows:

Severity

A total of 321 crashes (60 percent of total) were property-damage-only, while an additional 209 crashes (39 percent) involved personal injury. Fatal crashes accounted for less than 1 percent of all crashes, with a total of three fatal crashes occurring in 2008, one in 2009, and none in 2010.

Crash Type

The four most commonly reported crash types are as follows:

- Rear-end collisions - 173 (32 percent of total)
- Fixed-Object collisions – 155 (29 percent)
- Other – 109 (20 percent)
- Sideswipe – 88 (16 percent)

Contributing factor

The four most commonly reported primary contributing factors indicated in crash reports are as follows:

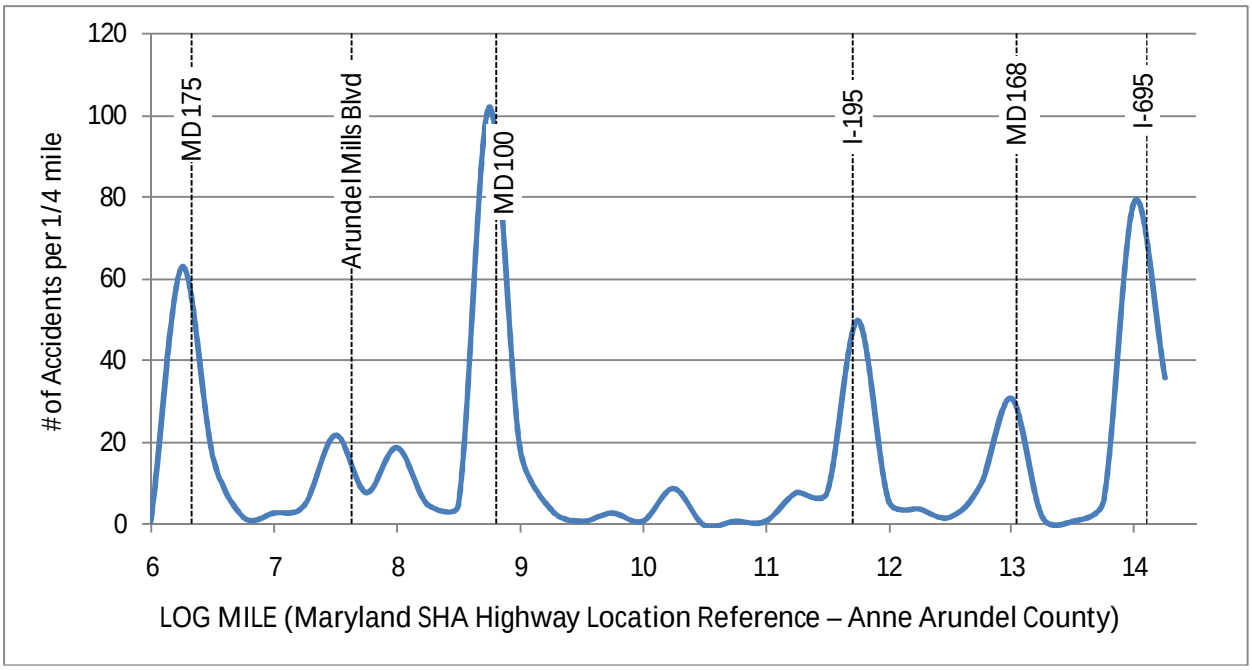
- "Failure to drive in single lane" - 147 (28 percent of total)
- "Too Fast For Conditions" – 119 (22 percent)
- "Following Too Closely" – 83 (16 percent)
- "Improper Lane Change" – 39 (7 percent)

In addition to the four highest-frequency causes cited in the report, the remaining 27 percent of accidents are distributed between 20 additional causes. Some of the probable causes include "Failure to give full attention"; "Exceeded speed limit"; "Wet conditions"; and "Under the influence of alcohol."

Distribution

Based on reported log-mile locations of crashes obtained from the accident history, crashes in the Maryland SHA managed portion of the entire Parkway facility are clustered primarily in the vicinity of interchanges as shown in Figure 3.3. This is generally consistent with traffic conditions one might expect in the vicinity of interchanges where the influence of ramp traffic can result in sudden slowing of vehicles, a higher incidence of lane-changing activity, and an increased demand on driver attention.

Figure 3.3 – Accident Distribution 2008-2010



NPS Accident History

According to a technical memorandum developed for the NPS, the B-W Parkway exceeds both the regional and service-wide severe crash percentages[2]. According to the crash data, from 1990 to 2005, the frequency of crashes in the B-W Parkway showed the following results:

- Fatal Crashes – 112
- Injury Crashes – 2,894
- Property Damage Only Crashes – 8,752
- Total Crashes – 11,758
- Severe Crashes (percentage) – 25.6 percent

[2] National Capital Region Crash Data Summary, CH2MHill, November 29, 2011

The B-W Parkway had the highest number of total, fatal, and injury crashes of all the NPS Parkways in the National Capital Region during this period. The Parkway had the second highest number of severe crashes of all the parkways in the region; second only to the Suitland Parkway.

The total crash frequencies for the B-W Parkway from 2001 to 2005 are as follows:

- Fatal Crashes – 36
- Injury Crashes – 875
- Property Damage Only Crashes – 2,189
- Total Crashes – 3,100

Using a segment length of 18.7 miles and vehicle miles traveled of 669,435, the crash rates per 100 million vehicles miles traveled were calculated as follows:

- Total Crash Rate – 92.3
- Fatal Crash Rate – 1.0
- Severe Crash Rate – 27.1

The B-W Parkway had the fourth highest total crash rate, the second highest fatal crash rate, the third highest severe crash rate of the four major Parkways in the National Capital Region (George Washington Memorial Parkway, Rock Creek and Potomac Parkway, and Suitland Parkway).

In comparing the B-W Parkway crash rates to Maryland statewide crash rates of a comparable urban four-lane highway, the B-W Parkway had a lower crash rate overall. Maryland statewide comparable rates of 143.8 for total crashes and 1.5 for fatal crashes were higher than what was recorded for the B-W Parkway.

3.3 Existing Traffic Conditions

Existing peak hour traffic conditions on B-W Parkway mainline segments were analyzed using the 2010 version of the Highway Capacity Software Freeway Module. Assumptions pertaining to this analysis were developed with the concurrence of the FHWA and include the following:

- Free-flow speed = 65 miles per hour
- Percent trucks = 5 percent north of MD 175, 0 percent south of MD 175 (truck traffic prohibited within NPS jurisdiction)
- Peak Hour Factor = 0.90
- Terrain = Level

The results of this analysis are included in Table 3.1 which show peak hour mainline segments generally operating at conditions between level of service “C” and “F” throughout the corridor. Traffic operations in the range of level of service “C” or “D” typically consist of travel at or near the free flow speed, with drivers increasingly constrained by surrounding vehicles. Level of service “E” or “F” conditions are indicative of operations at or near capacity and where congestion-related delays begin to have significant impacts on road users in the form of significantly reduced travel speeds; from 5 miles per hour or more below “free flow” speeds down to stop-and-go traffic conditions. Several “hot spot” segments were identified where mainline segments were experiencing level of service “E” or “F” and are highlighted in Figure 3.4.

Table 3.1 HCS Analysis Results

MD 295 SEGMENTS					2005 EXISTING								
					NO. LANES	VOLUME		LOS		AVG. SPEED		TRAVEL TIME	
SEGMENT	BETWEEN	AND	LENGTH	DIRECTION		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
17	I-695	MD 168 (West Nursery Road)	1.17	N.B.	2	2184	4197	C	F	65.0	51.1	65	82
				S.B.	2	3811	2491	E	C	56.6	65.0	74	65
16	MD 168 (West Nursery Road)	I-195	1.21	N.B.	2	2176	3452	C	D	65.0	60.5	67	72
				S.B.	2	3072	2706	D	C	63.3	64.7	69	67
15B	I-195	Hanover Road	1.46	N.B.	2	3331	4494	D	F	61.5	46.0	85	114
				S.B.	2	4256	3994	F	E	50.1	54.2	105	97
15A	Hanover Road	MD 100	1.44	N.B.	2	3306	4678	D	F	61.5	46.0	84	113
				S.B.	2	4022	4681	F	E	50.1	54.2	103	96
14	MD 100	MD 713F (Arundel Mills Boulevard)	0.96	N.B.	3	3306	4678	C	D	65.0	63.0	53	55
				S.B.	3	4022	4681	C	D	64.8	63.0	53	55
13	MD 713F (Arundel Mills Boulevard)	MD 175	1.24	N.B.	3	3156	5074	C	D	65.0	61.1	69	73
				S.B.	3	4564	4063	D	C	63.4	64.7	70	69
12	MD 175	NSA Entrance (Technology Drive)	1.77	N.B.	2	3293	3714	D	E	61.8	57.8	103	110
				S.B.	2	3468	3526	D	D	60.3	59.8	106	107
11	NSA Entrance (Technology Drive)	MD 32	0.43	N.B.	2	2992	3062	D	D	63.7	63.3	24	24
				S.B.	2	3020	2960	D	D	63.5	63.8	24	24
10	MD 32	MD 198	1.75	N.B.	2	3651	3935	E	E	58.5	55.0	108	115
				S.B.	2	3509	3926	D	E	59.9	55.1	105	114
9	MD 198	MD 197	3.35	N.B.	2	3499	3788	D	E	60.0	56.9	201	212
				S.B.	2	3578	3793	D	E	59.2	56.8	204	212
8	MD 197	Powder Mill Road	1.86	N.B.	2	3937	4552	E	F	56.2	46.9	119	143
				S.B.	2	4234	4324	F	F	52.1	50.8	129	132
7	Powder Mill Road	Balwash Rd.	2.00	N.B.	2	3219	4036	D	E	62.9	54.9	114	131
				S.B.	2	3867	3635	E	D	57.1	59.6	126	121
6	Balwash Rd.	MD 193 (Greenbelt Road)	1.29	N.B.	2	3375	3854	D	E	61.8	57.2	75	81
				S.B.	2	3786	3681	E	D	58.0	59.1	80	79
5	MD 193 (Greenbelt Road)	I-95 (Capital Beltway)	0.37	N.B.	3	3752	4080	C	C	65.0	64.8	20	21
				S.B.	3	4116	3915	C	C	64.8	65.0	21	20
4	I-95 (Capital Beltway)	Riverdale Road	2.36	N.B.	2	3099	3719	D	E	63.5	58.7	134	145
				S.B.	2	3567	3618	D	D	60.2	59.7	141	142
3	Riverdale Road	MD 450 (Annapolis Rd)	1.66	N.B.	2	2838	3619	C	D	64.6	59.7	93	100
				S.B.	2	3502	3575	D	D	60.8	60.1	98	99
2	MD 450 (Annapolis Rd)	MD 202 (Landover Rd)	0.32	N.B.	3	2649	4352	B	C	65.0	64.4	18	18
				S.B.	3	4349	4099	C	C	64.4	64.8	18	18
1	MD 202 (Landover Rd)	US 50 (John Hanson Highway)	1.65	N.B.	3	1924	3986	A	C	65.0	64.9	91	92
				S.B.	3	5130	3700	D	C	61.5	65.0	97	91
TOTAL	**I-695**	**US 50**	**26.29**	**N.B.**						**62.1**	**55.7**	**1524**	**1700**
				S.B.						**58.3**	**58.8**	**1623**	**1609**

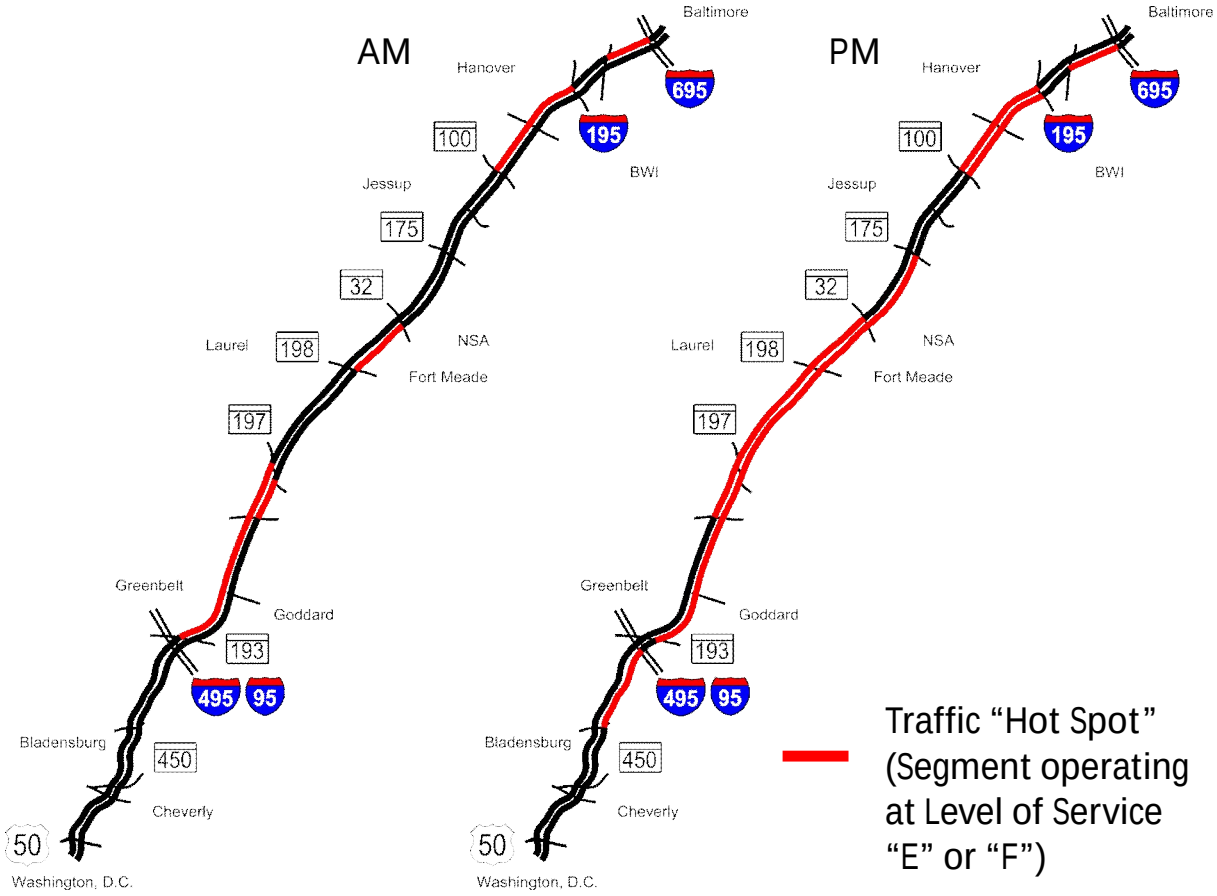
	MD 295 SEGMENTS				2040 NO BUILD								
						VOLUME		LOS		AVG. SPEED		TRAVEL TIME	
SEGMENT	BETWEEN	AND	LENGTH	DIRECTION	NO. LANES	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
17	I-695	MD 168 (West Nursery Road)	1.17	N.B.	3	3058	7247	B	F	65.0	39.1	65	108
				S.B.	3	6274	3876	F	C	51.3	64.9	82	65
16	MD 168 (West Nursery Road)	I-195	1.21	N.B.	3	2822	5809	B	E	65.0	55.8	67	78
				S.B.	3	4731	3777	D	C	62.8	65.0	69	67
15B	I-195	Hanover Road	1.46	N.B.	3	3599	5405	C	D	65.0	59.0	81	89
				S.B.	3	5162	4459	D	D	60.6	63.8	87	82
15A	Hanover Road	MD 100	1.44	N.B.	3	4163	5840	C	E	64.5	55.5	80	93
				S.B.	3	5470	4971	E	D	58.5	61.6	89	84
14	MD 100	MD 713F (Arundel Mills Boulevard)	0.96	N.B.	3	4196	5198	C	D	64.5	60.3	54	57
				S.B.	3	4310	5019	C	D	64.2	61.4	54	56
13	MD 713F (Arundel Mills Boulevard)	MD 175	1.24	N.B.	3	4135	5783	C	E	64.6	56.0	69	80
				S.B.	3	5042	4622	D	D	61.3	63.2	73	71
12	MD 175	NSA Entrance (Technology Drive)	1.77	N.B.	2	3395	3790	D	E	61.0	56.9	104	112
				S.B.	2	3638	3760	D	D	62.5	62.1	102	103
11	NSA Entrance (Technology Drive)	MD 32	0.43	N.B.	2	3199	3252	D	D	62.5	62.1	25	25
				S.B.	2	3148	3329	D	D	62.8	61.5	25	25
10	MD 32	MD 198	1.75	N.B.	2	3752	3969	E	E	57.3	54.5	110	116
				S.B.	2	3649	4201	E	F	58.5	51.0	108	124
9	MD 198	MD 197	3.35	N.B.	2	3748	3904	E	E	57.4	55.4	210	218
				S.B.	2	3559	4117	D	E	59.4	52.4	203	230
8	MD 197	Powder Mill Road	1.86	N.B.	2	4186	4554	E	F	52.8	46.9	127	143
				S.B.	2	4113	4539	E	F	53.9	47.1	124	142
7	Powder Mill Road	Balwash Rd.	2.00	N.B.	2	3246	4048	D	E	62.7	54.8	115	131
				S.B.	2	3807	3772	E	E	57.8	58.1	125	124
6	Balwash Rd.	MD 193 (Greenbelt Road)	1.29	N.B.	2	3349	3869	D	E	62.0	57.0	75	81
				S.B.	2	3780	3737	E	E	58.1	58.5	80	79
5	MD 193 (Greenbelt Road)	I-95 (Capital Beltway)	0.37	N.B.	3	3539	4079	C	C	65.0	64.8	20	21
				S.B.	3	4181	3925	C	C	64.7	65.0	21	20
4	I-95 (Capital Beltway)	Riverdale Road	2.36	N.B.	2	3080	3670	D	D	63.6	59.2	134	144
				S.B.	2	3468	3634	D	D	61.1	59.6	139	143
3	Riverdale Road	MD 450 (Annapolis Rd)	1.66	N.B.	2	2785	3707	C	D	64.7	58.8	92	102
				S.B.	2	3544	3646	D	D	60.4	59.4	99	101
2	MD 450 (Annapolis Rd)	MD 202 (Landover Rd)	0.32	N.B.	3	2721	4454	B	C	65.0	64.1	18	18
				S.B.	3	4331	4215	C	C	64.4	64.6	18	18
1	MD 202 (Landover Rd)	US 50 (John Hanson Highway)	1.65	N.B.	3	1995	4218	B	C	65.0	64.6	91	92
				S.B.	3	5216	4192	D	C	61.0	64.7	97	92
TOTAL	**I-695**	**US 50**	**26.29**	**N.B.**						**61.6**	**55.5**	**1537**	**1707**
				S.B.						**59.4**	**58.2**	**1593**	**1626**

					2040 PARTIAL BUILD								
	MD 295 SEGMENTS				NO. LANES	VOLUME		LOS		AVG. SPEED		TRAVEL TIME	
SEGMENT	BETWEEN	AND	LENGTH	DIRECTION		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
17	I-695	MD 168 (West Nursery Road)	1.17	N.B.	3	3139	7221	C	F	65.0	42.5	65	99
				S.B.	3	6297	3968	F	C	51.1	64.8	82	65
16	MD 168 (West Nursery Road)	I-195	1.21	N.B.	3	2915	5811	B	E	65.0	55.8	67	78
				S.B.	3	4797	3854	D	C	62.5	64.9	70	67
15B	I-195	Hanover Road	1.46	N.B.	3	3832	5458	C	E	65.0	58.6	81	90
				S.B.	3	5218	4560	D	D	60.2	63.4	87	83
15A	Hanover Road	MD 100	1.44	N.B.	3	4482	5864	D	E	63.7	55.3	81	94
				S.B.	3	5528	5132	E	D	58.1	60.7	89	85
14	MD 100	MD 713F (Arundel Mills Boulevard)	0.96	N.B.	3	4598	5250	D	D	63.3	60.0	55	58
				S.B.	3	4524	5154	D	D	63.6	60.6	54	57
13	MD 713F (Arundel Mills Boulevard)	MD 175	1.24	N.B.	3	4580	6020	D	E	63.4	53.9	70	83
				S.B.	3	5344	5173	D	D	59.4	60.5	75	74
12	MD 175	NSA Entrance (Technology Drive)	1.77	N.B.	3	4947	5321	D	D	61.8	59.5	103	107
				S.B.	3	5077	5254	D	D	62.8	63.5	101	100
11	NSA Entrance (Technology Drive)	MD 32	0.43	N.B.	3	4728	4551	D	D	62.8	63.5	25	24
				S.B.	3	4514	4657	D	D	63.6	63.1	24	25
10	MD 32	MD 198	1.75	N.B.	3	5540	5858	E	E	58.0	55.4	109	114
				S.B.	3	5313	6141	D	E	59.6	52.7	106	120
9	MD 198	MD 197	3.35	N.B.	3	5590	5809	E	E	57.6	55.8	209	216
				S.B.	3	5178	6081	D	E	60.5	53.3	199	226
8	MD 197	Powder Mill Road	1.86	N.B.	3	6041	6603	E	F	55.1	49.5	122	135
				S.B.	3	5874	6512	E	F	56.5	50.5	119	133
7	Powder Mill Road	Balwash Rd.	2.00	N.B.	3	4810	5908	D	E	62.9	56.2	114	128
				S.B.	3	5444	5566	D	E	59.6	58.8	121	122
6	Balwash Rd.	MD 193 (Greenbelt Road)	1.29	N.B.	3	4941	5728	D	E	62.4	57.6	74	81
				S.B.	3	5362	5481	D	D	60.1	59.4	77	78
5	MD 193 (Greenbelt Road)	I-95 (Capital Beltway)	0.37	N.B.	3	4284	4992	C	D	64.5	62.1	21	21
				S.B.	3	5294	5308	D	D	60.5	60.5	22	22
4	I-95 (Capital Beltway)	Riverdale Road	2.36	N.B.	2	3231	3723	D	E	62.8	58.7	135	145
				S.B.	2	3516	3717	D	E	60.7	58.7	140	145
3	Riverdale Road	MD 450 (Annapolis Rd)	1.66	N.B.	2	2906	3733	C	E	64.4	58.6	93	102
				S.B.	2	3568	3670	D	D	60.2	59.2	99	101
2	MD 450 (Annapolis Rd)	MD 202 (Landover Rd)	0.32	N.B.	3	2782	4504	B	D	65.0	64.0	18	18
				S.B.	3	4373	4242	C	C	64.3	64.6	18	18
1	MD 202 (Landover Rd)	US 50 (John Hanson Highway)	1.65	N.B.	3	2042	4289	B	C	65.0	64.5	91	92
				S.B.	3	5226	4204	D	C	60.9	64.7	98	92
TOTAL	**I-695**	**US 50**	**26.29**	**N.B.**						**61.7**	**56.2**	**1533**	**1685**
				S.B.						**59.8**	**58.7**	**1582**	**1612**

MD 295 SEGMENTS					2040 FULL BUILD								
						VOLUME		LOS		AVG. SPEED		TRAVEL TIME	
SEGMENT	BETWEEN	AND	LENGTH	DIRECTION	NO. LANES	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
17	I-695	MD 168 (West Nursery Road)	1.17	N.B.	3	3140	7249	C	F	65.0	39.1	66	108
				S.B.	3	6279	3954	F	C	51.3	64.9	82.1	65
16	MD 168 (West Nursery Road)	I-195	1.21	N.B.	3	2911	5818	B	E	65	55.7	67.0	78
				S.B.	3	4781	3860	D	C	62.6	64.9	69.6	67
15B	I-195	Hanover Road	1.46	N.B.	3	3844	5455	C	E	65	58.6	80.9	90
				S.B.	3	5228	4561	D	D	60.1	63.4	87.5	83
15A	Hanover Road	MD 100	1.44	N.B.	3	4487	5870	D	E	63.7	55.3	81.4	94
				S.B.	3	5537	5130	E	D	58	60.7	89.4	85
14	MD 100	MD 713F (Arundel Mills Boulevard)	0.96	N.B.	3	4593	5268	D	D	63.3	59.9	54.6	58
				S.B.	3	4532	5145	D	D	63.5	60.7	54.4	57
13	MD 713F (Arundel Mills Boulevard)	MD 175	1.24	N.B.	3	4576	6037	D	E	63.4	53.7	70.4	83
				S.B.	3	5352	5163	D	D	59.3	60.6	75.3	74
12	MD 175	NSA Entrance (Technology Drive)	1.77	N.B.	3	4941	5324	D	D	61.8	59.5	103.1	107
				S.B.	3	5087	5244	D	D	62.8	63.5	101.5	100
11	NSA Entrance (Technology Drive)	MD 32	0.43	N.B.	3	4718	4558	D	D	62.8	63.5	24.6	24
				S.B.	3	4528	4641	D	D	63.6	63.1	24.3	25
10	MD 32	MD 198	1.75	N.B.	3	5537	5867	E	E	58	55.3	108.6	114
				S.B.	3	5355	6155	D	E	59.3	52.6	106.2	120
9	MD 198	MD 197	3.35	N.B.	3	5594	5814	E	E	57.6	55.8	209.4	216
				S.B.	3	5211	6092	D	E	60.3	53.2	200.0	227
8	MD 197	Powder Mill Road	1.86	N.B.	3	6080	6653	E	F	54.7	48.9	122.4	137
				S.B.	3	5973	6586	E	F	55.7	49.7	120.2	135
7	Powder Mill Road	Balwash Rd.	2.00	N.B.	3	4918	5959	D	E	62.5	55.8	115.2	129
				S.B.	3	5566	5667	E	E	58.8	58.1	122.4	124
6	Balwash Rd.	MD 193 (Greenbelt Road)	1.29	N.B.	3	5037	5798	D	E	61.9	57.1	75.0	81
				S.B.	3	5506	5621	D	E	59.2	58.4	78.4	80
5	MD 193 (Greenbelt Road)	I-95 (Capital Beltway)	0.37	N.B.	3	4818	5547	D	D	62.9	58.9	21.2	23
				S.B.	3	5566	5590	E	E	58.8	58.6	22.7	23
4	I-95 (Capital Beltway)	Riverdale Road	2.36	N.B.	3	4241	5347	C	D	64.6	60.2	131.5	141
				S.B.	3	5010	5299	D	D	62.1	60.5	136.8	140
3	Riverdale Road	MD 450 (Annapolis Rd)	1.66	N.B.	3	3674	5226	C	D	65	60.9	91.9	98
				S.B.	3	4900	5031	D	D	62.6	62.0	95.5	96
2	MD 450 (Annapolis Rd)	MD 202 (Landover Rd)	0.32	N.B.	3	3145	5267	B	D	65	60.7	17.7	19
				S.B.	3	5116	5010	D	D	61.5	62.1	18.7	19
1	MD 202 (Landover Rd)	US 50 (John Hanson Highway)	1.65	N.B.	3	2269	4630	B	D	65	63.6	91.4	93
				S.B.	3	5483	4574	D	D	59.4	63.8	100.0	93
TOTAL	**I-695**	**US 50**	**26.29**	**N.B.**						**61.8**	**55.9**	**1531**	**1693**
				S.B.						**59.7**	**58.7**	**1585**	**1612**

	MD 295 SEGMENTS				Change in LOS						% Change in Travel Time					
					Exist>NB		NB>PB		NB>FB		NB>PB		NB>PB		NB>FB	
SEGMENT	BETWEEN	AND	LENGTH	DIRECTION	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
17	I-695	MD 168 (West Nursery Road)	1.17	N.B.	1	0	-1	0	-1	0	0.0%	30.7%	0.0%	8.7%	0.0%	0.0%
				S.B.	-1	0	0	0	0	0	10.3%	0.2%	-0.4%	-0.2%	0.0%	0.0%
16	MD 168 (West Nursery Road)	I-195	1.21	N.B.	1	-1	0	0	0	0	0.0%	8.4%	0.0%	0.0%	0.0%	-0.2%
				S.B.	0	0	0	0	0	0	0.8%	-0.5%	-0.5%	-0.2%	-0.3%	-0.2%
15B	I-195	Hanover Road	1.46	N.B.	1	2	0	-1	0	-1	-5.4%	-22.0%	0.0%	-0.7%	0.0%	-0.7%
				S.B.	2	1	0	0	0	0	-17.3%	-15.0%	-0.7%	-0.6%	-0.8%	-0.6%
15A	Hanover Road	MD 100	1.44	N.B.	1	1	-1	0	-1	0	-4.7%	-17.1%	-1.2%	-0.4%	-1.2%	-0.4%
				S.B.	1	1	0	0	0	0	-14.4%	-12.0%	-0.7%	-1.5%	-0.9%	-1.5%
14	MD 100	MD 713F (Arundel Mills Boulevard)	0.96	N.B.	0	0	-1	0	-1	0	0.8%	4.5%	-1.9%	-0.5%	-1.9%	-0.7%
				S.B.	0	0	-1	0	-1	0	0.9%	2.6%	-0.9%	-1.3%	-1.1%	-1.1%
13	MD 713F (Arundel Mills Boulevard)	MD 175	1.24	N.B.	0	-1	-1	0	-1	0	0.6%	9.1%	-1.9%	-3.8%	-1.9%	-4.1%
				S.B.	0	-1	0	0	0	0	3.4%	2.4%	-3.1%	-4.3%	-3.3%	-4.1%
12	MD 175	NSA Entrance (Technology Drive)	1.77	N.B.	0	0	0	1	0	1	1.3%	1.6%	1.3%	4.6%	1.3%	4.6%
				S.B.	0	0	0	0	0	0	-3.5%	-3.7%	0.5%	2.3%	0.5%	2.3%
11	NSA Entrance (Technology Drive)	MD 32	0.43	N.B.	0	0	0	0	0	0	1.9%	1.9%	0.5%	2.3%	0.5%	2.3%
				S.B.	0	0	0	0	0	0	1.1%	3.7%	1.3%	2.6%	1.3%	2.6%
10	MD 32	MD 198	1.75	N.B.	0	0	0	0	0	0	2.1%	0.9%	1.2%	1.7%	1.2%	1.5%
				S.B.	-1	-1	1	1	1	1	2.4%	8.0%	1.9%	3.3%	1.4%	3.1%
9	MD 198	MD 197	3.35	N.B.	-1	0	0	0	0	0	4.5%	2.7%	0.3%	0.7%	0.3%	0.7%
				S.B.	0	0	0	0	0	0	-0.3%	8.4%	1.9%	1.7%	1.5%	1.5%
8	MD 197	Powder Mill Road	1.86	N.B.	0	0	0	0	0	0	6.4%	0.0%	4.4%	5.5%	3.6%	4.3%
				S.B.	1	0	0	0	0	0	-3.3%	7.9%	4.8%	7.2%	3.3%	5.5%
7	Powder Mill Road	Balwash Rd.	2.00	N.B.	0	0	0	0	0	0	0.3%	0.2%	0.3%	2.6%	-0.3%	1.8%
				S.B.	0	-1	1	0	0	0	-1.2%	2.6%	3.1%	1.2%	1.7%	0.0%
6	Balwash Rd.	MD 193 (Greenbelt Road)	1.29	N.B.	0	0	0	0	0	0	-0.3%	0.4%	0.6%	1.1%	-0.2%	0.2%
				S.B.	0	-1	1	1	1	0	-0.2%	1.0%	3.4%	1.5%	1.9%	-0.2%
5	MD 193 (Greenbelt Road)	I-95 (Capital Beltway)	0.37	N.B.	0	0	0	-1	-1	-1	0.0%	0.0%	-0.8%	-4.2%	-3.2%	-9.1%
				S.B.	0	0	-1	-1	-2	-2	0.2%	0.0%	-6.5%	-6.9%	-9.1%	-9.8%
4	I-95 (Capital Beltway)	Riverdale Road	2.36	N.B.	0	1	0	-1	1	0	-0.2%	-0.8%	-1.3%	-0.8%	1.6%	1.7%
				S.B.	0	0	0	-1	0	0	-1.5%	0.2%	-0.7%	-1.5%	1.6%	1.5%
3	Riverdale Road	MD 450 (Annapolis Rd)	1.66	N.B.	0	0	0	-1	0	0	-0.2%	1.5%	-0.5%	-0.3%	0.5%	3.6%
				S.B.	0	0	0	0	0	0	0.7%	1.2%	-0.3%	-0.3%	3.6%	4.4%
2	MD 450 (Annapolis Rd)	MD 202 (Landover Rd)	0.32	N.B.	0	0	0	-1	0	-1	0.0%	0.5%	0.0%	-0.2%	0.0%	-5.3%
				S.B.	0	0	0	0	-1	-1	0.0%	0.3%	-0.2%	0.0%	-4.5%	-3.9%
1	MD 202 (Landover Rd)	US 50 (John Hanson Highway)	1.65	N.B.	-1	0	0	0	0	-1	0.0%	0.5%	0.0%	-0.2%	0.0%	-1.5%
				S.B.	0	0	0	0	0	-1	0.8%	0.5%	-0.2%	0.0%	-2.6%	-1.4%
TOTAL	**I-695**	**US 50**	**26.29**	**N.B.**												
				S.B.												

Figure 3.4 Parkway Segments Currently Operating at or Near Capacity
(Level of Service "E" or "F")



Several observations are derived from these results, as it pertains to existing mainline traffic conditions:

- Traffic conditions are generally worse in the PM peak hour than in the AM peak hour.
- The distribution of traffic "hot spots" are consistent with directional traffic distribution in the AM and PM peak periods as shown in Figures 3.1 and 3.2, respectively.
- The location of the identified congestion "hot spots" is limited to the existing two-lane segments of the Parkway. The three-lane mainline segments of the facility (i.e. MD 175 to MD 100) and locations where auxiliary lanes between closely spaced interchanges create de-facto three-lane mainline sections (between U.S. Route 50 and MD 450 and between the Capital Beltway and MD 193) were determined to operate at level of service "D" or better according to the Highway Capacity Software freeway analysis.

It is important to note that these Highway Capacity Software results are based on a discrete analysis of each mainline segment of the Parkway and do not reflect the effects of weaving or ramp influence areas around specific interchanges, or spillover effects of downstream congestion on upstream segments. Therefore, these results should be interpreted as a measure of how well each segment along the Parkway handles existing mainline traffic in isolation from external influences. As such, these results

provide a basis for comparison with a similar analysis of the future year traffic conditions as developed and described later in the study.

CHAPTER 4: Land Use

Existing and proposed land use and zoning data was obtained from readily available sources, including state, local, county, and regional planning entities, within the study area. The inventory also included a review of existing comprehensive plans and future land use plans, such as the Base Realignment and Closure proposals as they relate to Fort Meade. This effort was performed so as to assess the land use distribution within the study area and the resulting impacts on the B-W Parkway.

The following section describes the land use and zoning data from counties within the study area. These counties include: Baltimore, Anne Arundel, Howard, and Prince George's Counties. A discussion of the development proposals and activity centers within the study area is also included.

Figure 4.1 represents the exiting land use of the study area.

4.1 Counties Land Use Data

Baltimore County

The small portion of Baltimore County in the study area contains a mix of land uses as shown in the adopted B*altimore County, Maryland Master Plan 2020*[3], shown in the Appendix B-1. The majority of the area is labeled as General Urban, which is mixed-use but predominately residential with a variety of housing types in medium size blocks. In the Halethorpe area, along U.S. 1, is a small area classified as an Urban Center that is mixed-use with a higher density of retail, offices, townhouses, and apartments with setbacks close to the street. Adjacent to the Urban Center areas are small areas of the Sub-Urban Zone which includes predominately low-density residential with large blocks. There are also very small tracts of the Rural Zone in the study area characterized by sparsely settled land. This area of the county is predominately residential with large, single-family housing.

Howard County

Interstate 95 in Howard County defines the western boundary of the study area. According to the Howard County General Plan 2000, the majority of the County's land use classifications are represented in the corridor with major roadways acting as division lines.

In the Elkridge area of Howard County north of MD 100, the land use is predominately residential with the majority being low density housing. The remaining areas are a mix of medium and high density residential areas with some mobile homes. There are also large areas of Office/Service, Institutional, Industrial and Undeveloped Industrial land use classifications. Smaller areas of Parks and Open Space and Retail land uses are also in the area.

Between MD 32 and MD 100, the land uses in this portion of the county becomes more industrial and commercial in nature. Acting as a dividing line between land uses, U.S. 1 to the east is predominately Industrial, Institutional, and Undeveloped Commercial. There are small areas of Low Density Residential, Medium Density Residential, Mobile Homes, and Office/Service. West of U.S. 1, there is one large tract of Retail land use between MD 32 and MD 175. There are also smaller areas of Low Density Residential, Mobile Homes, Office/Service, and Parks and Open Space land uses.

[3] Baltimore County, Maryland, November 15, 2010

The land uses in Howard County are clearly divided by U.S. 1 south of MD 32. East of U.S. 1, land uses are predominately Office/Service and Industrial with small pockets of Retail and Low Density Residential. West of U.S. 1 to I-95, the majority of the land is classified as Low Density Residential and Parks and Open Space. Other residential land uses include Medium Density Residential and High Density Residential. There are also smaller areas of Institutional and Retail land uses.

Anne Arundel County

The portion of Anne Arundel County in the study area is generally defined by the Howard and Baltimore County Lines to the northwest, I-695 to the northeast, I-97 to the east, and the Prince George's County line/Patuxent River to the southwest. The Anne Arundel County General Development Plan (2009) lists the northern portion of this area as the County's Growth Corridor. This area is along the B-W Parkway from Fort Meade to B-W International Thurgood Marshall Airport. The planned development in this portion of the county is anticipated to include several new business parks as well as mixed-use development to create additional live/work opportunities.

Land uses in Anne Arundel County vary throughout the study area. The southern portion of the study area predominately has a Natural Features land use classification which is the Patuxent Research Refuge. The Government land use classification includes two large areas which are Fort Meade and B-W International Thurgood Marshall Airport as well as several smaller parcels in the area. Maryland City is classified as Mixed Use Commercial, Jessup is predominately classified as Mixed Use Employment or Mixed Use Residential, and Odenton has a Town Center land use classification. The B-W International Thurgood Marshall MARC/Amtrak station area is classified as Mixed Use Transit. This area also has large sections of Industrial land use classification in the Hanover and Patapsco areas with smaller sections throughout the study area. Residential land uses are spread throughout the study area. Ferndale and Glen Burnie land use classifications consist primarily of Medium Density Residential with some High Density Residential. Jessup and Severn are Low Density Residential and Low-Medium Density Residential. Pockets of Commercial land use are seen throughout the study area with the largest area being the Arundel Mills Mall and surrounding shopping areas. The Rural land use classification is seen in both the Gambrills and Woodwardville areas.

Prince George's County

According to the 2002 Prince George's County Approved General Plan, Prince George's County is divided into seven subregions and the City of Laurel. The seven subregions are further divided into 36 smaller planning areas, excluding the City of Laurel. The City of Laurel has its own planning authority. Subregions and planning areas are shown in Table 4.1 in Appendix B-2.

Of the subregions, three subregions (1, 2, and 3) and the City of Laurel are all or partially in the study area. Subregion 1 is in the northwestern portion of Prince George's County and is almost entirely in the study area. Subregion 2 consists of the western most portion of Prince George's County inside of the Capital Beltway. Subregion 3 is partially in the study area and consists of the central portion of Prince George's County and includes the municipality of Bowie within the study area.

Table 4.1 Subregions and Planning Areas

Subregion 1	Subregion 2	Subregion 3
PA 60 - Northwestern Area	PA 65 - Langley Park & Vicinity	PA 70 - Glenn Dale-Seabrook-Lanham & Vicinity
PA 61 - Fairland-Beltsville	PA 66 - College Park-Berwyn Heights	PA 71A - Bowie & Vicinity
PA 62 - South Laurel-Montpelier	PA 67 - Greenbelt & Vicinity	PA 71B - City of Bowie
PA 64 - Agricultural Research Center	PA 68 - Hyattsville-Riverdale-Mt. Rainier-Brentwood	PA 73 - Largo-Lottsford
	PA 69 - Bladensburg-New Carrollton & Vicinity	PA 74A - Mitchellville & Vicinity
		PA 74B - Collington & Vicinity

The land use of this study area is predominately residential with several large institutional areas which include the University of Maryland, National Aeronautics and Space Administration's (NASA) Goddard Space Flight Center and the Beltsville Agricultural Research Center. There are also large areas of commercial and industrial land uses as well as parkland in the area.

4.2 Development Proposals and Activity Centers

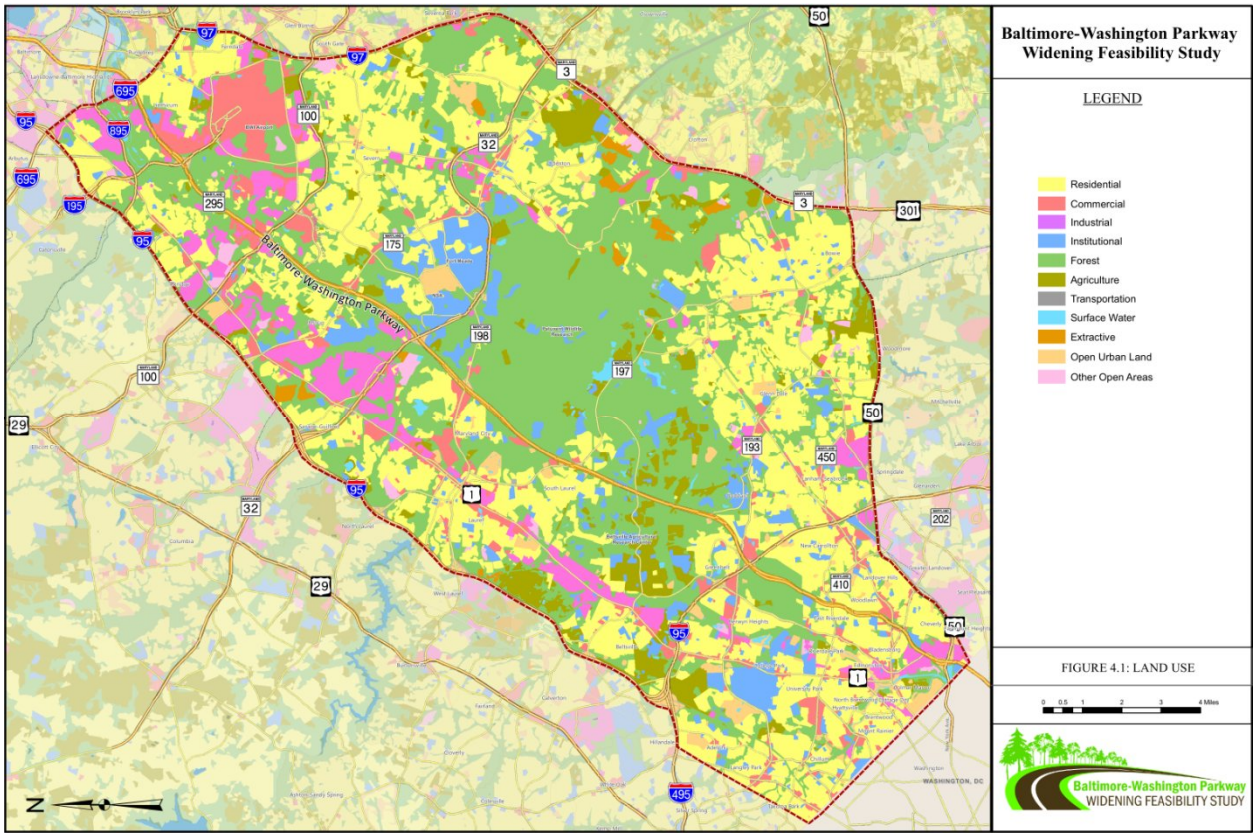
The study area contains significant activity centers that attract vehicular traffic to the B-W Parkway. There are also a number of proposed developments in the study area that will have impacts on the Parkway in the future. Figure 4.2: Development Projects/ Destinations/Activity Centers shows location of the existing activity centers and proposed developments in the study area. Descriptions of these activity centers and development proposals are presented below.

Destinations and Activity Centers

Baltimore/Washington International Thurgood Marshall Airport is an international airport serving the B-W Metropolitan Area in the United States. B-W International Thurgood Marshall Airport is a focus airport for Southwest Airlines and Cape Air, and a hub for AirTran Airways. A record 21.9 million passengers traveled through the airport in 2010, an increase of 4.7 percent over the previous year, with July 2010 being the busiest month ever in the airport's history.

According to B-W International Thurgood Marshall Airport's official website, there are approximately 9,717 employees (Part-time and Full-Time) working at the facility. Of this total approximately 470 are Maryland Aviation Administration employees.

Arundel Mills is a regional shopping center located in Hanover, Maryland. It has 1.3 million square feet of gross leasable area and is the largest enclosed mall in Maryland. The mall is located at the intersection of MD 100 and the B-W Parkway in northwestern Anne Arundel County. Arundel Mills opened in November 2000. After Maryland voters approved slot machine gambling in Maryland in 2008, a slots parlor was planned next to the mall. The proposal for slots at Arundel Mills was on the ballot as a referendum in the November 2010 elections; the referendum passed, and construction began on the casino shortly afterward, with construction to be completed by July 2012. The slots parlor is the largest gaming facility in Maryland, featuring 4,750 slot and electric table games. The 300,000 square foot facility will feature multiple upscale restaurants and live music venues.


Baltimore-Washington Parkway
Widening Feasibility Study
LEGEND
Residential
Commercial
Industrial
Institutional
Forest
Agriculture
Transportation
Surface Water
Extractive
Open Urban Land
Other Open Areas
FIGURE 4.1: LAND USE
Baltimore-Washington Parkway
WIDENING FEASIBILITY STUDY

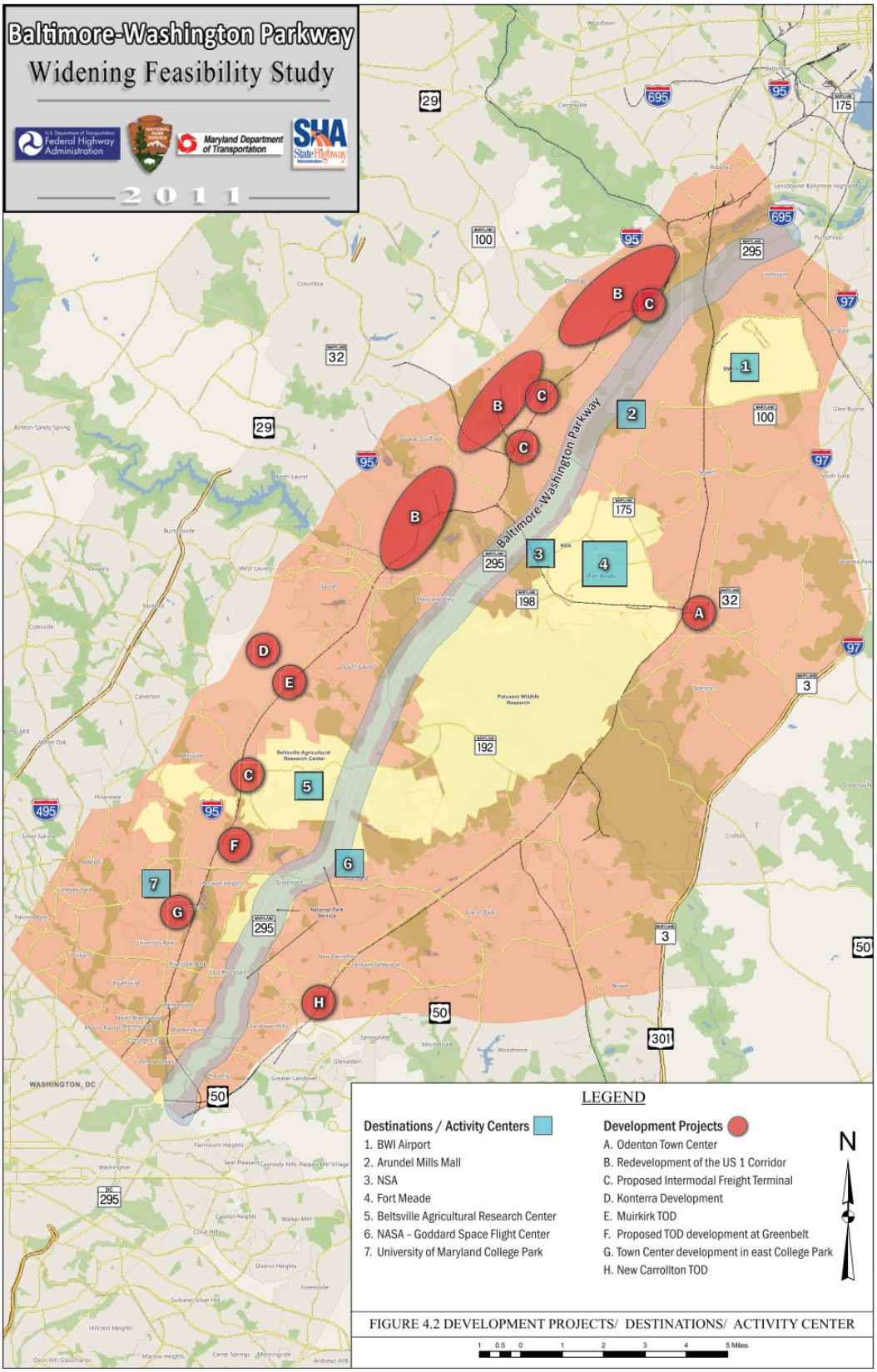


FIGURE 4.2 DEVELOPMENT PROJECTS/ DESTINATIONS/ ACTIVITY CENTER

The National Security Agency (NSA) and Fort Meade are the largest employers in the study area. Proposed expansions due to Base Realignment and Closure are described in more detail in Section 7.3. Prior to BRAC actions, Fort Meade had an authorized population of 30,204 military and civilian DoD positions. As part of Base Realignment and Closure, the DoD is co-locating adjudication activities, media activities, and the Defense Information Systems Agency (DISA) at Fort Meade. It is expected that, as a result of Base Realignment and Closure, Fort Meade will gain about 5,700 on-base positions. Approximately 1,660 civilian contractors are expected to work in the vicinity of Fort Meade proper.

Beltsville Agricultural Research Center is a unit of the United States Department of Agriculture's Agricultural Research Service. It is a 475-acre farm located in Beltsville, Maryland, and is named for Henry A. Wallace, former United States Vice President and Secretary of Agriculture. The 6,600 acre facility is the largest agricultural research complex in the world with research programs including Air Quality; Animal Health; Crop Production; Crop Protection and Quarantine; Food Animal Production; Food Safety; Global Change; Human Nutrition; Integrated Farming Systems; Manure and Byproduct Utilization; Methyl Bromide Alternatives; Plant Biological and Molecular Processes; Plant Diseases; Plant Genetic Resources, Genomics, and Genetic Improvement; Quality and Utilization of Agricultural Products; Rangeland, Pasture, and Forages; Soil Resource Management; Veterinary, Medical, and Urban Entomology; and Water Quality and Management. According to the Maryland Department of Business and Economic Development, the Beltsville Agricultural Research Center employs 1,700 persons.

Goddard Space Flight Center is a major NASA space research laboratory established on May 1, 1959 as NASA's first space flight center. Goddard Space Flight Center employs approximately 10,000 civil servants and contractors, and is located approximately 6.5 miles northeast of Washington, DC, in Greenbelt, Maryland.

Greenbelt Park is situated just within the National Capital Beltway. The park is managed by NPS. The Greenbelt Park is a destination for visitors who want to camp and see the District, as well as other recreational activities. Additional information for Greenbelt Park is included in Chapter 10 of this report.

The University of Maryland, College Park is a public research university located in the city of College Park, Maryland. Founded in 1856, the University of Maryland is the flagship institution of the University System of Maryland. With a fall 2010 enrollment of more than 37,000 students (approximately 26,900 undergraduate and 10,700 graduate students) and 4,123 full and part time faculty the University of Maryland is the largest university in the State and the largest in the Washington, DC, metropolitan area.

Development Projects

There are several planned developments in the project vicinity. A general description of some of the major developments is provided below.

The Odenton Town Center is a 1,600-acre mixed-use development in the heart of Odenton, Maryland. The core of the Odenton Town Center is its transit-oriented development, designed to encourage pedestrian-friendly projects close to the Odenton MARC Station, the busiest non-terminal station on the Penn Line. Planned projects combine retail, restaurants, office, and residential space, as well as parks, plazas, and recreational trails.

In order to address the aging and signs of neglect along the US 1 corridor, Howard County developed the Route 1 Corridor Revitalization Study Phase 1 (2001) and Phase 2 (2002) as well as the Route 1 Corridor Revitalization Manual adopted in July 2009. The plans focus on enhancing the appearance of U.S. 1 through new development and improvements to the existing streetscape. Where possible, the plan

encourages mixed-use development and transit orientated development. New buildings will be constructed closer to roadways with parking on the side and rear to provide pedestrians better direct access from the main roadways. Various new zoning classifications have been added for the U.S. 1 Corridor including Corridor Employment District, Transit Orientated Development District, Corridor Activity Center District, and Continuing Light Industrial Overlay District. The first three zones are designated for predominately new developments while that latter focuses on maintaining existing land uses while allowing new development outside of the original zoning classification.

The Maryland Department of Transportation and the CSX Corporation (CSX) are working together to locate and develop a regional intermodal freight facility. The plan is to relocate CSX's existing facility—currently located at the Seagirt Marine Terminal in the city of Baltimore—to a new venue south of Baltimore's Howard Street Tunnel. CSX will continue to provide train service supporting the Port of Baltimore international customers at Seagirt Marine Terminal. This project is a key component of the National Gateway Rail Freight corridor and will allow a more efficient flow of goods traveling along CSX's emerging double-stack rail network. The goal is to complete construction of the facility and begin operations by 2015. The final site selection process will include extensive public outreach, in conformance with the National Environmental Policy Act.

Konterra is a $1.75 billion, 2,200-acre, mixed-use proposed development with upscale retail, research, and technology campuses according to the developer's website. It also includes a 200-acre Konterra Regional Mall, business campus with 1.4 million square feet of building space, more than 1,000 single family homes, and 348 acres reserved for governmental, educational, or corporate facilities. The proposed development is located in Prince George's and Montgomery Counties, in Maryland straddling I-95 just one exit north of the Capital Beltway. When completed, the Konterra development is projected to create 30,000 jobs.

The Muirkirk MARC Station and the New Carrollton Metro Station are two areas identified in the Prince George's County Master Plan for Sector 1 as regional centers with potential for future transit oriented development. According to the approved New Carrollton Transit District Development Plan and Transit District Overlay Zoning Map Amendment, the vision for New Carrolton Metro Station is to develop 7,000 housing units; 6,180,000 square feet of office/retail space; an extensive system of civic parks, and the Metro station complex, rebuilt as a grand urban transportation center, by 2030.

The Greenbelt Station Town Center is a $1 billion project located at the Greenbelt Metro station on the Capital Beltway. The site will feature mixed-use residential/retail/commercial space with 2,200 upscale residential units, 1.1 million square feet of retail space, and an entertainment center. The Prince George's County Council has approved a $160 million tax increment financing package for the Greenbelt Metro development. Site plans have also been approved for first phase of development.

Major redevelopment proposals are moving forward in College Park. Among these are the East Campus Project at the University of Maryland, the U.S. 1/Baltimore Avenue Corridor project, and the College Park Metro Station Area project.

CHAPTER 5: Utilities

The following section provides a general description of existing utility systems in the study area. Existing utilities are located either adjacent to or cross the existing right-of-way of the B-W Parkway. The inventory includes electric power, water and sewer for both underground and overhead utility systems. The inventory does not include utilities such as natural gas, petroleum distribution and transmission, and telecommunications.

5.1 Electric

The majority of the Baltimore metropolitan area, including Baltimore, Anne Arundel, and Howard Counties, is served by the Baltimore Gas and Electric Company (BG&E) for electricity and natural gas services.

The Maryland portion of the Washington, DC, metropolitan area, including Prince George's County, is served by the Potomac Electric Power Company (Pepco) for electricity needs. Washington Gas provides natural gas service for this region.

5.2 Water and Sewer

Baltimore County

Baltimore County provides water and wastewater disposal through public and private systems. Those locations closer to Baltimore City within the "Urban Rural Demarcation Line" are served by the public water and sewer system. Areas near the Chesapeake Bay are also served by the public water and sewer system to protect water quality. Three reservoirs provide water to Baltimore County.

Howard County

Howard County supplies public water and sewer service using both Baltimore City and the Washington Suburban Sanitary Commission (WSSC) resources. The majority of the County that receives water and sewer services from the public system is provided by the Baltimore City Central System. A small eastern portion of the County receives its services through WSSC. The western portion of the County does not receive public water or sewer service and uses wells and septic systems for these utilities.

Anne Arundel County

The Department of Public Works for Anne Arundel County provides water and public sewer services to the vast majority of the County. Some of the more low density, rural areas in the southern portion of Anne Arundel County rely on individual wells and septic systems. The Anne Arundel County system has approximately 107,700 public water connections with an annual average demand of 31.1 million gallons per day.

Prince George's County

Water and Sewer Service in Prince George's County is provided primarily by the WSSC. WSSC is the 8th largest water and wastewater utility in the nation, serving nearly 1.8 million residents and approximately 460,000 customer accounts in Prince George's and Montgomery Counties over an area of nearly 1,000 square miles. They operate and maintain eight water and wastewater plants, more than 5,500 miles of fresh water pipeline and nearly 5,400 miles of sewer pipeline. Rural areas in the south eastern portion of the county rely on individual wells and septic systems. Some areas of the County are

also served by the City of Bowie, Beltsville Agricultural Research Center, and the District of Columbia Water and Sewer Authority.

CHAPTER 6: Socioeconomic and Community Features

There are 151 schools (K-12, public and private), 20 police stations, 34 fire stations, 17 libraries, 131 parks and recreational facilities, 6 heliports, and 5 airports in the study area. The general locations of these community facilities are shown in Figure 6.1 and are listed in Appendices B3-B7. Socioeconomic and community features are categorized by county in the following sections.

6.1 Schools

Baltimore County

The Baltimore County Public School system (BCPS) is the third largest in Maryland and the 26th largest school system in the U.S. Approximately 104,000 students are enrolled in 173 schools, centers, and programs. BCPS employs 17,000 faculty and staff members, including 8,850 classroom teachers. Over 7,400 students graduate from BCPS each year and 87.5 percent of them immediately pursue higher education. There is an average of 17 advanced placement courses at each high school and one-third of all high schools offer 20 or more advanced placement courses.

Baltimore County has over 20 private schools at the K-12 grade levels. Most of these schools are operated by religious entities.

There are four public and private elementary schools in the study area: two BCPS schools, Halethorpe Elementary and Relay Elementary; one private Roman Catholic school, Ascension Parish School; and one private interdenominational school, Lamb of God School. There are no middle or high schools in Baltimore County adjacent to the Parkway.

Anne Arundel County

The Anne Arundel County Public School system (AACPS) is the fifth largest in Maryland and among the 50 largest school systems in the US. Approximately 75,500 students are enrolled in 121 schools, centers, and programs. AACPS employs nearly 5,500 teachers. Over 5,000 students graduate from AACPS each year and 85 percent of them immediately pursue higher education. All 12 high schools in AACPS offer a minimum of 19 advanced placement courses.

Within the study area, there are 23 elementary schools and 12 middle and high schools including private schools. The elementary schools in the study area are:

- Brock Bridge Elementary
- Ferndale Early Education Center
- Four Seasons Elementary
- Harman Elementary at Meade Heights
- Hilltop Elementary
- Jessup Elementary
- Lindale Elementary
- Linthicum Elementary
- Manor View Elementary
- Maryland City Elementary
- Meade Heights Elementary at Seven
- Pershing Hill Elementary
- Piney Orchard Elementary
- Quarterfield Elementary
- Ridgeway Elementary
- School of Incarnations
- Seven Oaks Elementary
- Severn Elementary
- St. Philip Neri School
- Van Bokkelen Elementary
- Waugh Chapel Elementary
- West Meade Elementary

Oaks
- Odenton Elementary

The middle and high schools in the study area are:

- Archbishop Spaulding High
- Arundel High
- Arundel Middle
- Calvary Chapel Christian Academy
- Center of Applied Technology North
- Chesapeake Science Point
- Lindale Middle
- MacArthur Middle
- Meade High
- Meade Middle
- North County High
- Odenton Christian

Howard County

The Howard County Public School system (HCPSS) consistently ranks among Maryland's top school districts based on student performance on the Maryland School Assessments. Approximately 50,000 students are enrolled in a total of 72 public schools. HCPSS employs 4,617 teachers, 62 percent of which hold master's degrees or above. HCPPS has a 94.3 percent graduation rate and more than 90 percent of graduates continue their education beyond high school. Approximately 41 percent of students in grades 9-12 participate in a variety of Gifted and Talented Education Program offerings.

Five elementary and two middle schools are located within the study area. The elementary schools are Elkridge, Bollman Bridge, Forest Ridge, Laurel Woods, and St. Augustine. The middle schools are Elkridge Landing and Patuxent Valley. There are no Howard County high schools or private schools within the study area.

Prince George's County

Prince George's County Public Schools (PGCPS) is the second largest school system in Maryland and the 18th largest in the US. Approximately 127,000 students are enrolled in 198 schools. PGCPS employs about 18,000 full-time employees, including about 9,000 teachers. PGCPS has an 84.4 percent graduation rate with over 8,000 students graduating each year. A little less than half of the graduating students attend four-year colleges after graduation. Approximately 27 percent of seniors are enrolled in advanced placement courses.

There are 56 elementary schools, 11 middle schools, 11 high schools, and three Pre K – 12 Schools (New Hope Academy, Lantham Christian School, and Al-Huda School) in the study area including private schools. The PGCPS elementary schools are:

- Adelphi Elementary
- Beacon Heights Elementary
- Beltsville Elementary
- Berwyn Heights Elementary
- Bladensburg Elementary
- Bond Mill Elementary
- Calverton Elementary
- Carole Highlands Elementary
- Carrollton Elementary
- Langley Park/McCormick Elementary
- Laurel Elementary
- Lewisdale Elementary
- Magnolia Elementary
- Mary Harris "Mother" Jones Elementary
- Montpelier Elementary
- Mount Ranier Elementary
- New Covenant Christian Academy
- Oaklands Elementary

- Catherine T. Reed Elementary
- Cesar Chavez Elementary
- Cherokee Lane Elementary
- Chillum Elementary
- Cool Spring Elementary
- Cooper Lane Elementary
- Deerfield Run Elementary
- Gaywood Elementary
- Gladys N. Spellman Elementary
- Glenn Dale Elementary
- Glenridge Elementary
- Greenbelt Elementary
- High Bridge Elementary
- Hollywood Elementary
- Hyattsville Elementary
- James E. Harrison Elementary
- James McHenry Elementary
- Kenilworth Elementary
- Lamont Elementary
- Paint Branch Elementary
- Patuxent Montessori School
- Perrywood Elementary
- Port Towns Elementary
- Ridgecrest Elementary
- Riverdale Elementary
- Robert Frost Elementary
- Rockledge Elementary
- Rogers Heights Elementary
- Rosa Parks Elementary
- Scotch Town Hills Elementary
- Seabrook Elementary
- Springhill Lake Elementary
- Templeton Elementary
- Thomas S. Stone Elementary
- Tulip Grove Elementary
- Woodridge Elementary
- Yorktowne Elementary

The PGCPS high schools and middle schools in the study area are:

- Benjamin Tasker Middle
- Bladensburg High
- Bowie High
- Buck Lodge Middle
- Charles Carroll Middle
- De Martha Catholic High
- Duval High
- Dwight D. Eisenhower Middle
- Eleanor Roosevelt High
- Elizabeth Seton High
- Greenbelt Middle
- High Point High
- Hyattsville Middle
- Laurel High
- Martin Luther King Middle
- Nicholas Orem Middle
- Northwestern High
- Parkdale High
- Samuel Ogle Middle
- St. Vincent Pallotti High
- Thomas Johnson Middle
- William Wirt Middle

The Elementary and Middle private schools in the study area are:

- Ascension Lutheran School
- At. Matthias Apostle
- Beltsville SDA School
- Berwyn Baptist School
- Bowie Montessori Children's House
- Holy Trinity Episcopal Day School
- Holy Trinity Episcopal Day School
- Robert Goddard Montessori and French Immersion
- St Bernard School
- St Pius X School

- Concordia Lutheran School
- Cornerstone Christian Academy
- Faith Baptist Christian School
- First Baptist School of Laurel
- Friends Community School
- George Peters Adventist School
- Grace Christian School
- Holy Redeemer School
- St. Ambrose Elementary
- St. Hugh's School
- St. Jerome's Catholic School
- St. Joseph's School
- St. Mark The Evangelist School
- St. Mary's catholic School
- St. Mary's School

There are several special schools in the area including the following:

- Chapel Forge Early Childhood Center
- Community Based Classrooms
- Excel Academy Charter
- Frances Fuchs Early Childhood Center
- H.B. Owens Science Center
- James E. Duckworth Regional Center
- Judith P. Hoyer Early Childhood Center
- Margarent Brent Regional Center
- Robert Goddard French Immersion
- Robert Goddard Montessori
- Turning Point Academy

6.2 Law Enforcement

Baltimore County

The Baltimore County Police Department ranks nationally as one of the 30 largest local government police agencies. The Department has approximately 2,480 employees, including 1,918 sworn officers, working out of 30 police facilities. The fleet consists of 433 marked vehicles and 434 unmarked vehicles.

The nearest county police station is on Rolling Road just north of the study area.

Anne Arundel County

The Anne Arundel County Police Department employs a workforce of 933 personnel including 686 sworn officers, and 247 civilians. There is also a part-time complement of 144 school crossing guards, who man 240 school crossings during the school year, and more than 90 volunteers. Nineteen other part-time positions, some funded through grants, are assigned to other special needs throughout the Department such as Crime Analysis and the Crime Laboratory.

The study area is served by the Northern District with a station on Hammonds Lane, and by the Western District with a station on Telegraph Road in Odenton.

Howard County

The Howard County Police Department employs 441 authorized full-time sworn police officers, as well as 183 full-time civilians, 62 contingent employees, 21 part-time crossing guards, 23 auxiliary officers, and 36 bike patrol program officers. There are two district stations. The Northern District is located in Ellicott City. The Southern District is located in Scaggsville at MD 216 and US 29 just west of the study area.

Prince George's County

The Prince George's County Police Department employs 327 sworn officers and 71 civilians divided among 22 municipal police departments. The study area is served by three district substations. District I serves a 36 square mile area making it the second smallest patrol area in the County. However, with a population of approximately 206,500, it is the most densely populated. Its borders include Washington, DC, to the east and Montgomery County to the north. There are 16 incorporated municipalities within District I including the City of Greenbelt.

District II is responsible for 134 square miles with a population approximately 172,000, making it the second most populated patrol district and the second largest geographical area in the County. It borders Anne Arundel County to the east. The City of Bowie and the County seat of Upper Marlboro are within its patrol area.

District VI is located in the northeastern part of the County in an area of approximately 40 square miles with a population of approximately 82,300. The district borders Montgomery, Howard, and Anne Arundel Counties to the north and has the City of Laurel within its patrol area.

Additionally, the University of Maryland, Maryland State Police, WMATA, United States Air Force, and the NPS all have separate police forces that operate in the County.

6.3 Fire Safety

Baltimore County

The Baltimore County Fire Department has 1,052 sworn employees and 45 civilians working out of 25 career fire stations. There are an additional 33 independent volunteer fire companies, including an estimated 3,000 responders, fund raisers and other members of the volunteer service, who also provide daily emergency medical services. A fire station is located within the study area on Washington Boulevard and Selma Avenue.

Anne Arundel County

The Anne Arundel County Fire Department is one of the largest combination fire departments in the Nation, operating out of 30 fire stations with 793 career firefighters, 517 certified volunteer firefighters, and 36 civilian support personnel. All personnel, both career and volunteer, are certified in accordance with the National Fire Protection Association standards. The department is functionally organized into three bureaus: Operations, Logistics and Planning, and the Office of Emergency Management.

Nearly all of the study area is served by Battalion 1, including 13 fire companies and stations strategically located throughout the area.

Howard County

The Howard County Department of Fire and Rescue Services is a partnership of both volunteers and career personnel who operate 11 fire stations throughout the County. Each station has at least one fire engine and ambulance. Many of these locations also house a variety of special equipment, such as ladder trucks, rescue squads, and brush trucks. Two stations, the Elkridge Station on Old Washington Road and the Savage Station are located within the study area. The Scaggsville Station is located just west of the study area at the intersection of MD 216 and U.S. 29.

Prince George's County

The Prince George's County Fire and Emergency Medical Services Department is housed in 44 stations throughout the County which are staffed by a combination of career and volunteer firefighters. Three battalions serve the study area in Prince George's County. Battalion Two serves communities in the general vicinity of New Carrollton, Lanham, Bowie, and Glenn Dale with seven station locations. Battalion Four serves all communities in the general vicinity of Langley Park, Chillum, Brentwood, College Park, and Riverdale with eight station locations. Battalion Six serves all communities in the general vicinity of Laurel, Greenbelt, Beltsville, and Berwyn Heights with seven station locations.

6.4 Libraries

There are 17 libraries in the study area including county, federal, and municipal libraries.

Baltimore County

The Baltimore County Public Library operates 17 branches across the County, serving more than 5,833,000 visitors. The closest library is located just north of the study area in Arbutus at Selford Road and Elm Avenue.

Anne Arundel County

The Anne Arundel County Public Library system has three regional libraries and 12 branch libraries located throughout the County. There are four branch locations within the study area. They are located in Linthicum at Hammonds Ferry Road, near Fort Meade (the Provinces Branch) at the intersection of MD 175 and Ridge Road, in Maryland City at Russett, and in Odenton on MD 175.

Howard County

The Howard County Library System has six community libraries throughout the County. Two of the locations are within the study area. The Elkridge Branch is located on Washington Boulevard. The Savage Branch is located on Durness Lane just north of Laurel.

Prince George's County

The Prince George's County Memorial Library System operates 18 community libraries and one County Correctional Center Library within the County. The Library System has 326 salaried employees and 140 hourly employees. There are eight community libraries within the study area. These facilities are located in the communities of Mt. Ranier, Bladensburg, Hyattsville, New Carrollton, Bowie, Greenbelt, Beltsville, and Laurel.

6.5 Recreation and Parks

There are 131 recreation and park facilities in the study area. Names and locations are shown in Figure 6.1 and in the Appendix.

Baltimore County

The Baltimore County Department of Recreation and Parks operates a collection of parks, school recreation centers, open spaces, greenways, and other recreational facilities.

Anne Arundel County

Anne Arundel County has over 6,000 acres of recreation land, 3,500 acres of natural resource land, and over 260 parks under County ownership. These lands are coordinated among several County agencies, primarily the Department of Recreation and Parks, but also include parcels managed by the Board of Education, the Department of Public Works, the Office of Planning and Zoning, the Department of Aging and Disabilities, and others as well as many local community organizations.

Howard County

The Howard County Recreation and Parks Department is responsible for the stewardship of 8,800 acres of public lands and the maintenance and operation of more than 56 parks. The Recreation and Parks Department has a staff of 688 employees.

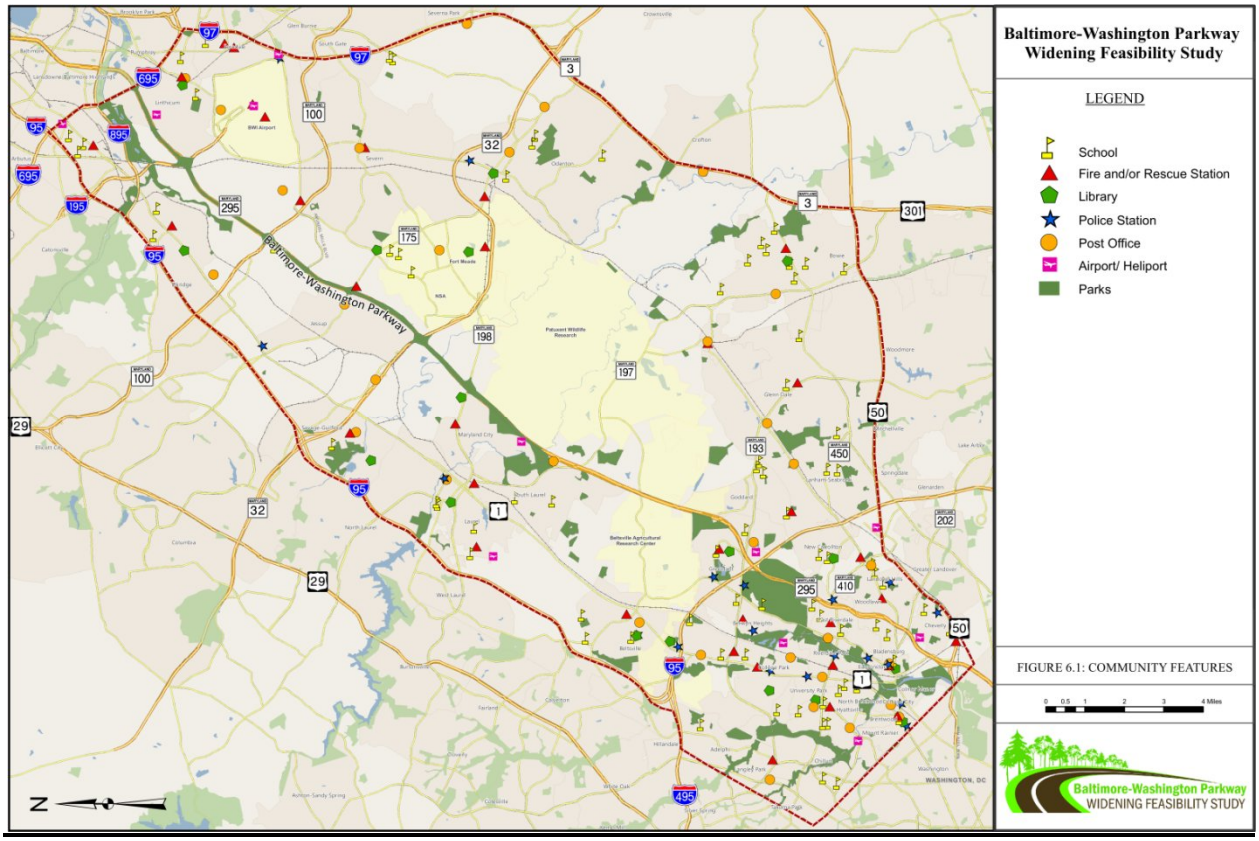
Prince George's County

The Prince George's County Department of Parks and Recreation, administered by the Maryland-National Capital Park and Planning Commission, operates and maintains more than 26,000 acres of parkland throughout the County.

6.6 Airports and Heliports

There are a total of five small and large airports and six heliports in the study area. Five airports in the study area are Queen Chapel Airport (historic), College Park Airport, Schroon Airport, and Baltimore Washington Thurgood Marshal Airport. The airport, located in Anne Arundel County, is the largest commercial airport in the study area serving the Baltimore/Washington region. The airport has light rail connections to Baltimore City and Baltimore County. It also has MARC commuter rail service that connects it to cities in Cecil County, Harford County, Baltimore County, Anne Arundel County, Howard County, Prince George's County, Baltimore City, and Washington, DC, as well as a rail connection to northeast cities through Amtrak.

Among the small airports, Suburban Airport is an active public-use airport in the study area. Located in Anne Arundel County, Maryland, two miles southeast of the central business district of Laurel, this airport is privately owned by Suburban Air Park LLC.


Baltimore-Washington Parkway
Widening Feasibility Study
LEGEND
School
Fire and/or Rescue Station
Library
Police Station
Post Office
Airport/ Heliport
Parks
FIGURE 6.1: COMMUNITY FEATURES
Baltimore-Washington Parkway
WIDENING FEASIBILITY STUDY

CHAPTER 7: Demographic Profile

The following section describes the existing demographic data for the four counties in the study area. The data was obtained from various local, regional, state, and federal agencies Demographic data associated with the Base Realignment and Closure primary and secondary activities at Fort Meade is also discussed.

7.1 Population

Baltimore County

According to the 2010 Census, Baltimore County's current population is 805,029 which accounts for 13.9 percent of the State's total population. This is a 6.7 percent increase from the county's 2000 population of 754,292.

Whites account for the majority (64.62 percent) of the County's total population. African Americans account for 26.05 percent and Asians account for 4.98 percent of the total County population.

The community of Arbutus is within the study area. It has a population (according to the 2009 American Community Survey) of 19,548, of which nearly 78 percent are White. In Arbutus, 56.7 percent of the households have incomes above $50,000. Only 8.3 percent of the households have incomes below $15,000.

Anne Arundel County

The current population of Anne Arundel County according to the 2010 Census is 537,656 which accounts for 9.3 percent of the State's total population. This is a 9.8 percent increase from the County's 2000 population of 489,656. More than three quarters (75.41 percent) of the County population is white. The African American population constitutes 15.53 percent of the total population and Asians constitute 3.41 percent of the total population. The American Community Survey identifies four communities within the study area in Anne Arundel County.

- Linthicum had a population of 7,765 in 2009, of which 91 percent are White. Nearly 71 percent of the households in Linthicum have incomes above $50,000. Only 5.7 percent of the households have incomes below $15,000.
- As of 2009, Maryland City has a population of 6,786, of which 49 percent are White and nearly 40 percent are African American. Over 66 percent of the households in Maryland City have incomes above $50,000. Only 3.8 percent have incomes below $15,000.
- As of 2009, Odenton has a population of 25,530, of which 74.5 percent are White. Almost 80 percent of the households in Odenton have incomes above $50,000. The number of households with incomes under $15,000 is only 3.4 percent.
- As of 2009, Severn has a population of 38,248, of which 51.3 percent are White and 35.9 percent are African American. Over 76 percent of the households in Severn have incomes above $50,000. The number of households with incomes under $15,000 is only 4.5 percent.

Howard County

The current population of Howard County according to the 2010 Census is 287,085 which accounts for approximately 5 percent of the State's total population. This is a 15.8 percent increase from the County's 2000 population of 247,842. Over 62 percent of the County population is white. The African American population constitutes 17.48 percent of the total population and Asians constitute 14.36 percent of the total population. The American Community Survey identifies two communities within the study area in Howard County.

- As of 2009, Elkridge has a population of 22,925, of which 65.8 percent are African American and 29.3 percent are White. Over 78 percent of the households in Elkridge have incomes above $50,000. The number of households with incomes under $15,000 is only 3.2 percent.
- As of 2009, Jessup has a population of 11,612, of which 51.3 percent are White and 35.9 percent are African American. Over 71 percent of the households in Jessup have incomes above $50,000. The number of households with incomes under $15,000 is 5.5 percent.

Prince George's County

The current population of Prince George's County according to the 2010 Census is 863,420 which accounts for 17.5 percent of the State's total population. This is an increase of about 7.7 percent above the County's 2000 population of 801,515. Over 64 percent of the County population is African American. The American Community Survey identifies 13 communities within the study area in Prince George's County.

7.2 Ethnicity and Income

There are 20 communities in the study area which are listed in Table 7.1. Of these communities 11 showed a larger population of minorities than the White population, mostly Black or African American, with one community showing a large Hispanic or Latino population. Most communities (12) yielded a median income between $50,000 and $74,999, with ethnic populations for eight of the 12 being predominantly Black or African American. Seven of the communities can be considered affluent, with median incomes between $100,000 and $149,999, with ethnic populations for five of the seven being predominately White. There were two communities (with large minority populations) with lower median incomes: Jessup and Riverdale Park.

The U.S. Census Bureau estimates the poverty threshold to be at $15,000 per household for 2010 (assuming that there is an average of two people per household). Most of the communities in the study area had 5 percent or less of their households with recorded income levels below $15,000. If any subsequent impact study or assessment of impacts were to be required in association with a potential future project to consider widening the B-W Parkway, a more detailed identification of environmental justice communities will need to be conducted. For the purposes of this initial feasibility study, Table 7.2 identifies low income communities with incomes below $15,000.

Table 7.1 Ethnicity and Income with the B-W Parkway Study Area

Community	Largest ethnic population	Income range
Arbutus	White	$50,000 to $74,999
Elkridge	White	$50,000 to $74,999
Linthicum	White	$100,000 to $149,999
Jessup	Black or African American	$35,000 to $49,999
Severn	White	$100,000 to $149,999
Maryland City	White	$50,000 to $74,999
Odenton	White	$100,000 to $149,999
Laurel	Black or African American	$50,000 to $74,999
South Laurel	Black or African American	$50,000 to $74,999
Greenbelt	Black or African American	$50,000 to $74,999
Goddard	Black or African American	$50,000 to $74,999
College Park	White	$50,000 to $74,999
Glenn Dale	Black or African American	$100,000 to $149,999
Bowie	White	$100,000 to $149,999
University Park	White	$100,000 to $149,999
Riverdale Park	Hispanic or Latino	$35,000 to $49,999
Lanham-Seabrook	Black or African American	$50,000 to $74,999
Woodlawn	Black or African American	$50,000 to $74,999
Bladensburg	Black or African American	$50,000 to $74,999
Cheverly	Black or African American	$100,000 to $149,999

Data Source: U.S. Census Bureau's American FactFinder (http://factfinder.census.gov) 2005-2009 American Community Survey 5-Year Estimates

Table 7.2 Low Income Communities within the B-W Parkway Study Area

Community	Less than $10,000	$10,000 to $14,999	Total Below $15,000
College Park	10%	4.5%	14.5%*
Riverdale Park	<1%	5.5%	~6.0%
Bladensburg	7.5%	4.6%	12.1%
Cheverly	4.0%	5.7%	9.7%

Data Source: U.S. Census Bureau's American FactFinder (http://factfinder.census.gov) 2005-2009 American Community Survey 5-Year Estimates.
**Likely reflects student population at University of Maryland*

7.3 Employment

Baltimore County

Within Baltimore County, approximately 66.6 percent of residents 16 years and over are employed; 66.5 percent in the civilian labor force and 0.1 percent in the Armed Forces. The top civilian job industries in the County are educational, health, and social services (22.9 percent); retail trade (11.3 percent); and professional, scientific, management, administrative, and waste management services (10.5 percent). The mean household income is $50,667.

There are approximately 59,000 federal, State, and local government jobs in Baltimore County. The Social Security Administration, the Centers for Medicare and Medicaid Services, and the Federal Bureau of Investigation are among the federal agencies located within the County. Also located within the County are National and regional headquarters of leading corporations such as CareFirst BlueCross BlueShield, McCormick and Company, Stanley Black and Decker, and Proctor and Gamble.

Although none of the employers described here are actually in the study area, the presence of large employment centers in Baltimore County has impacts on traffic and facility improvement needs in the corridor.

Anne Arundel County

Within Anne Arundel County, approximately 71.1 percent of residents 16 years and over are employed; 68.1 percent in the civilian labor force and 3.0 percent in the Armed Forces. The top civilian job industries in the County are educational, health, and social services (17.1 percent); professional, scientific, management, administrative, and waste management services (12.1 percent); and public administration (11.9 percent). The mean household income is $61,768.

Approximately 357,027 workers are employed within Anne Arundel County. The major employers within the study area include Fort Meade (see additional information on Base Realignment and Closure below), AACPS, Baltimore Washington Thurgood Marshal Airport, and State and local government services. Large private sector employers include Northrop Grumman and Southwest Airlines. The Anne

Arundel Health System and the Baltimore Washington Medical Center are major employers just outside of the study area.

Howard County

Within Howard County, approximately 75.5 percent of residents 16 years and over are employed; 74.9 percent in the civilian labor force and 0.6 percent in the Armed Forces. The top civilian jobs industries in the County are educational, health, and social services (21.7 percent); professional, scientific, management, administrative, and waste management services (16.2 percent); and public administration (10.6 percent). The mean household income is $74,167.

Approximately 196,382 workers are employed in Howard County. The major employers within Howard County are HCPSS, and Howard County government. Large private sector employers include Verizon Wireless and Giant Food. Johns Hopkins University Applied Physics Laboratory, Lorien Health Systems, and Howard County General Hospital are major employers located just outside the study area.

Prince George's County

Within Prince George's County, approximately 70.8 percent of residents 16 years and over are employed; 69.7 percent in the civilian labor force and 1.1 percent in the Armed Forces. The top civilian job industries in the County are educational, health, and social services (20.0 percent); public administration (15.9 percent); and professional, scientific, management, administrative, and waste management services (12.6 percent). The mean household income is $55,256.

Approximately, 15,600 businesses are located within Prince George's County which employs more than 232,000 workers. The major employers within the County are the University System of Maryland, Andrews Air Force Base, the U.S. Internal Revenue Service, the U.S. Census Bureau and NASA Goddard Space Flight Center. Large private employers include the United Parcel Service, Giant Food, Verizon Wireless, Dimensions Health Care System, and Safeway. The University System of Maryland, the U.S. Internal Revenue Service and NASA Goddard Space Flight Center are located within the study area.

7.4 Base Realignment and Closure

The Base Realignment and Closure is the process used by the DoD of closing excess military installations in the Country and realigning the total asset inventory, including personnel, to other installations. The concept of Base Realignment and Closure is to reduce expenditures of operations and maintenance, and thus increase efficiency in the military. The first round of Base Realignment and Closure began in 1989 and over 350 installations have been closed to date. The most recent round of Base Realignment and Closure was completed in November 2005. Fort Meade was one of the installations slated for realignment.

Fort Meade – Employment Positions

Prior to Base Realignment and Closure actions, Fort Meade had an authorized population of 30,204 uniformed military, civilian DoD, and embedded contractor positions. As part of Base Realignment and Closure, DoD is co-locating adjudication activities, media activities, and the DISA at Fort Meade. The Joint Spectrum Center in Annapolis, Maryland, and the Defense Cyber Crime Center in Linthicum, Maryland, are also being consolidated to Fort Meade.

It is expected that as a result of Base Realignment and Closure, Fort Meade will gain about 5,700 on-base positions (Table 7.3). Estimates of off-base contractor positions associated with DISA activities moving to Fort Meade range from 3,000 to 5,000 additional employees.

Table 7.3 Base Realignment and Closure -Related Position Increases Affecting Fort Meade

Activity	Military	Civilian	Embedded Contractors	Total
Adjudication Activities	22	816	113	951
Media Activities	218	314	137	669
DISA Activities	478	2,209	1,410	4,097
Total Increase at Fort Meade	718	3,339	1,660	5,717

(Source: Base Realignment and Closure Activities Affecting Aberdeen Proving Ground, Andrews Air Force Base, Bethesda Naval Hospital, and Fort Meade and in the State of Maryland, 2006)

Organizations included in the adjudication activities and their previous locations are as follows:

- Defense Office of Hearings and Appeals, California, Ohio, Virginia, Arizona, Massachusetts
- Air Force Central Adjudication Facility (CAF), Washington, DC
- Navy CAF, Washington, DC
- National Security Agency CAF, Linthicum, Maryland
- Washington Headquarters Service CAF, Arlington, Virginia
- Defense Intelligence Agency CAF, Washington, DC
- Defense Industrial Security Clearance Office, Columbus, Ohio
- Joint Staff CAF, Washington, DC

Organizations included in the media activities and their previous locations are as follows:

- Soldiers Media Center, Alexandria, Fort Belvoir, and Crystal City, Virginia
- Naval Media Center, Anacostia Annex, DC
- Air Force News Service, Kelly Air Force Base, San Antonio, Texas
- American Forces Information Service, Crystal City, Virginia

Organizations included in the DISA activities relocations are:

- DISA, Arlington, Falls Church, and Springfield, Virginia
- Joint Tactical Radio System Program Office, Arlington, Virginia
- Deployable Joint Command and Control, Panama City, Florida
- Joint Spectrum Center, Annapolis, Maryland
- Joint Network Management System Program Office, Fort Monmouth, New Jersey
- DISA Activity at Fort Monmouth, New Jersey

Pay Grade and Income

Pay grades for the adjudication activities will range from GS-5 to GS-15/O-6. Approximately 20 positions will be in the uppermost category, with the bulk of positions being in the GS-11 to GS-13 range. The average salary for the Washington, DC metropolitan area for the GS-11 to GS-13 range is $74,298. Applied to all the 838 military and civilian adjudication personnel whose functions are moving to Fort Meade, their combined annual pay would be approximately $62 million.

Total estimated annual pay for military and DoD civilian positions related to media activities is about $34 million, and the average annual pay for the 535 employees shown is about $63,700.

Table 7.4 Estimated Average and Total Pay for All Position Increases at Fort Meade

Activity	Number of Positions	Estimated Average Pay Per Position	Total Pay for All Positions ($ millions)
Adjudication	951	$74,300	$71
Media	669	$63,700	$43
DISA	4,097	$91,600	$375
Total	5,717	$85,457	$489

(Source: Base Realignment and Closure Activities Affecting Aberdeen Proving Ground, Andrews Air Force Base, Bethesda Naval Hospital, and Fort Meade and in the State of Maryland, 2006)

Workforce Retention and Building the Workforce

To retain institutional knowledge and intelligence during the Base Realignment and Closure transition, DoD has a goal of having 50% of the employees at Base Realignment and Closure -impacted defense organization relocate. Although current projections indicate that DoD will likely meet or exceed this goal, there will still be vacant positions created by those who chose not to relocate and due to attrition. In an effort to find qualified employees to fill these positions, the Maryland Department of Business and Economic Development partnered with the Maryland Higher Education Commission and the Maryland Department of Licensing and Regulation (DLLR) developed the Base Realignment and Closure Internship Center website, which serves as a resource for students seeking internship opportunities with military and defense contractors. To date, several hundred internships have been posted on the site (Source: State of Maryland Base Realignment and Closure Action Plan Report).

The DLLR has also been working to help those seeking employment due to Base Realignment and Closure by hosting numerous outreach activities in the region to inform area residents about available job opportunities and career training for positions in the Fort Meade area due to Base Realignment and Closure. On April 17, 2010, a DISA job fair was held at Fort Meade to connect Maryland jobseekers with the Federal civilian and private industry job opportunities resulting from Base Realignment and Closure. As a result of this event, over 7,400 positions were filled (Source: State of Maryland Base Realignment and Closure Action Plan Report).

Additionally, DLLR has held two competitive rounds of grant funding to support projects for the Base Realignment and Closure -impacted installations. Funding of approximately $1 million has been used to develop multiple innovative projects focused on workforce development planning and readiness activities associated with Base Realignment and Closure in Maryland. Projects such as security clearance education, special facility training for building contractors, education for procurement and logistics specialists, and introducing high school students to careers in homeland security, have all been critical to building the workforce capacity necessary to sustain these missions as they relocate to Maryland. Over 630 individuals have been trained for Base Realignment and Closure -related occupations as a result of these pilot projects (Source: State of Maryland Base Realignment and Closure Action Plan Report).

Veterans have been a favored group within the community for Base Realignment and Closure -related employment as they have both the technical skills and an understanding of military protocol and operations. Many veterans also still have security clearances which are required for various Base Realignment and Closure positions. DLLR provides several services to assist veterans in the transition from the military to the civilian workforce.

While the changes to levels of employment and income due to Base Realignment and Closure may not affect the feasibility of improvements directly, increases in the number of jobs available and incomes are associated with general increases in observed average daily traffic volumes on the highway facilities in the vicinity of Fort Meade. Since a substantial number of new jobs in the Fort Meade area are being created due to Base Realignment and Closure and the majority of the positions created will have salaries higher than the median household incomes of many of the surrounding communities, some increase in the total volume of traffic and vehicle miles of travel in general might be anticipated in the B-W Parkway corridor.

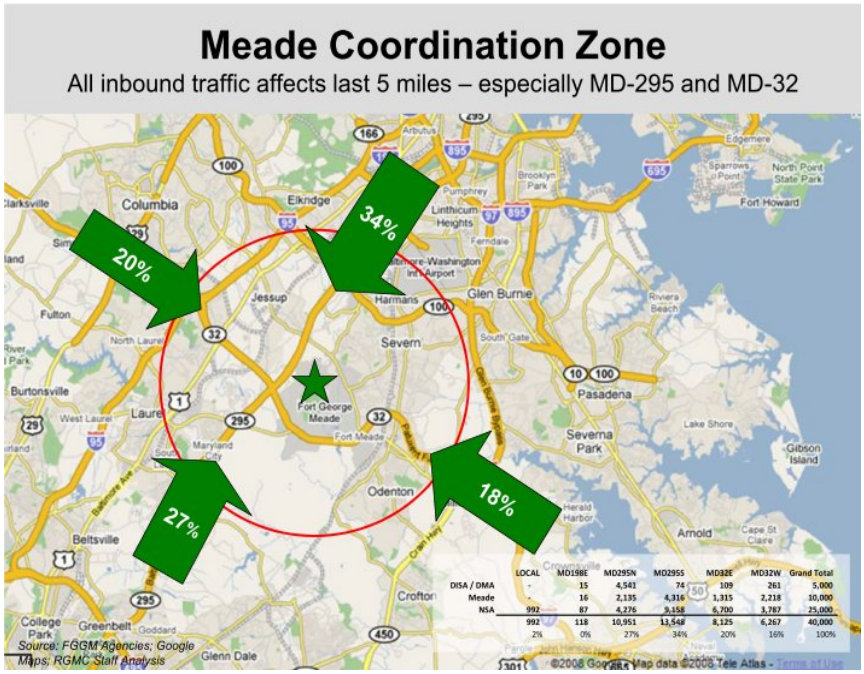
Fort Meade Regional Transportation Committee

According to the Regional Transportation Committee of the Fort Meade Regional Growth Management Committee, the Fort Meade workforce has grown from 35,000 to 56,000 since year 2007 as a result of the Base Realignment and Closure.[4] Base Realignment and Closure has accounted for a total growth of the base of less than 30 percent over the six-year period from 2005 to 2011. The current Fort Meade workforce consists of an agency employment base of 56,000 supported by a civilian workforce of roughly 120,000. More than 95 percent of the 56,000 workforce resides off-site in locations across the region, including Northern Virginia. The Committee has estimated that 50 percent of the total is concentrated in an area that runs from northeast Anne Arundel County to southern Carroll County. Prior to Base Realignment and Closure growth, the Fort Meade workforce generated almost 300 million vehicle miles traveled per year. This value has increased since the growth of Base Realignment and Closure.

According to the Committee, most of the workforce access Fort Meade via the B-W Parkway and MD 32, with the remaining using local roads. The distribution is shown in Figure 7.1.

[4] Fort Meade Regional Growth Management Committee Regional Transportation Committee Meeting Summary 12/06/2011

Figure 7.1 Traffic Distribution of Fort Meade Workforce



(Source: Fort Meade Regional Growth Management Committee Regional Transportation Committee)

The Regional Transportation Committee has worked since 2005 to prepare Fort Meade was prepared for the increase associated with Base Realignment and Closure. As such, efforts to make Fort Meade transportation-ready for Base Realignment and Closure involved a creation of a Transportation Management Plan that focused on travel demand management to reduce the vehicle demand to Fort Meade. To date, travel demand management efforts have resulted in approximately 5,500 of the workforce using alternative means to travel to Fort Meade.

CHAPTER 8: Environmental Features

The following describes the environmental features in the B-W Parkway study area. First, potential environmental justice impacts are described, followed by a discussion of air quality and noise data. Distinctive habitats and the animals that reside in these areas are noted in this section. Readily available data regarding floodplains and wetlands along the B-W Parkway Corridor is also noted.

8.1 Air and Noise

The B-W Parkway is located partially within the area of the Baltimore Metropolitan Council (Howard, Baltimore, and Anne Arundel Counties) and partially within the area of the MWCOG (Prince George's County) jurisdictions. For air quality, both of these multi jurisdiction metropolitan areas are designated as non-attainment areas for ground-level ozone and PM 2.5 according to federal health standards.

Currently experienced noise levels along the B-W Parkway are typical of those associated with multi-lane suburban freeway/expressway type highways. The typically expected vehicle mix of private automobiles, buses, and commercial vehicles is observed in the northern portion of the study corridor which is owned and operated by the Maryland SHA. However, the NPS maintained section prohibits use of the facility by large trucks, therefore reducing noise levels. Individual noise generators in the study area include industrial areas with heavy truck traffic and aircraft operations at Baltimore Washington Thurgood Marshal Airport and local airports such as and Tipton airfield.

8.2 Habitat

Through a review of existing information, the following section discuses distinctive habitats and the animals that reside in these areas, including common birds found within the boundaries of the B-W Parkway study area.

Baltimore County

Baltimore County contains significant forest resources. However, in the small portion of the County within the study area, forest resources are limited. Patapsco Valley State Park is the most significant protected area of forest land in the vicinity of the study area. Significant forest stands exist along the Patapsco Valley just west of the study area. Patapsco Valley State Park extends along 32 miles of the Patapsco River, encompassing 16,043 acres and eight developed recreational areas.

Anne Arundel County

Anne Arundel County has approximately 113,600 acres of woodland, representing 43 percent of the total land area of the County. Development has caused the fragmentation of the County's forested lands over the past few decades. Most of the large remaining contiguous areas of woodlands are in the central or southern portions of the County along the Patuxent River. Consistent with that pattern there are significant areas of forested land associated with Federal ownership in Fort Meade. The B-W Parkway itself contributes to this pattern as it winds along the western edge of the Fort Meade area between the Patuxent River crossing and MD 32. Outside of Federal control there are significant forested areas along the Patuxent and Middle Patuxent watersheds.

Almost three-quarters of the ecologically significant undeveloped land in Anne Arundel County are unprotected and vulnerable to further reduction and fragmentation. As of 2006 (the most recent year for which this data is available), a total of 41,350 acres of natural resource lands in the County has been

protected from development through Federal, State, County, or City of Annapolis ownership, conservation easements, Open Space zoning, and land trusts.

The County has met State requirements to participate in and receive funding through the Program Open Space and Rural Legacy Programs.

Howard County

Approximately one-third of the total land area of Howard County, or about 52,500 acres, is covered in mixed hardwood forest. In the eastern part of the County, forest cover is more limited due to development, but can be found along stream valleys, such as those surrounding the Patuxent reservoirs.

Heavy development in the County over the past several decades has led to increased forest fragmentation and a reduction of forest interior habitat. This allows for more invasive species and a loss of diversity among plant species. Forests in Howard County are protected under the Howard County Forest Conservation Act, passed in 1993, which has attempted to mitigate forest loss caused by development.

Prince George's County

Forest lands within Prince George's County are protected under the Woodland and Wildlife Habitat Conservation Ordinance. This ordinance requires the conservation of woodlands for development plans and grading permits involving sites that are 40,000 square feet or greater and contain a total of 10,000 square feet of woodlands.

Within the study area there are significant forested areas associated with the Patuxent Research Refuge and Beltsville Agricultural Research Center, both under federal protection. In addition, the Greenbelt Park under the ownership of the NPS also contains a significant concentration of protected forest land. The B-W Parkway is either adjacent to, or runs through, each of these protected areas.

8.3 Floodplains

The following is a discussion of the existing 100-year floodplain for the study area. The geographic area of the base floodplain was obtained from Federal Emergency Management Agency maps and studies, including Flood Insurance Rate Maps and Flood Hazard Boundary Maps.

Baltimore County

The Patapsco River, forming the boundary between Baltimore County and Anne Arundel County, contains significant floodplain areas within the study area. Regulations to protect floodplains from land development impacts were enacted in the 1990's by Baltimore County.

Anne Arundel County

Anne Arundel County contains 12 watersheds. Within the study area there are floodplains associated with the non-tidal Patapsco River watershed, the Severn River watershed, the Little Patuxent River Watershed, the Upper Patuxent River watershed, and the Middle Patuxent River watershed. The B-W Parkway crosses all three branches of the Patuxent River in Anne Arundel County.

Three types of flooding are typical in Anne Arundel County: non-tidal flooding from rivers and streams; tidal flooding from storm surges and tides; and coastal flooding from winds and heavy rains of tropical storms and hurricanes.

Most floodplains within the County are zoned Open Space, which allows protection of the floodplain in its natural state. County floodplains are protected under the Floodplain Ordinance, the Subdivision Ordinance, and the Zoning Ordinance.

Howard County

Howard County lies within the Patuxent and Patapsco watersheds, approximately three-quarters in the Patuxent watershed and one-quarter in the Patapsco watershed. Numerous tributaries flow off of these streams which drain large areas of the County. Much of the land along the main stems and tributaries are protected under permanent public ownership, although significant gaps still exist. Floodplains are located along these stream valleys and their tributaries. To protect these sensitive areas of the County, development in the defined 100-year floodplain area has been prohibited since the 1970's.

Within the study area there are floodplains in Howard County associated with the Patuxent River, the Middle Patuxent River, and the Little Patuxent River. On the northern end of the study area, MD 295 is adjacent to floodplains associated with Deep Run, a tributary of the Patapsco River.

Prince George's County

Prince George's County lies within both the Patuxent River and the Middle/Lower Potomac River basins. Floodplains occur along the streams and tributaries that run throughout the County. New development in Prince George's County must be carefully designed to ensure flooding in Prince George's County is not aggravated. Prince George's County reviews stormwater plans as part of the land development process to ensure new developments preserve the floodplain and do not impact downstream land owners. Within the study area in Prince George's County, the B-W Parkway crosses the floodplain of the Patuxent River and the upper reaches of tributaries to the Anacostia River.

8.4 Wetlands

According to the U.S. Environmental Protection Agency, a wetland is an area that is inundated or saturated by surface or groundwater at a frequency and duration sufficient to support a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs and similar areas. Through a review of existing and readily available standard natural resource documents specific to the study area, the following is a discussion of the wetlands located in the B-W Parkway study area.

Baltimore County

Within the study area in Baltimore County, there are wetlands in the Patapsco River watershed. Regulations were enacted in the 1990's to help protect wetland resources from draining and filling associated with land development.

Anne Arundel County

Anne Arundel County has over 500 miles of tidal shoreline and large areas of tidal wetlands. Tidal wetlands are important to the health of the Chesapeake Bay, providing protection from sediment and nutrient runoff, flooding, and erosion.

Over half of the wetlands in Anne Arundel County are upland or non-tidal wetlands. Anne Arundel County has several bogs along the tidal section of the Patapsco River.

Wetlands within Anne Arundel County are protected through implementation and enforcement of the Chesapeake Bay Critical Area Program. Non-tidal wetlands have additional protection under the sensitive areas criteria of the County Grading Ordinance and the County Subdivision Ordinance. Wetlands existing along the Patuxent and Middle Patuxent stream valleys in Anne Arundel County are in the closest proximity of the B-W Parkway.

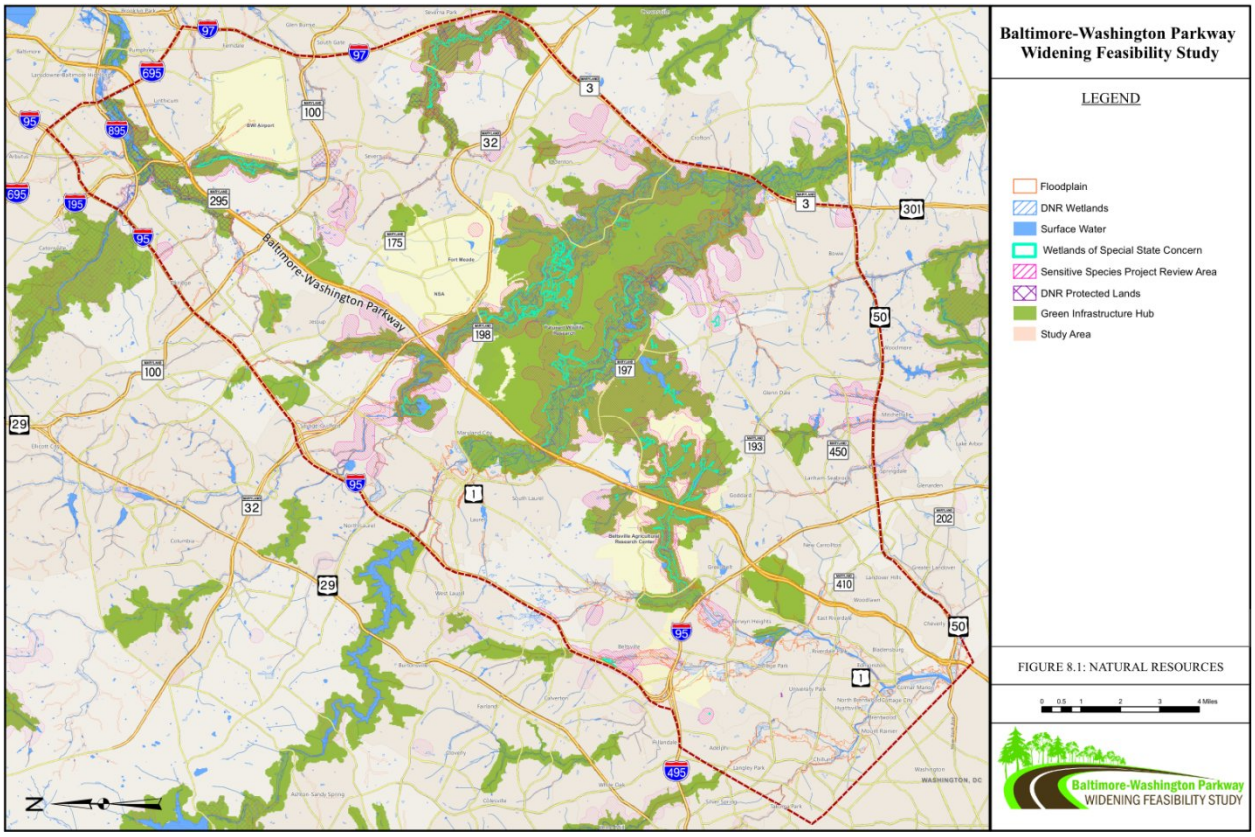
Howard County

Howard County is bounded by two major rivers, the Patuxent and the Patapsco, which are protected as part of a State park system along most of their lengths. Wetlands are found along these stream valleys and their tributaries. To protect these sensitive areas of the County, a 25-foot undisturbed buffer is required around all non-tidal wetlands. Since most wetlands within the County are located within the 100-year floodplain, they had additional protection from development.

Prince George's County

Prince George's County has 22,530 mapped acres of vegetated wetlands. These tidal and non-tidal wetlands exist as submerged, forested, ponded, and shrub/scrub wetlands. These wetlands are protected by both Tidal and Non-tidal Wetland Protection Acts. The wetlands within closest proximity to the B-W Parkway are in areas near the Patuxent River and on lands associated with the Patuxent Research Refuge and Beltsville Agricultural Research Center.

Figure 8.1: Environmental Features illustrates the existing environmental features in the study area.



CHAPTER 9: Cultural Resources

Cultural Resources involve physical assets of an architectural, historical, or archaeological nature that reveals the past. As noted below, readily available existing data on cultural resources from published sources, including the NPS, the Maryland State Historic Preservation Office, and local cultural resource agencies shall be discussed.

9.1 Architectural History Resources

Section 106 of the National Historic Preservation Act of 1966 (as amended) requires that historic properties be considered while planning and executing any undertaking requiring federal permits or funds. Generally, historic properties are those that are more than 50 years of age, and that are presently listed in or eligible for listing in the National Register of Historic Places.

The currently defined general boundaries of the B-W Parkway study area encompasses a large geographic area that contains approximately 1,350 previously identified and/or evaluated built resources more than 50 years of age according to Maryland Historical Trust (MHT), Maryland State Historic Preservation Office, GIS data and files. These built resources may include buildings, structures, sites, objects, and districts. Although detailed engineering plans have not been developed and the Area of Potential Effects associated with any potential action cannot be defined at this early feasibility study phase, the Area of Potential Effects for architectural history resources would likely be much more constrained and limited to an area flanking the limits of disturbance.

In an effort to provide useful information to assess the potential feasibility of adding a third lane in each direction along the Parkway, architectural historians studied more closely an area within 500 feet of the existing northbound and southbound travel lanes to determine the presence of historic properties. Within this more narrowly defined area, there are nineteen properties that were previously identified: two historic properties that are listed in the National Register of Historic Places, six historic properties that are eligible for listing in the National Register of Historic Places, and 11 resources that have been identified but not evaluated. For Section 106 purposes, listed and eligible historic properties are treated the same. Those resources that have not been evaluated for National Register of Historic Places eligibility would need to be evaluated in any later project development phases. These properties are listed in Table 9.1 and also shown on Figure 9.1.

Of specific note, the B-W Parkway (also known locally as the Gladys Noon Spellman Parkway) is itself listed in the National Register of Historic Places for its historic associations with transportation and landscape architecture. This historic property encompasses the area from the Washington, DC, border to just south of MD 175 and includes the historic right-of-way. Within this area are numerous contributing elements such as bridges, culverts, and landscape architecture components that are character-defining features of the parkway.

Additional resources more than 50 years of age may be present within this 500-foot buffer area around the parkway and the greater study area. Later phases of work, which will include reconnaissance and intensive-level surveys and archival research, will identify these resources, which will then be evaluated for National Register of Historic Places eligibility. All historic properties will then be assessed to determine if any of the potentially proposed actions will have an adverse effect on them.

Table 9.1 Historic/Potentially Historic Properties within 500 Feet of the B-W Parkway

Property Name	MIHP Number	County	Status
Baltimore-Washington Parkway (Gladys Noon Spellman Parkway)	AA-5/PG:61-23	Anne Arundel/Prince George's	NRHP Listed
Cronmiller Outbuilding	AA-31	Anne Arundel	Not Evaluated
Sachs Residence	AA-89	Anne Arundel	NRHP Eligible
Summerfield Benson House	AA-111	Anne Arundel	Not Evaluated
Clark/Vogel House	AA-760	Anne Arundel	NRHP Eligible
M. Bannon House	AA-806	Anne Arundel	Not Evaluated
Matthias Harman House site (The Wilderness)	AA-934	Anne Arundel	Not Evaluated
Jessup Survey District	AA-991	Anne Arundel	Not Evaluated
Andrew Harman Cemetery	AA-1035	Anne Arundel	Not Evaluated
Race Road House	AA-1099	Anne Arundel	Not Evaluated
Patapsco State Park	AA-2290/HO-759	Anne Arundel/Howard	Not Evaluated
DC Children's Center-Forest Haven District (Facility Closed)	AA-2364	Anne Arundel	NRHP Eligible
Beltsville Agricultural Research Center	PG:62-14	Prince George's	NRHP Eligible
Greenbelt National Register Historic District	PG:67-4	Prince George's	NRHP Listed
Beltsville ARC, #510	PG:67-28	Prince George's	NRHP Eligible
Fort Lincoln Cemetery	PG:68-15	Prince George's	NRHP Eligible
Crawford's Adventure Spring	PG:69-14	Prince George's	Not Evaluated
Cheverly Historic Community	PG:69-24	Prince George's	Not Evaluated
DC Boundary Marker NE #8 (Kenilworth Stone)	PG:72-14	Prince George's	Not Evaluated

Other historic properties are present within the area directly outside of this 500-foot buffer area containing the nineteen historic properties. When more project information is known and an Area of Potential Effects is delineated in consultation with the MHT, these historic properties may need to be considered as well. However, for the purposes of this initial assessment, architectural historians determined that a distance of 500 feet beyond the existing edge of roadway was a logical area on which to focus for this initial feasibility study.

The presence of eligible or listed historic properties does not preclude any potential physical improvement activity. Some project impacts may not constitute adverse effects. Other potential adverse effects may be avoided or minimized with careful project planning. In some instances, adverse effects to historic properties are not avoidable and specific mitigation actions would need to be developed to compensate for these adverse effects.

9.2 Archeological Resources

This preliminary archeological assessment is based on a review of the Geographic Information Systems archeological database maintained by MHT. The following section provides: 1) a summary of prior archeological surveys within the current study corridor, 2) previously identified archeological sites in close proximity to the parkway, and 3) a general consideration of areas of elevated potential for unidentified archeological resources.

Although the B-W Parkway runs close to the Fall Line, the boundary between Maryland's Piedmont and Coast Plain geological provinces, the entire parkway falls within the Coastal Plain Drainages of the Patapsco, Patuxent and Potomac Rivers (Maryland Archeological Research Units 7, 8 and 11). The parkway's irregular right-of-way extends out to a width of between 400 and 800 feet, and contains: 1) the north and south dual-lane roadways, 2) a variable median with a width of 15 to 200 feet, and 3) a flanking buffer with a mix of natural forest and cultivated native vegetation.

For the purposes of the current assessment, data was analyzed for a corridor extending 500 feet from the roadway centerline, although this study corridor was extended out to 1,000 feet at major interchanges (in order to accommodate additional construction impacts that might occur in these areas). The original construction of the parkway and intersecting roadway interchanges would have resulted in the disturbance of many of the landforms the alignment crosses. However, as the Parkway design was predicated on the preservation of natural topography and vegetation, the level of disturbance will be variable and more intact landforms with well preserved archeological resources may still exist. Although it is more likely that potentially significant archeological resources would be found along the less disturbed portions of the flanking wooded buffers, given the width of some portions of the Parkway median, there is some potential that archeological site areas may be found within the more intact portions of the current Parkway median area.

Baltimore County

Although the current study area extends into Baltimore County, the overlap is limited to the area surrounding the interchange of MD 295 and I-695. There are no records of a systematic archeological survey of this area and no previously identified archeological sites have been recorded. The land use in this area is characterized by dense commercial/institutional development to the northwest of the roadway and dense residential development to the southeast. However, considering the close proximity of the Patapsco River floodplain to the north, this area would be considered to have a relatively high potential for prehistoric archeological sites; and, therefore, undeveloped areas including the wooded

margins along both sides of the Parkway may need to be surveyed. There does not appear to have been any significant early historic development in this area, so the potential for historic archeological sites would be considered low.

Anne Arundel County

The central portion of the B-W Parkway corridor is split between Anne Arundel and Prince George's Counties. There is a significantly greater amount of archeological data available for the Anne Arundel portion of the alignment. While overlapping survey boundaries make it difficult to identify each survey area, there have been approximately 20 previous archeological surveys that include a portion of the 500 to 1,000 feet corridor under consideration. A total of 35 previously identified archeological sites fall within the entire study corridor. Of these sites, a total of 29 are within Anne Arundel County (85 percent). However, it should be noted that this statistic may have more to do with the greater intensity of development in Anne Arundel County (and therefore the number of development related surveys) than the actual distribution of archeological sites. The relatively high development in this portion of the corridor has also had an effect on the integrity of the identified sites, with many being noted as having Total/Major (n=8), Moderate (n=4), and Unknown (n=15) levels of prior disturbance. Only four of the identified sites were identified as being considered undisturbed.

The previously recorded sites are evenly divided between sites associated with prehistoric and historic periods of occupation, and there are six sites that contain both components. Prehistoric sites tended to represent low density lithic scatters (n=11); although short term resource procurement sites dating to the Archaic and Woodland Period were also identified (n=5), as well as one Woodland Period base camp. The latter site (18AN264) lies within the currently defined study corridor, northwest of the B-W Parkway facility near Race Road. The site is reported to have been disturbed by gravel mining, but the actual extent of the disturbance is unknown. As the site has not been formally evaluated for the National Register of Historic Places, additional investigations would be required if the proposed undertaking would have an impact on the site.

Historic period sites tend to represent the remains of fairly small mid-nineteenth to twentieth-century farms, although three sites with possible eighteenth- century components have been identified. Two of the three earlier sites were determined to be disturbed; however, the level of disturbance of the remaining site (18AN914) is listed as unknown. Although this potential eighteenth-century farm site is located outside the 1,000-foot corridor, given its location directly adjacent to the MD 175 interchange for NSA/Fort Meade, additional evaluation may be required.

Prior disturbance is one of the prime factors as to whether a site is determined eligible for the National Register of Historic Places. A number of previously identified sites have been determined Not Eligible (n=7). However, as a formal determination of eligibility was not required on many earlier site records, the majority of the sites have not been formally evaluated for the National Register of Historic Places (n=21). Only one previously recorded site (18AN596) has been formally determined eligible for the National Register of Historic Places. This historic German American farmstead is located directly adjacent to the B-W Parkway, in a wooded area in the southwest quadrant of the MD 100 interchange and potential construction impacts would need to be avoided, minimized or mitigated.

Although a detailed evaluation of archeological potential is beyond the scope of this preliminary analysis, there are portions of the parkway alignment that can be identified as having higher potential for archeological sites, based on a variety of environmental and land-use factors. As the north part of the Anne Arundel County alignment runs south of the floodplain of the Patapsco River, this area would

be considered to have an elevated potential for prehistoric sites, particularly in the area between I-195 and MD 100 where portions of the Patapsco Valley State Park lie directly north and east of the Parkway. There are numerous small streams systems south of the Patapsco watershed that would have been attractive locations for prehistoric occupation. Other significant areas of elevated prehistoric archeological potential would be well drained, elevated landforms in the vicinity of the Patuxent River drainage. This is especially true of the portion of the B-W Parkway between MD 32 and MD 175, where the roadway is bordered by the extensive Patuxent Research Refuge and a number of other smaller wooded areas associated with a series of small local parks.

An examination of historic mapping for the northern portion of the Anne Arundel County alignment suggests that there was little development along the eventual alignment of the B-W Parkway until the early twentieth-century. A United States Geological Survey quadrangle map for 1907 shows scatted individual farms or other structures along this portion of the alignment; however, few of these are located in nucleated communities. The greatest concentration of these scattered properties appears to fall between I-195 and MD 100, suggesting that this portion of the alignment would have an elevated potential for historic period archeological resources. This dispersed early settlement pattern continues along the southern portion of the Anne Arundel County alignment, with early twentieth-century mapping showing a loose cluster of structures along the eventual B-W Parkway alignment near Annapolis Junction north of MD 32, MD 198 (Laurel-Fort Meade Road), and Brock Bridge Road. Additional areas of historic archeological potential could be associated with the historic community of Jessup west of the B-W Parkway at the MD 175 interchange.

Howard County

Only a small portion of the archeological study corridor extends into Howard County, in the area between I-195 and MD 100. There does not appear to have been any systematic archeological survey coverage within this limited area. Although there are a number of previously identified Howard County archeological sites in the vicinity of the Parkway, none of these falls within the 500- to 1,000-foot corridor under evaluation. The land use in this area is characterized by limited modern development. Because of the close proximity of the Deep Run floodplain on the north side of the Parkway, this area would be considered to have a relatively high potential for prehistoric archeological sites. Undeveloped areas, including the wooded margins along northern side of the road, may need to be surveyed. There does not appear to have been any significant early historic development in this area, hence the potential for historic period sites would be considered low.

Prince George's County

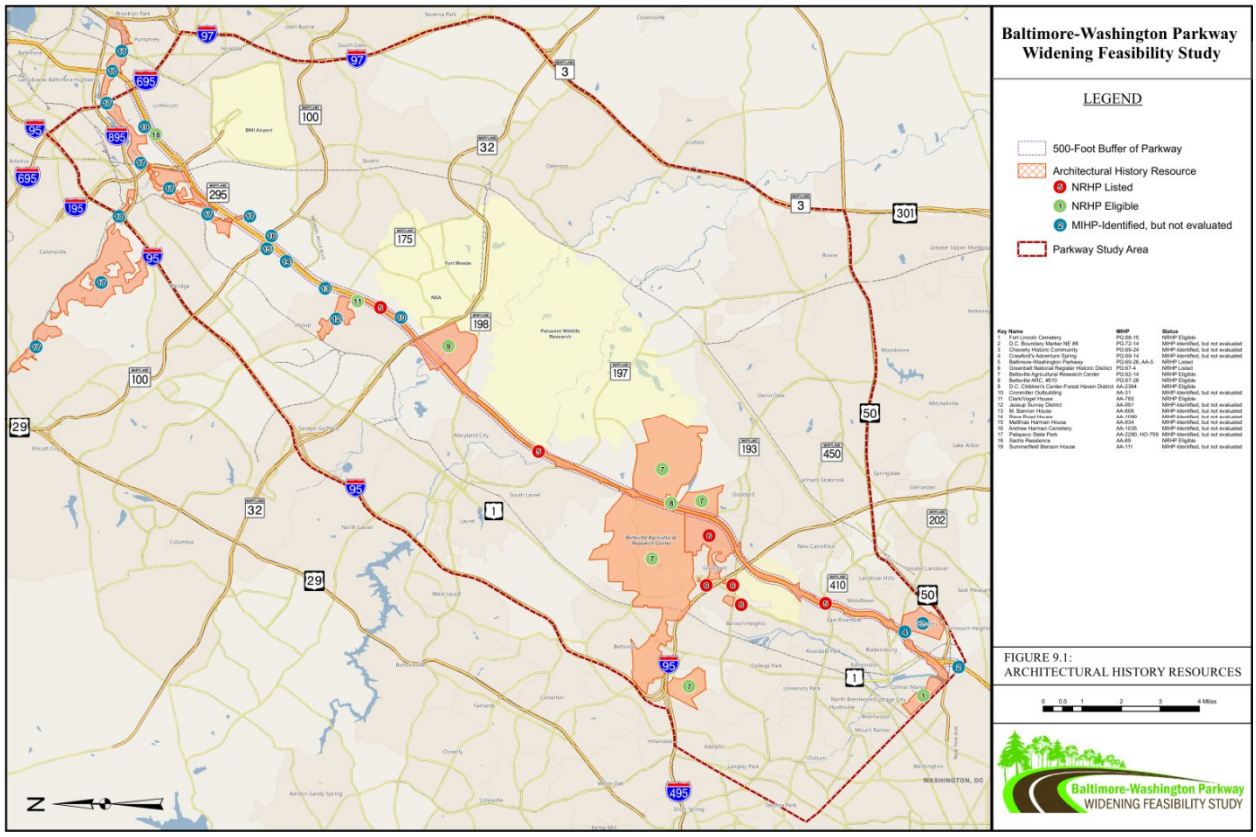
Although there has been significantly less archeological survey work and fewer sites identified along the Prince George's County portion of the Parkway, this may be due to the relative intensity of development, rather than actual differences in archeological site distributions. A total of five previously identified sites fell within the 500- to 1,000-foot buffer of the current study corridor, none of which has had a formal determination of eligibility. Five of these sites date to the prehistoric period, while only one was associated with a historic period occupation. The historic site (18PR440) represents the ruins of a nineteenth- through early twentieth-century property that lie adjacent to the Parkway west of the MD 197 interchange.

Two of the identified prehistoric sites represent low density lithic scatters with fairly low research potential. The other two sites contained sufficient diagnostic artifacts to be dated to the Archaic Period. These two sites are located in wooded areas along Beaverdam Creek on the west (18PR83) and east

(18PR82) sides of the parkway north of NASA Godard Space Flight Center. While the majority of the sites fall outside the 500-foot study corridor, they are close enough to the roadway that they may need additional investigations should the Parkway widening disturbance extend out this far.

As noted above, established parklands are likely to have undergone more limited levels of modern soil disturbance than more developed areas. As a result, well drained, elevated landforms contained in parks in the vicinity of major stream systems are considered to have elevated archeological potential. These conditions are found further south in the Prince George's County portion of the Parkway alignment, where the roadway passes through Greenbelt Park. Wooded areas of the park flank both sides of the roadway. South of the park, the Parkway passes through an area of more extensive residential development; however, the parkway right-of-way is fairly broad through this portion of the alignment, so that the wooded buffers on each side of the roadway may include landforms with relatively high potential for prehistoric sites. The southern terminus of the current study area, in the vicinity of the U.S. Route 50 interchange, extends into the main floodplain of the Anacostia River. As a result, the wooded margins along the roadway in this area (particularly south of MD 450) may also contain landforms with a higher potential for prehistoric sites.

Historic development along the Prince George's portion of the B-W Parkway alignment was even more dispersed than in Anne Arundel County. Few historic structures are shown on historic mapping of the area until the early twentieth century when sparse scatterings of individual farms or residences start to show up along the eventual intersection of B-W Parkway and MD 197 (Laurel-Bowie Road). Additional areas of historic archeological potential could be associated with historic communities of Greenbelt (north of MD 193) and Cheverly (south of MD 202).



CHAPTER 10: Tourism/Visitor Use and Experience

10.1 Tourism

The B-W Parkway connects the two large tourist destinations of Washington, DC, and Baltimore, Maryland.

The NPS reported a total of approximately 28.5 million visitors to NPS properties in the District of Columbia in 2011, a decrease of approximately 2.1 million from 2010 as shown in Table 10.1 below.

Table 10.1 Annual Visitation to NPS Properties in the District of Columbia

District of Columbia						
Park	DEC 2010	DEC 2011	Difference	YTD 2010	YTD 2011	Difference
Chesapeake & Ohio Canal NHP	50,133	50,133	0	986,697	932,197	-54,500
Ford's Theatre NHS	31,948	31,948	0	662,298	618,647	-43,651
Franklin Delano Roosevelt MEM	32,075	32,075	0	2,238,052	2,184,364	-53,688
Frederick Douglass NHS	2,058	2,058	0	44,699	47,173	2,474
Korean War Veterans Memorial	74,987	74,986	-1	3,072,716	2,784,177	-288,539
Lincoln Memorial	226,400	226,400	0	6,042,315	5,366,047	-676,268
Martin Luther King Jr. Memorial	0	0	0	0	830,111	830,111
Mary McLeod Bethune Council House NHS	92	92	0	19,520	11,087	-8,433
National Capital Parks Central	18,432	18,432	0	1,363,389	1,240,403	-122,986
National Capital Parks East	58,816	58,816	0	1,063,764	832,889	-230,875
Pennsylvania Avenue NHS	8,933	8,933	0	262,030	233,231	-28,799
President's Park	37,181	124,640	87,459	616,635	786,151	169,516
Rock Creek Park	76,931	76,930	-1	1,883,457	2,014,792	131,335
Thomas Jefferson MEM	47,072	47,072	0	2,305,856	1,907,723	-398,133
Vietnam Veterans MEM	109,013	109,013	0	4,555,371	3,746,227	-809,144
Washington Monument	34,459	34,459	0	628,665	511,082	-117,583
White House	88,449	88,449	0	922,335	523,440	-398,895
World War II Memorial	79,808	79,808	0	3,964,351	3,977,684	13,333
District of Columbia Total	976,787	1,064,244	87,457	30,632,150	28,547,425	-2,084,725

National Park Service Public Use Statistics Office
National Park Service Visitor Summary Report - Total Recreation Visits for December, 2011
Source: http://www.nature.nps.gov/stats/viewReport.cfm

The National Capital Parks East, also referred to as parks Beyond the Capital of Washington, DC, is 13 park sites, parkways, and statuary covering more than 8,000 acres of historic, cultural, and recreational parklands from Capitol Hill to the Maryland suburbs. It includes the B-W Parkway and Greenbelt Park.

The National Capital Parks East reports a total of 6,101,549 recreational and non-recreational visits through September 2011 as shown in Table 10.2. Of this total the B-W Parkway experienced 4,429,802 of the total visits.

Baltimore experienced approximately 21.3 million domestic visitors in 2010, a 4.4 percent increase from 2009 according to the latest research conducted by Longwoods International. Of those visitors, 15 percent of the trips were for business, 42 percent were for leisure, and 39 percent were for visits to family and friends. Baltimore also experienced an additional 900,000 day-trip visitors for leisure activities in 2010.

The corridor also contains many attractions itself. The corridor is home to the Patapsco Valley State Park, Patuxent River State Park, Greenbelt Park, and environmental research facilities including Beltsville Agricultural Research Center and the Patuxent Research Refuge. NASA's Goddard Space Flight Center provides opportunities for visitors to experience the space program and its history. Bowie State University, the University of Maryland – College Park, and the University of Maryland – University College are all located within the study area and attract visitors for sporting events, conferences, and campus functions throughout the year. The B-W Parkway is also part of the Star-Spangled Banner Scenic Byway in Maryland which connects various locations throughout Maryland that were of significance during the British Invasion of the Chesapeake Bay during the War of 1812.

10.2 Visitor Use and Experience

The B-W Parkway provides a park setting to welcome visitors and locals alike to the Nation's capital, but no real opportunities for visitors to stop and experience the park. Greenbelt Park is divided by the B-W Parkway and was part of the land that the NPS acquired for the roadway. The east portion of the park is undeveloped except for a fire road. The west section contains all of the park facilities including a campground, picnic areas, trail, a park police substation, and offices. The park is open all year long for locals and visitors to the area. Greenbelt Park is only 12 miles from Washington, DC, and has the distinction of being the closest campground to the White House which is just 13 miles away. The park entrance is located off of MD 193 – Greenbelt Road.

Greenbelt Park experienced approximately 184,505 recreational visits through November 2010 as reported by NPS. During the same time in 2010, Greenbelt Park experienced 265,027 recreational visits, a 30 percent decline as shown in Table 10.3.

Table 10.2 Reported Visitation at NPS National Capital Parks East Units

Monthly Public Use Report				
National Capital Parks East			09/2011	3500
	September 2011			
	Recreational	Non-Recreational	Total	Calendar Year-To-Date
Visits	94,599	131,580	226,179	6,101,549
Visitor Hours	98,398	32,895	131,293	4,323,279
				Fiscal YTD
Total Fiscal YTD Visitor Days				667,669

Recreation O/N stays	Current Month	Year-To-Date
Concessioner Lodging	0	0
Concessioner Campgrounds	0	0
NPS Campgrounds	0	0
NPS Backcountry	0	0
NPS Miscellaneous	0	0
Non Recreation O/N stays	0	0
Total Overnight stays	0	0

NPS Campgrounds	
Tents	0
R/V's	0
Total	0

	This Month	Same Month Last Year	Percent Change
Total Rec	94,599	130,581	- 27.56 %
Total NonRec	131,580	1,858,740	- 92.92 %
Total Visits	226,179	1,989,321	- 88.63 %
Total YTD	6,101,549	17,452,993	- 65.04 %

Special Use Data	This Month	Year-To-Date
FORT DUPONT	6,550	42,375
CAPITOL HILLS PARKS	45,400	306,450
KENILWORTH	0	0
SUITLAND PARKWAY	0	1
ANACOSTIA	172,810	1,301,490
BALTIMORE/WASH PARKWAY	0	4,429,802
OXON COVE	1,419	21,432

National Park Service Public Use Statistics Office
Monthly Public Use Report, National Capital Parks East, September 2011
Source: http://www.nature.nps.gov/stats/viewReport.cfm

Table 10.2 Reported Visitation at NPS National Capital Parks East Units (continued)

Monthly Public Use Report

Greenbelt Park			11/2011	3535
	November 2011			
	Recreational	Non-Recreational	Total	Calendar Year-To-Date
Visits	10,534	0	10,534	184,505
Visitor Hours	44,300	0	44,300	819,457
				Fiscal YTD
Total Fiscal YTD Visitor Days				10,197

Recreation O/N stays	Current Month	Year-To-Date
Concessioner Lodging	0	0
Concessioner Campgrounds	0	0
NPS Campgrounds	1,056	21,343
NPS Backcountry	0	0
NPS Miscellaneous	167	2,926
Non Recreation O/N stays	0	0
Total Overnight stays	1,223	24,269

NPS Campgrounds	
Tents	228
R/V's	828
Total	1,056

	This Month	Same Month Last Year	Percent Change
Total Rec	10,534	10,897	- 3.33 %
Total NonRec	0	0	0.00 %
Total Visits	10,534	10,897	- 3.33 %
Total YTD	184,505	265,027	- 30.38 %

Special Use Data	This Month	Year-To-Date
TOTAL VEHICLES AT MAIN ENTRANCE	3,178	51,929
TOTAL VISITOR CENTER	1,688	36,321
WALKS, TALKS, HIKES	45	2,023
TOTAL PROGRAMS GIVEN	27	693
CAMPFIRE PROGRAMS	30	215
TOTAL CONTACTS	2,191	44,830
OFF-SITE PROGRAMS	428	6,271

National Park Service Public Use Statistics Office
Monthly Public Use Report, Greenbelt Park, November 2011
Source: http://www.nature.nps.gov/stats/viewReport.cfm

Appendix A

A-1 Base Year (2005) Model Validation Report

National Capital Region Transportation Planning Board
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MEMORANDUM

To: Files
From: Dusan Vuksan, Feng Xie, Yu Gao
Date: April 21, 2011
Subject: Baltimore-Washington Parkway Base Year (2005) Model Validation

BACKGROUND

Transportation Planning Board (TPB) staff used the Version 2.2 travel demand model based on the 2010 CLRP and Round 8.0 Cooperative Forecasts land use as the basis for this study. They reflect the latest planning assumptions adopted by the MWCOG/TPB Board for Air Quality Conformity Determination (November 2010). The TPB modeled area is depicted on Map 1.

This draft memorandum documents the MWCOG/TPB staff's validation work efforts for this study, which calls for the evaluation of two potential alternatives defined as follows:

- Alternative A (Full Build): A third through lane in each direction of travel along the Baltimore-Washington Parkway between New York Avenue and Baltimore Beltway

- Alternative B (Partial Build): A third through lane in each direction of travel along the Baltimore-Washington Parkway between the Washington Beltway and Baltimore Beltway

Additional direct access interchanges may be considered in build alternatives. Preliminary work scopes created by COG / TPB staff and FHWA staff are both attached.

BASE YEAR (2005) MODEL VALIDATION

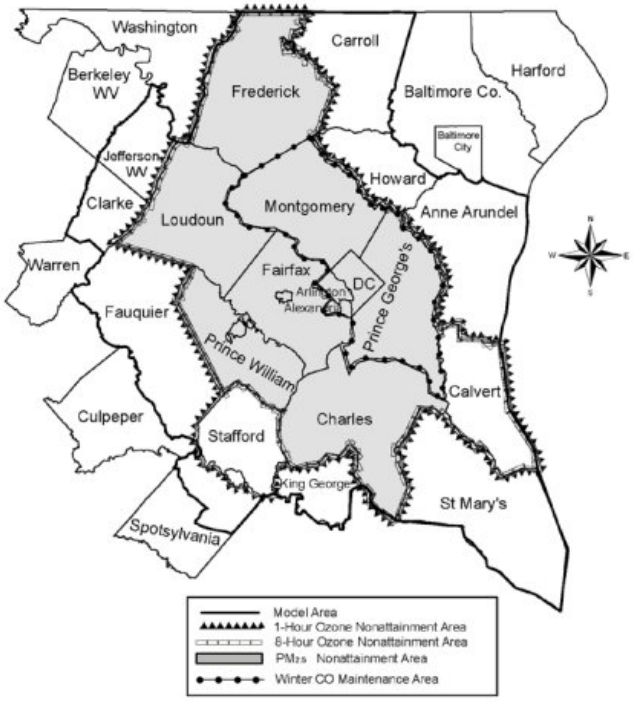
The basis for the validation network assumptions is the 2005 network based on the 2010 CLRP. The MWCOG/TPB model network, which was developed for regional travel demand forecasting applications, was selectively enhanced in the study area in order to add relevant detail and definition for a corridor study application, such as the Baltimore-Washington Parkway study.

As was originally identified in the MWCOG/TPB Preliminary Scope of Work proposal (dated November 18, 2010), parts of this project's study area are located outside of the MWCOG/TPB planning area and near the external stations of our modeled area in Anne

Arundel and Howard counties. In many of these outlying areas, transportation analysis zones are fairly large, a configuration that is acceptable for regional travel demand forecasting but may not be ideal for corridor level analyses. In light of the limited involvement of MWCOG/TPB in this project, the TAZ structure was not changed. Instead, network improvements related to the TAZs in the study area have been implemented to improve the model accuracy. These are:

- Centroid Connectors additions for the TAZs in the vicinity of the Baltimore-Washington Parkway,
- Roadways additions in Anne Arundel and Howard Counties
- Enhanced networks coding in the vicinity of the Fort Meade for better representation of local area access restrictions
- Enhanced network coding of local interchanges to account for every turning movement
- Area Type updates in the area just south of Baltimore Beltway.

Map 1. Washington, D.C.- Maryland - Virginia Modeled and Planning Areas



Additional network revisions were implemented in the study area to more accurately represent the network in the study area. Using aerial photography, MWCOG/TPB staff added a significant level of network detail in the study area. The networks refinements were as follows:

- Updated freeway capacities, number of lanes, location of interchanges, and an interchange configuration along the Baltimore-Washington Parkway
- Revised link features for the intersecting roadways and other facilities in the study area
- Revised interchanges on the intersecting roadways beyond the Baltimore-Washington Parkway
- Additional roadways and centroid connectors
- Revised transit lines for compatibility with added nodes in the revised network.

Map 2 below highlights the links that have been revised/added in the study area.

Map 2. Baltimore Washington Pkwy. Study: 2005 Modeled Network Changes Relative to the 2005 Network, 2010 CLRP

While staff made every attempt to make all the necessary adjustments, in the interest of time, certain improvements were not implemented. Supplemental revisions that could be implemented in the future are:

- Zone boundary modifications
- Addition of all of the roadways in the study area, especially those not in the immediate vicinity of the Baltimore-Washington Parkway
- Interchange configuration revisions on all of the links
- Revision of external trips

VALIDATION RESULTS

Map 3 shows the locations of the five screenlines used for the model validation.

Map 3. Screenlines for Baltimore Washington Parkway Study

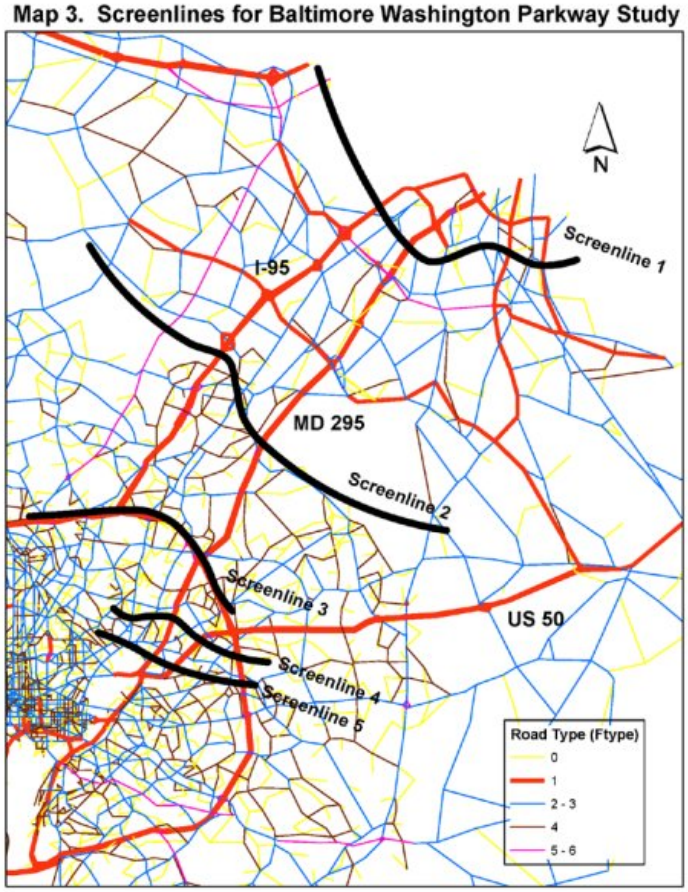


Table 1 shows the validation results for each of the five screenlines of Map 3. The table shows simulated traffic using both the standard CLRP network and the revised validation network specifically designed for the study ("Study Sim. Vol."). Simulated traffic on each of the screenlines validates very well against the observed data. The screenline validation improves slightly with added level of detail, especially on screenline four.

Table 1. Baltimore Washington Parkway Screenline Volumes in 2005; V2.2, 2010 CLRP

1. North of Dorsey Rd.	Obs. Vol.	CLRP Sim. Vol.	Study Sim. Vol.	2005 CLRP Sim. minus 2005 Obs. Difference	2005 CLRP Sim. minus 2005 Obs. % Difference	2005 Study Sim. minus 2005 Obs. Difference	2005 Study Sim. minus 2005 Obs. % Difference
Baltimore National Pike (US 40)	44	41	41	-3	-6.8%	-3	-6.8%
I-95	202	225	216	23	11.4%	14	6.9%
Montgomery Rd.	N/A	7	7	N/A	N/A	N/A	N/A
Baltimore Washington Blvd. (US 1)	32	23	15	-9	-28.1%	-17	-53.1%
Hanover Rd.	N/A	N/A	12	N/A	N/A	N/A	N/A
Baltimore Washington Parkway (MD 295)	94	96	95	2	2.1%	1	1.1%
Aviation Blvd. (MD 170)	34	22	26	-12	-35.3%	-8	-23.5%
Andover Rd.	24	14	18	-10	-41.7%	-6	-25.0%
Baltimore Annapolis Blvd.	18	30	12	12	66.7%	-6	-33.3%
I-97	114	88	139	-26	-22.8%	25	21.9%
Robert Crain Hwy. (MD 3)	20	3	0	-17	-85.0%	-20	-100.0%
Gov. Ritchie Hwy. (MD 2)	34	22	21	-12	-35.3%	-13	-38.2%
Arundel Expressway (MD 10)	60	85	65	25	41.7%	5	8.3%
Total	676	649	648	-27	-4.0%	-28	-4.1%

2. South of Patuxent Fwy. (MD 32)	Obs. Vol.	CLRP Sim. Vol.	Study Sim. Vol.	2005 CLRP Sim. minus 2005 Obs. Difference	2005 CLRP Sim. minus 2005 Obs. % Difference	2005 Study Sim. minus 2005 Obs. Difference	2005 Study Sim. minus 2005 Obs. % Difference
Clarksville Pike (MD 108)	14	30	30	16	114.3%	16	114.3%
Columbia Pike (US 29)	44	75	76	31	70.5%	32	72.7%
I-95	200	178	177	-22	-11.0%	-23	-11.5%
Brooklyn Bridge Rd.	N/A	4	3	N/A	N/A	N/A	N/A
Gorman Ave.	38	42	45	4	10.5%	7	18.4%
Baltimore Washington Blvd. (US 1)	42	44	43	2	4.8%	1	2.4%
Laurel Bowie Rd. (MD 197)	30	44	44	14	46.7%	14	46.7%
Brock Bridge Rd.	N/A	2	2	N/A	N/A	N/A	N/A
Baltimore Washington Parkway (MD 295)	108	95	95	-13	-12.0%	-13	-12.0%
Robert Crain Hwy. (MD 3)	74	70	59	-4	-5.4%	-15	-20.3%
Total	550	578	569	28	5.1%	19	3.5%

3. North of Capital Beltway	Obs. Vol.	CLRP Sim. Vol.	Study Sim. Vol.	2005 CLRP Sim. minus 2005 Obs.		2005 Study Sim. minus 2005 Obs.	
				Difference	% Difference	Difference	% Difference
Columbia Pike (US 29)	58	80	78	22	37.9%	20	34.5%
West University Blvd. (MD 193)	42	73	73	31	73.8%	31	73.8%
New Hampshire Ave. (MD 650)	70	78	78	8	11.4%	8	11.4%
Riggs Rd.	N/A	23	23	N/A	N/A	N/A	N/A
I-95	202	172	172	-30	-14.9%	-30	-14.9%
Cherry Hill Rd.	N/A	6	6	N/A	N/A	N/A	N/A
Baltimore Ave. (US 1)	52	63	65	11	21.2%	13	25.0%
Rhode Island Ave.	N/A	3	3	N/A	N/A	N/A	N/A
Cherrywood Lane	12	1	1	-11	-91.7%	-11	-91.7%
Kenilworth Ave. (MD 201)	44	48	43	4	9.1%	-1	-2.3%
Greenbelt Rd. (MD 193)	56	48	48	-8	-14.3%	-8	-14.3%
Baltimore Washington Parkway (MD 295)	130	113	103	-17	-13.1%	-27	-20.8%
Greenbelt Rd. On Ramp	N/A	N/A	1	N/A	N/A	N/A	N/A
Good Luck Rd.	N/A	7	6	N/A	N/A	N/A	N/A
Annapolis Rd. (MD 450)	60	45	73	-15	-25.0%	13	21.7%
Total	726	721	734	-5	-0.7%	8	1.1%

4. South of East-West Hwy. (MD 410)	Obs. Vol.	CLRP Sim. Vol.	Study Sim. Vol.	2005 CLRP Sim. minus 2005 Obs.		2005 Study Sim. minus 2005 Obs.	
				Difference	% Difference	Difference	% Difference
Baltimore Ave. (US 1)	28	45	44	17	60.7%	16	57.1%
Kenilworth Ave. (MD 201)	42	31	30	-11	-26.2%	-12	-28.6%
Baltimore Washington Parkway (MD 295)	118	90	88	-28	-23.7%	-30	-25.4%
Annapolis Rd. (MD 450)	38	15	40	-23	-60.5%	2	5.3%
Cooper Lane	N/A	10	8	N/A	N/A	N/A	N/A
John Hanson Hwy (US 50)	82	83	81	1	1.2%	-1	-1.2%
Pennsy Dr.	N/A	7	7	N/A	N/A	N/A	N/A
Martin Luther King Jr. Hwy (MD 704)	34	51	48	17	50.0%	14	41.2%
Total	342	315	331	-27	-7.9%	-11	-3.2%

5. South of Landover Rd.	Obs. Vol.	CLRP Sim. Vol.	Study Sim. Vol.	2005 CLRP Sim. minus 2005 Obs.		2005 Study Sim. minus 2005 Obs.	
				Difference	% Difference	Difference	% Difference
Rhode Island Ave.	20	20	22	0	0.0%	2	10.0%
Bladensburg Rd.	24	41	39	17	70.8%	15	62.5%
Kenilworth Ave. (MD 201)	38	34	37	-4	-10.5%	-1	-2.6%
Baltimore Washington Parkway (MD 295)	122	104	95	-18	-14.8%	-27	-22.1%
Cheverly Ave.	12	15	15	3	25.0%	3	25.0%
John Hanson Hwy (US 50)	86	83	83	-3	-3.5%	-3	-3.5%
Martin Luther King Jr. Hwy (MD 704)	34	52	51	18	52.9%	17	50.0%
Total	336	349	342	13	3.9%	6	1.8%

The link-level validation on the Baltimore-Washington Parkway is not quite as good although it still can be acceptable for a regional model run.

Table 2. Baltimore Washington Parkway Volumes (000s) in 2005; V2.2, 2010 CLRP

			Sim. Vol. minus Obs. Vol.	
Location	Obs. Vol.	Sim. Vol.	Difference	% Difference
South of Baltimore Beltway	98	74	-24	-24.5%
South of Metropolitan Blvd. (I-195)	94	95	1	1.1%
South of MD 100	100	101	1	1.0%
South of Annapolis Rd. (MD 175)	88	89	1	1.1%
South of MD 32	92	94	2	2.2%
North of MD 197	108	95	-13	-12.0%
North of Powder Mill Rd.	122	108	-14	-11.5%
North of Greenbelt Rd. (MD 193)	112	95	-17	-15.2%
South of Capital Beltway	118	89	-29	-24.6%
South of East West Hwy. (MD 410)	118	88	-30	-25.4%
North of Landover Rd. (MD 202)	126	101	-25	-19.8%
North of New York Ave. (US 50)	122	95	-27	-22.1%

Table 2 shows simulated volumes and counts for the individual links on the Parkway. The key highlights of the table are:

- The best simulated-to-observed matches are found in the Fort Meade area, which is outside of the MWCOG/TPB planning area
- Simulated traffic on the Baltimore-Washington Parkway is typically under-estimated relative to the observed data by as much as 25% on one of the links.
- There is the perception that while the Baltimore-Washington Parkway carries fewer vehicles on an average weekday than what is observed, some of the parallel major arterials (i.e., MD 704, US 1, MD 450 and US 29) were found to carry more.
- It may appear that the capacity on the parkway would need to be increased at most locations to get a better assignment. It is noteworthy that the model performs best when the capacity is set to 1,600 veh/lane/hr in the vicinity of Fort Meade reflecting a higher zonal density. Capacity per lane per hour along the corridor is mainly set at 1,800 veh/lane/hr although freeway capacities fluctuate with changing area types/densities with a minimum at 1,600 and a maximum at 2,000 veh/lane/hr.

Link-level capacities on parkway can be manually adjusted, but doing so may lead to inconsistencies. Mainly, these capacities would need to be adjusted on some segments but not on others where the assignment is currently as good as it can possibly get (the Fort Meade example above). Similarly, making significant changes to freeway capacity

on the Baltimore-Washington Parkway but not on the other nearby freeways may also lead to additional assignment inconsistencies.

CONCLUSIONS

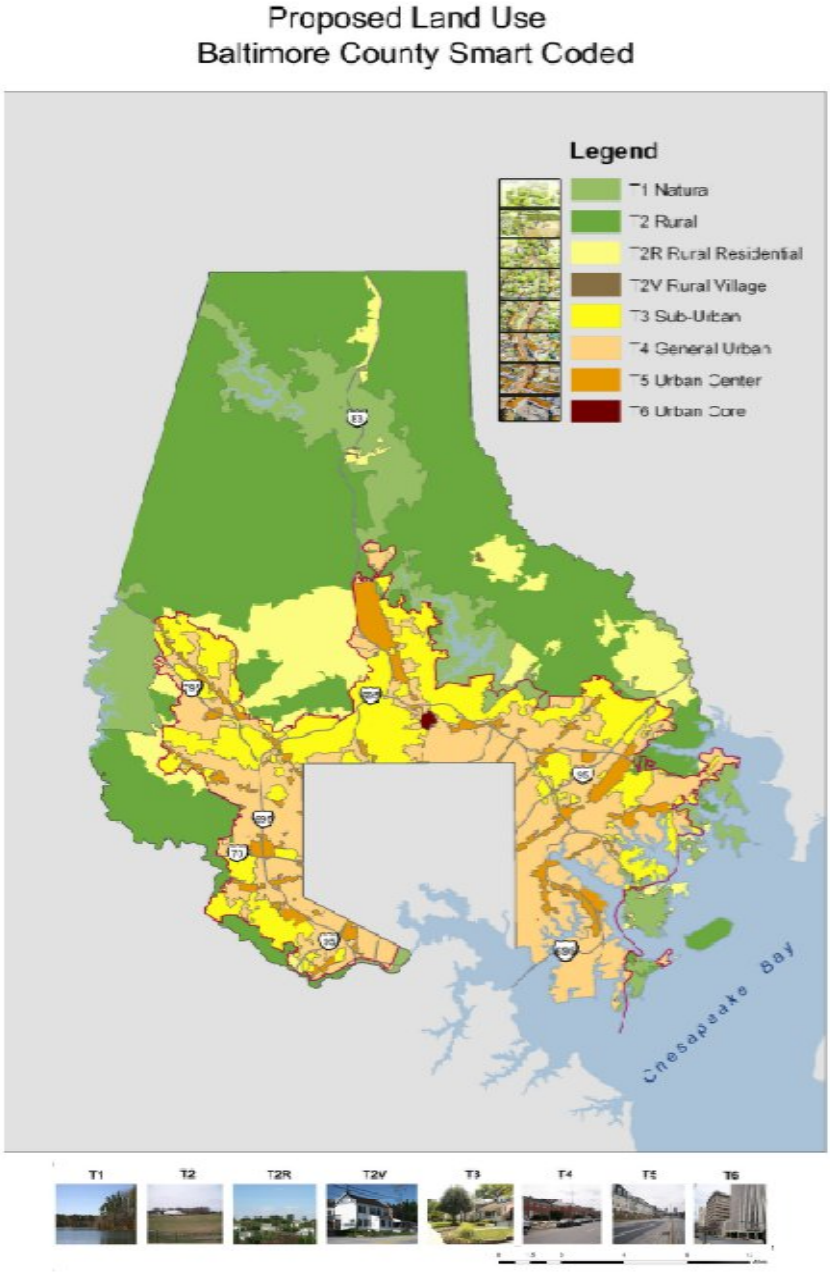
1. The model validates well for the study area using the official Version 2.2 model
2. The addition of network detail further improved model validation at the screenline level.
3. The refined networks in the study area containing additional roadways and added detail should result in more accurate "post-processing" outputs.
4. Upon request by the study team, select input parameters such as freeway capacities could be changed and further network revisions could be implemented to accommodate specific analyses needs.

Attachments:

Preliminary Scope of Work and Budget by MWCOG/TPB (dated November 18, 2010)
Preliminary Draft Scope of Work by FHWA/EFLHD

Appendix B

B-1 Proposed Land Use – Baltimore County

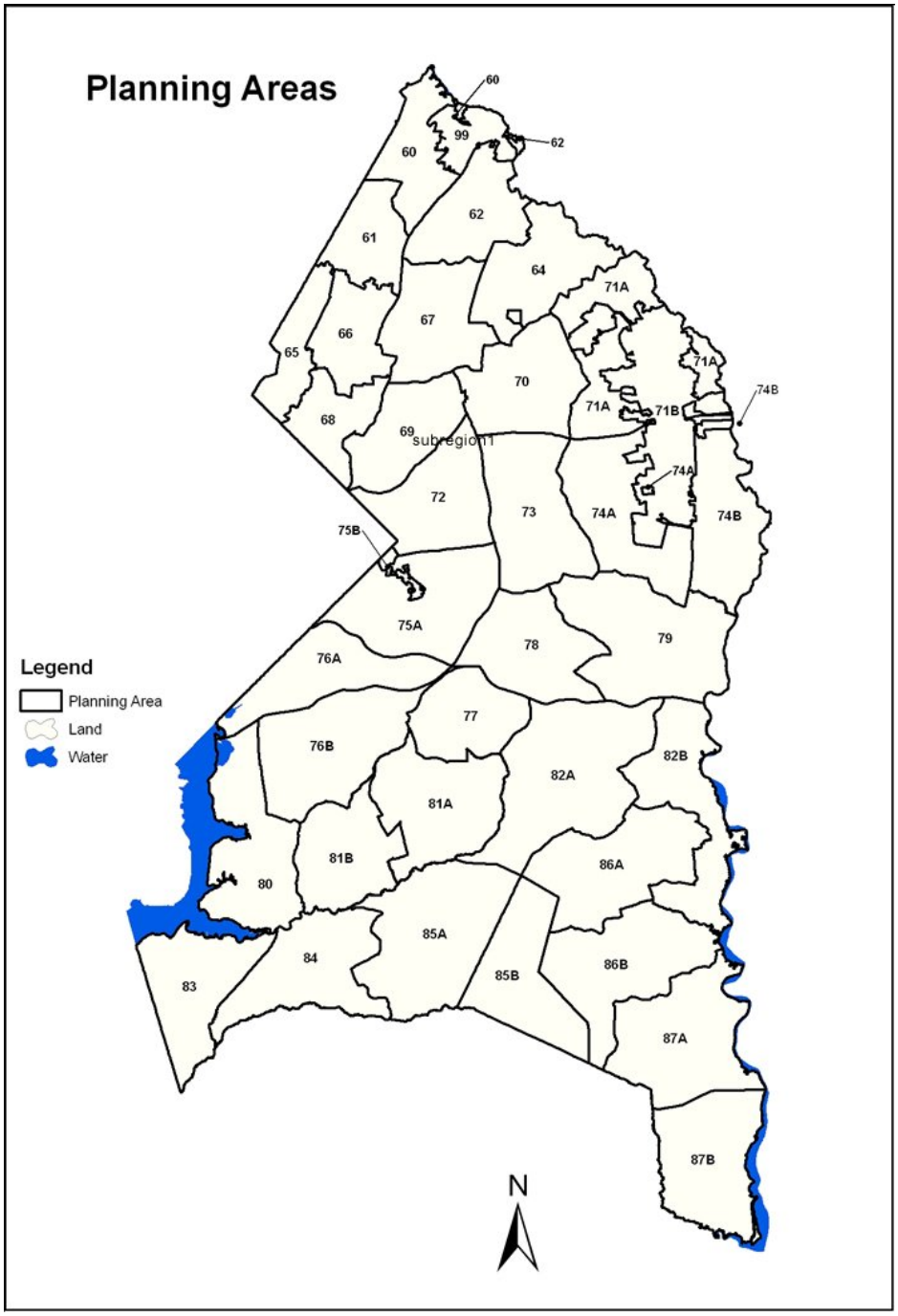


Source: Baltimore County
Baltimore County Master Plan 2020, Map 5, Page 36

B-2 Prince Georges County Planning Areas Map

Prince George's County
Planning Areas Map

Source: Prince Georges County
http://www.pgplanning.org/Resources/Planning_Areas.htm



B-3 Public and Private Schools

PUBLIC AND PRIVATE SCHOOLS

S.N.	NAME	ELEMENTARY/ MIDDLE/ HIGH	PUBLIC/ PRIVATE	ADDRESS
1	St Ambrose Elementary School	Elementry/Middle School	Private	6310 Jason Street, Cheverly, MD 20785
2	Gladys Noon Spellman Elementary School	Elementary School	Public	3324 64th Avenue, Cheverly, MD 20785
3	New Covenant Christian Academy	Elementary School	Private	3805 Lawerence Street, Colmar Manor, MD 20722
4	Bladensburg Elementary School	Elementary School	Public	4915 Annapolis Road, Bladensburg, MD 20710
5	Mt. Rainier Elementary School	Elementary School	Public	4011 32nd Street, Mount Rainier, MD 20712
6	Cooper Lane Elementary School	Elementary School	Public	3817 Cooper Lane, Landover Hills, MD 20784
7	Bladensburg High School	High School	Public	4200 57th Avenue, Bladensburg, MD 20710
8	New Hope Academy	School K-12	Private	7009 Varnum Street, Landover, MD 20784
9	Rogers Heights Elementary School	Elementary School	Public	4301 58th Avenue, Bladensburg, MD 20710
10	Thomas S. Stone Elementary School	Elementary School	Public	4500 34th Street, Mount Rainer, MD 20712
11	Port Towns Elementary School	Elementary School	Public	4351 58th Street, Bladensburg, MD 20710
12	Elizabeth Seton High School	High School	Private	5715 Emerson Street, Bladensburg, MD 20710
13	Saint Marys Catholic School	Elementry/Middle School	Private	7207 Annapolis Road, Landover Hills, Maryland 20784
14	Ascension Lutheran School	Elementry/Middle School	Private	7415 Buchanan Street, Hyattsville, MD 20784
15	Woodridge Elementary School	Elementary School	Public	5001 Flintridge Drive, Hyattsville, MD 20784
16	Glenridge Elementary School	Elementary School	Public	7200 Gallatin Street, Landover Hills, MD 20784
17	Templeton Elementary School	Elementary School	Public	6001 Carters Lane, Riverdale, MD 20737
18	Saint Jerome's Catholic School	Elementry/Middle School	Private	5205 43rd Avenue, Hyattsville, MD 20781
19	Hyattsville Elementary School	Elementary School	Public	5311 43rd Avenue, Hyattsville, MD 20781
20	Chillum Elementary School	Elementary School	Public	1420 Chillum Road, Hyattsville, MD 20782
21	Beacon Heights Elementary School	Elementary School	Public	6929 Furman Parkway, Riverdale, MD 20737
22	DeMatha Catholic High School	High School	Private	4313 Madison Street, Hyattsville, MD 20781
23	Benjamin Tasker Middle School	Middle School Or Junior High	Public	4901 Collington Road, Bowie, MD 20715
24	James McHenry Elementary School	Elementary School	Public	8909 McHenry Lane, Lanham, MD 20706
25	Saint Bernard's School	Elementry/Middle School	Private	5811 Riverdale Road, Riverdale, MD 20737
26	Patuxent Montessori School	Elementary School	Private	14210 Old Stage Road, Bowie, MD 20720
27	Kenilworth Elementary School	Elementary School	Public	12520 Kembridge Drive, Bowie, MD 20715
28	Hyattsville Middle School	Middle School Or Junior High	Public	6001 42nd Avenue, Hyattsville, MD 20781
29	Thomas Johnson Middle School	Middle School Or Junior High	Public	5401 Barker Place, Lanham, MD 20706-2413
30	Freedom Christian Academy	Elementry/Middle School	Private	
31	Riverdale Elementary School	Elementary School	Public	5006 Riverdale Road, Riverdale, MD 20737
32	Nicholas Orem Middle School	Middle School Or Junior High	Public	6100 Editors Park Drive, Hyattsville, MD 20782
33	Saint Matthias Apostle	Elementry/Middle School	Private	9473 Annapolis Road, Lanham, MD 20706
34	Rosa L. Parks Elementary School	Elementary School	Public	6111 Ager Road, Hyattsville, MD 20782
35	Concordia Luthern School	Elementry/Middle School	Private	3799 East West Highway, Hyattsville, MD 20782
36	George E. Peters Adventist School	Elementry/Middle School	Private	6303 Riggs Road, Hyattsville, MD 20783
37	Ridgecrest Elementary School	Elementary School	Public	6120 Riggs Road, Hyattsville, MD 20783
38	William Wirt Middle School	Middle School Or Junior High	Public	62nd Place & Tuckerman Street, Riverdale, MD 20737
39	Charles Carroll Middle School	Middle School Or Junior High	Public	6130 Lamont Drive, New Carrollton, MD 20784
40	Carrollton Elementary School	Elementary School	Public	8300 Quintana Street, New Carrollton, MD 20784
41	Seabrook Elementary School	Elementary School	Public	6001 Seabrook Road, Seabrook, MD 20706-4017
42	Tulip Grove Elementary School	Elementary School	Public	2909 Trainor Lane, Bowie, MD 20715
43	Cesar Chavez Elementary School	Elementary School	Public	6609 Riggs Road, Hyattsville, MD 20782
44	Parkdale High School	High School	Public	6001 Good Luck Road, Riverdale, MD 20737
45	University Park Elementary School	Elementary School	Public	4315 Underwood Street, Hyattsville, MD 20782
46	Washington McLaughlin Christian School	Elementary School	Private	6501 Poplar Ave, Takoma Park, MD 20912
47	Bowie High School Annex	High School	Public	3021 Belair Drive, Bowie, MD 20715
48	Lamont Elementary School	Elementary School	Public	7101 Good Luck Road, New Carrollton, MD 20784
49	Holy Trinity Episcopal Day School	Elementry/Middle School	Private	13106 Annapolis Rd, Bowie 20720
50	Northwestern High School	High School	Public	7000 Adelphi Road, Hyattsville, MD 20782
51	Lewisdale Elementary School	Elementary School	Public	2400 Banning Place, Hyattsville, MD 20783
52	Robert Frost Elementary School	Elementary School	Public	6419 85th Avenue, New Carrollton, MD 20784
53	St. Pius X School	Elementry/Middle School	Private	14710 Annapolis Road, Bowie, MD 20715-0207
54	Bowie High School	High School	Public	15200 Annapolis Road, Bowie, MD 20715
55	Lanham Christian School	School K-12	Private	8400 Good Luck Road, Lanham, MD 20706
56	Holy Trinity Episcopal Day School	Elementry/Middle School	Private	11902 Daisy Lane, Glenn Dale, MD 20769
57	Gaywood Elementary School	Elementary School	Public	6701 97th Avenue, Seabrook, MD 20706
58	Glenn Dale Elementary School	Elementary School	Public	6700 Glenn Dale Road, Glenn Dale, MD 20769
59	Saint Mark the Evangelist Catholic School	Elementry/Middle School	Private	7501 Adelphi Road, Hyattsville, MD 20783
60	Carole Highlands Elementary School	Elementary School	Public	1610 Hannon Street, Takoma Park, MD 20912
61	Cornerstone Christian Academy	Elementry/Middle School	Private	16010 Annapolis Road, Bowie, MD 20715
62	Magnolia Elementary School	Elementary School	Public	8400 Nightingale Drive, Lanham, MD 20706
63	High Bridge Elementary School	Elementary School	Public	7011 High Bridge Road, Bowie, MD 20720
64	Paint Branch Elementary School	Elementary School	Public	5101 Pierce Avenue, College Park, MD 20740
65	Robert Goddard French Immersion & Montessori	Elementry/Middle School	Public	9850 Good Luck Road, Seabrook, MD 20706
66	Friends Community School	Elementry/Middle School	Private	5901 Westchester Park Drive College Park, Maryland 20740
67	Grace Christian School	Elementry/Middle School	Private	7210 Race Track Road, Bowie, MD 20715
68	Duval High School	High School	Public	9880 Good Luck Road, Lanham, MD 20706
69	Whitehall Elementary School	Elementary School	Public	3901 Woodhaven Lane, Bowie, MD 20715
70	Yorktown Elementary School	Elementary School	Public	7301 Race Track Road, Bowie, MD 20715
71	Catherine T. Reed Elementary School	Elementary School	Public	9501 Greenbelt Road, Lanham, MD 20706
72	Berwyn Heights Elementary School	Elementary School	Public	6200 Pontiac St, Berwyn Heights, MD 20740
73	Samuel Ogle Middle School	Middle School Or Junior High	Public	4111 Chelmont Lane, Bowie, MD 20715
74	Langley Park/McCormick Elementary School	Elementary School	Public	8201 15th Avenue, Hyattsville, MD 20783
75	HOLY REDEEMER SCHOOL	Elementry/Middle School	Private	4902 Berwyn Road, College Park, MD, 20740
76	Eleanor Roosevelt High School	High School	Public	7601 Hanover Parkway, Greenbelt, MD 20770
77	Rockledge Elementary School	Elementary School	Public	7701 Laurel-Bowie Road, Bowie, MD 20715
78	Greenbelt Middle School	Middle School Or Junior High	Public	8950 Edmonston Road, Greenbelt, MD 20770
79	Mary Harris "Mother" Jones Elementary School	Elementary School	Public	2405 Tecumseh Street, Adelphi, MD 20783
80	Adelphi Elementary School	Elementary School	Public	8820 Riggs Rd, Adelphi, MD 20783

81	Coolspring Elementary School	Elementary School	Public	8910 Riggs Road, Adelphi, MD 20783
82	Berwyn Baptist School	Elementry/Middle School	Private	4720 Cherokee Street, College Park, MD 20740
83	Bowie Montessori Childrens House	Elementry/Middle School	Private	5004 Randonstone Lane, Bowie, MD 20715
84	Cherokee Lane Elementary School	Elementary School	Public	9000 25th Avenue, Adelphi, MD 20706
85	Saint Hugh's School	Elementry/Middle School	Private	145 Cresent Road, Greenbelt, MD 20770
86	Springhill Lake Elementary School	Elementary School	Public	6060 Springhill Drive, Greenbelt, MD 20770
87	Buck Lodge Middle School	Middle School Or Junior High	Public	2611 Buck Lodge, Adelphi, MD 20783
88	Greenbelt Elementary School	Elementary School	Public	66 Ridge Road, Greenbelt, MD 20770
89	Hollywood Elementary School	Elementary School	Public	9811 49th Avenue, College Park, MD 20740
90	Al-Huda School	School K-12	Private	5301 Edgewood Road, College Park, MD 20740
91	Saint Joseph's School	Elementry/Middle School	Private	11011 Montgomery Road, Beltsville, Maryland 20705
92	Beltsville Elementary School	Elementary School	Public	4300 Wicomico Ave, Beltsville, MD 20705
93	Vansville Elementary School	Elementary School	Public	6813 Ammendale Road, Beltsville, MD 20705
94	School of the Incarnation	Elementry/Middle School	Private	2601 Symphony Lane ò Gambrills, MD 21054
95	Beltsville Seventh Day Adventist School	Elementry/Middle School	Private	4200 Ammendale Road, Beltsville, MD 20705
96	Four Seasons Elementary School	Elementary School	Public	979 WAUGH CHAPEL RD GAMBRILLS MD 21054
97	Montpelier Elementary School	Elementary School	Public	9200 Muirkirk Road, Laurel, MD 20708
98	Martin Luther King Jr. Middle School	Middle School Or Junior High	Public	4545 Ammendale Road Beltsville, MD 20705
99	Piney Orchard Elementary School	Elementary School	Public	2641 Strawberry Lake Way Odenton, MD 21113
100	Waugh Chapel Elementary School	Elementary School	Public	840 SUNFLOWER DR ODENTON MD 21113
101	Faith Baptist Christian School	Elementry/Middle School	Private	12700 Claxton Drive, Laurel, MD 20708
102	Deerfield Run Elementary School	Elementary School	Public	13000 Laurel-Bowie Road, Laurel, MD 20708
103	Arundel High School	High School	Public	1001 Annapolis Rd., Gambills MD 21054
104	James H. Harrison Elementary School	Elementary School	Public	13200 Larchdale Road Laurel, MD 20708
105	Arundel Middle School	Middle School Or Junior High	Public	1179 Hammond La Odenton, MD 21113
106	Oaklands Elementary School	Elementary School	Public	13710 Laurel-Bowie Road, Laurel, MD 20708
107	Dwight D. Eisenhower Middle School	Middle School Or Junior High	Public	13725 Briarwood Drive, Laurel, MD 20708
108	Odenton Christian School	School K-12	Private	8410 Piney Orchard Parkway, Odenton, Maryland 21113
109	Odenton Elementary School	Elementary School	Public	1290 ODENTON RD ODENTON MD 21113
110	Brock Bridge Elementary School	Elementary School	Public	405 BROCK BRIDGE RD, LAUREL MD 20724
111	Laurel High School	High School	Public	8000 Cherry Lane, Laurel, MD 20707
112	First Baptist School of Laurel	Elementry/Middle School	Private	15002 First Baptist Lane, Laurel, MD 20707
113	Maryland City Elementary School	Elementary School	Public	3359 CRUMPTON SOUTH, LAUREL MD 20724
114	Seven Oaks Elementary School	Elementary School	Public	1905 TOWN CENTER BLVD ODENTON MD 21113
115	Laurel Elementary School	Elementary School	Public	516 Montgomery Street, Laurel, MD 20707
116	St Vincent Pallotti High School	High School	Public	113 St Mary's Place, Laurel, MD 20707
117	Saint Mary of the Mills School	Elementry/Middle School	Private	106 St Mary's Place, Laurel, MD 20707
118	Scotchtown Hills Elementary School	Elementary School	Public	http://www.pgcps.org/~sthills
119	Manor View Elementary School	Elementary School	Public	2900 MACARTHUR RD FT MEADE MD 20755
120	Pershing Hill Elementary School	Elementary School	Public	7600 29TH DIVISION RD FT MEADE MD 20755
121	Ridgeway Elementary School	Elementary School	Public	1440 Evergreen Rd., Severn MD 21144
122	MacArthur Middle School	Middle School Or Junior High	Public	3500 ROCKENBACH RD FT MEADE MD 20755
123	Laurel Woods Elementary School	Elementary School	Public	9250 North Laurel Rd Laurel MD 20723
124	Meade Heights Elementary School	Elementary School	Public	1925 Reece Rd., Ft. Meade MD 20755
125	West Meade Elementary School	Elementary School	Public	7722 RAY ST FT MEADE MD 20755
126	Meade High School	High School	Public	1100 CLARK RD FT MEADE MD 20755
127	Van Bokkelen Elementary School	Elementary School	Public	1140 REECE RD SEVERN MD 21144
128	Archbishop Spaulding High School	High School	Private	8080 NEW CUT RD SEVERN MD 21144
129	Meade Middle School	Middle School Or Junior High	Public	1103 26TH ST FT MEADE MD 20755
130	Calvary Chapel Christian Academy	School K-12	Private	8064 New Cut Road Severn, MD 21144
131	Quarterfield Elementary School	Elementary School	Public	7967 QUARTERFIELD RD SEVERN MD 21144
132	Forest Ridge Elementary School	Elementary School	Public	9550 Gorman Rd Laurel MD 20723
133	Severn Elementary School	Elementary School	Public	838 REECE RD SEVERN MD 21144
134	Jessup Elementary School	Elementary School	Public	2900 ELEMENTARY SCHOOL LA JESSUP MD 20794
135	Bollman Bridge Elementary School	Elementary School	Public	8200 Savage-Guilford Rd, Jessup MD 20794
136	Patuxent Valley Middle School	Middle School Or Junior High	Public	9151 Vollmerhausen Rd Jessup MD 20794
137	Hebron-Harman Elementary School	Elementary School	Public	7660 Ridge Chapel Rd., Hanover MD 21076
138	Ferndale Early Education Center	Elementary School	Public	105 Packard Avenue, Glen Burnie, MD 21061
139	Hilltop Elementary School	Elementary School	Public	415 MELROSE AVE GLAN BURNIE MD 21061
140	North County High School	High School	Public	10E. 1st. Ave. Glen Burnie, MD 21061
141	Lindale Middle School	Middle School Or Junior High	Public	415 Andover Rd Linthicum, MD 21090
142	St. Philip Neri School	Elementry/Middle School	Private	6401 South Orchard Road Linthicum Heights, MD 21090
143	Linthicum Elementary School	Elementary School	Public	201 SCHOOL LN LINTHICUM HEIGHTS MD 21090
144	Elkridge Elementary School (closed)	Elementary School	Public	
145	St. Augustine School	Elementry/Middle School	Private	5990 Washington Rd. Elkridge, MD 21075
146	Elkridge Landing Middle School	Middle School Or Junior High	Public	7085 Montgomery Rd, Elkridge, MD 21075
147	Elkridge Elementary School	Elementary School	Public	7075 Montgomery Rd Elkridge MD 21075
148	Relay Elementary School	Elementary School	Public	
149	Lamb of God School	Elementry/Middle School	Private	
150	Ascension School	Elementry/Middle School	Private	
151	Halethorpe Elementary School	Elementary School	Public	

B-4 Parks and Recreational Facilities

FID_	NAME
1	Patapsco Valley State Park
2	Patuxent River Park
3	Andover Park
4	Arundel Hills Park
5	Bacontown Recreation Area
6	Baltimore-Washington Parkway
7	Elizabeth Road Park
8	Odenton Park Recreation Area
9	Odenton Park
10	Harmans Park
11	Jessup Park
12	Jessup-Dorsey Park
13	Jessup-Provinces Park
14	Overlook Park
15	Maryland City Park
16	Meade Village Park
17	Severn-Danza Park
18	Pleasantville Park
19	Queenstown Park
20	Towsers Branch Park
21	Upton Read Park
22	Patuxent River Natural Area
23	Midland Park
24	Patapsco Valley State Park
25	Patapsco Valley State Park
26	Savage Park
27	High Ridge Park
28	Harwood Park
29	Cedar-Villa Heights Park
30	Guilford Park
31	Northwest Branch Park
32	Greenbelt Park
33	Sligo Creek Park
34	Adelphi Park
35	Chillum Park
36	Green Meadows Park
37	38th Ave Park
38	Magruder Park
39	Heurich Park
40	Fletchers Field Park
41	Calvert Road Park
42	Indian Creek Park
43	Bladensburg South Park
44	Calvert Park
45	Acredale Park
46	Cherry Hill Road Park
47	Hollywood Park
48	Bedford Park
49	Montpelier Park
50	Patuxent River Park
51	Greenbelt Park
52	Schrom Hills Park
53	Presley Manor Park
54	Gaywood Park
55	Sherman Park
56	Lanham Forest Park
57	Whitfield Chapel Park
58	Wildercroft Park
59	Vera Weinbach Park
60	West Lanham Hills Park
61	Landover Hills Park
62	Glenridge Park
63	Old Landover Park
64	Cheverly Euclid Park
65	Knollwood Park
66	Muirkirk W Neighborhood Park
67	Langley Park Boys & Girls Club
68	Powder Mill Community Park
69	Little Paint Branch Park
70	Sunnyside Park
71	Paint Branch Stream Valley PK
72	Cherry Hill Neighborhood Park
73	Lakeland Community Park
74	Northway Fields Park
75	Good Luck Estates Neighborhood
76	Woodstream Neighborhood Park
77	Folly Branch Stream Valley PK
78	Holmhurst Neighborhood Park
79	Tabbs Neighborhood Playground
80	Greenvale Parkway Park
81	Brownings Grove Park
82	Old Landover Neighborhood Park
83	Cheverly Community Park
84	Cheverly Nature Park
85	Colmar Manor Community Park
86	Riverside Drive Park
87	Cotton City Neighborhood Park
88	Bladensburg Balloon History PK
89	Mt Ranier Park & Nature Center
90	Avondale Neighborhood Park
91	Kirkwood Park
92	Northwest Branch STR Vly Park
93	Glen Dale Neighborhood Park
94	Buck Lodge Community Park
95	Adelphi Park
96	Adlephi Community Park
97	Roland B. Sweitzer Park
98	Beltsville Park
99	Muirkirk S Neighborhood Park
100	Parklawn Community Park
101	Anacostia River Park
102	Blue Ponds Park
103	Meloy Field
104	Glenwood Park
105	High Bridge Park
106	Huntington North Recreation
107	Huntington South Recreation
108	Lane Manor Park
109	Larchdale Park
110	Snow Hill Manor
111	Somerset Park
112	South Laurel Neighborhood Park
113	Sandy Hill Neighborhood Park
114	Seabrook Park
115	University Hills Park
116	Vansville Neighborhood Park
117	White Marsh Park
118	Riverdale Recreation Area
119	Hall Park
120	Muirkirk Park
121	Pheasant Run Community Park
122	Northwest Branch Park
123	Sligo Creek Park
124	Long Branch Park
125	Forest Park
126	Quebec Terrace Park
127	Spring Park
128	Fort Totten Park
129	Barnard Hill Park
130	Anacostia River Park
131	Kenilworth Aquatic Gardens

B-5 Fire and Police Stations

S.N.	FEATURE	PARK/ MUNICIPAL/ COUNTY	NAME	ADDRESS
1	Police Station	Municipal	Cheverly Police Department	6401 Forest Road, Cheverly, MD 20785
2	Police Station	Municipal	Mount Rainier Police Department	3249 Rhode Island Avenue, Mount Rainier, MD 20712
3	Police Station	Municipal	Cottage City Police Department	3820 40th Avenue, Brentwood, MD 20722
4	Police Station	Municipal	Landover Hills Police Department	6904 Taylor Street, Landover Hills, MD 20784
5	Police Station	Municipal	Bladensburg Police Department	4910 Tilden Rd, Bladensburg, 20710
6	Police Station	Municipal	Edmonston Police Department	5005 52nd Avenue, Edmonston, MD 20781
7	Police Station	Municipal	Hyattsville Police Department	4310 Gallatin Street, Hyattsville, MD 20781
8	Police Station	Municipal	Riverdale Park Police Department	5004 Queensbury Road, Riverdale Park, MD 20737
9	Police Station	Park	Maryland-National Capital Park Police - PG Co. Division HQ	6700 Riverdale Road, Riverdale, MD 20737
10	Police Station	Municipal	University Park Police Dept	6724 Baltimore Avenue, University Park, MD 20782
11	Police Station	State	University of MD College Park Campus Police	Service Bldg 003, Rossborough Lane, College Park, MD 20742
12	Police Station	Municipal	Berwyn Heights Police Department	5700 Berwyn Road, Berwyn Heights, MD20740
13	Police Station	Park	Greenbelt Park Police	6501 Greenbelt Road, Greenbelt, MD 20770
14	Police Station	Municipal	Prince Georges Co. Police, Greenbelt District 1	550 Crescent Road, Greenbelt, MD 20770
15	Police Station	State	Maryland State Police, Barrack Q- College Park	10100 Rhode Island Avenue, College Park, MD 20740
16	Police Station	County	Prince Georges Co. Police, Beltsville District 6	4321 Sellman Road, Beltsville, MD 20704
17	Police Station	County	Anne Arundel Co. Police, Western District	
18	Police Station	Municipal	Prince George's County Police, Laurel District	350 Municipal Square, Laurel, MD 20707
19	Police Station	State	Maryland State Police, Barrack P - Glen Burnie	
20	Police Station	State	Maryland State Police, Waterloo Barrack	

B-6 Libraries

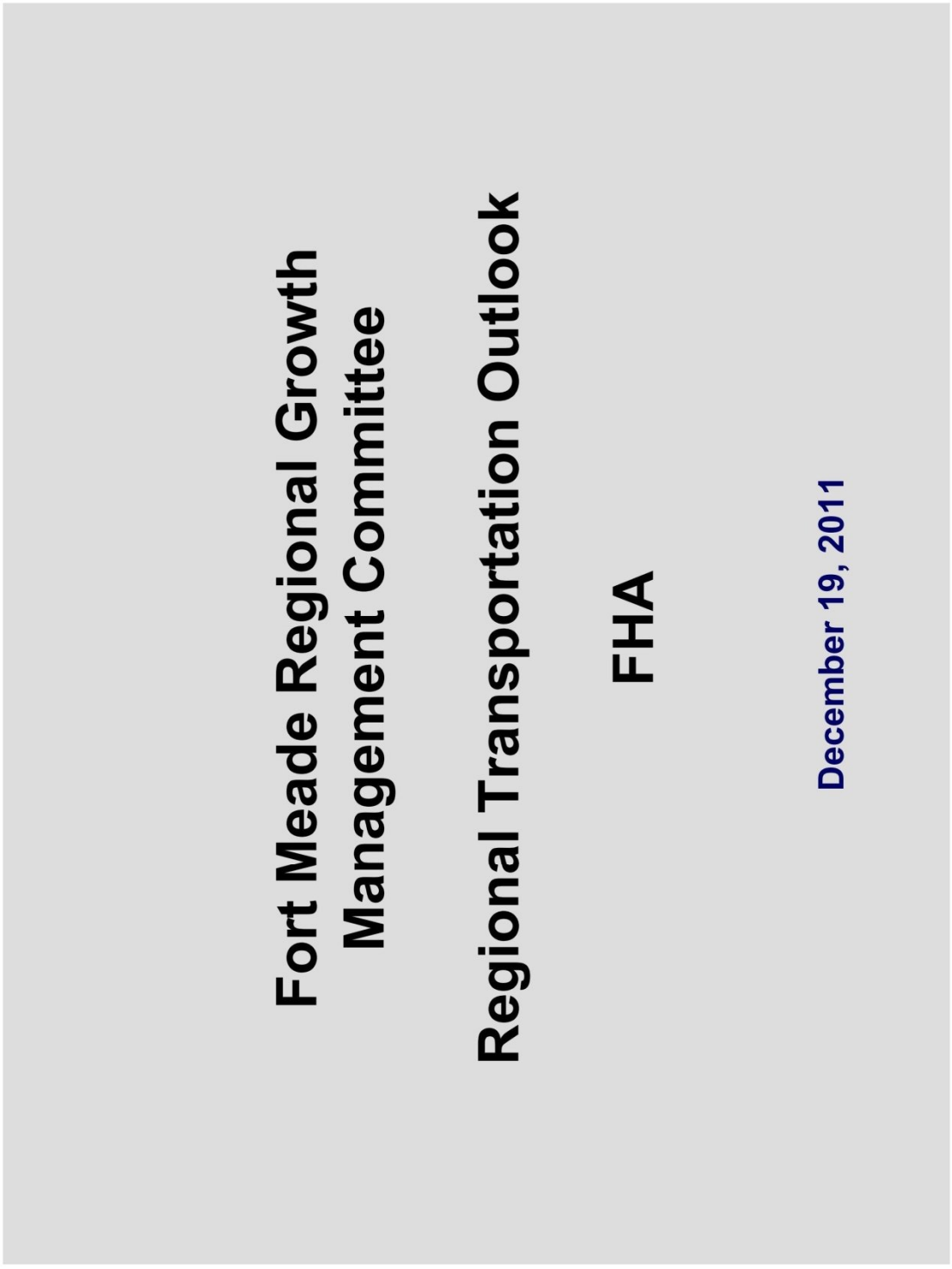
S.N.	NAME	MUNICIPAL/ COUNTY/ FEDERAL
1	PG County Public Library, Mt Rainier Branch	County
2	PG County Public Library, Bladensburg Branch	County
3	PG County Public Library, New Carrollton Branch	County
4	PG County Public Library, Hyattsville Branch	County
5	Bowie Public Library	County
6	McKeldin Library (University of MD)	County
7	PG County Public Library, Greenbelt Branch	County
8	National Agricultural Library	Federal
9	PG County Public Library, Beltsville Branch	County
10	West County Area Library	County
11	Forte Meade Library	Federal
12	Maryland City at Russett Branch Public Library	County
13	Laurel Branch Public Library	Municipal
14	Provinces Branch Public Library	County
15	Savage Branch Public Library	County
16	Elkridge Library	County
17	Linthicum Library	County

B-7 Airports and Heliports

Feature Name	State	County	TYPE
Prince Georges Hospital Center Heliport	MD	Prince George's	Heliport
Metroplex Heliport	MD	Prince George's	Heliport
Queen Chapel Airport (historical)	MD	Prince George's	Airport
College Park Airport	MD	Prince George's	Airport
Schrom Airport (historical)	MD	Prince George's	Airport
Suburban Airport	MD	Anne Arundel	Airport
Greater Laurel Beltsville Hospital Heliport	MD	Prince George's	Heliport
Maryland State Police Glen Burnie Barrack Heliport	MD	Anne Arundel	Heliport
Baltimore-Washington International Airport	MD	Anne Arundel	Airport
Maritime Institute Heliport	MD	Anne Arundel	Heliport
Security Ford Heliport	MD	Baltimore	Heliport

Appendix C

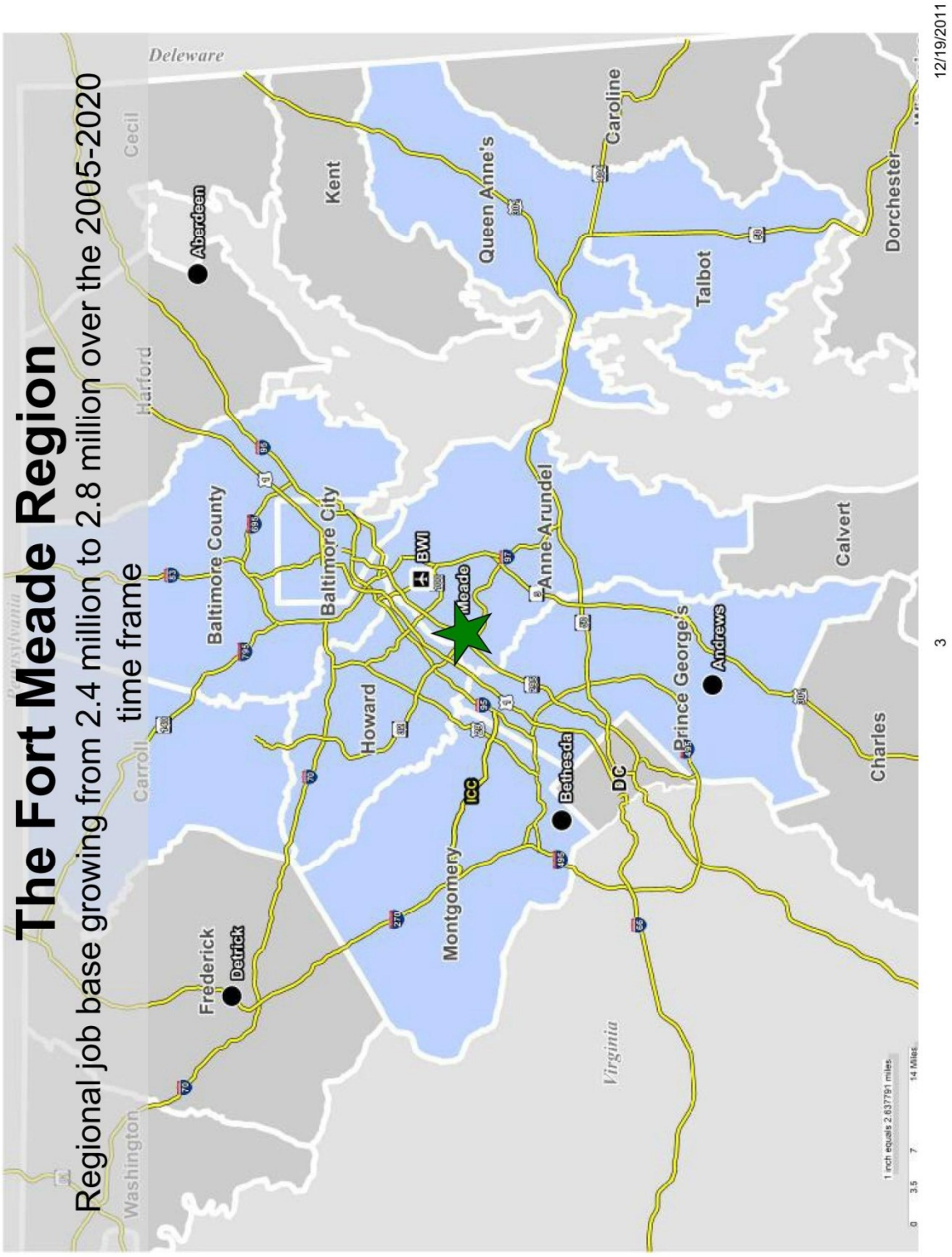
C-1 Fort Meade Regional Growth Management Committee, Regional Transportation Committee Presentation

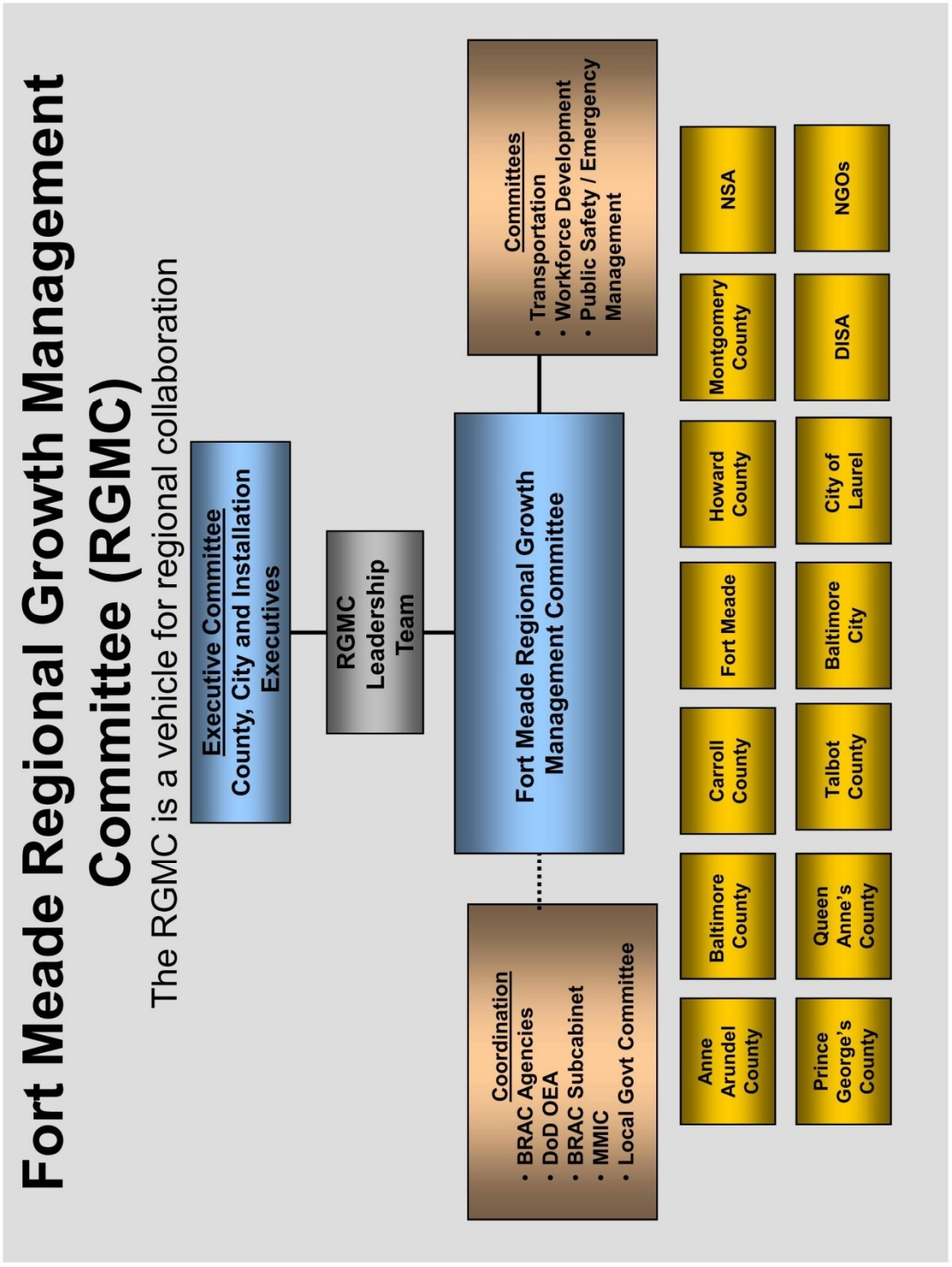

Fort Meade Regional Growth Management Committee
Regional Transportation Outlook
FHA
December 19, 2011
12/19/2011
1

Point of Contact

Jean Friedberg
Regional Transportation Coordinator
Fort Meade Regional Growth Management Committee
friedberg.jean@gmail.com
410-992-5050

Mailing Address:
6751 Columbia Gateway Drive, #500
Columbia, MD 20146


The Fort Meade Region
Regional job base growing from 2.4 million to 2.8 million over the 2005-2020 time frame
Deleware
Cecil
Harford
Kent
Queen Anne's
Caroline
Dorchester
Talbot
Aberdeen
Baltimore County
Baltimore City
BWI
Meade
Anne Arundel
Calvert
Howard
Carroll
Prince George's
Andrews
Charles
Bethesda
DC
ICC
Montgomery
Frederick
Detrick
Virginia
Washington
Pennsylvania
1 inch equals 2.637791 miles
0 3.5 7 14 Miles
12/19/2011
3

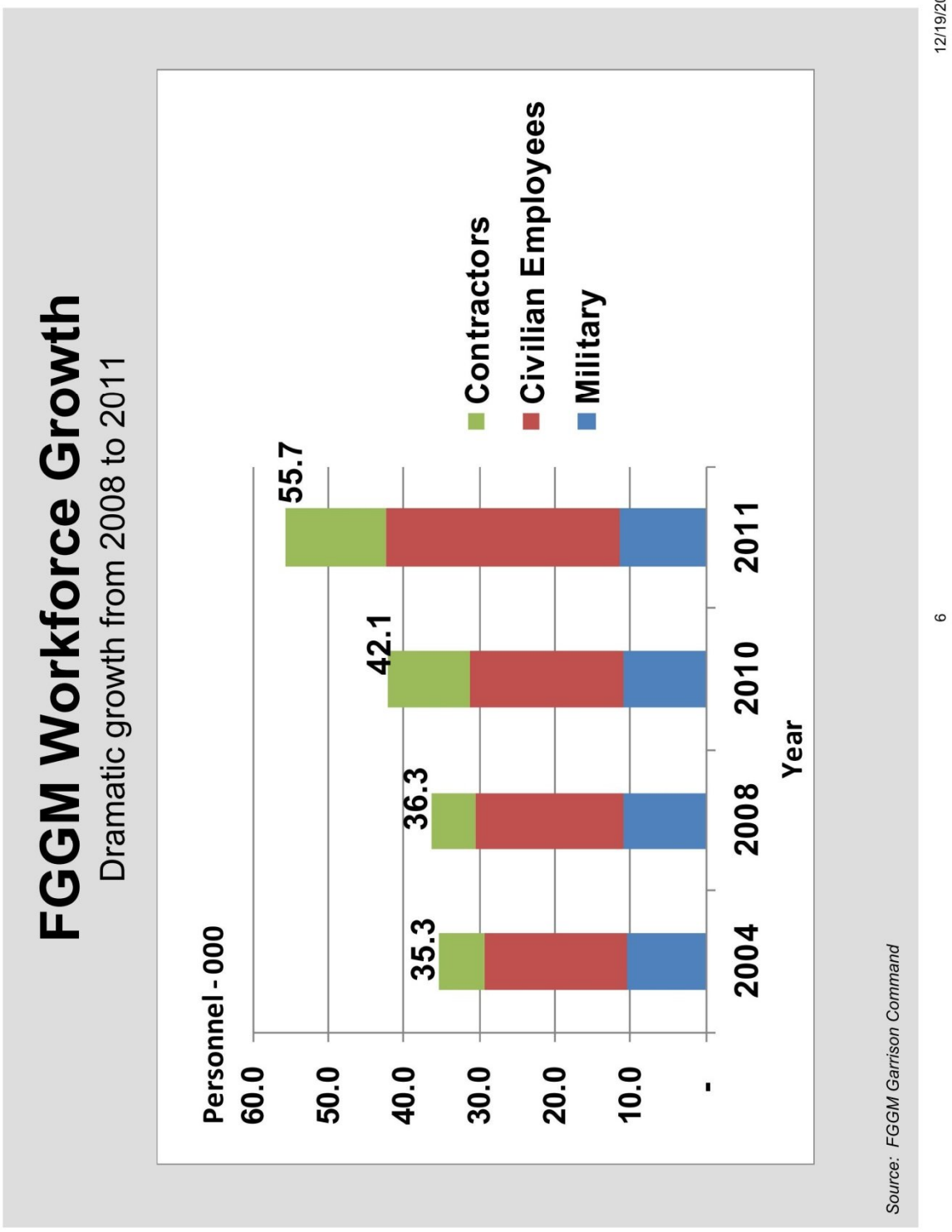

Fort Meade Regional Growth Management Committee (RGMC)
The RGMC is a vehicle for regional collaboration
Executive Committee
County, City and Installation Executives
RGMC Leadership Team
Fort Meade Regional Growth Management Committee
Committees
• Transportation
• Workforce Development
• Public Safety / Emergency Management
Coordination
• BRAC Agencies
• DoD OEA
• BRAC Subcabinet
• MMIC
• Local Govt Committee
Anne Arundel County
Baltimore County
Carroll County
Fort Meade
Howard County
Montgomery County
NSA
Prince George's County
Queen Anne's County
Talbot County
Baltimore City
City of Laurel
DISA
NGOs
12/19/2011
4

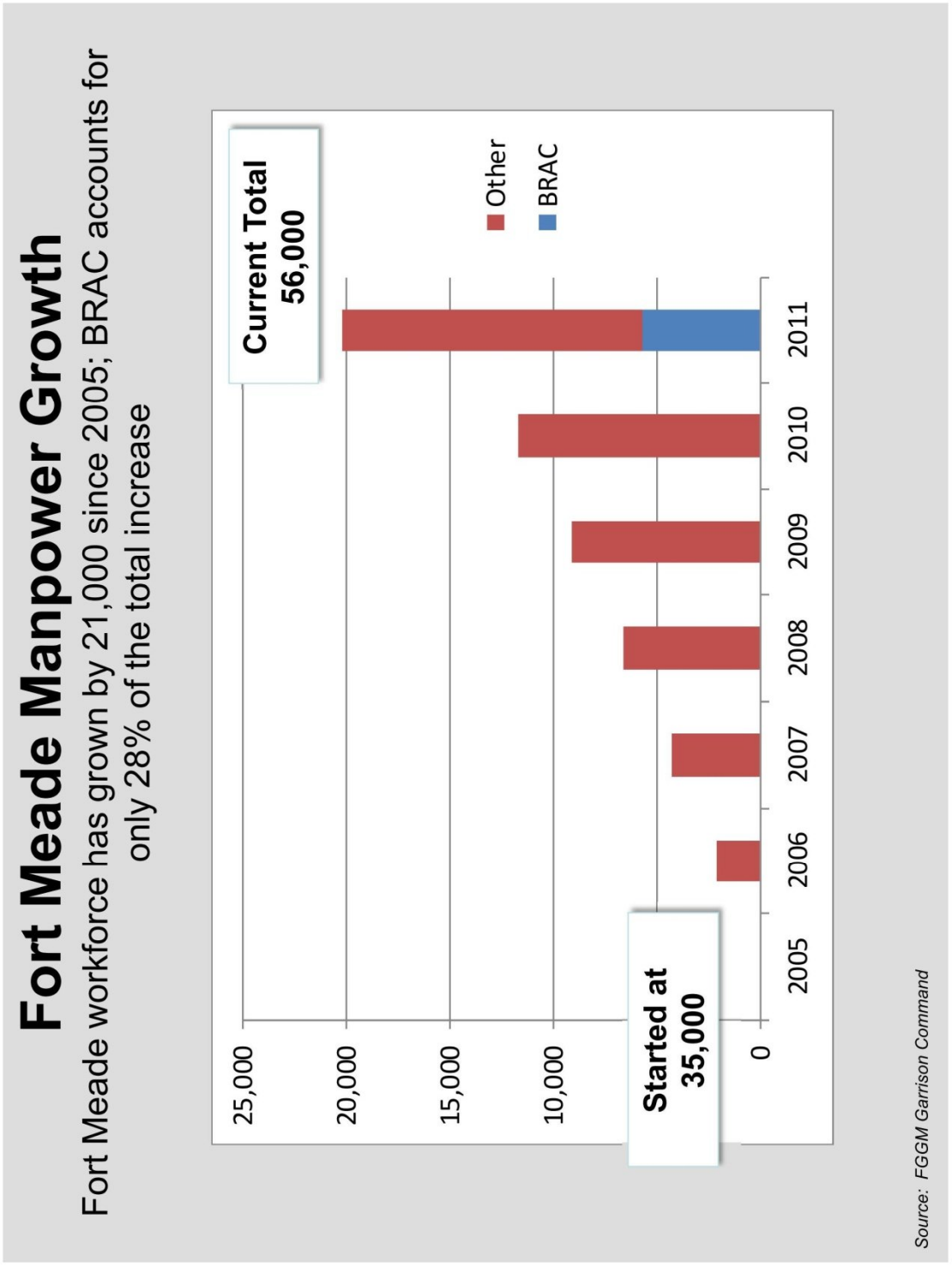
Fort Meade Regional Economic Impact

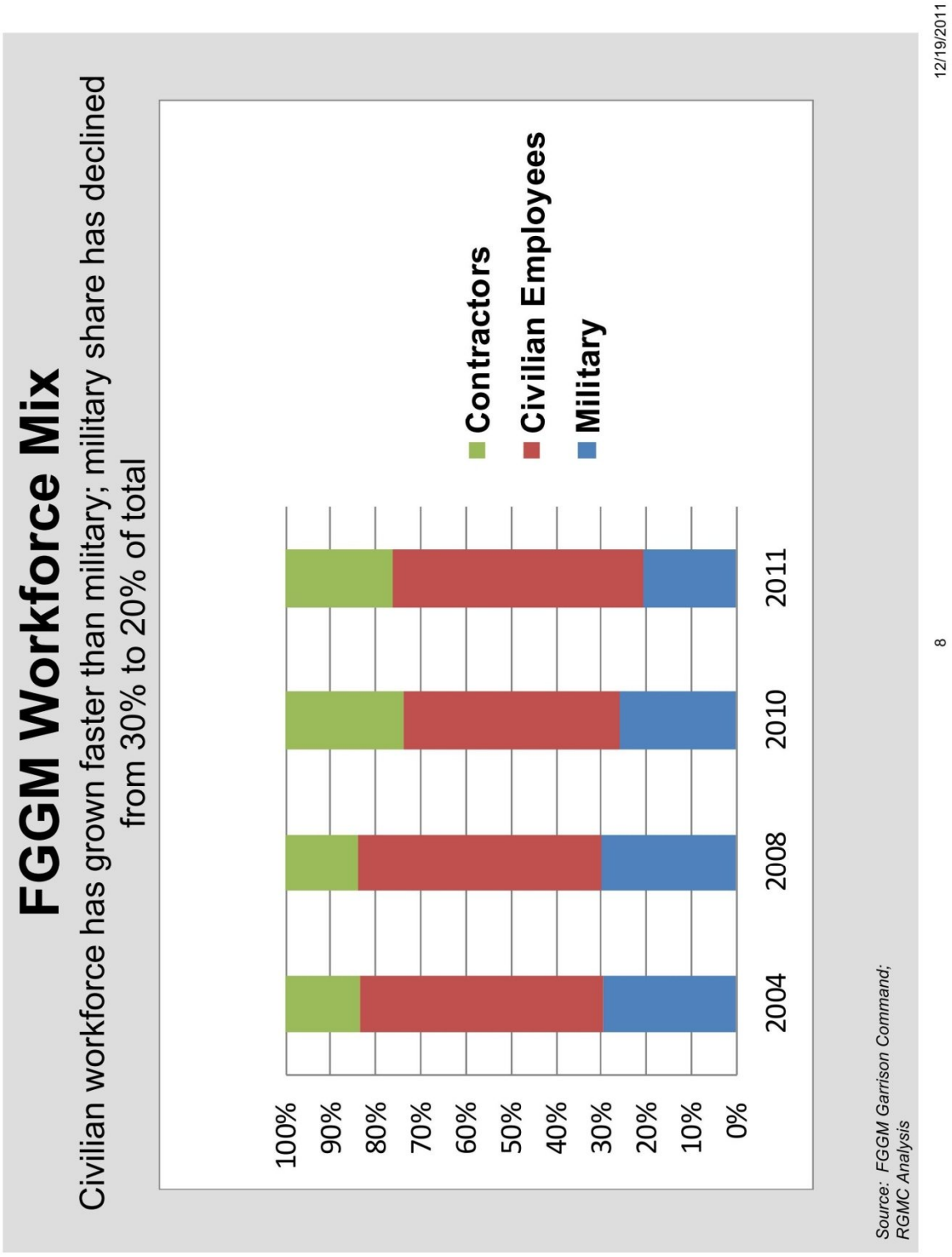
After projected 25-year growth, FGGM will contribute $20B annually to the regional economy

Workforce	On-Base				Regional Support				Combined				House-holds
	Direct	Indirect	Induced	Sub-total	Direct	Indirect	Induced	Sub-total	Direct	Indirect	Induced	Total	
Current (2005)													
NSA	25,000	-	2,500	27,500	7,000	29,800	6,600	43,400	32,000	29,800	9,100	**70,900**	
Other	15,000	-	1,500	16,500	-	17,900	3,300	21,200	15,000	17,900	4,800	**22,600**	
Total	40,000	-	4,000	44,000	-	47,700	9,900	57,600	40,000	47,700	13,900	**93,500**	**58,400**
Growth													
NSA	20,250	-	2,000	22,250	-	43,900	7,400	51,300	20,250	43,900	9,400	**73,550**	
Other	20,750	10,000	3,100	33,850	-	35,000	6,600	41,600	20,750	45,000	9,700	**75,450**	
Total	41,000	10,000	5,100	**56,100**	-	78,900	14,000	92,900	41,000	88,900	19,100	**149,000**	**93,100**
Projected (2030)													
NSA	45,250	-	4,500	49,750	-	73,700	13,000	86,700	45,250	73,700	17,500	**136,450**	
Other	35,750	10,000	4,600	50,350	-	52,900	9,900	62,800	35,750	62,900	14,500	**113,150**	
Total	81,000	10,000	9,100	100,100	-	126,600	22,900	149,500	81,000	136,600	32,000	249,600	156,000
Annual Payroll - $B	8.1	0.8	0.5	9.3	-	9.5	1.1	10.6	8.1	10.2	1.6	19.9	

Sources: FGGM Agencies; Howard County BRAC Task Force; RGMC Staff Analysis


FGGM Workforce Growth
Dramatic growth from 2008 to 2011
Contractors
Civilian Employees
Military
Personnel - 000
60.0
50.0
40.0
30.0
20.0
10.0
-
55.7
42.1
36.3
35.3
2004
2008
2010
2011
Year
12/19/2011
6
Source: FGGM Garrison Command


Fort Meade Manpower Growth
Fort Meade workforce has grown by 21,000 since 2005; BRAC accounts for only 28% of the total increase
Current Total 56,000
Started at 35,000
Other
BRAC
25,000
20,000
15,000
10,000
0
2005
2006
2007
2008
2009
2010
2011
Source: FGGM Garrison Command
12/19/2011
7

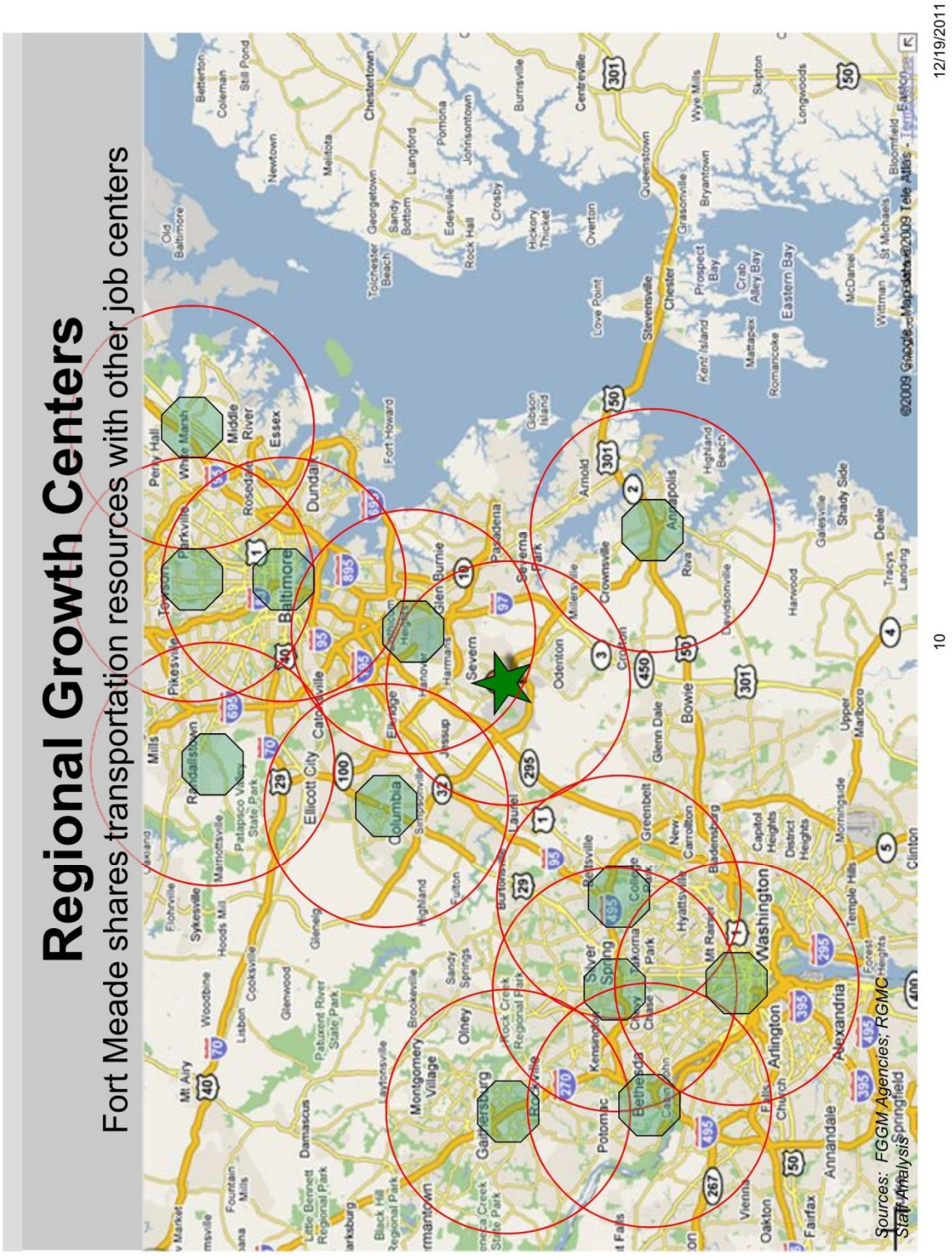

FGGM Workforce Mix
Civilian workforce has grown faster than military; military share has declined from 30% to 20% of total
Contractors
Civilian Employees
Military
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
2004
2008
2010
2011
Source: FGGM Garrison Command; RGMC Analysis
12/19/2011
8

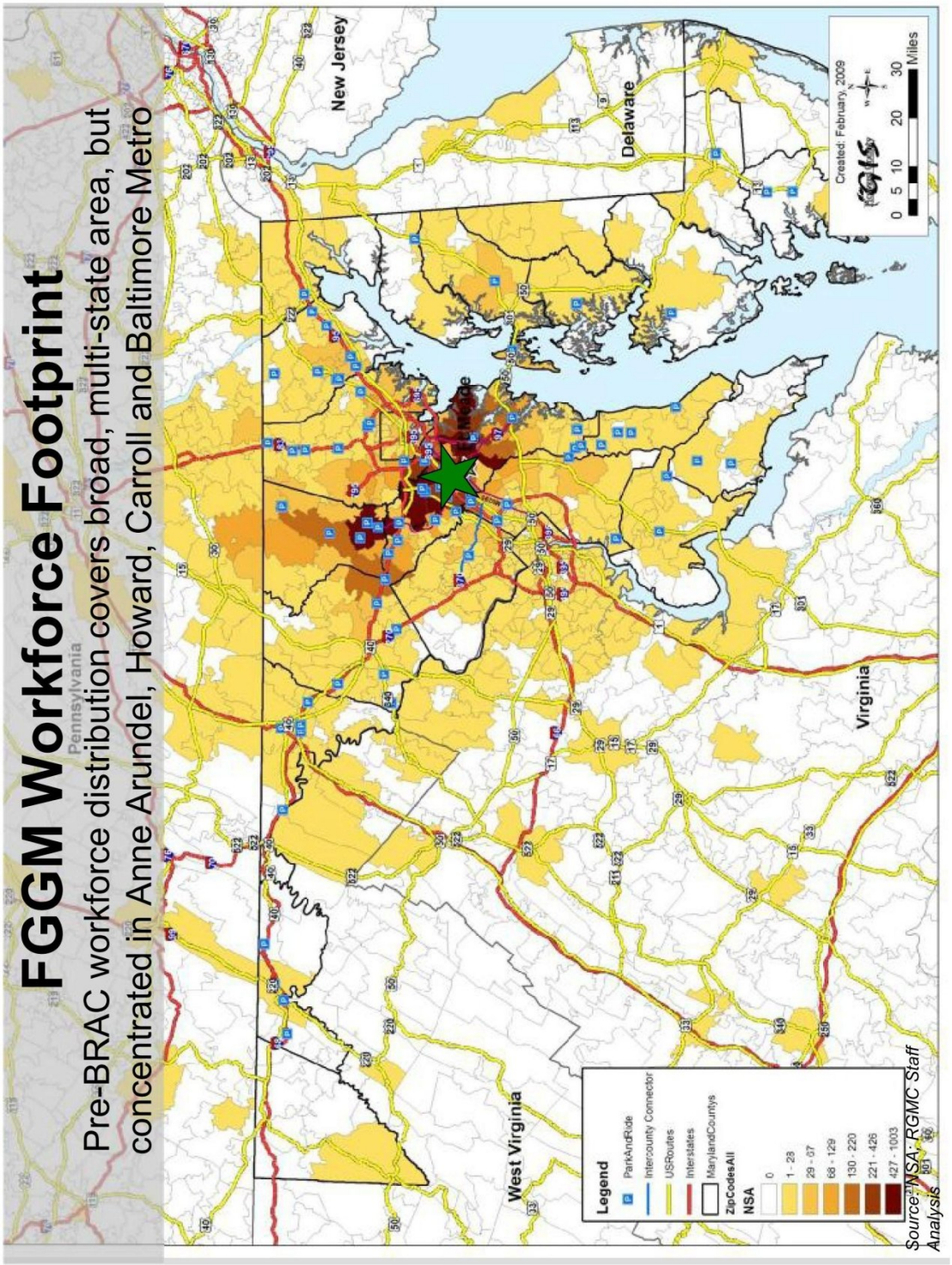
Top Regional Employment Centers – 2020

About 40% of 2.5 million job base concentrated in 20 employment centers, of which Fort Meade is one of the largest

CBRE Commercial Submarket	Jobs
Bethesda/Chevy Chase	96,100
Frederick	96,000
Baltimore CBD	87,600
Baltimore North	77,500
Columbia	71,900
Fort Meade	70,000 +
North Bethesda/Potomac	61,200
Harford County	59,000
Towson/ Timonium	54,100
Baltimore County East	53,300
Reisterstown Road Corridor	52,800
Route 2/3	48,000
Branch Avenue Corridor	43,600
BWI Corridor	43,300
West Side	42,200
Baltimore East	41,800
Hunt Valley	28,600
Beltsville/Calverton	23,700
Rockville	23,100
Ellicott City	21,300
	1,095,100

Sources: BMC Round 7; CBRE Sub-Markets; RGMC Staff Analysis


Regional Growth Centers
Fort Meade shares transportation resources with other job centers
Sources: FGM Agencies; RGMC Staff Analysis
12/19/2011
10


FGGM Workforce Footprint
Pre-BRAC workforce distribution covers broad, multi-state area, but concentrated in Anne Arundel, Howard, Carroll and Baltimore Metro
Pennsylvania
New Jersey
Delaware
Virginia
West Virginia
Legend
ParkAndRide
Intercounty Connector
USRoutes
Interstates
MarylandCountys
ZipCodesAll
NSA
0
1 - 28
29 - 67
68 - 129
130 - 220
221 - 426
427 - 1003
Source: NSA; RGMC Staff Analysis
Created: February 2009
0 5 10 20 30
Miles
12/19/2011
11

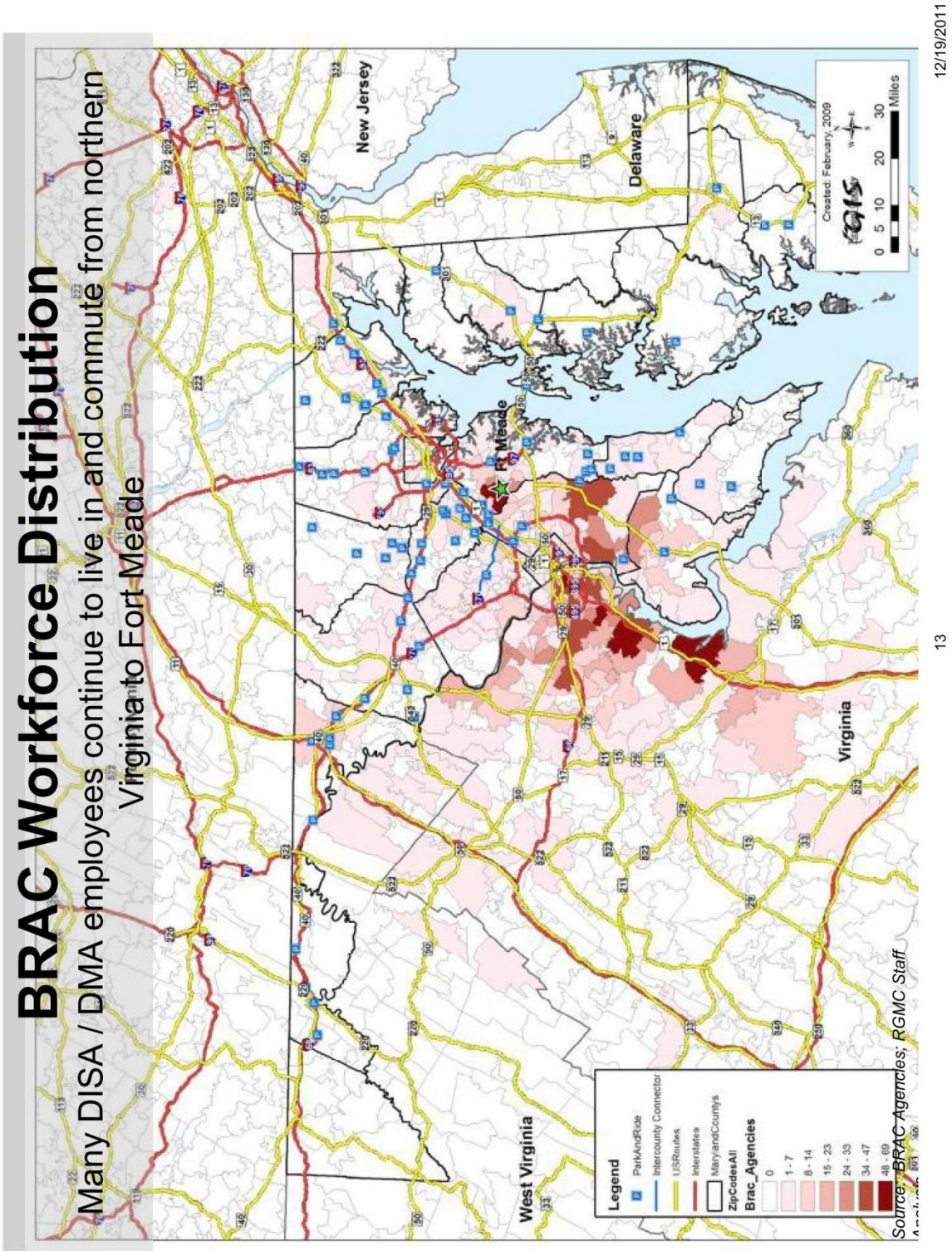
FGGM Workforce Distribution (pre-BRAC)

Two-thirds reside within 20 miles (81% in 5 jurisdictions); FGGM commuting generates nearly 300 million Vehicle Miles Traveled (VMT) per year

Jurisdiction	Share Workforce by Distance Band (Miles to Fort Meade)						Commuter Workforce*	VMT / Year*		
	0 - 10	10 - 20	20 - 30	30 - 40	> 40	Total		Total	Share	Per Capita
Adams					0%	0.3%	141	2,529,000	0.9%	18,000
Anne Arundel	21%	17%	2%	0%	0%	39.0%	15,808	63,895,000	22.7%	4,000
Arlington			0%			0.4%	156	1,564,000	0.6%	10,000
Baltimore	0%	4%	5%	0%	0%	9.4%	3,810	31,563,000	11.2%	8,300
Baltimore City	0%	4%	1%	0%	0%	4.3%	1,747	11,755,000	4.2%	6,700
Calvert			0%	0%		0.3%	127	1,697,000	0.6%	13,300
Caroline					0%	0.1%	53	954,000	0.3%	18,000
Carroll	0%	0%	4%	1%	3%	7.2%	2,929	38,763,000	13.8%	13,200
Charles					0%	0.2%	61	1,098,000	0.4%	18,000
District of Columbia		0%	1%			0.8%	326	2,868,000	1.0%	8,800
Fairfax				2%		1.9%	756	10,578,000	3.8%	14,000
Frederick				1%	0%	1.7%	681	10,312,000	3.7%	15,100
Harford				1%	1%	1.7%	676	10,609,000	3.8%	15,700
Howard	5%	13%	4%	0%	0%	22.4%	9,077	53,360,000	19.0%	5,900
Loudon					0%	0.1%	27	477,000	0.2%	18,000
Montgomery		1%	2%	0%	0%	2.9%	1,180	11,596,000	4.1%	9,800
Prince George's	2%	2%	1%	0%		4.8%	1,962	10,244,000	3.6%	5,200
Queen Anne's			0%	1%	0%	0.9%	371	5,440,000	1.9%	14,700
Talbot					0%	0.1%	42	763,000	0.3%	18,000
York					2%	1.5%	620	11,166,000	4.0%	18,000
Total	27%	41%	19%	6%	7%	100.0%	40,550	281,231,000	100.0%	6,900
	27%	68%	87%	93%	100%					

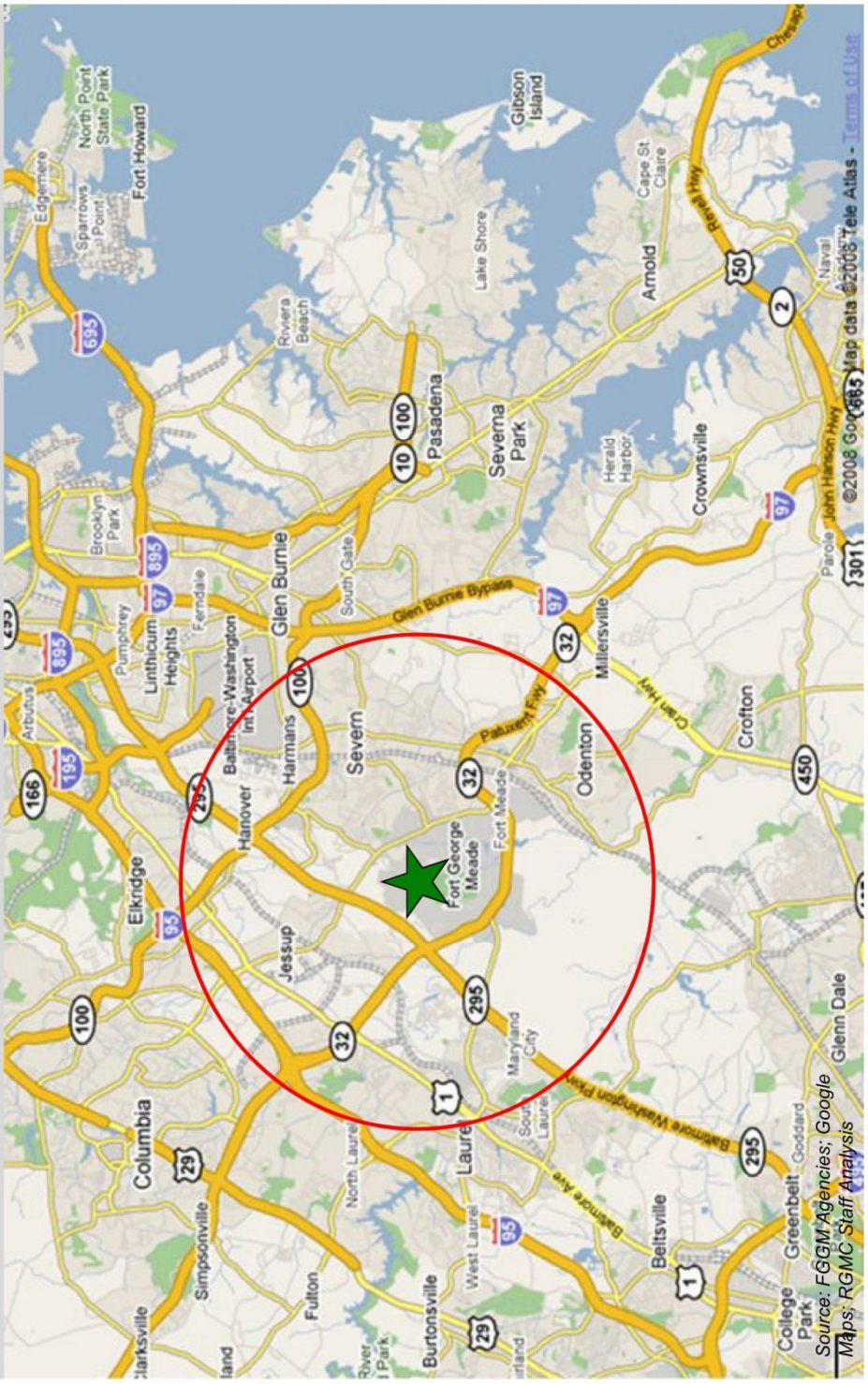
*Estimated

Source: FGGM Agency; Google Maps; RGMC Staff Analysis


BRAC Workforce Distribution
Many DISA / DMA employees continue to live in and commute from northern Virginia to Fort Meade
New Jersey
Delaware
Ft Meade
West Virginia
Virginia
Legend
ParkAndRide
Intercounty Connector
USRoutes
Interstates
MarylandCounty
ZipCodesAll
Brac_Agencies
0
1 - 7
8 - 14
15 - 23
24 - 33
34 - 47
48 - 69
Created: February, 2009
0 5 10 20 30 Miles
12/19/2011
13
Source: BRAC Agencies; RGMC Staff

Meade Coordination Zone ("MCZ")

Major transportation system investment ($1.1B) required within 5 miles;

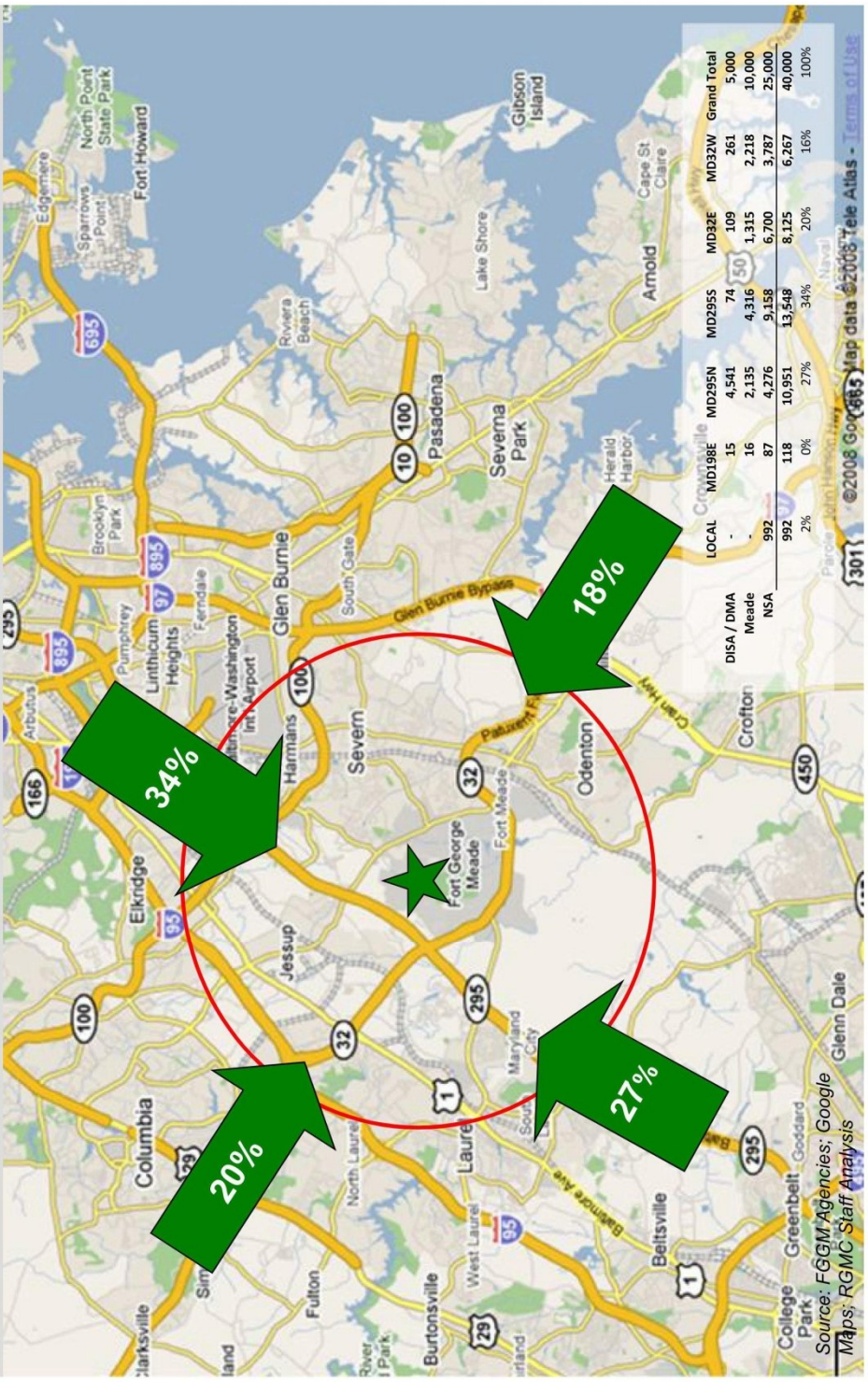


12/19/2011

14

Meade Coordination Zone

All inbound traffic affects last 5 miles – especially MD-295 and MD-32



12/19/2011

15

12/19/2011

Sources of Fort Meade Area Growth

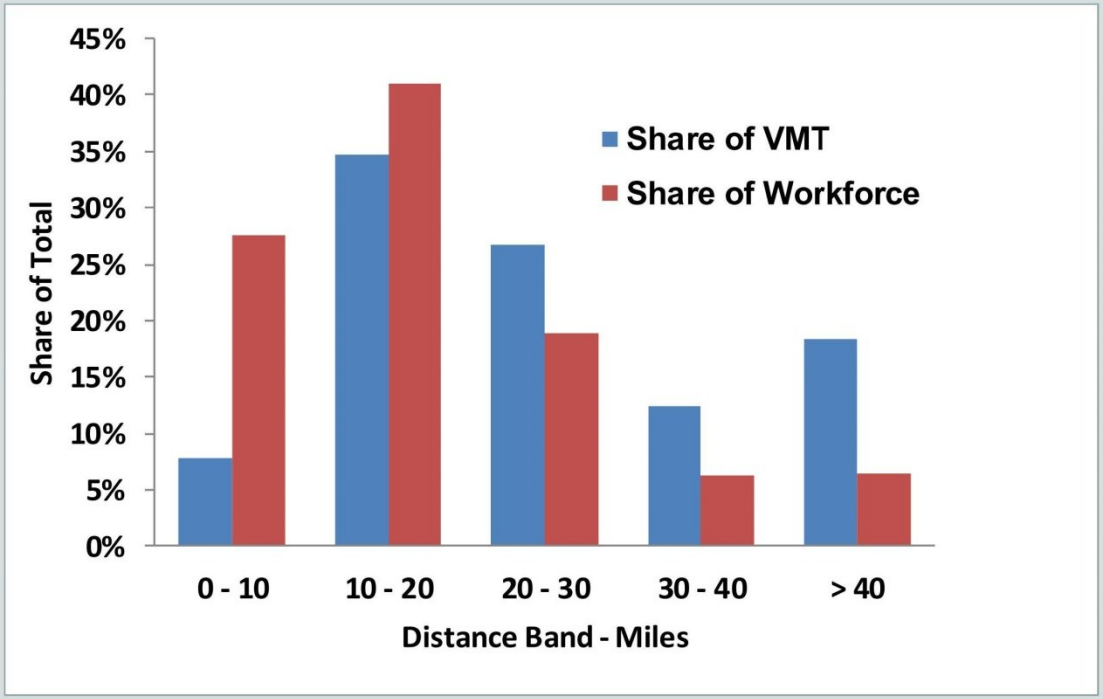
Major area traffic growth generated by BWI Airport, NSA / Cyber, National Business Park and Arundel Mills Town Center

16

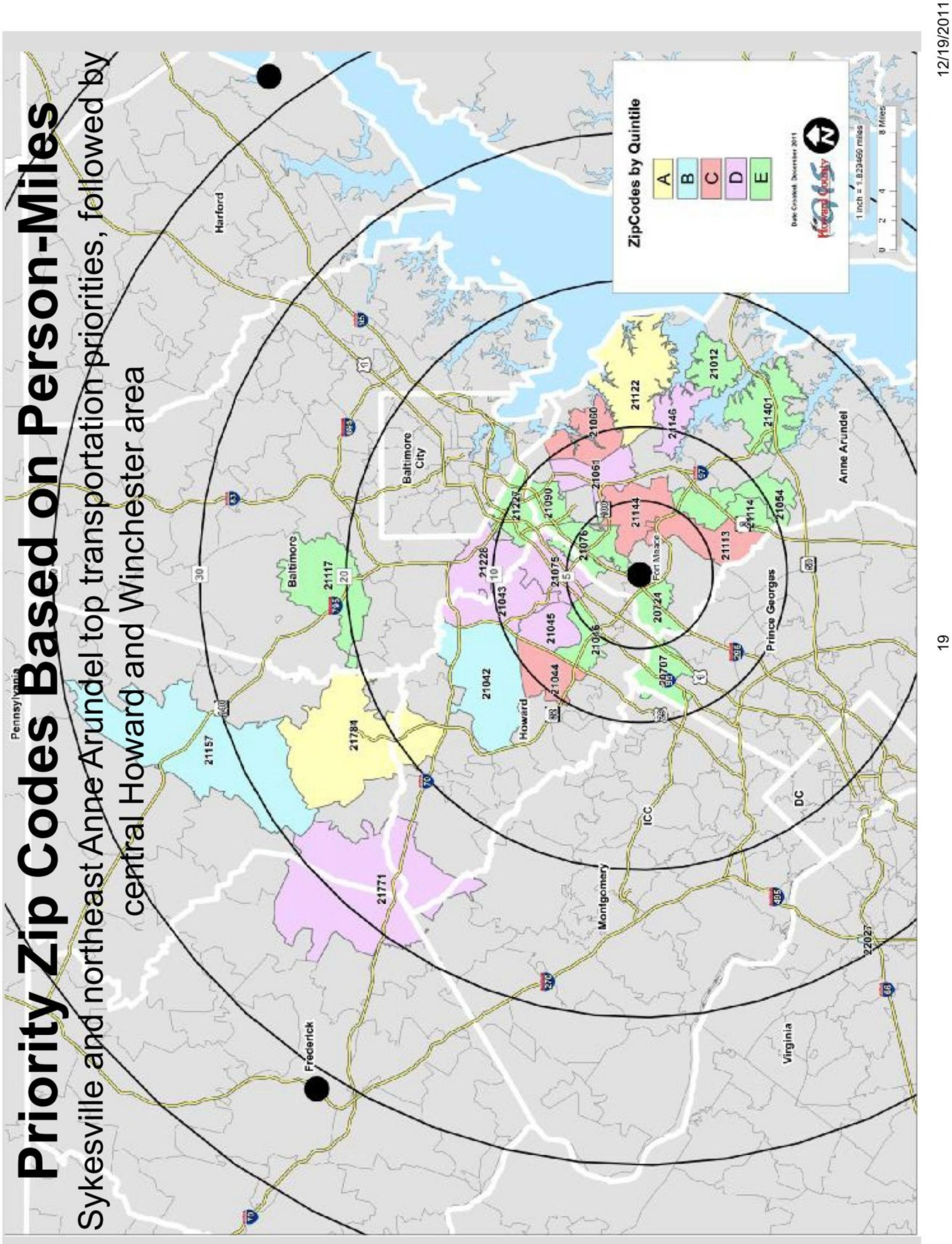

Top 10 Transportation Corridors
Fort Meade Transportation Management Plan focuses on major transportation corridors, accounting for more than 50% of Fort Meade workforce
Bel Air 1,000
Owings Mills 1,900
Baltimore 1,400
Glen Burnie 3,600
Pasadena 3,600
Ellicott City 1,000
Crofton 2,000
Sykesville 4,800
Tysons 1,200
Woodbridge 2,100
Cumulative Traffic Load
Distance Band
0 - 10 Miles 39%
10 - 20 Miles 65%
20 - 30 Miles 80%
Sources: FGGM Agencies; RKMC Staff Analysis
12/19/2011
17

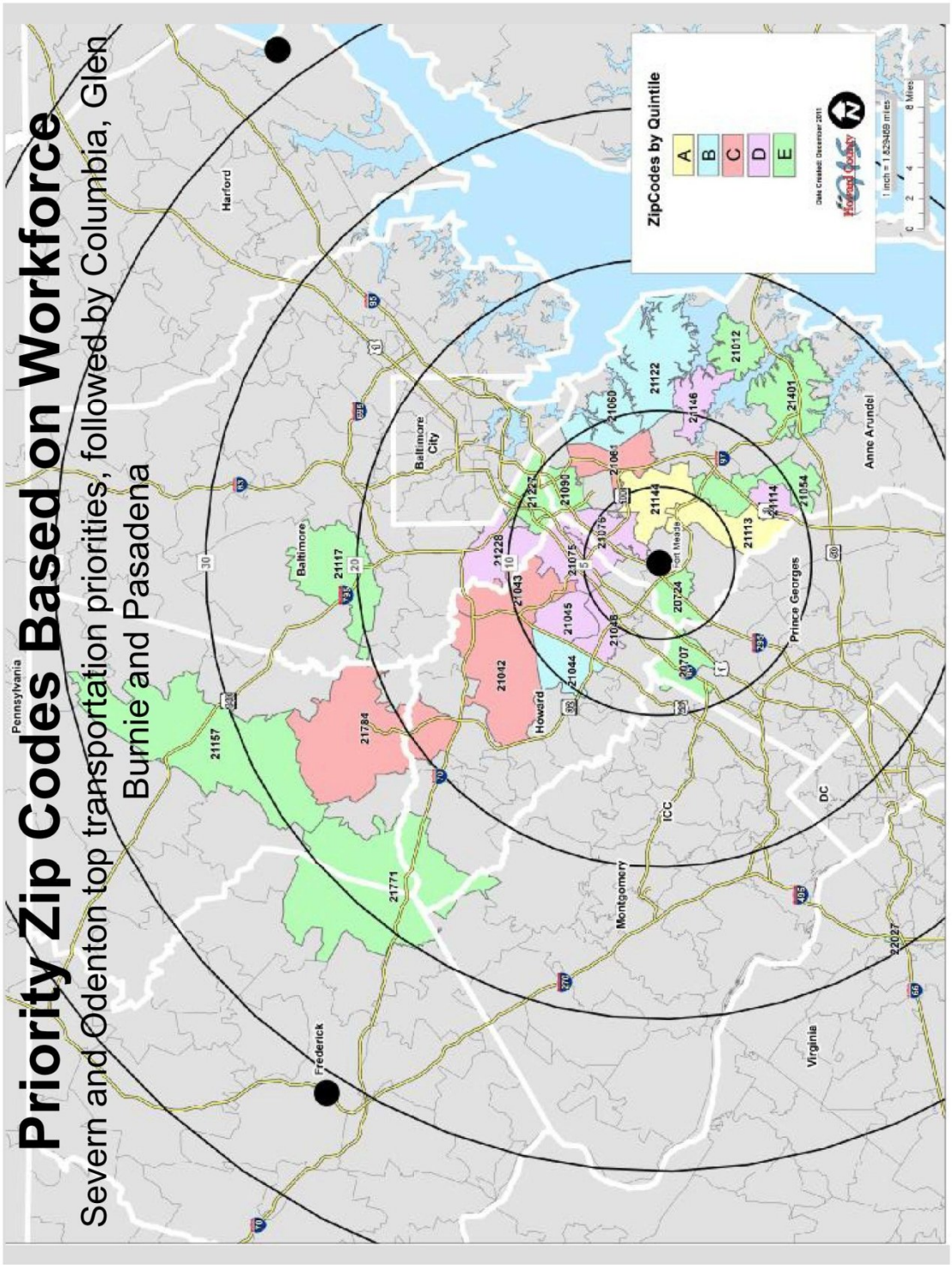
FGGM Workforce / VMT by Distance Band

Personnel commuting more than 20 miles – 32% – generate disproportionate share of regional vehicle-miles-traveled(VMT) – 57%;



Source: FGGM Agency; Google Maps; RGMC Staff Analysis


Priority Zip Codes Based on Person-Miles
Sykesville and northeast Anne Arundel top transportation priorities, followed by central Howard and Winchester area
ZipCodes by Quintile
A
B
C
D
E
12/19/2011
19
Pennsylvania
Harford
Baltimore
Baltimore City
Howard
Anne Arundel
Prince Georges
Montgomery
Frederick
DC
Virginia
ICC
Fort Meade
21157
21784
21771
21117
21042
21044
21045
21046
21043
21228
21227
21090
21075
21076
21061
21060
21122
21146
21012
21401
21144
21113
21114
21054
20724
20707
22027

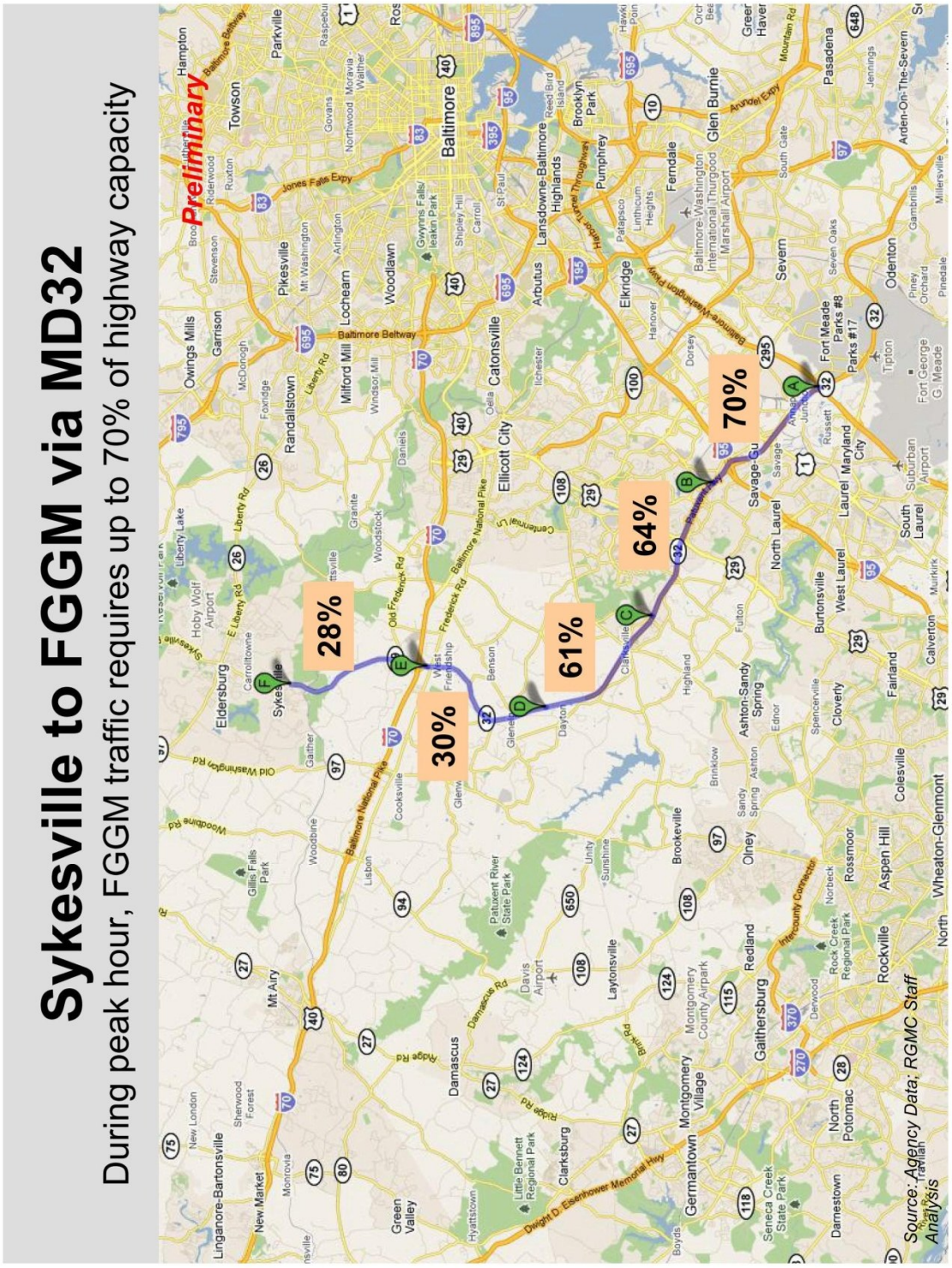


12/19/2011

20

U.S. Department of Transportation Federal Highway Administration

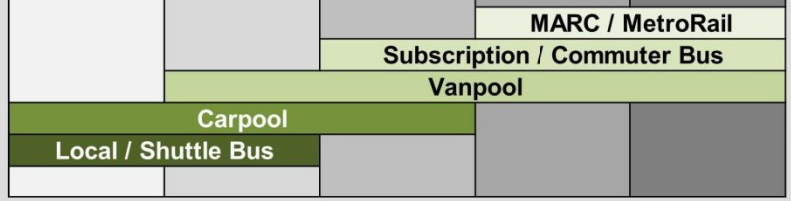
SHA


Sykesville to FGGM via MD32
During peak hour, FGGM traffic requires up to 70% of highway capacity
Preliminary
28%
30%
61%
64%
70%
A
B
C
D
E
F
Source: Agency Data; RGMC Staff Analysis
12/19/2011
21

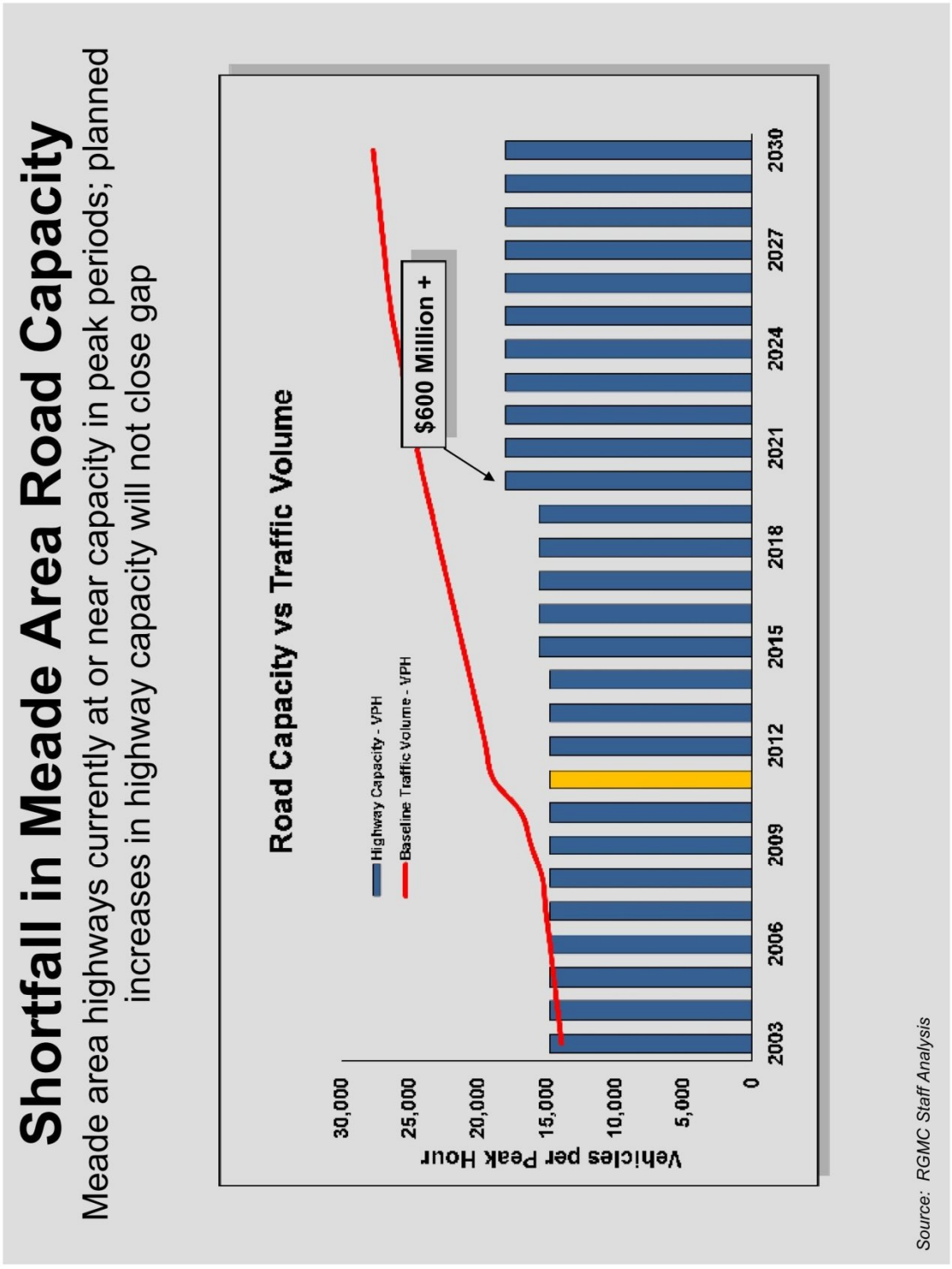
Workforce by County / Distance

Need to develop appropriate transportation programs for concentrations of Fort Meade personnel

	Distance Band - Miles					
County	<10	10-20	20-30	30-40	40-50	Grand Total
Anne Arundel	6,462	4,950	301	-	-	11,713
Baltimore	-	1,170	-	-	-	1,170
Carroll	-	-	-	919	360	1,279
Fairfax	-	-	-	-	466	466
Frederick	-	-	-	256	-	256
Howard	-	4,468	842	-	-	5,310
Prince George's	674	-	-	-	-	674
Grand Total	7,136	10,589	1,142	1,175	826	20,868

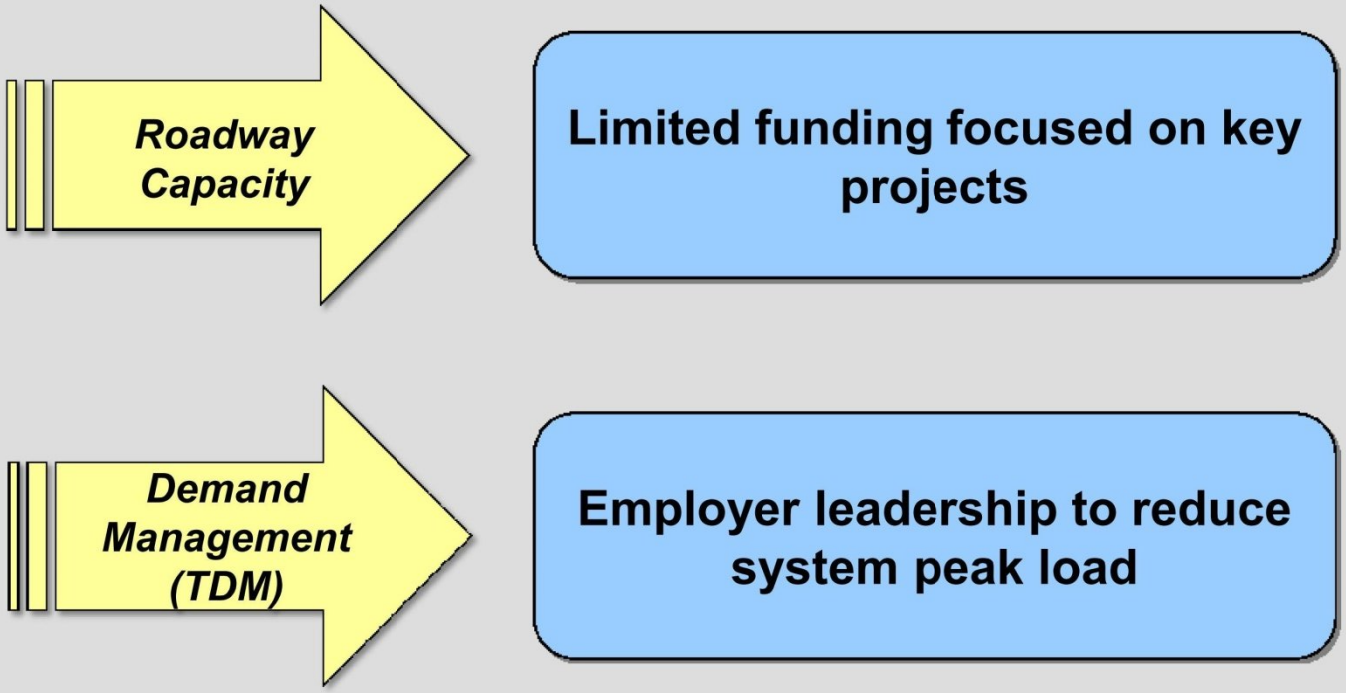


Source: Fort Meade Agencies; RGMC Staff Analysis


Shortfall in Meade Area Road Capacity
Meade area highways currently at or near capacity in peak periods; planned increases in highway capacity will not close gap
Road Capacity vs Traffic Volume
Highway Capacity - VPH
Baseline Traffic Volume - VPH
$600 Million +
Vehicles per Peak Hour
30,000
25,000
20,000
15,000
10,000
5,000
0
2003
2006
2009
2012
2015
2018
2021
2024
2027
2030
12/19/2011
23
Source: RGMC Staff Analysis

Two-Part Regional Transportation Strategy

Funding levels for new road capacity inadequate; program to limit growth through demand management received regional and state endorsement



Fort Meade TDM Goals

Goal of 27% varies by Agency based on workforce distribution; success requires leadership commitment and small communications investment

Proposed TDM Goals by Mode and Agency Group

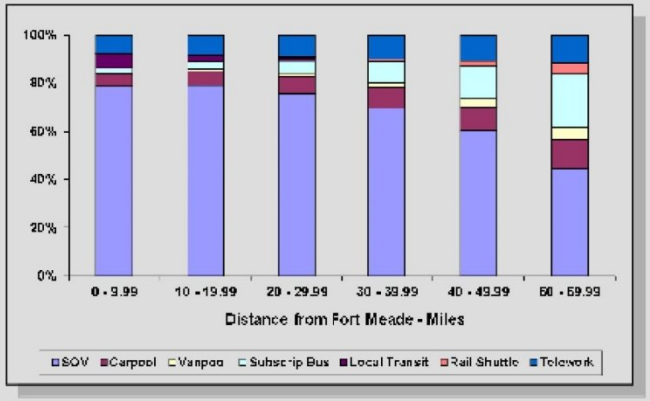
MODE	Workforce - % Overall	NSA	DISA / DMA	Meade
SOV	73%	75%	61%	74%
Carpool	7%	7%	9%	7%
Vanpool	2%	1%	3%	1%
Subscrip Bus	7%	5%	13%	6%
Local Transit	2%	2%	1%	2%
Rail Shuttle	1%	1%	2%	1%
Telework	9%	9%	10%	9%
	100%	100%	100%	100%

MODE	Workforce - # Overall	NSA	DISA / DMA	Meade
SOV	29,200	18,800	3,000	7,400
Carpool	2,900	1,700	500	700
Vanpool	600	300	200	100
Subscrip Bus	2,600	1,300	700	600
Local Transit	800	600	0	200
Rail Shuttle	300	100	100	100
Telework	3,600	2,200	500	900
	40,000	25,000	5,000	10,000

Source: RGMC Staff Analysis

Band / Mode Distribution Matrix

Target 27% TDM assumes participation varies with distance from Fort Meade



	Workforce Distribution within Band - 2012						
	0-10	11-20	21-30	31-40	41-50	>50	Overall
SOV	78.6%	78.9%	75.8%	69.9%	60.2%	44.7%	73.0%
Carpool	5.0%	5.9%	7.0%	8.3%	9.8%	11.7%	7.1%
Vanpool	0.5%	0.8%	1.3%	2.1%	3.4%	5.4%	1.6%
Subscrip Bus	2.0%	3.2%	5.2%	8.4%	13.5%	21.8%	6.3%
Local Transit	6.0%	2.5%	1.1%	0.4%	0.2%	0.1%	2.0%
Rail Shuttle	0.1%	0.2%	0.5%	1.0%	2.2%	4.7%	0.8%
Telework	7.8%	8.4%	9.1%	9.9%	10.8%	11.7%	9.1%
	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Source: RGMC Staff Analysis

TDM Results to Date (9/30/2011)

We've achieved at least 46% of overall goal of 27%

Live	Work	TOTAL WORKFORCE NSA	DISA	Other	Total
Offsite	Onsite	25,000	4,300	15,500	44,800
Onsite	Onsite	500	-	3,000	3,500
Offsite	Offsite	6,000		2,000	8,000
		31,500	4,300	20,500	56,300

	WORKFORCE USING TDM MODE NSA	DISA (3)	Other	Total	
Carpool	1,059	123	1,395	2,577	9.0% (1)
Vanpool	423	432	-	855	
Subscription Bus	-	254	-	254	
Public Transit	72	156	2	230	
Telework	625	108	870	1,603	2.5% (2)
	2,179	1,073	2,267	5,519	
TDM Achieved	9%	25%	15%	12%	
TDM Goal	25%	39%	26%	27%	

(1) Actual count of three person carpools for NSA and DISA; 9% for Other based on gate count.

(2) Adjudication 500/700; Others assumed at 2.5% of offsite/onsite

(3) DISA overall rate up to 41% if TDM's only participants are employees (i.e., not contract personnel)

Source: RCC Advisory Board; RGMC Staff Analysis

TDM to Date – Key Success Factors

1. Flexible concept / plan with goals and options
   - Detailed database by zip of residence
   - Range of mode options
2. Agency / Leadership commitment and accountability
   - Flexible policy application
   - Employer benefits: recruiting and retention
   - Personnel benefits: options, quality, costs
3. Strong communications / marketing / customer support / operations program
4. Solid, reliable service managers / providers / operators
5. Garrison Command: awareness / responsiveness / leadership
6. MDOT / MTA Support: Grants, GRH

Long-term Taxpayer Benefits: Every peak period SOV removed avoids need for $100,000 investment in new capacity (cost of not constructing even higher).

Highway Capital Cost per Vehicle

Peak demand drives the need for new highway construction at $100,000 per added vehicle; fuel tax covers less than 5% of cost

PRELIMINARY

FACTOR	VALUE		INPUTS / CALCS	COMMENTS
New Construction	$17,500,000	A	Cost per Lane-Mile	RGMC analysis of SHA HNI for AAC and HC
Capacity per Lane Mile	1,750	B	Vehicles per Hour	2 second headway design target
Construction Cost per Unit of Capacity	$10,000	C	A / B	
Average Commute	16	D	Miles	20 mile commute; 80% main highway
Cost per Peak Hour Vehicle	160,000	E	C X D	
Peak Hour Share of Peak Period	40%	F	30 / 40 / 30	
Cost per Peak Period Vehicle	$64,000	G	E X F	One-way value
Two-way Multiple	2	H		Reverse commute
Maximum Two-way Cost	$128,000	I	G X H	
Midway Value	$96,000	J	(G+I)/2	
Capacity Cost per Peak Period Vehicle	$64,000	K	G	One-way value
Debt Service Constant	6.50%	L	5% / 30 year bond	
Annual Debt Service (DS)	$4,160	M	K X L	
Vehicle Miles Traveled (VMT) per Year	15,000	N	D X 1.5 X 250 / F	Peak Period
DS / VMT	$0.277	O	M / N	
VMT per year	15,000	P	Per N Above	
Gas Mileage	25	Q	Miles per Gallon	
Fuel Consumed	600	R	Gallons per Year	
Fuel Tax per Gallon	$0.235	S	$ per Gallon	
Fuel Tax Collected	$141	T	R X S	
Fuel Tax per VMT	$0.009	U	T / P	
Tax Earned as % of DS	3.4%	V		

Source: RGMC Staff Analysis

Regional Overview – TDM Benefit

TDM peak hour rate of 30% reduces required system investment by $34B

	SYSTEM SOLUTION					
	EXPAND CAPACITY SOV	INCREASE THROUGHPUT (TDM) BUS / VAN	SOV	Sub-total	TRAIN	
Lane-Miles(Track-Miles) Required	8,333	279	5,846	6,125	62	A G/F/D
Capacity Added	2,208			-		
Capital Cost / Lane-Mile(Track-Mile)	17,500,000	17,500,000	17,500,000		75,000,000	B Input
Total Capital Cost $M	145,800	4,900	102,300	107,200	4,600	C A*B/1000000
Persons / (Vehicle/Train)	1.0	15.8	1.0	1.3	432.0	D Input
Target Interval -- Seconds	2.50	5.00	2.50	2.56	240.00	E Input
Vehicles per Hour per Mile	1,440	720	1,440	1,405	15	F 3600/E
System Capacity - PMT* per Hour	12,000,000	69,458,000	8,820,000	11,600,000	400,000	G TLM*D*F
Share Lane-Miles / Track-Miles	100%	4.6%	95.5%	100.0%	100.0%	H Input
Modal PMT* at Peak Hour	12,000,000	3,200,000	8,400,000	11,600,000	400,000	I G*H
Average One-Way Commute	16	16	16		16	J Input
Persons at Peak Hour	750,000	200,000	525,000	725,000	25,000	K I/J
Vehicle Trips at Peak Hour	750,000	13,000	525,000	538,000	58	L K/D
Mode Share of Workforce	100%	27%	70%	97%	3%	M
Capacity Cost per Peak Hour PMT	12,200	1,500	12,200	9,200	11,500	N C/I

*PMT: Person Miles Traveled
Blue = Assumption

BENEFITS SUMMARY	Total Cost $B
SOV ONLY	146
TDM	112
TDM Advantage	34
TDM Rate	30%

SYSTEM REQUIREMENT		
Workforce	2,500,000	
Peak Hour Load	28%	=Peak Period 70% * Peak Hour 40%
Background Traffic	0%	
Average One-Way Commute - Miles	16	Main Highway Only
System Reverse Flow Balance	80%	100%=Perfect Balance
PMT* at Peak Hour	12,400,000	
System Lane-Miles	6,125	TLM
PMT* / Lane-Mile	2,024	

TDM Mix	Share	Persons / Veh	Share x P/V
Bus	25%	36.0	9.0
Van	75%	9.0	6.8
	100%		15.8

Source: RGMC Staff Analysis

Transportation Strategy Grid

Development priorities based on distance and implementation lead times

ILLUSTRATIVE

BRT-A: Existing Roadway
BRT-B: Dedicated Guideway

Distance to Fort Meade	Implementation Time Frame: 1 – 5 Years	6 – 15 Years	> 15 Years
=< 10 Miles	Carpool | Shuttle | Telework >>>>>>>>>>>>>>		
	BRT-A >>>>>>>>BRT-B>>>>>>>>>>>>>		
		New Highway >>>>>	
			Light Rail >>>
10 - 20 Miles	Carpool | Vanpool | Shuttle | Telework >>>>>>		
	BRT-A >>>>>>>>>>>>>>>>>>>>>>>>>		
		New Highway >>>>>	
			Mixed Rail >>>
> 20 Miles	Carpool | Vanpool | S-Bus | Telework >>>>>>>		
	BRT- A >>>>>>>>>>>>>>>>>>>>>>>>		
		New Highway >>>>>	
			Heavy Rail >>>

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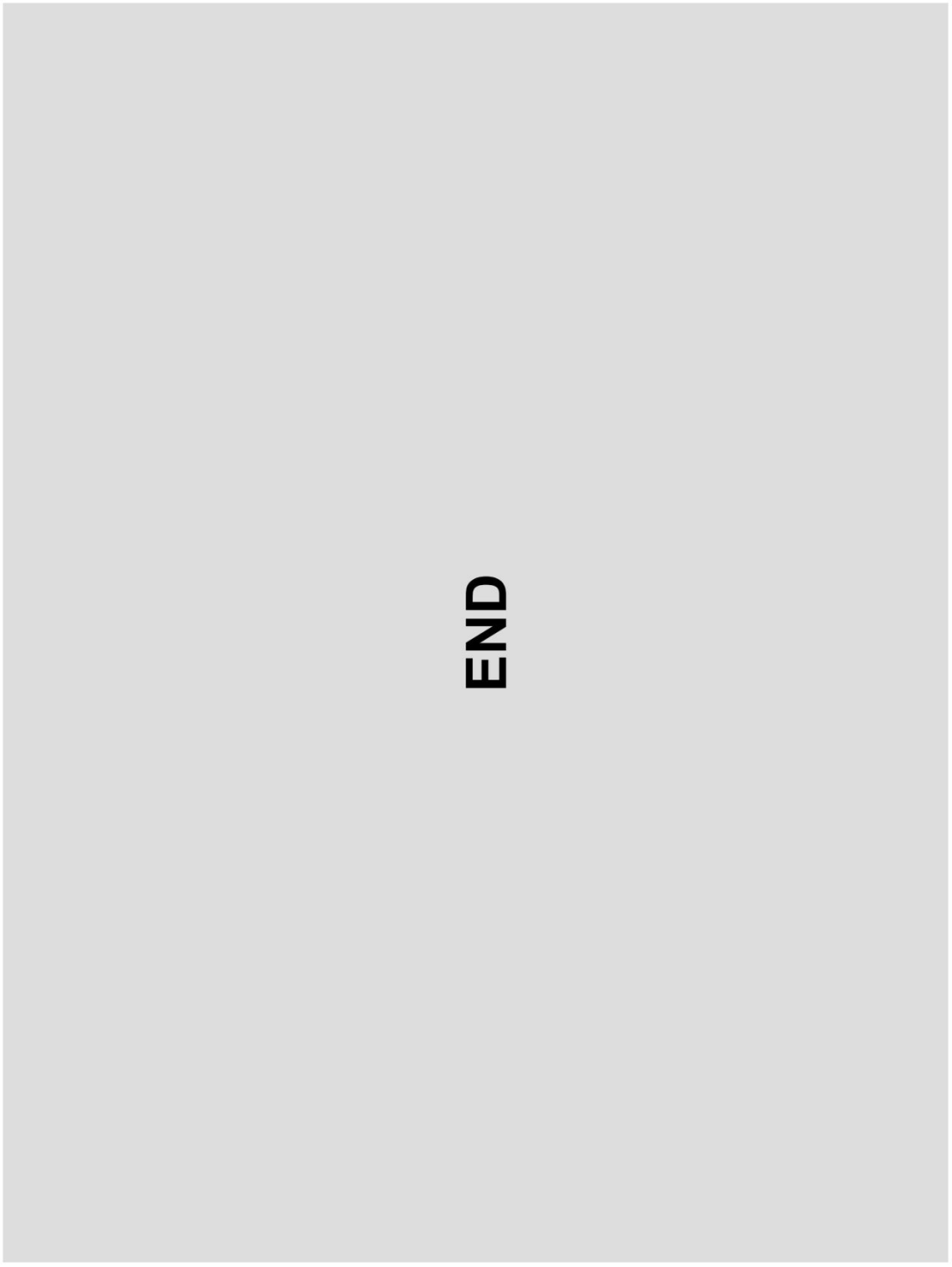
12/19/2011

Toward a Regional Transportation Strategy

With teamwork, the region can generate a common vision and strategy that can be achieved…and meets our collective needs. Possible elements of strategy:

Preliminary

- **Focus investment on Region's Top 20 Employment Centers (ECs)**
  - Supports / sustains permanent job creation
  - Employer sponsorship for TDM programs
    - Communication, enrollment and incentive programs
    - One or more Transportation Management Associations per EC
  - Point-to-point, pre-paid service packages
- **Six-lane backbone highway system serving top ECs**
  - Top priority within 10 miles
  - Second priority 11 – 20 miles
  - Third priority > 20 miles
  - Comprehensive park-and-ride solution
- **Partial managed lane system during peak periods**
  - HOV
  - HOT
  - Express Toll
- **Funding**
  - TTF for HOV
  - P3 for HOT / Express Toll
  - Private sector for MOV vehicle acquisition and operation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Appendix E - Traffic and Travel Demand Technical Report

Baltimore-Washington Parkway Feasibility Study

TASK 4: TRAFFIC AND TRAVEL DEMAND MODEL DEVELOPMENT

TECHNICAL REPORT | JANUARY 2012

Photo by: Adam Elmquist


Photo from NPS website

Photo by: Alex Nitzman

Baltimore-Washington Parkway
WIDENING FEASIBILITY STUDY

U.S. Department of Transportation
Federal Highway Administration

NATIONAL PARK SERVICE

Maryland Department of Transportation

SHA State Highway Administration

Definition and Purpose

In recognition of the location of the Baltimore-Washington (B-W) Parkway within a complex and well developed area linking the urban areas of the Baltimore and Washington metropolitan regions, a study-area, corridor-focused travel demand forecasting model was developed and applied to the B-W Parkway Widening Feasibility Study. The purpose of this corridor-level travel demand forecasting model was to properly assess the effects of the potential for the widening of the B-W Parkway mainline upon the traffic operations of the B-W Parkway and its primary connecting roadways.

The B-W Parkway corridor overlaps the boundaries of the regional travel demand forecasting model areas as independently developed by two different entities: the Metropolitan Washington Council of Governments' (MWCOG) Transportation Planning Board (TPB) and the Baltimore Metropolitan Council's (BMC) Baltimore Regional Transportation Board (BRTB). These agencies are, respectively, the federally designated metropolitan planning organizations (MPOs) for the Washington and Baltimore regions. Both the MWCOG/TPB-developed regional model and the BMC/BRTB-developed regional model estimates travel on major facilities within and between Maryland counties such as Montgomery, Prince George's Counties, Howard and Anne Arundel Counties. But each model does not estimate travel patterns along a number of important secondary facilities within these counties. For example, the MWCOG/TPB-developed regional model does not estimate travel on secondary facilities in Howard and Anne Arundel Counties, and the BMC/BRTB-developed regional model does not estimate travel on secondary facilities in Montgomery and Prince Georges' Counties. Although various studies have been initiated to combine the models of these two entities, a final combined model for project-level use has yet to be developed.

For the Baltimore-Washington Parkway Widening Feasibility Study, it was decided that the MWCOG/TPB travel demand forecasting model would be the base, with selective enhancements to more accurately reflect the structure of the BMC/BRTP model in the northern portions of the Parkway corridor associated with Anne Arundel and Howard Counties. The resulting quasi-merger of these two adjacent regional scale travel demand forecasting models would allow for more detailed travel estimates to be prepared over the entire length of the B-W Parkway, and facilitate a better understanding of the travel demands generated by the planned improvements, including the BRAC activities at Fort Meade, on the overall operations of the corridor. MWCOG staff agreed to develop and calibrate their regional travel demand forecasting model for the purposes of this study to provide the base year (2005) and future year (2040) traffic volume estimates to be further examined by the members of the study team.

In the preparation of the future year (2040) travel demand forecasts, the currently projected population and employment forecasts for the two metropolitan areas were used in conjunction with the currently adopted, fiscally constrained long-range transportation plans for the two regions. With these factors being held constant, the MWCOG regional model's highway network characteristics were adjusted only for consideration of the following geometric changes to the Baltimore-Washington Parkway:

- The 2040 No-Build Option – continuation of the NPS portion of the Parkway cross section as it currently exists today, with a widening assumed for the SHA owned portion of the facility north of MD 175 to create a 6-lane mainline cross section.
- The 2040 Partial Build Option – the addition of a third northbound lane and a third southbound lane for the NPS owned portion of the Parkway between the interchange with the Capital Beltway (I-495/I-95) and MD 175.

- The 2040 Full Build Option – the addition of a third northbound lane and a third southbound lane for the entire NPS owned portion of the Parkway between the interchange with US Route 50 (New York Avenue) and the MD 175 interchange. Combined with the widened SHA portion of the Parkway north of MD 175, a consistent 6-lane mainline facility would be created between New York Avenue and the Baltimore Beltway.

The purpose of this report is to document the corridor-level travel demand model development, model calibration, and initial application process used by MWCOG staff to develop travel estimates for the Baltimore Washington Parkway Widening Feasibility Study. This information was provided by MWCOG staff to Federal Highway Administration Eastern Federal Lands Highway Division on April 22, 2011. The following pages, reproduced without change or the additional of any commentary, are the technical memorandum and supplemented information provided by MWCOG to FHWA at that time.

TASK 4: TRAFFIC AND TRAVEL DEMAND MODEL DEVELOPMENT

ATTACHMENT A

Baltimore-Washington Parkway Base Year (2005) Model Validation

National Capital Region Transportation Planning Board
777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4290 (202) 962-3310 Fax: (202) 962-3202 TDD: (202) 962-3213

M E M O R A N D U M

To: Files
From: Dusan Vuksan, Feng Xie, Yu Gao
Date: April 21, 2011
Subject: Baltimore-Washington Parkway Base Year (2005) Model Validation

BACKGROUND

Transportation Planning Board (TPB) staff used the Version 2.2 travel demand model based on the 2010 CLRP and Round 8.0 Cooperative Forecasts land use as the basis for this study. They reflect the latest planning assumptions adopted by the MWCOG/TPB Board for Air Quality Conformity Determination (November 2010). The TPB modeled area is depicted on Map 1.

This draft memorandum documents the MWCOG/TPB staff's validation work efforts for this study, which calls for the evaluation of two potential alternatives defined as follows:

- Alternative A (Full Build): A third through lane in each direction of travel along the Baltimore-Washington Parkway between New York Avenue and Baltimore Beltway

- Alternative B (Partial Build): A third through lane in each direction of travel along the Baltimore-Washington Parkway between the Washington Beltway and Baltimore Beltway

Additional direct access interchanges may be considered in build alternatives. Preliminary work scopes created by COG / TPB staff and FHWA staff are both attached.

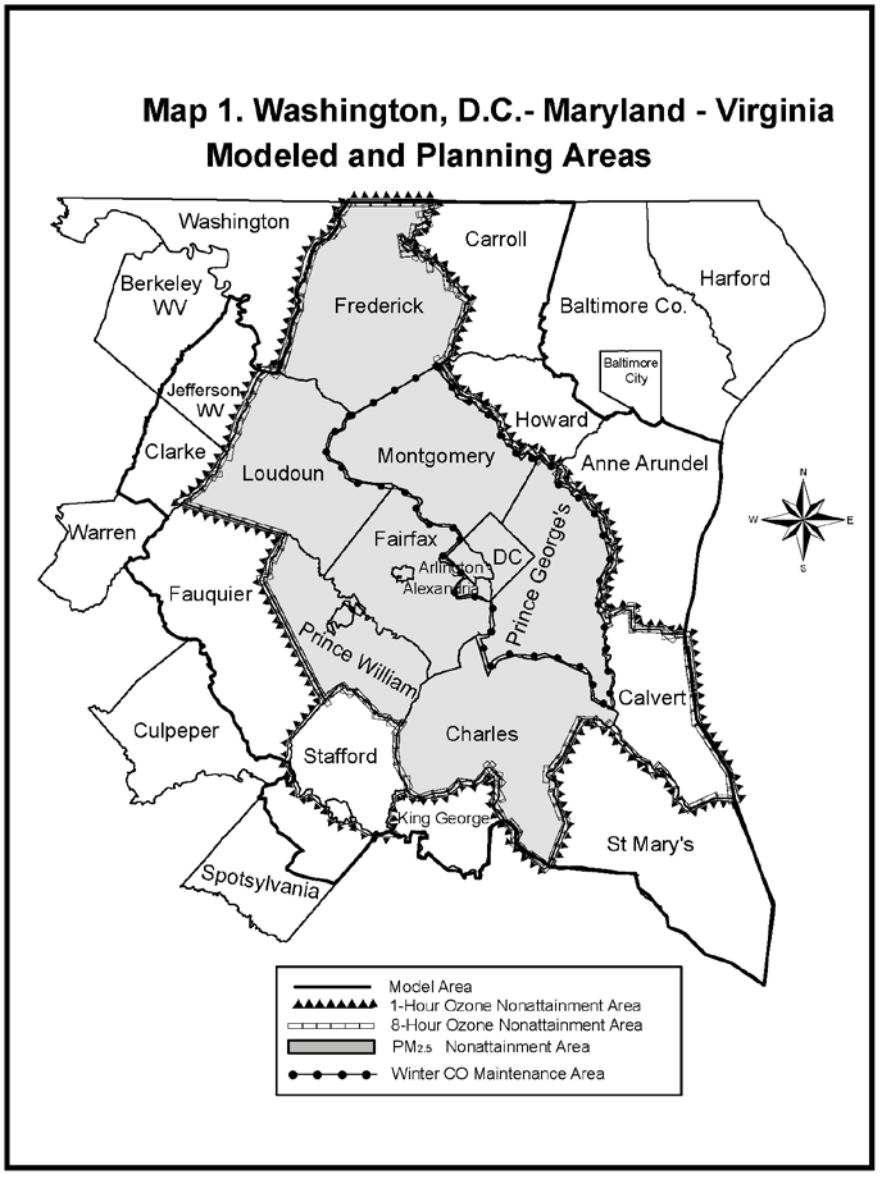
BASE YEAR (2005) MODEL VALIDATION

The basis for the validation network assumptions is the 2005 network based on the 2010 CLRP. The MWCOG/TPB model network, which was developed for regional travel demand forecasting applications, was selectively enhanced in the study area in order to add relevant detail and definition for a corridor study application, such as the Baltimore-Washington Parkway study.

As was originally identified in the MWCOG/TPB Preliminary Scope of Work proposal (dated November 18, 2010), parts of this project's study area are located outside of the MWCOG/TPB planning area and near the external stations of our modeled area in Anne

Arundel and Howard counties. In many of these outlying areas, transportation analysis zones are fairly large, a configuration that is acceptable for regional travel demand forecasting but may not be ideal for corridor level analyses. In light of the limited involvement of MWCOG/TPB in this project, the TAZ structure was not changed. Instead, network improvements related to the TAZs in the study area have been implemented to improve the model accuracy. These are:

- Centroid Connectors additions for the TAZs in the vicinity of the Baltimore-Washington Parkway,
- Roadways additions in Anne Arundel and Howard Counties
- Enhanced networks coding in the vicinity of the Fort Meade for better representation of local area access restrictions
- Enhanced network coding of local interchanges to account for every turning movement
- Area Type updates in the area just south of Baltimore Beltway.



Additional network revisions were implemented in the study area to more accurately represent the network in the study area. Using aerial photography, MWCOG/TPB staff added a significant level of network detail in the study area. The networks refinements were as follows:

- Updated freeway capacities, number of lanes, location of interchanges, and an interchange configuration along the Baltimore-Washington Parkway
- Revised link features for the intersecting roadways and other facilities in the study area
- Revised interchanges on the intersecting roadways beyond the Baltimore-Washington Parkway
- Additional roadways and centroid connectors
- Revised transit lines for compatibility with added nodes in the revised network.

Map 2 below highlights the links that have been revised/added in the study area.

Map 2. Baltimore Washington Pkwy. Study: 2005 Modeled Network Changes Relative to the 2005 Network, 2010 CLRP

While staff made every attempt to make all the necessary adjustments, in the interest of time, certain improvements were not implemented. Supplemental revisions that could be implemented in the future are:

- Zone boundary modifications
- Addition of all of the roadways in the study area, especially those not in the immediate vicinity of the Baltimore-Washington Parkway
- Interchange configuration revisions on all of the links
- Revision of external trips

VALIDATION RESULTS

Map 3 shows the locations of the five screenlines used for the model validation.

Map 3. Screenlines for Baltimore Washington Parkway Study

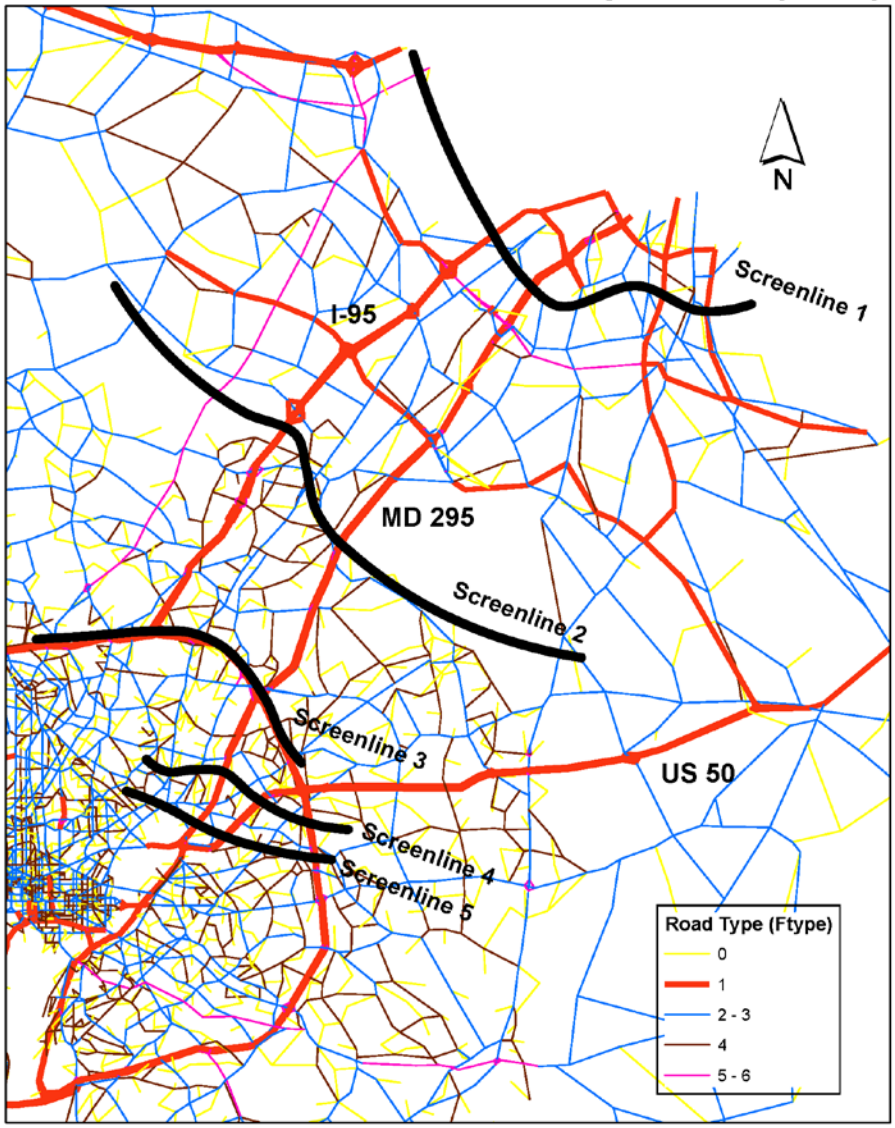


Table 1 shows the validation results for each of the five screenlines of Map 3. The table shows simulated traffic using both the standard CLRP network and the revised validation network specifically designed for the study ("Study Sim. Vol."). Simulated traffic on each of the screenlines validates very well against the observed data. The screenline validation improves slightly with added level of detail, especially on screenline four.

Table 1. Baltimore Washington Parkway Screenline Volumes in 2005; V2.2, 2010 CLRP

				2005 CLRP Sim. minus 2005 Obs.		2005 Study Sim. minus 2005 Obs.	
1. North of Dorsey Rd.	Obs. Vol.	CLRP Sim. Vol.	Study Sim. Vol.	Difference	% Difference	Difference	% Difference
Baltimore National Pike (US 40)	44	41	41	-3	-6.8%	-3	-6.8%
I-95	202	225	216	23	11.4%	14	6.9%
Montgomery Rd.	N/A	7	7	N/A	N/A	N/A	N/A
Baltimore Washington Blvd. (US 1)	32	23	15	-9	-28.1%	-17	-53.1%
Hanover Rd.	N/A	N/A	12	N/A	N/A	N/A	N/A
Baltimore Washington Parkway (MD 295)	94	96	95	2	2.1%	1	1.1%
Aviation Blvd. (MD 170)	34	22	26	-12	-35.3%	-8	-23.5%
Andover Rd.	24	14	18	-10	-41.7%	-6	-25.0%
Baltimore Annapolis Blvd.	18	30	12	12	66.7%	-6	-33.3%
I-97	114	88	139	-26	-22.8%	25	21.9%
Robert Crain Hwy. (MD 3)	20	3	0	-17	-85.0%	-20	-100.0%
Gov. Ritchie Hwy. (MD 2)	34	22	21	-12	-35.3%	-13	-38.2%
Arundel Expressway (MD 10)	60	85	65	25	41.7%	5	8.3%
Total	676	649	648	-27	-4.0%	-28	-4.1%

				2005 CLRP Sim. minus 2005 Obs.		2005 Study Sim. minus 2005 Obs.	
2. South of Patuxent Fwy. (MD 32)	Obs. Vol.	CLRP Sim. Vol.	Study Sim. Vol.	Difference	% Difference	Difference	% Difference
Clarksville Pike (MD 108)	14	30	30	16	114.3%	16	114.3%
Columbia Pike (US 29)	44	75	76	31	70.5%	32	72.7%
I-95	200	178	177	-22	-11.0%	-23	-11.5%
Brooklyn Bridge Rd.	N/A	4	3	N/A	N/A	N/A	N/A
Goman Ave.	38	42	45	4	10.5%	7	18.4%
Baltimore Washington Blvd. (US 1)	42	44	43	2	4.8%	1	2.4%
Laurel Bowie Rd. (MD 197)	30	44	44	14	46.7%	14	46.7%
Brock Bridge Rd.	N/A	2	2	N/A	N/A	N/A	N/A
Baltimore Washington Parkway (MD 295)	108	95	95	-13	-12.0%	-13	-12.0%
Robert Crain Hwy. (MD 3)	74	70	59	-4	-5.4%	-15	-20.3%
Total	550	578	569	28	5.1%	19	3.5%

				2005 CLRP Sim. minus 2005 Obs.		2005 Study Sim. minus 2005 Obs.	
3. North of Capital Beltway	Obs. Vol.	CLRP Sim. Vol.	Study Sim. Vol.	Difference	% Difference	Difference	% Difference
Columbia Pike (US 29)	58	80	78	22	37.9%	20	34.5%
West University Blvd. (MD 193)	42	73	73	31	73.8%	31	73.8%
New Hampshire Ave. (MD 650)	70	78	78	8	11.4%	8	11.4%
Riggs Rd.	N/A	23	23	N/A	N/A	N/A	N/A
I-95	202	172	172	-30	-14.9%	-30	-14.9%
Cherry Hill Rd.	N/A	6	6	N/A	N/A	N/A	N/A
Baltimore Ave. (US 1)	52	63	65	11	21.2%	13	25.0%
Rhode Island Ave.	N/A	3	3	N/A	N/A	N/A	N/A
Cherrywood Lane	12	1	1	-11	-91.7%	-11	-91.7%
Kenilworth Ave. (MD 201)	44	48	43	4	9.1%	-1	-2.3%
Greenbelt Rd. (MD 193)	56	48	48	-8	-14.3%	-8	-14.3%
Baltimore Washington Parkway (MD 295)	130	113	103	-17	-13.1%	-27	-20.8%
Greenbelt Rd. On Ramp	N/A	N/A	1	N/A	N/A	N/A	N/A
Good Luck Rd.	N/A	7	6	N/A	N/A	N/A	N/A
Annapolis Rd. (MD 450)	60	45	73	-15	-25.0%	13	21.7%
Total	726	721	734	-5	-0.7%	8	1.1%

				2005 CLRP Sim. minus 2005 Obs.		2005 Study Sim. minus 2005 Obs.	
4. South of East-West Hwy. (MD 410)	Obs. Vol.	CLRP Sim. Vol.	Study Sim. Vol.	Difference	% Difference	Difference	% Difference
Baltimore Ave. (US 1)	28	45	44	17	60.7%	16	57.1%
Kenilworth Ave. (MD 201)	42	31	30	-11	-26.2%	-12	-28.6%
Baltimore Washington Parkway (MD 295)	118	90	88	-28	-23.7%	-30	-25.4%
Annapolis Rd. (MD 450)	38	15	40	-23	-60.5%	2	5.3%
Cooper Lane	N/A	10	8	N/A	N/A	N/A	N/A
John Hanson Hwy (US 50)	82	83	81	1	1.2%	-1	-1.2%
Pennsy Dr.	N/A	7	7	N/A	N/A	N/A	N/A
Martin Luther King Jr. Hwy (MD 704)	34	51	48	17	50.0%	14	41.2%
Total	342	315	331	-27	-7.9%	-11	-3.2%

				2005 CLRP Sim. minus 2005 Obs.		2005 Study Sim. minus 2005 Obs.	
5. South of Landover Rd.	Obs. Vol.	CLRP Sim. Vol.	Study Sim. Vol.	Difference	% Difference	Difference	% Difference
Rhode Island Ave.	20	20	22	0	0.0%	2	10.0%
Bladensburg Rd.	24	41	39	17	70.8%	15	62.5%
Kenilworth Ave. (MD 201)	38	34	37	-4	-10.5%	-1	-2.6%
Baltimore Washington Parkway (MD 295)	122	104	95	-18	-14.8%	-27	-22.1%
Cheverly Ave.	12	15	15	3	25.0%	3	25.0%
John Hanson Hwy (US 50)	86	83	83	-3	-3.5%	-3	-3.5%
Martin Luther King Jr. Hwy (MD 704)	34	52	51	18	52.9%	17	50.0%
Total	336	349	342	13	3.9%	6	1.8%

The link-level validation on the Baltimore-Washington Parkway is not quite as good although it still can be acceptable for a regional model run.

Table 2. Baltimore Washington Parkway Volumes (000s) in 2005; V2.2, 2010 CLRP

			Sim. Vol. minus Obs. Vol.	
Location	Obs. Vol.	Sim. Vol.	Difference	% Difference
South of Baltimore Beltway	98	74	-24	-24.5%
South of Metropolitan Blvd. (I-195)	94	95	1	1.1%
South of MD 100	100	101	1	1.0%
South of Annapolis Rd. (MD 175)	88	89	1	1.1%
South of MD 32	92	94	2	2.2%
North of MD 197	108	95	-13	-12.0%
North of Powder Mill Rd.	122	108	-14	-11.5%
North of Greenbelt Rd. (MD 193)	112	95	-17	-15.2%
South of Capital Beltway	118	89	-29	-24.6%
South of East West Hwy. (MD 410)	118	88	-30	-25.4%
North of Landover Rd. (MD 202)	126	101	-25	-19.8%
North of New York Ave. (US 50)	122	95	-27	-22.1%

Table 2 shows simulated volumes and counts for the individual links on the Parkway. The key highlights of the table are:

- The best simulated-to-observed matches are found in the Fort Meade area, which is outside of the MWCOG/TPB planning area

- Simulated traffic on the Baltimore-Washington Parkway is typically under-estimated relative to the observed data by as much as 25% on one of the links.

- There is the perception that while the Baltimore-Washington Parkway carries fewer vehicles on an average weekday than what is observed, some of the parallel major arterials (i.e., MD 704, US 1, MD 450 and US 29) were found to carry more.

- It may appear that the capacity on the parkway would need to be increased at most locations to get a better assignment. It is noteworthy that the model performs best when the capacity is set to 1,600 veh/lane/hr in the vicinity of Fort Meade reflecting a higher zonal density. Capacity per lane per hour along the corridor is mainly set at 1,800 veh/lane/hr although freeway capacities fluctuate with changing area types/densities with a minimum at 1,600 and a maximum at 2,000 veh/lane/hr.

Link-level capacities on parkway can be manually adjusted, but doing so may lead to inconsistencies. Mainly, these capacities would need to be adjusted on some segments but not on others where the assignment is currently as good as it can possibly get (the Fort Meade example above). Similarly, making significant changes to freeway capacity

on the Baltimore-Washington Parkway but not on the other nearby freeways may also lead to additional assignment inconsistencies.

CONCLUSIONS

1. The model validates well for the study area using the official Version 2.2 model

2. The addition of network detail further improved model validation at the screenline level.

3. The refined networks in the study area containing additional roadways and added detail should result in more accurate "post-processing" outputs.

4. Upon request by the study team, select input parameters such as freeway capacities could be changed and further network revisions could be implemented to accommodate specific analyses needs.

Attachments:

Preliminary Scope of Work and Budget by MWCOG/TPB (dated November 18, 2010)
Preliminary Draft Scope of Work by FHWA/EFLHD

TASK 4: TRAFFIC AND TRAVEL DEMAND MODEL DEVELOPMENT

ATTACHMENT B

Baltimore-Washington Parkway Base Year (2040) Model Validation

National Capital Region Transportation Planning Board
777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4290 (202) 962-3310 Fax: (202) 962-3202 TDD: (202) 962-3213

May 6, 2011

Mr. Lewis G. Grimm
FHWA, Eastern Federal Lands Highway Division
21400 Ridgetop Circle
Sterling, VA 20166

Re: Transmittal of the 2040 No Build Model Validation Files for the Baltimore-Washington Parkway Feasibility Study

Dear Mr. Grimm:

This transmittal letter accompanies the 2040 No Build model validation files for the Baltimore-Washington Parkway Feasibility Study. The Version 2.2 travel demand data are based on the 2010 Constrained Long Range Plan and Round 8.0 Cooperative Forecasts and the specific study-area network enhancements. As agreed upon at the April 21, 2011 Study Team meeting, the following 2040 No Build modeling files have been uploaded to the PB's FTP site:

- "I6AM.VTT" (AM peak vehicle trip table),
- "I6PM.VTT" (PM peak vehicle trip table),
- "I6OP.VTT" (Off-peak vehicle trip table), and
- "I6HWY.NET" (final loaded network).

Each time-of-day vehicle trip table file above contains the following five tables:

1. Single Occupant Vehicles,
2. 2 Occupant Vehicles,
3. 3+ Occupant Vehicles,
4. Trucks, and
5. Airport Passenger Trips.

Simulated volume differences based on the standard four-step model runs are summarized in Tables 1 and 2 in the back. Map 1 shows the location of screenlines. The comparisons show that relative to the 2005 simulated data, simulated volumes grow more substantially in the northern part of the study area where the Baltimore-Washington Parkway has been expanded (additional lane between MD 100 and Baltimore Beltway and a new direct access interchange at Hanover Road). In Prince George's County, screenline volumes grow at a much lower rate.

Please feel free to contact me at (202) 962-3279 or dvuksan@mwcog.org if you have any questions concerning this transmittal.

Sincerely,

Dusan Vuksan
Senior Transportation Engineer

Attachments: Map 1
Tables 1-2

CC: Ms. Elena Constantine, MWCOG / TPB
Ms. Greer Johnson Gillis, PB
Mr. Jack Van Dop, FHWA

Map 1. Screenlines for Baltimore Washington Parkway Study

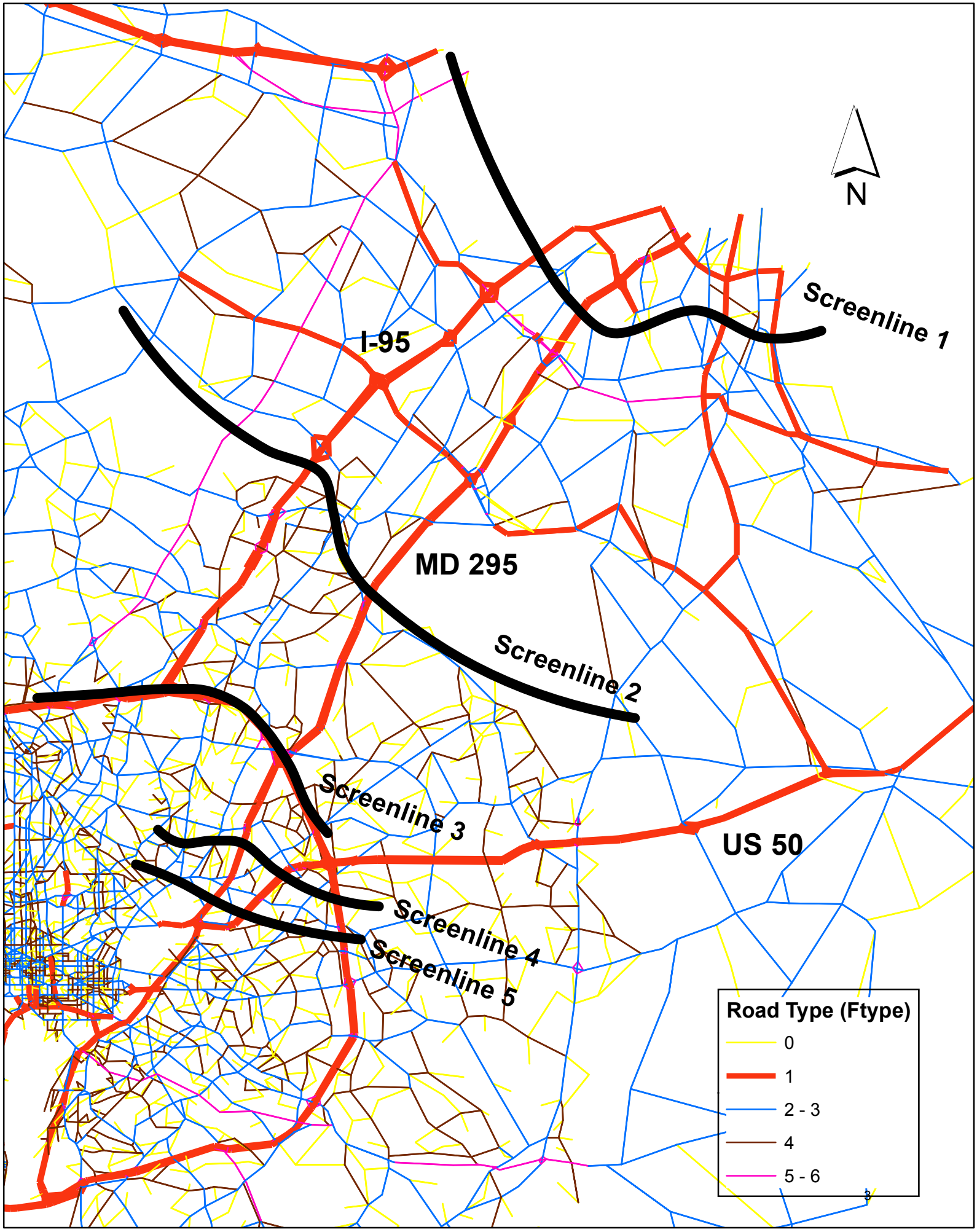


Table 1. Baltimore Washington Parkway Screenline Volumes; V2.2, 2010 CLRP

			2040 NB Sim. minus 2005 Sim.	
1. North of Dorsey Rd.	**2005 Sim. Vol.**	**2040 NB Sim. Vol.**	**Difference**	**% Difference**
Baltimore National Pike (US 40)	41	60	19	46.3%
I-95	216	292	76	35.2%
Montgomery Rd.	7	14	7	100.0%
Baltimore Washington Blvd. (US 1)	15	26	11	73.3%
Hanover Rd.	12	17	5	41.7%
Baltimore Washington Parkway (MD 295)	95	114	19	20.0%
Aviation Blvd. (MD 170)	26	55	29	111.5%
Andover Rd.	18	26	8	44.4%
Baltimore Annapolis Blvd.	12	21	9	75.0%
I-97	139	145	6	4.3%
Robert Crain Hwy. (MD 3)	0	3	3	N/A
Gov. Ritchie Hwy. (MD 2)	21	36	15	71.4%
Arundel Expressway (MD 10)	65	92	27	41.5%
Total	648	870	222	34.3%

			2040 NB Sim. minus 2005 Sim.	
2. South of Patuxent Fwy. (MD 32)	**2005 Sim. Vol.**	**2040 NB Sim. Vol.**	**Difference**	**% Difference**
Clarksville Pike (MD 108)	30	33	3	10.0%
Columbia Pike (US 29)	76	115	39	51.3%
I-95	177	225	48	27.1%
Brooklyn Bridge Rd.	3	6	3	100.0%
Goman Ave.	45	57	12	26.7%
Baltimore Washington Blvd. (US 1)	43	49	6	14.0%
Laurel Bowie Rd. (MD 197)	44	48	4	9.1%
Brock Bridge Rd.	2	4	2	100.0%
Baltimore Washington Parkway (MD 295)	95	99	4	4.2%
Robert Crain Hwy. (MD 3)	59	81	22	37.3%
Total	569	707	138	24.3%

			2040 NB Sim. minus 2005 Sim.	
3. North of Capital Beltway	**2005 Sim. Vol.**	**2040 NB Sim. Vol.**	**Difference**	**% Difference**
Columbia Pike (US 29)	78	83	5	6.4%
West University Blvd. (MD 193)	73	78	5	6.8%
New Hampshire Ave. (MD 650)	78	67	-11	-14.1%
Riggs Rd.	23	27	4	17.4%
I-95	172	187	15	8.7%
Cherry Hill Rd.	6	30	24	400.0%
Baltimore Ave. (US 1)	65	73	8	12.3%
Rhode Island Ave.	3	6	3	100.0%
Cherrywood Lane	1	2	1	100.0%
Kenilworth Ave. (MD 201)	43	45	2	4.7%
Greenbelt Rd. (MD 193)	48	57	9	18.8%
Baltimore Washington Parkway (MD 295)	103	101	-2	-1.9%
Greenbelt Rd. On Ramp	1	1	0	0.0%
Good Luck Rd.	6	10	4	66.7%
Annapolis Rd. (MD 450)	73	77	4	5.5%
Total	734	770	36	4.9%

			2040 NB Sim. minus 2005 Sim.	
4. South of East-West Hwy. (MD 410)	**2005 Sim. Vol.**	**2040 NB Sim. Vol.**	**Difference**	**% Difference**
Baltimore Ave. (US 1)	44	47	3	6.8%
Kenilworth Ave. (MD 201)	30	30	0	0.0%
Baltimore Washington Parkway (MD 295)	88	89	1	1.1%
Annapolis Rd. (MD 450)	40	47	7	17.5%
Cooper Lane	8	8	0	0.0%
John Hanson Hwy (US 50)	81	87	6	7.4%
Pennsy Dr.	7	7	0	0.0%
Martin Luther King Jr. Hwy (MD 704)	48	56	8	16.7%
Total	331	356	25	7.6%

			2040 NB Sim. minus 2005 Sim.	
5. South of Landover Rd.	**2005 Sim. Vol.**	**2040 NB Sim. Vol.**	**Difference**	**% Difference**
Rhode Island Ave.	22	28	6	27.3%
Bladensburg Rd.	39	45	6	15.4%
Kenilworth Ave. (MD 201)	37	41	4	10.8%
Baltimore Washington Parkway (MD 295)	95	99	4	4.2%
Cheverly Ave.	15	15	0	0.0%
John Hanson Hwy (US 50)	83	93	10	12.0%
Martin Luther King Jr. Hwy (MD 704)	51	57	6	11.8%
Total	342	378	36	10.5%

Table 2. Baltimore Washington Parkway Volumes (000s); V2.2, 2010 CLRP

			2040 NB Sim. minus 2005 Sim.	
Location	**2005 Sim. Vol.**	**2040 NB Sim. Vol.**	**Difference**	**% Difference**
South of Baltimore Beltway	74	109	35	47.3%
South of Metropolitan Blvd. (I-195)	95	114	19	20.0%
South of MD 100	101	111	10	9.9%
South of Annapolis Rd. (MD 175)	89	92	3	3.4%
South of MD 32	94	97	3	3.2%
North of MD 197	95	99	4	4.2%
North of Powder Mill Rd.	108	111	3	2.8%
North of Greenbelt Rd. (MD 193)	95	96	1	1.1%
South of Capital Beltway	89	88	-1	-1.1%
South of East West Hwy. (MD 410)	88	89	1	1.1%
North of Landover Rd. (MD 202)	101	102	1	1.0%
North of New York Ave. (US 50)	95	99	4	4.2%

National Capital Region Transportation Planning Board

777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4290 (202) 962-3310 Fax: (202) 962-3202 TDD: (202) 962-3213

May 11, 2011

Mr. Lewis G. Grimm
FHWA, Eastern Federal Lands Highway Division
21400 Ridgetop Circle
Sterling, VA 20166

Re: Transmittal of the 2040 Partial and Full Build Files for the Baltimore-Washington Parkway Feasibility Study

Dear Mr. Grimm:

This transmittal letter accompanies the 2040 Partial and Full Build model files for the Baltimore-Washington Parkway Feasibility Study. The Version 2.2 travel demand data for the two build alternatives are based on the 2010 Constrained Long Range Plan and Round 8.0 Cooperative Forecasts, the specific study-area network enhancements, and the alternative-specific improvements.

Relative to the No Build, the two modeled build alternatives have been defined as follows:

- Alternative A (Full Build): A third through lane in each direction of travel along the Baltimore-Washington Parkway between New York Avenue and Baltimore Beltway

- Alternative B (Partial Build): A third through lane in each direction of travel along the Baltimore-Washington Parkway between the Washington Beltway and Baltimore Beltway

As agreed upon at the April 21, 2011 Study Team meeting, the following 2040 No Build modeling files have been uploaded to the PB's FTP site for each alternative:

- "I6AM.VTT" (AM peak vehicle trip table),
- "I6PM.VTT" (PM peak vehicle trip table),
- "I6OP.VTT" (Off-peak vehicle trip table), and
- "I6HWY.NET" (final loaded network).

Each time-of-day vehicle trip table file above contains the following five tables:

1. Single Occupant Vehicles,
2. 2 Occupant Vehicles,
3. 3+ Occupant Vehicles,
4. Trucks, and
5. Airport Passenger Trips.

Simulated volume differences (AAWDT) based on the standard four-step model runs are summarized in Tables 1 and 2 in the back. Map 1 shows the location of screenlines. The

comparisons show that relative to the No Build, simulated volumes increase across the screenlines and on the Baltimore-Washington Parkway in the areas where the improvements have been made. As the Full Build alternative assumes the highest number of lane miles on the Baltimore-Washington Parkway, it also shows the greatest volume increases throughout the study area.

Please feel free to contact me at (202) 962-3279 or dvuksan@mwcog.org if you have any questions concerning this transmittal.

Sincerely,

Dusan Vuksan
Senior Transportation Engineer

Attachments: Map 1
Tables 1-2

CC: Ms. Elena Constantine, MWCOG / TPB
Ms. Greer Johnson Gillis, PB
Mr. Subrat Mahapatra, MD SHA
Mr. Charles Borders, NPS
Mr. Jack Van Dop, FHWA

Map 1. Screenlines for Baltimore Washington Parkway Study

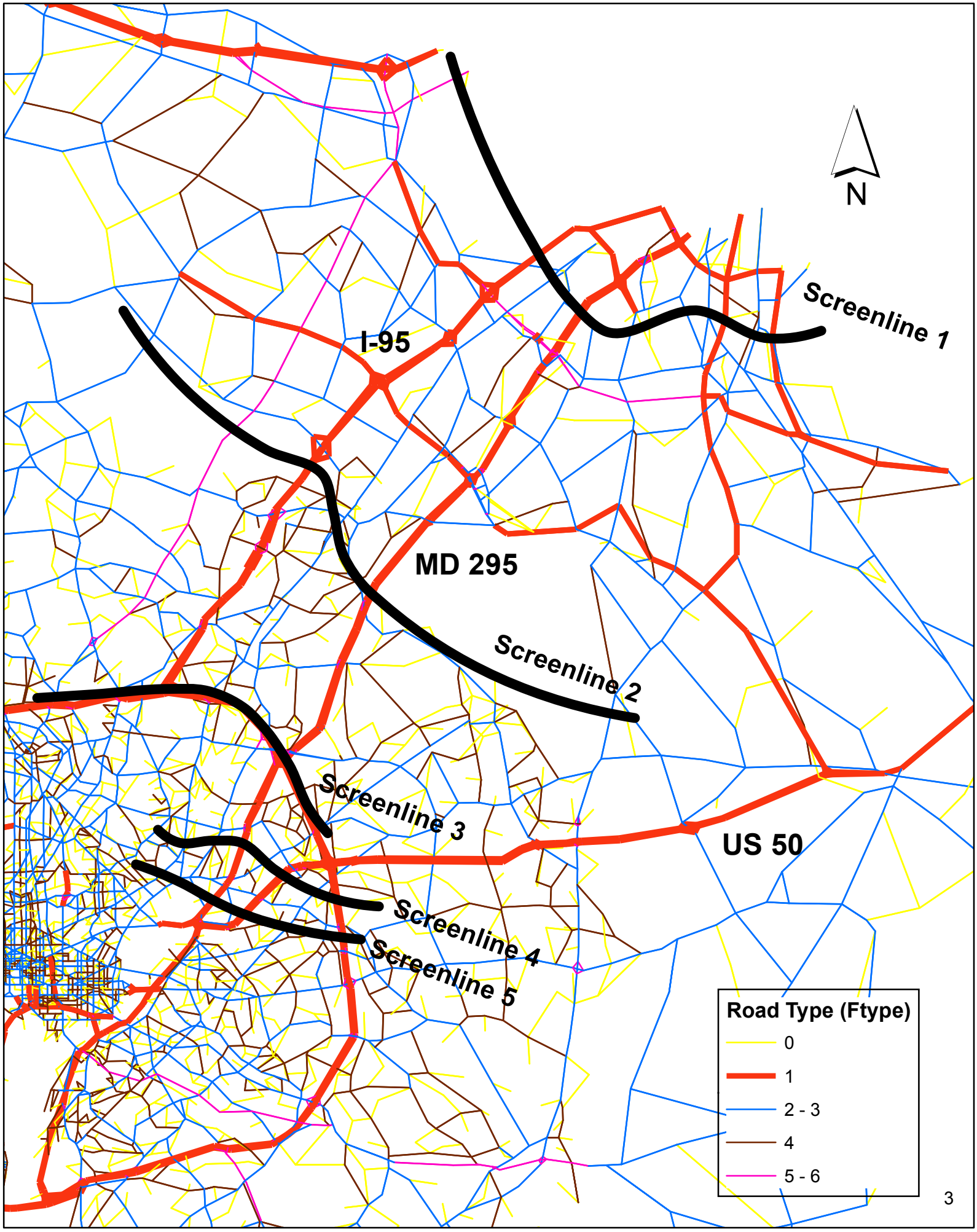


Table 1. Baltimore Washington Parkway Screenline Volumes; V2.2, 2010 CLRP

				2040 Partial Build minus 2040 No Build		2040 Full Build minus 2040 No Build	
1. North of Dorsey Rd.	**2040 No Build Sim. Vol.**	**2040 Partial Build Sim. Vol.**	**2040 Full Build Sim. Vol.**	**Difference**	**% Difference**	**Difference**	**% Difference**
Baltimore National Pike (US 40)	60	60	60	0	0.0%	0	0.0%
I-95	292	290	290	-2	-0.7%	-2	-0.7%
Montgomery Rd.*	14	14	14	0	0.0%	0	0.0%
Baltimore Washington Blvd. (US 1)	26	25	25	-1	-3.8%	-1	-3.8%
Hanover Rd.*	17	17	17	0	0.0%	0	0.0%
Baltimore Washington Parkway (MD 295)	114	120	120	6	5.3%	6	5.3%
Aviation Blvd. (MD 170)	55	55	55	0	0.0%	0	0.0%
Andover Rd.	26	27	27	1	3.8%	1	3.8%
Baltimore Annapolis Blvd.	21	20	20	-1	-4.8%	-1	-4.8%
I-97	145	144	144	-1	-0.7%	-1	-0.7%
Robert Crain Hwy. (MD 3)	3	3	3	0	0.0%	0	0.0%
Gov. Ritchie Hwy. (MD 2)	36	36	36	0	0.0%	0	0.0%
Arundel Expressway (MD 10)	92	92	92	0	0.0%	0	0.0%
Total	870	872	872	2	0.2%	2	0.2%

Note:* Base-year count unavailable; Sim. Volume excluded from the total

				2040 Partial Build minus 2040 No Build		2040 Full Build minus 2040 No Build	
2. South of Patuxent Fwy. (MD 32)	**2040 No Build Sim. Vol.**	**2040 Partial Build Sim. Vol.**	**2040 Full Build Sim. Vol.**	**Difference**	**% Difference**	**Difference**	**% Difference**
Clarksville Pike (MD 108)	33	32	32	-1	-3.0%	-1	-3.0%
Columbia Pike (US 29)	115	113	113	-2	-1.7%	-2	-1.7%
I-95	225	223	223	-2	-0.9%	-2	-0.9%
Brooklyn Bridge Rd.*	6	6	6	0	0.0%	0	0.0%
Goman Ave.	57	57	57	0	0.0%	0	0.0%
Baltimore Washington Blvd. (US 1)	49	47	47	-2	-4.1%	-2	-4.1%
Laurel Bowie Rd. (MD 197)	48	46	46	-2	-4.2%	-2	-4.2%
Brock Bridge Rd.*	4	4	4	0	0.0%	0	0.0%
Baltimore Washington Parkway (MD 295)	99	144	145	45	45.5%	46	46.5%
Robert Crain Hwy. (MD 3)	81	78	78	-3	-3.7%	-3	-3.7%
Total	707	740	741	33	4.7%	34	4.8%

Note:* Base-year count unavailable; Sim. Volume excluded from the total

3. North of Capital Beltway	2040 No Build Sim. Vol.	2040 Partial Build Sim. Vol.	2040 Full Build Sim. Vol.	2040 Partial Build minus 2040 No Build		2040 Full Build minus 2040 No Build	
				Difference	% Difference	Difference	% Difference
Columbia Pike (US 29)	83	83	83	0	0.0%	0	0.0%
West University Blvd. (MD 193)	78	78	78	0	0.0%	0	0.0%
New Hampshire Ave. (MD 650)	67	67	67	0	0.0%	0	0.0%
Riggs Rd.*	27	27	27	0	0.0%	0	0.0%
I-95	187	184	185	-3	-1.6%	-2	-1.1%
Cherry Hill Rd.*	30	28	30	-2	-6.7%	0	0.0%
Baltimore Ave. (US 1)	73	71	72	-2	-2.7%	-1	-1.4%
Rhode Island Ave.*	6	6	6	0	0.0%	0	0.0%
Cherrywood Lane	2	2	2	0	0.0%	0	0.0%
Kenilworth Ave. (MD 201)	45	43	44	-2	-4.4%	-1	-2.2%
Greenbelt Rd. (MD 193)	57	61	59	4	7.0%	2	3.5%
Baltimore Washington Parkway (MD 295)	101	128	138	27	26.7%	37	36.6%
Greenbelt Rd. On Ramp*	1	1	2	0	0.0%	1	100.0%
Good Luck Rd.*	10	10	10	0	0.0%	0	0.0%
Annapolis Rd. (MD 450)	77	77	77	0	0.0%	0	0.0%
Total	770	794	805	24	3.1%	35	4.5%

Note:* Base-year count unavailable; Sim. Volume excluded from the total

4. South of East-West Hwy. (MD 410)	2040 No Build Sim. Vol.	2040 Partial Build Sim. Vol.	2040 Full Build Sim. Vol.	2040 Partial Build minus 2040 No Build		2040 Full Build minus 2040 No Build	
				Difference	% Difference	Difference	% Difference
Baltimore Ave. (US 1)	47	48	46	1	2.1%	-1	-2.1%
Kenilworth Ave. (MD 201)	30	30	28	0	0.0%	-2	-6.7%
Baltimore Washington Parkway (MD 295)	89	91	122	2	2.2%	33	37.1%
Annapolis Rd. (MD 450)	47	46	46	-1	-2.1%	-1	-2.1%
Cooper Lane*	8	8	8	0	0.0%	0	0.0%
John Hanson Hwy (US 50)	87	87	85	0	0.0%	-2	-2.3%
Pennsy Dr.*	7	7	7	0	0.0%	0	0.0%
Martin Luther King Jr. Hwy (MD 704)	56	56	54	0	0.0%	-2	-3.6%
Total	356	358	381	2	0.6%	25	7.0%

Note:* Base-year count unavailable; Sim. Volume excluded from the total

5. South of Landover Rd.	2040 No Build Sim. Vol.	2040 Partial Build Sim. Vol.	2040 Full Build Sim. Vol.	2040 Partial Build minus 2040 No Build		2040 Full Build minus 2040 No Build	
				Difference	% Difference	Difference	% Difference
Rhode Island Ave.	28	28	28	0	0.0%	0	0.0%
Bladensburg Rd.	45	45	46	0	0.0%	1	2.2%
Kenilworth Ave. (MD 201)	41	41	39	0	0.0%	-2	-4.9%
Baltimore Washington Parkway (MD 295)	99	100	108	1	1.0%	9	9.1%
Cheverly Ave.	15	15	16	0	0.0%	1	6.7%
John Hanson Hwy (US 50)	93	92	92	-1	-1.1%	-1	-1.1%
Martin Luther King Jr. Hwy (MD 704)	57	57	57	0	0.0%	0	0.0%
Total	378	378	386	0	0.0%	8	2.1%

Table 2. Baltimore Washington Parkway Simulated Volumes (000s); V2.2, 2010 CLRP

				2040 Partial Build minus 2040 No Build		2040 Full Build minus 2040 No Build	
Location	2040 No Build Sim. Vol.	2040 Partial Build Sim. Vol.	2040 Full Build Sim. Vol.	Difference	% Difference	Difference	% Difference
South of Baltimore Beltway	109	110	111	1	0.9%	2	1.8%
South of Metropolitan Blvd. (I-195)	114	120	120	6	5.3%	6	5.3%
South of MD 100	111	124	124	13	11.7%	13	11.7%
South of Annapolis Rd. (MD 175)	92	131	131	39	42.4%	39	42.4%
South of MD 32	97	142	142	45	46.4%	45	46.4%
North of MD 197	99	144	145	45	45.5%	46	46.5%
North of Powder Mill Rd.	111	157	159	46	41.4%	48	43.2%
North of Greenbelt Rd. (MD 193)	96	138	141	42	43.8%	45	46.9%
South of Capital Beltway	88	91	127	3	3.4%	39	44.3%
South of East West Hwy. (MD 410)	89	91	122	2	2.2%	33	37.1%
North of Landover Rd. (MD 202)	102	104	119	2	2.0%	17	16.7%
North of New York Ave. (US 50)	99	100	108	1	1.0%	9	9.1%

Appendix F - Alternatives Development Technical Report

Baltimore-Washington Parkway Feasibility Study

TASK 5: ALTERNATIVES DEVELOPMENT

TECHNICAL REPORT | JANUARY 2012

Photo by: Adam Elmquist


Photo from NPS website

Photo by: Alex Nitzman

Baltimore-Washington Parkway
WIDENING FEASIBILITY STUDY

U.S. Department of Transportation
Federal Highway Administration

NATIONAL PARK SERVICE

Maryland Department of Transportation

SHA State Highway Administration

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Definition and Purpose 3
Project Background 3
Study Methodology and Key Input 5
Proposed No-Build and Build Alternatives 8
Alternatives Selected for Further Study and Analysis 11
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Definition and Purpose

The alternatives development process is a critical step in the feasibility study. It involved an interactive and interdisciplinary approach for identifying, screening, and evaluating alternatives for the potential widening of the B-W Parkway.

The purpose of this task technical report is to describe the processes used during the initial identification and preliminary screening of the widening alternatives. This report opens with a review of the study goals and objectives, and includes descriptions of the study area and existing roadway conditions. This information is presented to familiarize readers with the environmental and physical layout of the B-W Parkway corridor. Also included in the report is a discussion of the potential safety issues and roadway deficiencies identified in the corridor, as well as a discussion involving general traffic observations and stakeholder input that were used in the alternatives development. This report concludes with the preliminary screening of alternatives and a discussion of next steps for the alternatives analyses and evaluation being carried forward in Task 6.

Project Background

Project Goals and Objectives

Based on the direction provided in the House Report 110-238 which accompanied the Transportation, Housing and Urban Development, and Related Agencies Appropriations Act, FY2008, the Federal Highway Administration's Office of Eastern Federal Lands Highways is working with the National Park Service and the Maryland State Highway Administration to examine the feasibility of adding a third northbound and a third southbound general purpose travel lane for the B-W Parkway from the Baltimore Beltway (I-695) to the New York Avenue/U.S. Route 50 interchange.

The primary objective of this study is to assess the feasibility of increasing the Parkway's vehicular carrying capacity within the Parkway's historic and legislative context. The legislation also requests that this feasibility study include an assessment of the impact of the Base Realignment and Closure process on traffic throughout the B-W Parkway corridor between Baltimore, Maryland, and Washington, DC.

Description of Study Area

The study area covers approximately 247 square miles (157,982 acres). Figure 1 shows the generally defined study area boundaries of I-695 to the north; New York Ave/U.S. Route 50 to the south; MD Route 3 and Interstate 97 to the east; and Interstate 95 to the west.

Land uses in the study area include a combination of residential, commercial and institutional areas. There is a concentration of residential areas located south of MD 193 in the communities of Greenbelt, Cheverly and East Riverdale. North of MD 193 there are clusters of residential areas located near the interchanges of MD 197, MD 198, and MD 175 in the communities of Laurel, Maryland City, Columbia, and Fort Meade.

The study area includes a diverse mix of large federal and state-owned properties. The Beltsville Agricultural Research Center property covers approximately 10 square miles (6,459 acres), while the Patuxent Wildlife Research Center covers approximately 20 square miles (12,781 acres). Also included

are NASA's Goddard Space Flight Center, Fort Meade and the headquarters of the National Security Agency. Major state owned properties in the study area include the University of Maryland at College Park, Bowie State University, and the Jessup Correctional Institution.

There are several forest areas located throughout the corridor including the Baltimore-Washington Parkway itself, Greenbelt Park and the Anacostia River Park, all of which are owned and administered by the National Park Service. Additionally, the USDA's Beltsville Agricultural Research Center, The USFWS Patuxent Wildlife Research Center, and NASA's Goddard Space Flight Center are designated as forest areas.

The study area is considered an environmentally sensitive area. There are three major river crossings identified along the Corridor: the Patuxent River, Little Patuxent River, and Patapsco River. Plus, there is an abundance of unnamed streams and related floodplains associated with the watersheds of these principal rivers. The study area also includes five defined Sensitive Species Areas and 14 wetlands.

The B-W Parkway and the Greenbelt National Register Historic District are both listed on the National Register of Historic Places. A total of six sites within the defined study area have been identified as being eligible for listing on the National Register of Historic Places. These sites are: Fort Lincoln Cemetery; Beltsville Agricultural Research Center; Beltsville Agricultural Research Center (Building #510); the DC Children's Center – Forest Haven District; Clark/Vogel House and Sachs Residence. Finally, there are 11 sites listed on the Maryland Inventory of Historic Places. These sites are listed below.

- DC Boundary Marker NE #8
- Cheverly Historic Community
- Crawford's Adventure Spring
- Cronmiller Outbuilding
- Jessup Survey District
- M. Bannon House
- Race Road House
- Matthias Harman House
- Andrew Harman Cemetery
- Patapsco State Park
- Summerfield Benson House

Within the study area, there are 151 public and private schools; 34 fire stations and 20 police stations, as well as 17 libraries that serve the various communities. In addition, there are 131 parks and recreational facilities in the study area.

Existing Roadway Configuration

With regards to ownership and maintenance, the National Park Service owns the section of the B-W Parkway from New York Avenue/U.S. Route 50 to MD 175. The NPS section of the B-W Parkway is generally a four-lane, limited access cross section with two general use lanes in each direction, separated by a variable width median. A six-lane cross section with three lanes in each direction occurs between the U.S. Route 50 and MD 450 interchanges and for a short segment between the Capital Beltway (I-95/I-495) and MD 193 interchanges. Commercial vehicles, including trucks, are prohibited from use of the NPS section of the B-W Parkway.

The B-W Parkway is owned and operated by Maryland SHA between the Baltimore City limit and MD 175. The Maryland SHA-owned section of the Parkway is designated as MD Route 295 and varies between a four-lane and a six-lane section between the MD 175 and I-695 interchanges. The section

between MD 175 and MD 100 is currently three lanes in each direction and no widening improvements are proposed at this time. However, a project planning study is underway by SHA for a section of MD 175 between MD 295 and MD 170. The study will identify traffic flow improvements on MD 175 and is likely to include modifications to the interchange at MD 295 and MD 175.

The Maryland SHA section of the Parkway between MD 100 and I-195 is currently a four lane section. However, Maryland SHA recently completed a project planning study which recommended the widening of MD 295 from a four-lane roadway to a six-lane roadway with three through lanes in each direction from MD 100 to I-195. The additional width would be constructed within the median of MD 295. This study also recommended the construction of a new interchange at MD 295 and Hanover Road and improvements to Hanover Road from the CSX railroad tracks to MD 170.

The SHA section of the Parkway between I-195 and I-695 is currently under construction and nearing completion. Construction includes widening MD 295 from a four-lane roadway to a six-lane roadway with three through lanes in each direction. The additional lane is constructed within the median of MD 295 in each direction. The new northbound lane has already been opened to traffic. However, the new southbound lane will not open until the median work is complete in early 2012.

Study Methodology and Key Input

The alternatives development process consists of the following steps:

1) Review of background Information;
2) Determination of roadway deficiencies; existing and projected traffic operational performance; and environmental, transportation, land-use, demographics and community features using information from the Existing Conditions report;
3) Identification of reasonable range of alternatives from stakeholder input;
4) Preliminary screening of highway alternatives based on criteria that addresses environmental, transportation and physical design factors; and
5) Selection of widening options for further development.

The Consultant team solicited stakeholder input to identify a reasonable range of highway-oriented physical and operational improvement alternatives for B-W Parkway corridor. Alternatives were selected based on their ability to address the project goals and objectives for both current and future year (2040) conditions. Participants were asked their thoughts on widening options, interchange consolidations and reconfigurations and ramp modifications that improve operations.

Study Limitations

The scope of work for this study is limited to only an examination of the feasibility of adding a third general purpose travel lane in each direction to the Parkway from U.S. Route 50 (New York Avenue) to the Baltimore Beltway (I-695). Not under consideration as part of this feasibility study are any analyses of the potential for high occupancy vehicle lanes, bus-only lanes or bus rapid transit lanes, electronic toll lanes or high occupancy toll lanes, or other fixed guideway transit options. This feasibility study is not a part of the National Environmental Policy Act process so a full range of multi-modal improvements are not included in this study. However, should a decision be made that the study be carried forward, these modes and a variety of other options would need to be evaluated.

Avoidance alternatives are those that entirely avoid the use of Section 4(f) properties. The identification and evaluation of avoidance alternatives is not included in this feasibility study. By definition, the use of any NPS-owned properties such as the B-W Parkway itself, would require the conduct of a formal Section 4(f) assessment. Should the study advance into the formal National Environmental Policy Act process, then a Section 4(f) evaluation will be required. The study, however, includes a No-Build Alternative, that is used as a comparison with the Build Options as part of the traffic operational analysis.

Stakeholder Input

The methodology used to develop the alternatives involved the collection of input from key stakeholders who live, work, travel, and visit in the B-W Parkway corridor. Key stakeholders include:

- Members of the general public;
- Community groups and local residents;
- Daily commuters;
- Businesses and employees;
- Technical Advisory Committee members;
- Maryland State Highway Administration;
- National Park Service; and
- Interagency group members.

During Public Meeting #1 in July 2011, participants were asked to assemble into small groups with aerial mapping, tracing paper, and markers and "sketch out" ideas for possible solutions. What resulted from the meeting was a list of ideas for consideration that were carried forth in the alternatives development. Ideas and input were also collected from TAC members and the consultant team through internal meetings. Ideas identified during these meetings included, but were not limited to, the following:

- Public transportation is a better alternative.
- Make MD295 look more like a parkway.
- Consider all multi-modal options (high occupancy vehicle, bus rapid transit, public transportation)
- Minimize impacts on other federal properties.
- Consider not only vehicle but also person throughput on the Corridor.
- Maintain limited access nature of the Parkway

Public input that was used as consideration in the alternatives development included the following:

- Widen to the inside versus the outside as outside widening has the potential to impact homes and more trees.
- MD 410/Riverdale Road: Improvements at the interchange including longer access lanes.
- I-495: Better merge and exit lanes.
- MD 197: More highway width and improve traffic flow at the interchange, mainly in the southbound direction.

Potential Safety Issues and Roadway Deficiencies

The scope of this feasibility study did not include a detailed safety analysis or interchange operational analysis. However, through a review of as-built roadway plans, stakeholder comments, aerial photography, photos and field observations of the study area, the team has identified some potential concerns that would require further study if this work advances further in the project development process.

In general, the B-W Parkway corridor meets applicable geometric standards and guidelines for limited access highways. The following areas of concern have been identified as potential topics for additional examination:

- Tight radii on loop ramps will present challenges for outside widening.
- Southbound B-W Parkway On-ramp at MD 197 acceleration area was identified as a concern during public meetings. However, the acceleration lane meets standards and this area may need further operational analysis in future studies.
- Northbound B-W Parkway Off-ramp at MD 197 was identified at the public meeting as an area where the queuing backs onto the Parkway. This issue will require further operational analysis of the intersection in future studies.
- Northbound B-W Parkway off-ramp at Riverdale Road was identified at the public meeting as an area where the queuing backs onto the Parkway. This issue will require further operational analysis of the intersection in future studies.
- Ramps at I-495 are in close proximity to the MD 193 interchange

A three-year accident history (2008-2010) obtained from the section of the Parkway under Maryland SHA's jurisdiction, revealed that crashes are clustered primarily in the vicinity of interchanges. The top three are I-695, MD 100 and MD 175. This is generally consistent with traffic conditions one might expect in the vicinity of interchanges where the influence of ramp traffic can result in sudden slowing of vehicles, a higher incidence of lane-changing, and an increased demand on driver attention. The same conditions are likely along sections on the Parkway in the vicinity of interchanges.

Existing and Future Traffic Observations

Several general observations were derived from the traffic analysis and used as additional input for the identification of alternatives. Detailed traffic evaluation information is reported in the Task 4 and Task 6 Technical Reports. A summary of the evaluation is as follows:

- Traffic conditions are generally worse in the PM peak hour than in the AM peak hour.
- Widening the Parkway as proposed under the Partial Build and Full Build scenarios may provide some localized improvement to traffic operations in the near term, but regionally the level of traffic congestion anticipated to be observed in the year 2040 changes little from No-Build conditions as widened sections are expected to exhibit an increase in traffic volumes.
- The partial "build" scenario will have the effect of creating traffic bottlenecks at the point where widened sections join with non-widened sections, regardless of the number of lanes in the non-widened sections. This is based on additional traffic accessing the widened sections of the facility.

The following statements summarize the results of the traffic evaluation, as it pertains to the feasibility of future widening of some portion of the Parkway between now and the study horizon year of 2040:

- A widened B-W Parkway will carry more trips helping to relieve traffic congestion levels on other regional highway facilities.
- A widened B-W Parkway will have similar levels of congestion in the future as are generally observed today because of the additional trips using the facility as a result of projected growth in regional population and employment across the Baltimore and Washington, DC, areas.
- In general, more vehicles can move through the corridor if it is widened, but at similar levels of congestion as observed today.

Proposed No-Build and Build Alternatives

Highway Alternatives

Following the conclusion of stakeholder and team member exercises, a total of five potential highway improvement conceptual alternatives were identified. The basic conceptual options are shown below; with the "Build" alternatives numbered 2 through 5 below. Each basic concept includes two design options for each of the build alternatives. The options apply the use of AASHTO/SHA and NPS design standards and guidelines.

Descriptions of each potential widening concept are included in the next section.

1) No-Build
2) Build: Widening of mainline to the inside
3) Build: Widening of mainline to the outside
4) Build: Combination of inside and outside mainline widening
5) Build: Use of existing shoulders for the third lane

The AASHTO/SHA standard for the widened section includes a 12-foot general use travel lane added to the existing inside or outside edge of pavement with a 10-foot paved median and outside shoulders. The total width of the section is 56 feet from edge of shoulder to edge of shoulder.

The NPS standard for the widened section also includes a new 12-foot general use travel lane added to the existing inside or outside edge of pavement. However, it includes an 8-foot outside paved shoulder with curb and gutter and a 3-foot inside shoulder with curb and gutter for a total width of 47 feet face of curb to face of curb.

Since the NPS owned portion of the B-W Parkway already has a cross section with six lanes (three lanes in each direction) between the DC Line and MD 450, and the Maryland SHA owned section between MD 175 and MD 100 is already six lanes, with six lanes either planned or recently completed between MD 100 and I-695, the limits of potential widening associated with this feasibility study is between the MD 450 and MD 175 interchanges.

Screening Criteria

The preliminary screening of options was conducted to determine if any of the initially identified highway improvement alternatives were deemed not feasible from a socioeconomic, environmental, transportation service or physical design standpoint. Screening criteria were developed using input from TAC members and Public Meeting participants on these key aspects of feasibility; these were:

- Preserves aesthetic, historic, and natural characteristics of the Parkway;
- Minimizes community and environmental impacts;
- Follows a consistent approach for roadway widening;
- Increases capacity in the corridor;
- Relieves congestion in the corridor; and
- Improves safe and efficient vehicular operations.

Results of Preliminary Screening

Alternative 1: No-Build Alternative

The future "No-Build" alternative for the study includes the assumed completion of all of the capacity expansion, system preservation and maintenance improvements contained in the Draft (September 14, 2011) Fiscally Constrained Long-Range Transportation Plan for the Baltimore Region and the currently adopted, Fiscally Constrained Long-Range Transportation Plan for the National Capital Region.

The No-Build alternative, inclusive of the currently adopted regional long–range transportation plan improvements listed below, will, by definition, remain viable alternative concepts beyond this initial screening.

Draft Fiscally Constrained Long-Range Transportation Plan for the Baltimore Region (September 14, 2011)	Fiscally Constrained Long-Range Transportation Plan for the National Capital Region (2010-2040)
• MD 295, I-195 to MD 100 • I-695 (Baltimore Beltway), Inner Loop bridge over Benson Avenue and Leeds Boulevard/ Southwest Boulevard • I-95, Interchange at MD 175 • MD 100, Howard County Line to I-97 • MD 175, MD 295 to MD 170 • MD 198, MD 295 to MD 32 • MD 3, St. Stephens Church Rd. to MD 32 • MD 713 (Ridge Road,) MD 175 to MD 176 • MD 32, MD 26 to Howard County Line	• Baltimore Washington Parkway, intersection at MD 193 • MD 197, U.S. Route 50 to MD 450 • MD 3, U.S. Route 50 to MD 450 • MD 450, MD 704 to MD 424 • U.S. 1, I-95 to MD 410 • U.S. Route 50, westbound ramp to Columbia Park Road

Alternative 2: Widening of Mainline to the Inside

This alternative consists of the addition of a third general use travel lane adjacent to the "inside" edge (left side or driver's side) of the existing pavement by using available space in the existing Parkway median. In those areas where there is insufficient space for inside widening, then narrower shoulders may be proposed with an understanding that a design exception would be required if the study advances further into the formal project development process.

Some of the potential advantages associated with this option include increasing vehicular capacity of the B-W Parkway, and possibly relieving congestion on the secondary roadway system with either the NPS and AASHTO/SHA widening options. In addition, the use of such an inside widening concept would likely reduce the number and/or scale of potential direct impacts to adjacent properties, communities and environmental resources. These reductions would be more anticipated with the NPS option. However, minimal impacts are anticipated with the AASHTO/SHA option based on the need for addition of an outside shoulder to the proposed cross section.

Some members of the TAC viewed this alternative as modifying the park-like characteristics of the B-W Parkway with the narrowing or elimination of the median as a result of the third lane.

It was decided that this alternative would be carried forward to the next phase of the feasibility study since it could benefit the region by increasing vehicular carrying capacity, thus possibly reducing congestion on the secondary roadway system.

Alternative 3: Widening of Mainline to the Outside

This alternative consists of the addition of a third general use travel lane adjacent to the "outside" edge (right side or passenger side) of the existing pavement. Advantages include increasing vehicular capacity with NPS and AASHTO/SHAalternatives as noted in the above alternative and avoiding impacts to the Parkway's existing median, particularly with the NPS design standards alternative. However, disadvantages include potential larger scale impacts to adjacent properties, environmental resources and sensitive species areas with either the NPS or AASHTO/SHAdesign alternative. In addition, some impacts are anticipated in the Parkway median area since a new inside shoulder would need to be added to the roadway cross section with the AASHTO/SHAoption.

It was decided that this alternative would be carried forward to the next phase of the feasibility study since it could benefit the region by increasing vehicular carrying capacity, thus possibly reducing congestion on the secondary roadway system. With that said, a number of public agency and citizen comments expressed concern with consideration of this option, both with respect to possible direct and indirect impacts on adjacent communities as well as the potential for a dramatic change in the overall character and feel of the existing Parkway.

Alternative 4: Combination of Inside and Outside Widening of the Mainline

This alternative was initially identified to address concerns about insufficient room for widening to the inside or outside, particularly at bridge overpasses and along those sections of the Parkway with narrow

medians or the absence of medians. The thought was to shift the alignment to the inside or outside to best fit the existing total Parkway cross section creating a hybrid alternative.

After some discussion, it was agreed that narrow shoulders might be allowed at locations where the AASHTO/SHA options above would not fit in lieu of shifting the alignment to either side. This would, however, require obtaining a design exception which is routinely granted for this type of condition.

The team identified a limited number of areas where there is no existing median space due to the presence of a barrier wall or bridge abutment. In these cases, any roadway widening would have to be to the outside, thus eliminating the need to evaluate a combined inside and outside widening alternatives. This generic alternative concept was thus eliminated from further consideration during the feasibility study.

Alternative 5: Use of Existing Inside and Outside Shoulders for the Third Lane

This option would convert the existing 8-foot outside shoulder in the NPS-owned portion of the Parkway into the third travel lane. The idea is to only add enough pavement to provide a total of three appropriately sized travel lanes in each direction. This concept would create a curb-to-curb width of 40 feet (two 3-foot curbs; two 11-foot lanes and one 12-foot lane). This would only be about 5 feet wider (curb to curb) than the existing NPS cross section consisting of two 12-foot travel lanes and an 8-foot shoulder and about 7 feet narrower than the concept of continuing with 12-foot-wide travel lanes and retaining the existing 8-foot shoulder to create a widened three lane roadway.

The key concern with this alternative was the elimination of shoulders. The team felt that removal of shoulders was a safety hazard on a high speed facility with varying degrees of curvature. Therefore, this concept was dropped from further consideration during the feasibility study.

Alternatives Selected for Further Study and Analysis

Summarizing the above analysis, two alternative widening concepts were identified to be carried forward for further analysis and evaluation in Task 6. They are, respectively, widening of the Parkway mainline to the inside and widening of the Parkway mainline to the outside. They are being referred to as the following options moving forward to allow for the development of a range of alternative capital construction costs and potential adjacent property impacts:

- NPS Outside Widening Option
- NPS Inside Widening Option
- AASHTO/SHA Outside Widening Option
- AASHTO/SHA Inside Widening Option

Typical roadway cross section displays of each option are shown in Figures 2 through 5.

Conclusions and Next Steps

The next steps involved a more detailed analyses and evaluation of the four options on the five aspects of feasibility which, are shown below. The results of this exercise are summarized in the Task 6 Technical Report.

- Transportation impacts – the influence of additional lane capacity on mainline operations.
- Physical effects – effects of various approaches to accomplish widening, considering a variety of typical sections and/or design standards (i.e. AASHTO/SHA vs. NPS).
- Environmental impacts – identification of considerations that would have to be addressed in the formal National Environmental Policy Act process if the decision were made to proceed further with a potential project development analysis
- Political/Public impacts – implications of widening as it pertains to the interests of various stakeholders including agencies with ownership interest, regional planners, and the public
- Ownership and Management – widening impacts to ownership and management of the Parkway.

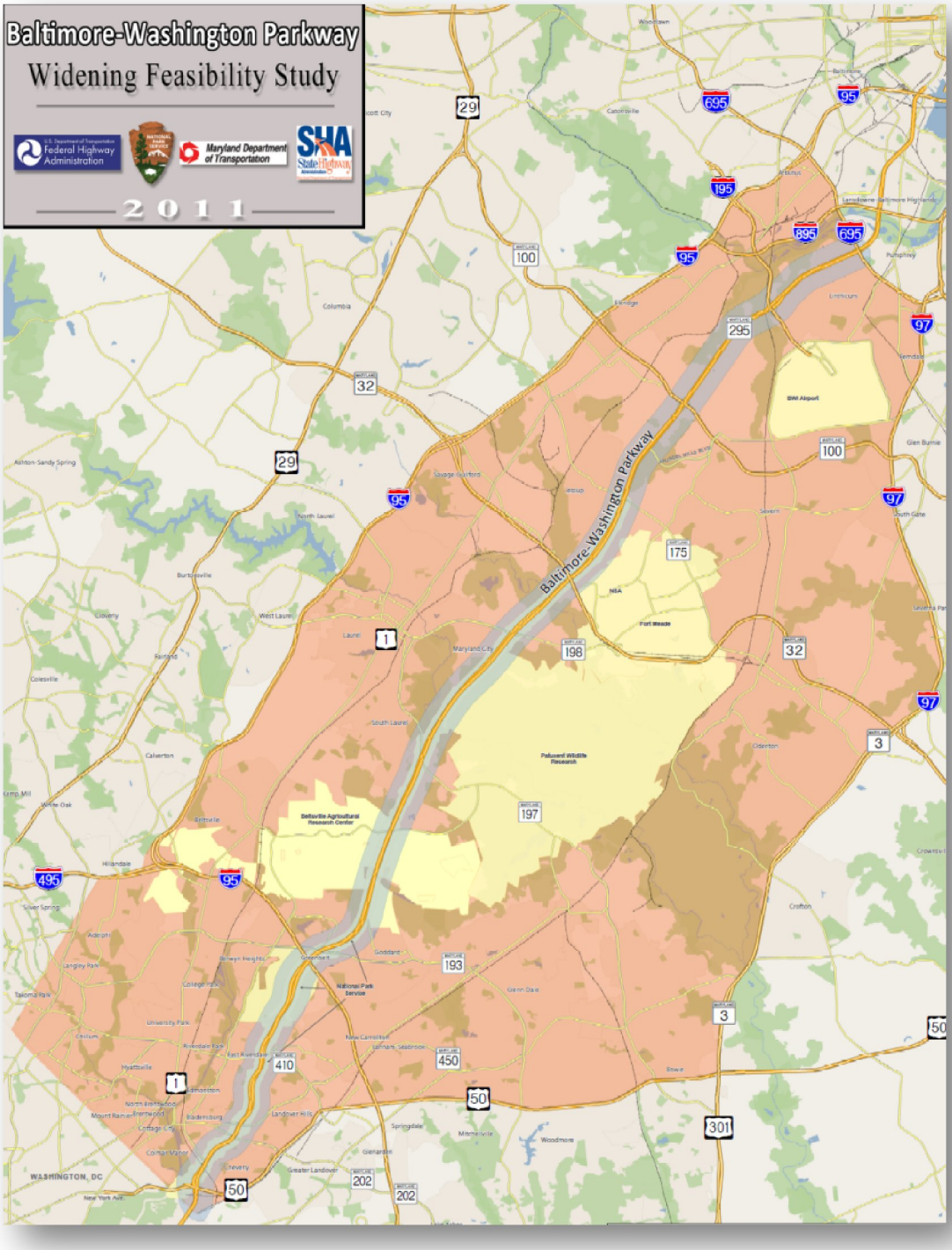

Figure 1: Study Area Map

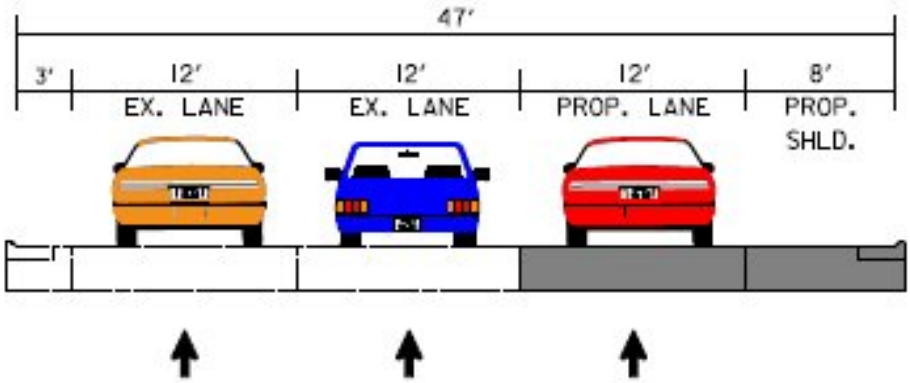

Figure 2: NPS Outside Widening Option

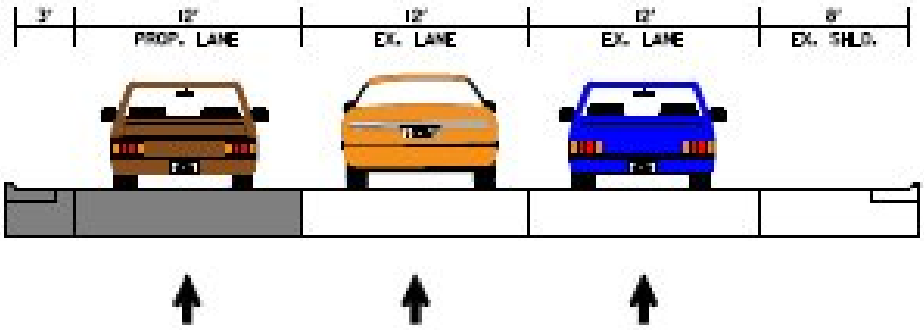

Figure 3: NPS Inside Widening Option

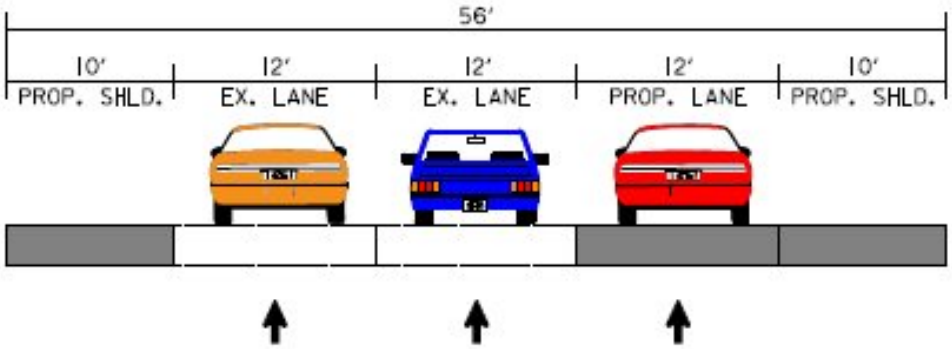

Figure 4: AASHTO/SHA Outside Widening Option

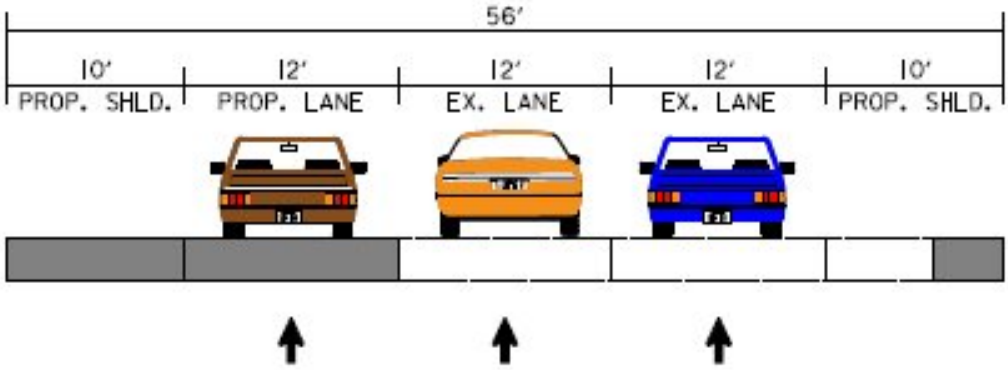

Figure 5: AASHTO/SHA Inside Widening Option

Appendix G - Alternatives Evaluation Technical Report

Baltimore-Washington Parkway Feasibility Study

TASK 6: ALTERNATIVES EVALUATION

TECHNICAL REPORT | JANUARY 2012

Photo by: Adam Elmquist


Photo from NPS website

Photo by: Alex Nitzman

Baltimore-Washington Parkway
WIDENING FEASIBILITY STUDY

U.S. Department of Transportation
Federal Highway Administration

NATIONAL PARK SERVICE

Maryland Department of Transportation

SHA State Highway Administration

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Chapter 1: Introduction

Opened in 1954, the Baltimore-Washington Parkway is a unit of the National Park Service and serves as a 29-mile scenic highway that connects Baltimore, Maryland, with Washington, DC. It is part of a system of four parkways that welcomes visitors to the Nation's Capital. The other three parkways are the George Washington Memorial Parkway in Virginia along the Potomac River shoreline, the Suitland Parkway extending from the eastern boundary of the District of Columbia to Joint Operations Base Andrews (formerly Andrews Air Force Base), and the Rock Creek and Potomac Parkway in the District of Columbia.

The B-W Parkway was legislated by Congress in 1950 as an extension of the park system of the District of Columbia, to be managed by the National Park Service. In 1991, in recognition of its historical importance and cultural significance as an element of the Parkways of the National Capital Region, the B-W Parkway was certified as a Historic District and listed on the National Register of Historic Places.

The B-W Parkway is divided into two distinct sections. The NPS owns and operates a 19-mile section to the south between MD 175 and the New York Avenue/U.S. Route 50 split. It is designated as the Baltimore-Washington Parkway and is located within Anne Arundel and Prince Georges Counties. The Maryland SHA owns and operates a 10-mile section of the B-W Parkway between I-695 and MD Route 175. This section is designated as Maryland Route 295 and is located within Anne Arundel County. The B-W Parkway continues north of I-695 approximately four miles, through sections of Anne Arundel and Baltimore Counties and the City of Baltimore until reaching its termination at the I-95 Interchange approaching downtown Baltimore where it's name becomes Russell Street.

As directed by the House Report 110-238 which accompanied the Transportation, Housing and Urban Development, and Related Agencies Appropriations Act, 2008, the Federal Highway Administration's Eastern Federal Lands Highways Division is working in partnership with the NPS and Maryland SHA to determine the feasibility of adding a third northbound and a third southbound lane for the B-W Parkway from the interchange with I-695 to New York Avenue in the District of Columbia. The objective of this study is to assess the potential of increasing the Parkway's carrying capacity with the proposed widening within the Parkway's historic and legislative context. The legislation also requests an assessment of the impact of the Base Realignment and Closure process on traffic throughout the Maryland Route 295 corridor between Baltimore, Maryland, and Washington, DC.

Figure 1.1 shows the study area boundary. For the purposes of this initial feasibility study, the study area boundaries are defined as follows:

- On the north: The interchange of the B-W Parkway with the Baltimore Beltway (I-695) in Anne Arundel County, Maryland.
- On the south: The interchange of the B-W Parkway with New York Avenue (U.S. Route 50) at the District of Columbia/Prince George's County, Maryland boundary line.
- On the west: Along the alignment of I-95 between its interchanges with the Capital Beltway (I-495) and the Baltimore Beltway (I-695).

- On the east: Along the alignment of Robert Crain Highway (MD 3) from the interchange of MD 3 with U.S. Route 50 in Prince George's County north to the MD 3 interchange with MD 32 and I-97 in Anne Arundel County, then along the alignment of I-97 north to its interchange with the Baltimore Beltway (I-695) in Anne Arundel County.

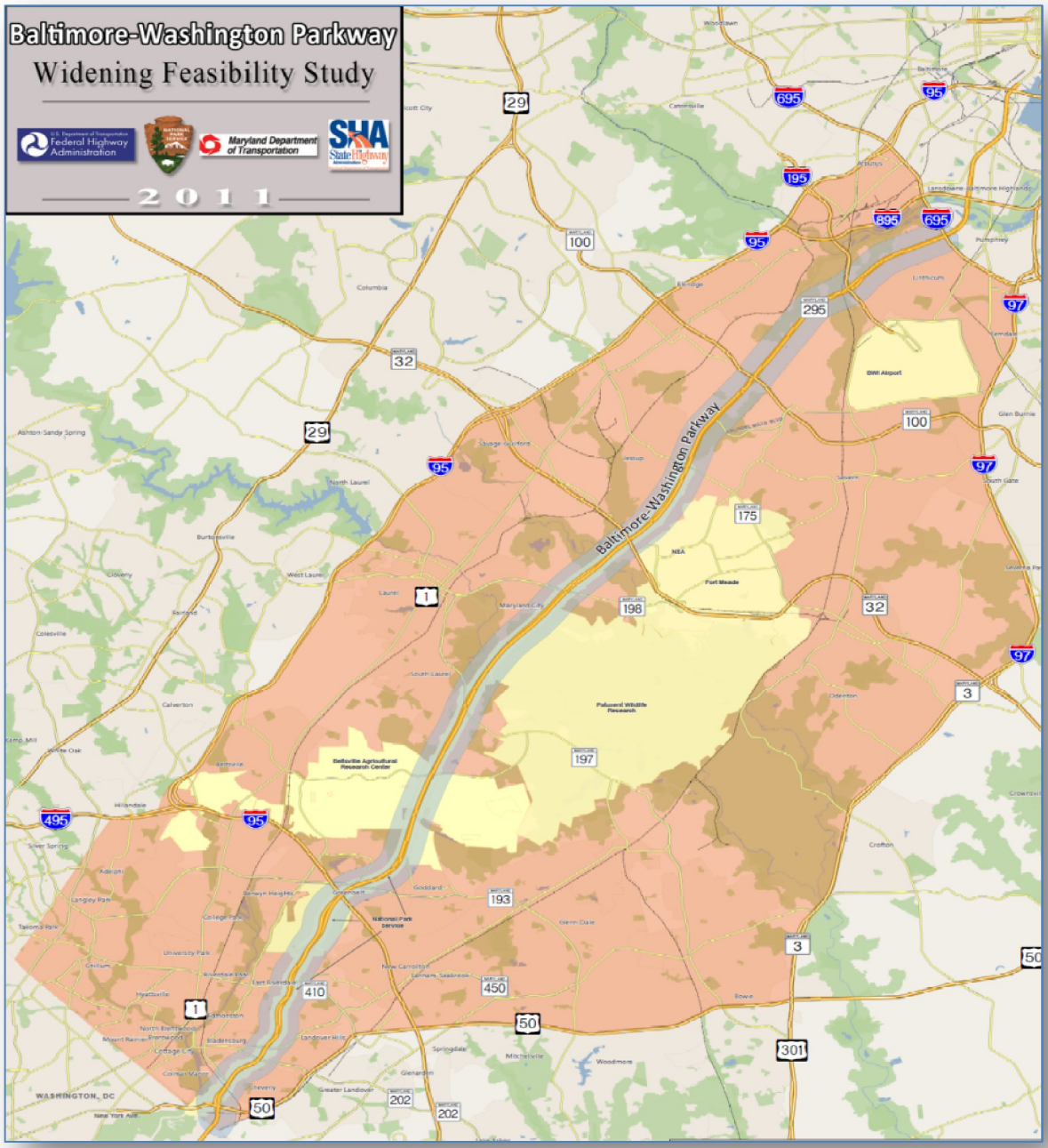

Figure 1.1. B-W Parkway Study Area Map

1.1 - Report Overview

This report presents an analysis of several study alternatives against five evaluation criteria defined by the Study Team in consultation with a Technical Advisory Committee consisting of representatives of the partnering agencies and local governments. Chapter 2 presents the study alternatives, which are defined in detail in a separate technical memorandum completed in support of this study. Chapters 3 through 6 assess the study alternatives against several technical areas of performance, including physical constraints, environmental effects, transportation and traffic considerations, and initial estimates of cost. Each of these evaluation criteria is described below in Section 1.2. Chapter 7 presents a summary of the technical analysis in the form of a matrix and presents issues for future consideration should the Federal Highway Administration or another entity decide to advance this initial feasibility study into a more formal project development process.

The evaluation information presented reflects the early, conceptual nature of the feasibility study. The evaluation used available information and data from existing sources. Limited new data were collected, because the study was focused on determining feasibility, costs and benefits at a conceptual level. Coordination with regional stakeholders of the study helped to identify appropriate criteria against which to evaluate feasibility as well as to provide access to data and information for the evaluation regarding factors such as future land use and the location of natural and community resources in the area.

1.2 - Evaluation Criteria

The Study Team identified several evaluation criteria early on for determining the feasibility of different alternatives for widening the B-W Parkway as called for in the authorizing legislation.

The four principal technical evaluation criteria identified for application to the study include the following:

- Physical Constraints – the physical limitations for widening the B-W Parkway by a third lane in either direction. This includes the availability of land for the widening, the impacts to NPS designated land, impacts to privately held land, and impacts to existing infrastructure, particularly the bridges and interchanges along the Parkway.
- Environmental Analysis and Effects – the potential for direct impacts to natural resources and communities, as well as more indirect impacts to quality-of-life in areas such as noise or aesthetics for area residents and the communities that align the Parkway facility. The chapter briefly describes the resources contained in the study area and assesses the impacts to them both quantitatively and qualitatively as appropriate given the availability of quantitative data on a given resource.
- Traffic and Transportation – the potential benefits to traffic flow and mobility that might potentially be derived from the additional capacity provided by widening the B-W Parkway to three lanes in each direction for the full length of the corridor.

- Preliminary Capital Cost Estimates - the potential capital costs of widening the B-W Parkway by widening option, including the operation and maintenance costs.

In addition, the study team identified two additional criteria for determining the feasibility of widening the B-W Parkway. These two criteria are more qualitative in nature and drive considerations of how to approach a future Parkway improvement project should it be decided to advance further into project planning and development.

- Public and political considerations - the willingness of the public to see a project of this magnitude move forward in the region. In particular, this criterion assesses the input of the public as well as the perspectives of several major stakeholders of the study including elected officials, regional and local government agencies, economic development groups, business representatives and others.
- Facility Ownership and Management – widening the B-W Parkway could be determined to impair the Parkway's character and function sufficiently to warrant consideration of whether or not the facility could still be classified as a unit of the National Park Service.

Chapter 2: Overview Study Alternatives

Five study alternatives were identified through a comprehensive screening process that considered the limitations of the Congressional study, the study objectives, existing conditions in the study area and input from study stakeholders.

2.1 - Study Objective

The objective of this study is to assess the feasibility of increasing the Parkway's vehicular carrying capacity and reduce travel time within the Parkway's historic and legislative context. The legislation also requests that the feasibility study include an assessment of the impact of the Base Realignment and Closure process on traffic throughout the B-W Parkway corridor between Baltimore, Maryland, and Washington, DC.

2.2 - Study Limitations

Early in the study process, the Study Team determined the scope of work would be limited to the analysis of adding general purpose vehicular travel lanes, consistent with the narrow direction provided in the authorizing legislation. This eliminated further analyses of managed lane options such as high occupancy vehicle lanes, bus only lanes or bus rapid transit lanes, electronic toll lanes or high occupancy toll lanes. Additionally, this study did not include an assessment of a full-range of multi-modal options and avoidance alternatives identified to avoid impacts to either a defined Section 4(f) property or a property which is formally listed on the National Register of Historic Places, such as the B-W Parkway itself.

Managed lane options could be addressed through additional feasibility work should a decision by Congress warrant such a study. A full range of alternatives including the consideration of avoidance alternatives would need to be examined in the context of a project planning study that is completed consistent with Federal laws and regulations such as those contained in the National Environmental Policy Act of 1969. A feasibility study occurs in order to inform decisions on whether to proceed with such a study should funding be identified to carry out the study.

2.3 - Study Area

As previously noted, the defined general study area is large covering about 247 square miles. Land uses in the study area include a mixture of residential, commercial and institutional areas. Alternatives were identified in consideration of these locations with the intent of providing access to them as well as avoiding or minimizing impacts to them. A summary of land uses within the general study area includes the following:

- Residential areas are located south of MD 193 in the communities of Greenbelt, Cheverly and East Riverdale. North of MD 193 there are clusters of residential areas located near the interchanges of MD 197, MD 198 and MD 175 in the communities of Laurel, Maryland City and Fort Meade.
- The study area also includes a diverse mix of large federal and state owned properties. Included are the Beltsville Agricultural Research Center, the Patuxent Wildlife Research, the Goddard Space Flight Center, Fort Meade and the NSA. State-owned properties include two universities, the University of Maryland at College Park and Bowie State University, and the Jessup Correctional Institution.
- Natural environmental and cultural resources are found in abundance throughout the study area. They include forested areas, several parks including the B-W Parkway which is a designated NPS park unit, major stream crossings and wetlands, and a variety of historic properties.

2.4 - Highway Alternatives

Following the conclusion of the initial stakeholder consultation and team member analysis of the study area, a total of three basic highway improvement alternatives were identified for the study: a No Build alternative; a widening of the facility to the inside; and a widening of the facility to the outside. The No Build Alternative represents those multimodal transportation system improvements included in the currently adopted Baltimore and Washington, DC, metropolitan area Consolidated Long Range Plans of regional significance in the study area. These transportation improvements include completion of widening along the Maryland SHA-owned portion of the B-W Parkway to create a six-lane cross section, the Purple Line fixed guideway transit facility between Bethesda and New Carrollton, and the Inter-County Connector toll-road between the I-270 and I-95 corridors.

Two separate design options were also identified for each of the widening alternatives based on the different design standards used by NPS and Maryland SHA. These standards were assessed in consideration of the analysis of potential impairment to the NPS-owned and managed Parkway facility. The purposes of a Parkway are not the same as a traditional freeway. Efforts are made to minimize impacts to the environment, follow the natural topography of the landscape and retain the historic integrity and aesthetic qualities and infrastructure of the Parkway facility, which is itself a National Park unit. Should a determination of sufficient impairment to those basic qualities and purposes be made as a result of a widening of the Parkway, the question would then be whether or not the Parkway facility should remain under the ownership of the NPS. Both sets of design standards are considered as options.

The NPS uses design standards as noted in their *Park Road Standards*, published in 1984. The NPS standard for the widened section specifies a new 12-foot travel lane added to the inside or outside edge of the existing pavement. However, it includes an 8-foot outside paved shoulder with curb and gutter and a 3-foot inside shoulder with curb and gutter for a total width of 47 feet face of curb to face of curb.

The Maryland SHA uses design standards provided by the American Association of State Transportation Officials published in the *AASHTO Green Book - A Policy on Geometric Design of Highways and Streets, 6th Edition*. The AASHTO/SHA standard specifies a new 12-foot travel lane added to the inside or outside edge of pavement with a 10-foot outside paved shoulder and a 10-foot paved inside shoulder for a total width of 56 feet edge to edge of pavement.

Since the B-W Parkway already has a basic six-lane cross section with three lanes in each direction between the District of Columbia city limits at U.S. Route 50 and MD 450, and six lanes are either planned, under construction or completed between MD 100 and I-695, the limits of the potential widening for this study are between the MD 450 and MD 175 interchanges.

For the purposes of this feasibility study, all new pavement was assumed to be full depth asphalt pavement to facilitate constructability and accommodate maintenance of traffic during construction as well as minimize long term maintenance issues that have been observed in other similar facilities that have thinner pavement sections in the shoulders. Existing shoulder pavement is assumed to be thinner than the existing travel lanes and will be removed and reconstructed with full-depth pavement when adjacent to areas of pavement widening. Additional assumptions are:

- In some cases, additional pavement width beyond that shown in the typical sections was added for acceleration, deceleration, or auxiliary lanes. The cross slopes of the existing travel lanes will be maintained and extended to set the finished grade of the adjacent new lane.
- For purposes of setting conservative limits of disturbance widened roadside ditch sections were graded on the each side of the existing Parkway, and where possible, an additional 25 feet was added to account for stormwater management, using environmental site design, to meet the new Maryland Department of the Environment guidelines and erosion and sediment control. Figures 2.1 and 2.2 illustrate the general dimensions of the resulting stormwater management/MDE designs for a typical cut or fill section of mainline roadway.

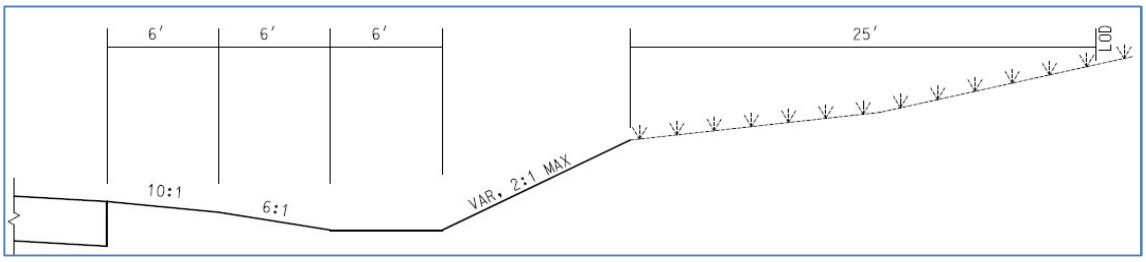

Figure 2.1. Roadside Grading Typical Section (Cut Slope with Ditch)

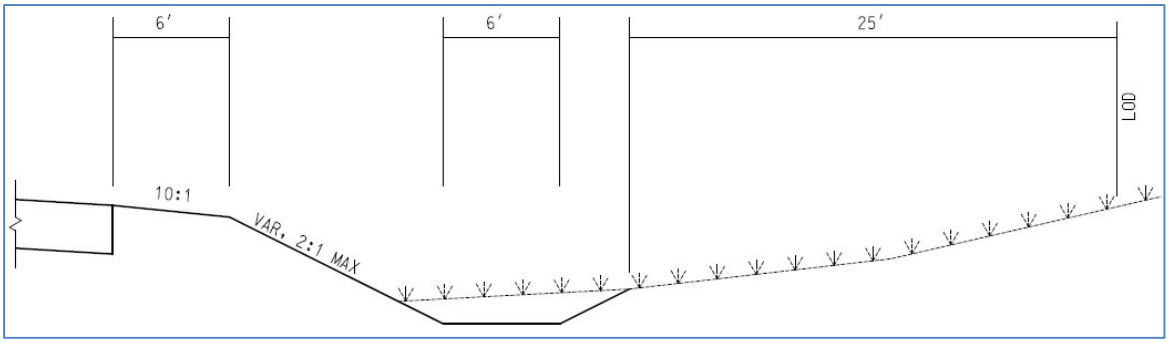

Figure 2.2. Roadside Grading Typical Section (Fill Slope with Ditch)

2.5 – Widening Options

2.5.1 – AASHTO/SHA Outside Widening Option

The AASHTO/SHA Outside Widening Option replaces the existing right shoulder and curb with a new 12-foot lane and a 10-foot shoulder with no curb. Additionally, the existing left shoulder and curb is replaced with a 10-foot-wide paved shoulder. The resulting configuration is a 10-foot-wide shoulder on the left with three 12-foot-wide travel lanes and a 10-foot-wide shoulder on the right for both the northbound and southbound parkway that meets AASHTO design guidelines. See figure below for AASHTO/SHA Outside Widening Typical Section.

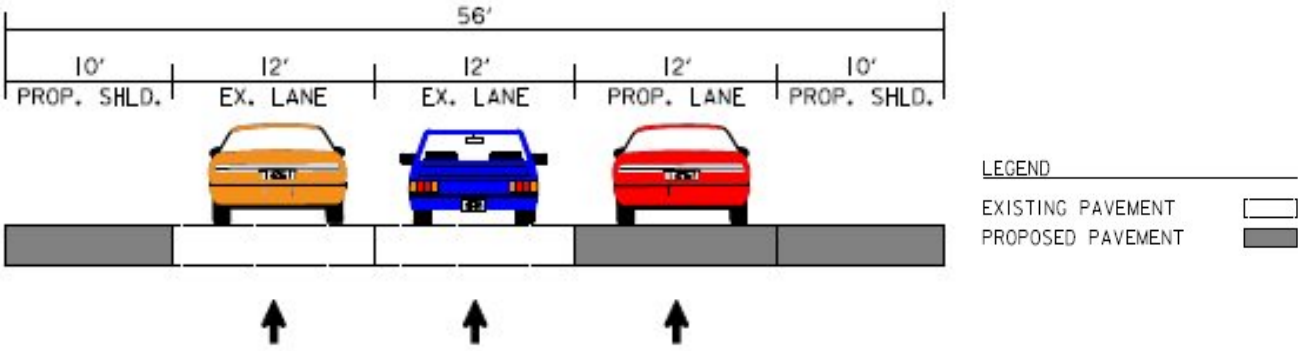

Figure 2.3. AASHTO/SHA Outside Widening

2.5.2 - NPS Outside Widening Option

The NPS Outside Widening Option replaces the existing right shoulder and curb with a new 12-foot lane and an 8-foot shoulder to the face of curb and gutter. The existing 3-foot left shoulder with curb and gutter is not modified. The resulting configuration is an existing curb and 3-foot shoulder on the left with three 12-foot wide travel lanes and an 8-foot-wide shoulder including curb and gutter on the right for both the northbound and southbound parkway that meets NPS design guidelines. See figure below for NPS Outside Widening Typical Section.

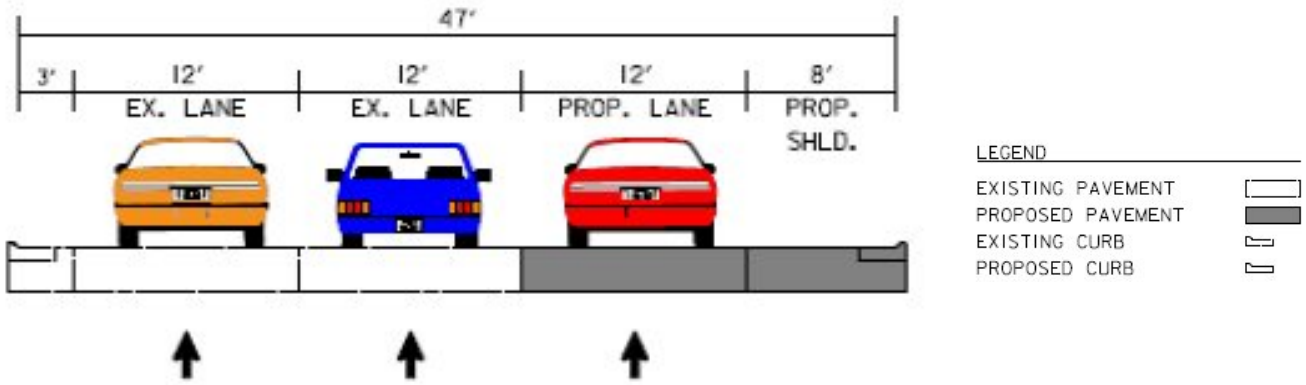

Figure 2.4. NPS Outside Widening

2.5.3 - AASHTO Inside Widening Option

The AASHTO/SHA Inside Widening Option replaces the existing left shoulder and curb with a new 12-foot lane and a 10-foot shoulder with no curb. Additionally, the existing right shoulder and curb is replaced with a 10-foot-wide shoulder. The resulting configuration is a 10-foot-wide shoulder on the left with three 12-foot-wide travel lanes and a 10-foot-wide shoulder on the right for both the northbound and southbound parkway that meets AASHTO design guidelines. See figure below for AASHTO/SHA Inside Widening Typical Section.

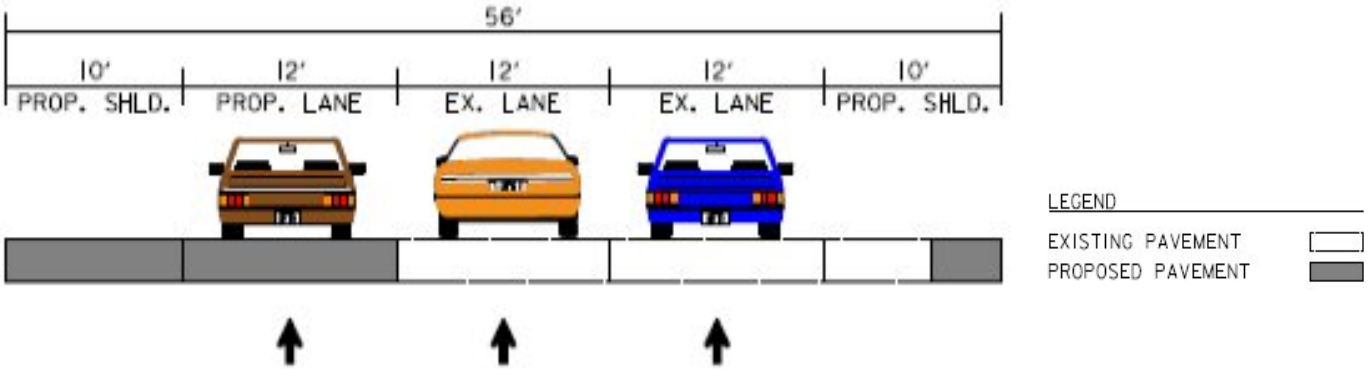

Figure 2.5. AASHTO/SHA Inside Widening

2.5.4 - NPS Inside Widening Option

The NPS Inside Widening Option replaces the existing left shoulder and curb with a new 12-foot lane and a 3-foot shoulder with curb and gutter. The existing right shoulder and curb is not modified. The resulting configuration is a 3-foot-wide shoulder including curb and gutter on the left with three 12-foot-wide travel lanes and an existing 8-foot-wide right shoulder including curb and gutter for both the northbound and southbound parkway that meets NPS design guidelines. See figure below for NPS Inside Widening Typical Section.

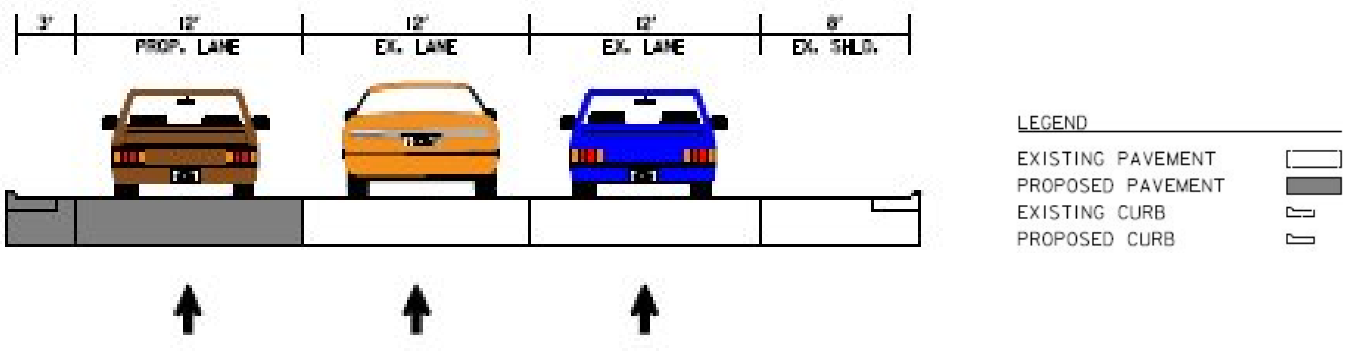

Figure 2.6. NPS Inside Widening

A conceptual level, visual representation of the potential effects of implementing either an outside or an inside widening of the existing Parkway to provide a third lane in each direction is presented in Figure 2.7 and 2.8. The photo perspective in both the "Before" and "After" views is that of a driver in the left hand or passing lane of the existing four-lane Parkway. Figure 2.7 illustrates the implications of adding the third lane to the outside pavement edge (i.e., to the far right side) of the existing Parkway using the typical cross section illustrated on Figure 2.3. In addition to one more travel lane and a widened shoulder area, a noticeable amount of existing vegetation would have to be removed to provide the necessary stormwater management/environmental site design facilities.

Figure 2.7. AASHTO/SHA Outside Widening Option

Before *After*

Figure 2.8. NPS Inside Widening Option

Before *After*

Figure 2.8 illustrates the implications of adding the third lane to the inside pavement edge (i.e., to the far left side) of the existing Parkway using the typical cross section illustrated on Figure 2.6. As was the case with Figure 2.7, the photo perspective in both the "Before" and "After" views for Figure 2.8 is that of a driver in the left hand or passing lane of the existing four-lane Parkway In addition to one more travel lane being provided to the left side of the pavement, a noticeable amount of the existing Parkway median area would have to be removed to provide the necessary space for the third travel lane and its associated shoulder and stormwater management/environmental site design facilities.

Chapter 3: Physical Constraints

Applying the typical sections for each of the four study options along the existing B-W Parkway alignment revealed several types of impacts and limitations due to the existing conditions. Generally, if the parkway traverses over a cross-street, the existing bridges will need to be widened. If the parkway traverses under the cross-street, then the entire overpass bridge will typically need to be replaced. There are some locations where the generally defined limits of disturbance are anticipated to encroach close to or to extend outside of the existing Parkway right-of-way. These impacts were small sliver encroachments that did not impact any homes or buildings. No residential or business relocations are required.

The assumption is that through more detailed design at a later stage, should a decision be made to advance the study, these impacts could be mitigated such that acquisition of additional right-of-way would likely not be required for any of the four options. These mitigation methods could include, but not be limited to, such features as geometric alignment alterations, localized reduction of stormwater management buffer area, steepening of fill slopes, or even the construction of short sections of retaining walls. The latter mitigation action has been employed on some areas of the George Washington Memorial Parkway and its companion the Clara Barton Parkway.

3.1 - Physical Limitations and Impacts by Alternative

The physical constraints identified in the study are enumerated in the tables below for each option.

3.1.1 - Outside Widening

3.1.1.1 – AASHTO/SHA – Constraints/Impact Table

Cross Street	Bridge Widening	Bridge Replacement	Partial Interchange Rebuilding (Ramp Tie Ins)	Widening Is Constrained At This Location	Limits of Disturbance Encroaches Existing Right-of-Way	Comments
MD 175 JESSUP ROAD / ANNAPOLIS ROAD		X	X	Existing loop ramps		
CONNECTOR ROAD (NSA)						
MD 32 PATUXENT FREEWAY		X	X	Existing loop ramps		
LITTLE PATUXENT RIVER	X					
MD 198 LAUREL FORT MEADE ROAD		X	X	Existing loop ramps		
PATUXENT RIVER	X					Limit of disturbance goes to right-of-way on both northbound and southbound sides at some locations between the Patuxent River and MD 198 Laurel Fort Meade Road.
MD 197 LAUREL BOWIE ROAD	X			Existing loop ramps		
POWDER MILL ROAD	X		X		X	Limit of disturbance goes to northbound right-of-way at Patuxent Wildlife Research Center just North of Powder Mill Road.
BEAVER DAM ROAD	X				X	Limits of disturbance come close to the right-of-way on the southbound side adjacent to Beltsville Agricultural Research Center between Beaver Dam Road and Powder Mill Road.
EXPLORER ROAD		X		Existing loop ramps	X	Limits of disturbance come close to the right-of-way on both north and southbound sides between Greenbelt Road and Explorer Road. Limits of disturbance encroach upon Patuxent Wildlife Research Center between Explorer Road and Beaver Dam Road northbound.
MD 193 GREENBELT ROAD		X	X	Existing loop ramps		
I-95/I-495 (CAPITAL BELTWAY)	X		X	Existing loop ramps		

Cross Street	Bridge Widening	Bridge Replacement	Partial Interchange Rebuilding (Ramp Tie Ins)	Widening Is Constrained At This Location	Limits of Disturbance Encroaches Existing Right-of-Way	Comments
GOOD LUCK ROAD		X			X	Limits of disturbance encroach upon Greenbelt Park between Good Luck Road and the Capital Beltway northbound.
MD 410 RIVERDALE ROAD	X		X			
MD 450 ANNAPOLIS ROAD		X	X	Existing loop ramps		

3.1.1.2 – NPS Constraints/Impacts Table

Cross Street	Bridge Widening	Bridge Replacement	Partial Interchange Rebuilding (Ramp Tie Ins)	Widening Is Constrained At This Location	LOD Encroaches Exist ROW	Comments
MD 175 JESSUP RD/ANNAPOLIS ROAD		X	X	Existing Loop Ramps		
CONNECTOR ROAD (NSA)						
MD 32 PATUXENT FREEWAY		X	X	Existing Loop Ramps		
LITTLE PATUXENT RIVER	X					
MD 198 LAUREL FORT MEADE ROAD		X	X	Existing Loop Ramps		
PATUXENT RIVER	X					Limit of disturbance goes to right-of-way on both northbound and southbound sides at some locations between the Patuxent River and MD 198 Laurel Fort Meade Road.
MD 197 LAUREL BOWIE ROAD	X			Existing Loop Ramps		
POWDER MILL ROAD	X		X		X	Limit of disturbance goes to right-of-way (northbound) at Patuxent Wildlife Research Center just North of Powder Mill Road.
BEAVER DAM ROAD	X				X	Limit of disturbance comes close to the right-of-way on the southbound side adjacent to Beltsville Agricultural Research Center between Beaver Dam Road and Powder Mill Road.
EXPLORER ROAD		X		Existing Loop Ramps	X	Limit of disturbance comes close to the right-of-way on both north and southbound sides between Greenbelt Road and Explorer Road. Limit of disturbance encroaches upon Patuxent Wildlife Research Center between Explorer Road and Beaver Dam Road (NB RT).
MD 193 GREENBELT ROAD		X	X	Existing Loop Ramps		
I-95/I-495 (CAPITAL BELTWAY)	X		X	Existing Loop Ramps		
GOOD LUCK ROAD		X			X	Limit of disturbance encroaches upon Greenbelt Park between Good Luck Road and the Capital Beltway (northbound)
MD 410 RIVERDALE ROAD	X		X			
MD 450 ANNAPOLIS ROAD		X	X	Existing Loop Ramps		

3.1.2 - Inside Widening

3.1.2.1 – AASHTO/SHA Constrains/Impact Table

Cross Street	Bridge Widening	Bridge Replacement	Partial Interchange Rebuilding (Ramp Tie Ins)	Widening Is Constrained At This Location	Limits of Disturbance Encroach Existing Right-of-Way	Comments
MD 175 JESSUP RD/ANNAPOLIS ROAD						
CONNECTOR ROAD (NSA)						
MD 32 PATUXENT FREEWAY		X		Existing Loop Ramps		Existing median width will prohibit inside widening, unless left shoulders are reduced between MD 32 Patuxent Freeway and NSA Connector Road.
LITTLE PATUXENT RIVER	X					
MD 198 LAUREL FORT MEADE ROAD						
PATUXENT RIVER	X			Existing Median Too Narrow		Existing median width will prohibit inside widening from just south of the Patuxent River North about half way to MD 198.
MD 197 LAUREL BOWIE ROAD	X					
POWDER MILL ROAD	X			Existing Median Too Narrow		Existing median width will prohibit inside widening, unless left shoulders are reduced between Beaver Dam Road and Power Mill Road.
BEAVER DAM ROAD	X			Existing Median Too Narrow		Existing median width will prohibit inside widening, unless left shoulders are reduced between Beaver Dam Road and Powder Mill Road.
EXPLORER ROAD		X				

Cross Street	Bridge Widening	Bridge Replacement	Partial Interchange Rebuilding (Ramp Tie Ins)	Widening Is Constrained At This Location	Limits of Disturbance Encroach Existing Right-of-Way	Comments
MD 193 GREENBELT ROAD		X	X	Existing Loop Ramps/Existing Median Too Narrow		Existing median width will prohibit inside widening through the Greenbelt Road interchange area. Alternative widening to outside would require bridge and partial interchange reconstruction.
I-95/I-495	X					
GOOD LUCK ROAD		X		Existing Median Too Narrow		Existing median width will prohibit inside widening, unless left shoulders are reduced.
MD 410 RIVERDALE ROAD	X					
MD 450 ANNAPOLIS ROAD		X	X	Existing Loop Ramps/Existing Median Too Narrow		Existing median width will prohibit inside widening through the MD 450 Annapolis Road interchange area. Alternative widening to outside would require bridge and partial interchange reconstruction.

3.1.2.2 – NPS Constraints/Impacts Table

Cross Street	Bridge Widening	Bridge Replacement	Partial Interchange Re-building (Ramp Tie Ins)	Widening Is Constrained At This Location	Limits of Disturbance Encroach Existing Right-of-Way	Comments
MD 175 JESSUP ROAD/ANNAPOLIS ROAD						
CONNECTOR ROAD (NSA)						
MD 32 PATUXENT FREEWAY		X				
LITTLE PATUXENT RIVER	X					
MD 198 LAUREL FORT MEADE ROAD						
PATUXENT RIVER	X					
MD 197 LAUREL BOWIE ROAD	X					
POWDER MILL ROAD	X					
BEAVER DAM ROAD	X					
EXPLORER ROAD		X				
MD 193 GREENBELT ROAD		X	X	Existing Median Too Narrow		Existing median width will prohibit inside widening through the Greenbelt Road interchange area. Alternative widening to outside would require bridge and partial interchange reconstruction.
I-95/I-495 (CAPITAL BELTWAY)	X					
GOOD LUCK ROAD		X				
MD 410 RIVERDALE ROAD	X					
MD 450 ANNAPOLIS ROAD		X	X	Existing Loop Ramps		Existing median width will prohibit inside widening through the MD 450 Annapolis Road interchange area. Alternative widening to outside would require bridge and partial interchange reconstruction.
				Existing Median Too Narrow		

3.2 - Considerations for Further Study

As noted in Chapters 1 and 2 of this report, the scope of this feasibility study was limited to the evaluation of widening the B-W Parkway to result in the provision of a total of three lanes in each direction throughout the length of the Corridor. The narrow scope means that a number of potential methods of addressing mobility needs in the Corridor were not studied. Additionally, the design of the alternatives was limited to a conceptual level of definition. No drainage or stormwater design was performed, so a 25-foot area was reserved as the potential limits of disturbance dimension for the provision of wider ditches and grading to accommodate environmental site design to meet the new MDE guidelines. Furthermore, current interchange types were held and graphically tied into each of the various Parkway widening options as best as possible. Many of these potential actions would likely require the obtaining of design exceptions in order to avoid complete reconstruction of these interchanges given the physical constraints of the corridor.

Should this study move forward, recommended future analysis would include a more comprehensive study area wide examination of the full array of modes and facilities serving the defined study area, and consideration of an array of modes and facility operations and management strategies to meet the overall mobility needs of the Corridor. Specific recommendations for future consideration could thus include, but would not be limited to:

- A Parkway mainline widening alternative that utilizes a combination of inside and outside widening to accommodate differing existing conditions and constraints along the corridor. For example, if the existing median is too narrow to accommodate lane and shoulder widening to the inside of the northbound and southbound parkway, then a transition to widen to the outside should be considered.
- Refinement of design to attempt to keep limits of disturbance within the existing right-of-way. The right-of-way impacts could be mitigated by shifting alignment, widening on the opposite side, adjusting grading, or if necessary, adding retaining walls.
- Analyses of high occupancy vehicle lanes, bus only lanes or bus rapid transit lanes, electronic toll lanes or high occupancy toll lanes.
- Preliminary stormwater management design so that the grading limits can be refined based on design rather than the twenty five feet allowance assumed for the feasibility study.
- Geometrics of existing interchanges should be evaluated with current design criteria to determine the extent they may need to be reconstructed (or partially reconstructed) to accommodate the future traffic projections and parkway widening.
- Evaluate feasibility of changing interchange type/configuration to improve future capacity and safety.

Chapter 4: Environmental Analysis

This chapter presents the results of an initial, multi-disciplinary environmental analysis for each of the selected study options, including the No Build for the B-W Parkway study corridor. The environmental analysis does not constitute a full or even a partial formal National Environmental Policy Act-type assessment for any future proposal. Instead, this analysis examines, at a lower level of detail, the social, economic, environmental, historic, and cultural resources in the study area and the potential impacts on these resources that would be anticipated with implementation of each of the proposed options. Lastly, it identifies on a very preliminary basis the potential range of measures that might be considered at some future date to mitigate any of these potential impacts.

4.1 - Methodology Overview

The areas of investigation included many of the familiar subjects typically studied in NEPA compliance documents such as an environmental impact statement. The subject areas included natural resources, community resources and socioeconomics, historic resources, physical environment, and National Park Service – specific impacts such as visitor experience. Data collected to assist in this assessment was obtained primarily from the State of Maryland Geographic Information System clearinghouse, the Maryland Historical Trust, county sources, direct resource agency coordination and limited field observation. By examining the available existing information along with the details of the four build options described in the previous section and the No Build, the study team prepared the following feasibility level impact or effects analysis. Where appropriate, impacts or effects were determined by documenting the number of potential occurrences of an impact such as how many streams are crossed and how many areas with wetlands are affected, rather than attempting to calculate acreages or other levels of detail beyond the scope of this effort.

It is important to note that for many resources, impact assessment and determining significance typically requires iterative agency and stakeholder coordination in addition to the required field investigations to obtain precise resource delineations and/or uncovering of resources that geographic information system-sourced data simply cannot reveal. Therefore, the emphasis of the environmental analysis of this feasibility study is on a concise examination of known significant environmental issues. Should the study advance beyond the feasibility analysis, then more detailed investigations will have to be conducted in support of any subsequent formal environmental impact documentation.

4.2 - Possible Direct Resource Effects

In examining the four build options and the No Build, potential direct effects were estimated for seven subject areas that are likely to be of interest to decision makers, public stakeholders and resource and regulatory agencies should widening studies advance beyond the feasibility study level. These included park impacts, private property impacts beyond the NPS property and/or Maryland SHA right-of-way, forest/tree buffer impacts, known wetland crossings, major stream/floodplain crossings, sensitive species areas, and known historic properties.

4.2.1 - Parklands and Recreation Areas Effects

Any of the four build options would have direct effects on the NPS-owned B-W Parkway in the form of lane and shoulder additions, interchange and ramp modifications, mature tree and landscaping removal or alteration, alterations to vistas and overall change in visitor and traveler experience. In addition to the effects on the Parkway, both the AASHTO/SHA outside widening and the NPS outside widening options would affect Greenbelt Park. The No Build option would have no direct park property impacts; however, the B-W Parkway user experience is likely to be affected by worsening traffic conditions. Mitigation and minimization of park impacts of the NPS facilities would be a primary focus of any future studies and continuing coordination would be needed to determine the range of possibilities.

4.2.2 - Wetlands and Water Resources Effects

The environs in and around the B-W Parkway contains significant wetland resources mostly associated with Patuxent and Little Patuxent River crossings. Direct impacts to wetlands and their regulated buffers would be unavoidable under any of the widening options except for the NPS inside widening option as reflected in the table below. The wetland areas are exclusively to the outside of the existing Parkway pavement according to GIS data. The NPS inside option requires widening to the inside with no additional widening to the outside. However, the AASHTO/SHA inside widening option requires widening to the outside for addition of a standard width shoulder that would potentially affect six wetland resources.

Potential Effect	AASHTO/SHA		NPS	
Widening Options	Outside	Inside	Outside	Inside
Known Wetland Area Crossings (each)	18	6	18	0
Rivers/streams/floodplain Crossings (each)	6	6	6	6

Any of the build options would require the same number of rivers, streams and floodplain crossings, although the magnitude of the possible direct impact would be greatest for the AASHTO/SHA outside widening and least for the NPS inside widening simply based on the size of their respective limit of disturbance. The No-Build would not directly affect any known wetlands or water resources.

In Maryland, stream and wetland mitigation are typically permit conditions related to MDE and/or U.S. Army Corps of Engineers authorizations or permits. Mitigation requirements will depend on the quality and quantity of impacts. The Compensatory Mitigation for Losses of Aquatic Resources Final Rule (40 CFR230) governs compensatory mitigation for activities authorized by MDSPGP-3 or Corps Individual Permits (i.e., wetland and waterway impacts). The amount of mitigation required is determined by functional or condition assessment or a suitable metric (minimum 1:1 acreage or linear feet compensation) and should be commensurate with project impacts.

4.2.3 - Known Cultural Resources Effects

Cultural resources in this planning context are characterized as historic structures, districts, landmarks and landscapes as well as archeological (subsurface) artifact sites. Section 106 of the National Historic Preservation Act of 1966 (as amended) requires that historic properties be considered while planning and executing an undertaking requiring federal permits or funds. Generally, historic properties are those that are more than 50 years of age, and that are listed in or eligible for listing in the National Register of Historic Places.

The current study area encompasses a large area that contains approximately 1,350 previously identified and/or evaluated built resources more than 50 years of age according to Maryland Historical Trust (MHT, the Maryland State Historic Preservation Office) geographic information systemdata and files. These built resources may include buildings, structures, sites, objects, and districts. The preliminary archeological assessment is based on a review of the GIS archeological database maintained by the Maryland Historical Trust.

Of particular note, the B-W Parkway is listed in the National Register of Historic Places for its historic associations with transportation and landscape architecture. This historic property designation encompasses the area from the Washington, DC, border to just south of MD 175 and includes the historic right-of-way. Within this area are numerous contributing elements such as bridges, culverts, and landscape architecture components that are recognized as the character-defining features of the Parkway.

Potential direct effects to known historic properties would be unavoidable under any of the widening options. As reflected in the table below, the inside widening options encounter fewer known historic properties than the outside widening options.

Potential Effect	AASHTO/SHA		NPS	
Widening Options	Outside	Inside	Outside	Inside
Known Historic Properties (each)	4	2	4	2

Any of the four build options would have direct effects on the National Register of Historic Places listed Baltimore-Washington Parkway in the form of lane and shoulder additions, interchange and ramp modifications, mature tree and landscaping removal or alteration, alterations to vistas and overall change in historic character. Similarly, any of the four build options could affect the National Register Eligible Beltsville Agricultural Resource Center. The two outside widening options could also directly affect the National Register listed Greenbelt Historic District and the National Register eligible DC Children's Center- Forest Haven District (facility closed).

Although a detailed evaluation of archeological potential is beyond the scope of this preliminary analysis, there are portions of the Parkway alignment that can be identified as having higher potential for archeological sites, based on a variety of environmental and land-use factors. The original construction of the B-W Parkway and intersecting roadway interchanges would have resulted in the

disturbance of many of the landforms the alignment crosses. However, as the Parkway design was predicated on the preservation of natural topography and vegetation, the level of disturbance will be variable and more intact landforms with well-preserved archeological resources may still exist along portions of the flanking wooded buffers and in wide sections of the Parkway median.

The No-Build option would not directly affect any known cultural resources. Mitigation of cultural resource impacts or effects can vary from preservation in place to resource recordation and is negotiated on a resource by resource basis with the Maryland Historical Trust.

4.2.4 - Forests and Ecology Effects

The study corridor contains significant forest and ecological resources highlighted by the Patuxent Research Refuge, the Beltsville Agricultural Resource Center, and Greenbelt Park. The table below presents the approximate acreage of forest that could be affected by any of the potential build options.

Potential Effect	AASHTO/SHA		NPS	
Widening Options	Outside	Inside	Outside	Inside
Forest Impacts-inside existing ROW (acres and %)	240 acres (35%)	175 acres (26%)	170 acres (25%)	58 acres (8.5%)
Sensitive Species Project Review Areas (each)	5	5	5	5

The total forest area within the existing B-W Parkway right-of-way is approximately 678 acres. As reflected in the table any of the build options would require some impacts to forest areas. However, the direct impact would be greatest for the AASHTO outside widening option and least for the NPS inside widening option simply based on the size of their respective limits of disturbance.

Compliance with the State of Maryland's Forest Conservation Act is required for any activity requiring an application for a subdivision, grading permit or sediment control permit on areas 40,000 square feet or greater and will require a Forest Conservation Plan. The Forest Conservation Act is implemented at the county level, and each county may have different implementation guidelines regarding forest retention, reforestation and afforestation. In general, planting requirements under the Forest Conservation Act are not required if the total area of forest to be retained is at or above the breakeven point (amount of forest that must be retained so that no mitigation is required). The breakeven point is determined based on Forest Conservation Act required calculations considering net tract area, land use, and existing forest cover. Planting requirements (i.e., mitigation) are then based on required worksheet calculations outlined in the Forest Conservation Act, and may include areas of available reforestation, afforestation, or both.

Sensitive Species Project Review Areas are delineated by the Maryland Department of the Natural Resources (DNR) and are typically areas known to contain or provide critical habitat for protected plants or animals or contain a habitat type unique or rare in Maryland such as a bog. All four build options would require traversing five Sensitive Species Project Review Areas; however, field specific work would

be required to evaluate whether any species or feature of concern actually occurs within or near the area of possible disturbance. Mitigation requirements would be dependent on the specifics of the resource in question (e.g. protected plant or fish) and would be coordinated with the Maryland DNR and other stakeholders on a case by case basis.

The No Build option would not directly affect any forests or ecologically sensitive resources.

4.2.5 - Potential Property Impacts

Direct property impacts immediately adjacent to existing NPS property and Maryland SHA right-of-way limits occur primarily with the outside widening option, with little difference between the NPS and AASHTO/SHA typical section. Due to the requirement for an outside shoulder, the AASHTO/SHA inside widening option also could directly affect up to three properties. The NPS inside widening option could be constructed without any additional property impacts on adjacent areas.

Potential Property Impacts	AASHTO/SHA		NPS	
Widening Options	Outside	Inside	Outside	Inside
Residential (each)	13-14	0-1	13-14	0
Commercial (each)	2	1	2	0
Institutional (each)	1-2	0-1	1-2	0

Direct property impacts associated with either of the outside widening options would most likely occur in the residential communities of East Riverdale, Greenbelt and Laurel. As discussed in Chapter 3, property impacts were limited to minor encroachments at the park boundary and no relocations were identified. Right-of-way impacts can likely be avoided through more detailed design at a later stage of study..

The No Build option would not directly affect any adjacent properties.

4.3 - Quality of Life Effects

During the public outreach process concerns were raised about indirect impacts to communities and other land uses abutting the Parkway that could result from possible facility expansion including loss of tree buffer to the existing facility, viewsheds, noise, and aesthetics. These subjects would undergo rigorous investigation should this study lead to the next step of planning. At this initial feasibility study stage, these “quality of life” effects are anticipated to be greatest with either of the two outside widening options. The AASHTO/SHA inside widening option also requires the construction of a wider outside shoulder so some loss of trees on the outside would be required. The NPS inside widening would likely result in the least amount of quality of life effects on neighboring communities but would require the removal of some vegetation in the existing Parkway median area and a change in the overall image of the facility. The No-Action option would have no direct park property impacts; however, B-W Parkway users would likely be affected by worsening traffic conditions over time.

The B-W Parkway provides a park setting to welcome visitors and locals alike to the Nation's capital, but no real opportunities for visitors to stop and experience the park. The B-W Parkway not only connects the two large tourist destinations of Washington, DC, and Baltimore, Maryland, but the corridor also contains many attractions itself. The corridor is home to the Patapsco Valley State Park, Greenbelt Park, and environmental research facilities including Beltsville Agricultural Research Center and the Patuxent Research Refuge. None of the four build options under consideration are expected to substantively change this transportation role of the Parkway.

4.4 - Considerations for Further Study

Should this initial feasibility study result in a decision to proceed into the next step of the planning and project development process, it is very likely that a formal environmental impact statement would need to be prepared under the guidance of a lead federal agency or co-lead agencies, along with invited official cooperating agencies. The FHWA and the NPS would be possible lead agencies, while agencies with property along the corridor such as United States Department of Agriculture, United States Fish and Wildlife Service, NASA, the NSA, and the Maryland SHA would be invited to be cooperating agencies.

One of the first steps in the National Environmental Policy Act compliance process is project scoping, an activity which involves both the public as well as agency stakeholders. The results of this initial feasibility study would serve as the logical "launching point" for scoping discussions.

Chapter 5: Traffic and Transportation

5.1 - Methodology

Analysis of traffic operations for the various scenarios on the B-W Parkway consisted of the application of the following data sources, assumptions, tools and methods:

- AM and PM peak hour volume estimates for each mainline Parkway segment were calculated from AM and PM peak period volumes derived from the Metropolitan Washington Council of Governments regional level travel demand model outputs. Conversion from "peak period" to "peak hour" was performed in accordance with the guidance contained in the *TPB Travel Forecasting Model, Version 2.2 Specification, Validation, and User's Guide* published by the National Capital Region Transportation Planning Board (dated March 1, 2008). This guidance indicates that the following factors should be employed for converting AM and PM "peak period" volumes to AM and PM "peak hour" volumes:
  - AM Peak Hour = 40 percent x AM Peak Period (AMVOL)
  - PM Peak Hour = 37 percent x PM Peak Period (PMVOL)

  Mainline peak hour volumes for all analysis scenarios are documented in section 5.3.
- Highway Capacity Software (HCS) 2010 version Freeway Module was used to calculate operational attributes given mainline traffic volume and number of lanes. Assumptions pertaining to this analysis were developed with the concurrence of the FHWA and include the following:
  - Free-flow speed = 65 miles per hour
  - Percent trucks = 5 percent north of MD 175, 0 percent south of MD 175 (truck traffic prohibited within National Park Service jurisdiction)
  - Peak Hour Factor (PHF) = 0.90
  - Terrain = Level
- HCS analysis was performed to obtain level of service for each mainline segment (i.e. between interchanges) along the Parkway, for each direction, for AM and PM peak hours, for each scenario as noted in Section 5.2.

5.2 - Future Traffic Analysis Scenarios

Future traffic analysis considered year 2040 No Build and Build conditions in accordance with the April 21, 2011 validation report provided by MWCOG. The regional scale travel demand models were developed and applied by MWCOG for each of the defined future year scenarios to estimate average daily and AM and PM peak period traffic volumes. The AM and PM peak period volume estimates were subsequently used to obtain AM and PM peak hour volumes for analysis. The three future scenarios are discussed below.

5.2.1 – Future (2040) No Build Scenario

This represents the year 2040 roadway network, transportation facilities and traffic forecasts consistent with the currently adopted 2010 Constrained Long Range Plans for both the Baltimore and Washington metropolitan areas. This scenario accounts for the planned completion of widening along the Maryland SHA-owned portion of the Parkway, which will result in a continuous section of three lanes in each direction from the MD 175 interchange to the Baltimore Beltway (I-695). This scenario includes the completion of other planned regional transportation network improvements such as the Purple Line fixed guideway transit facility between Bethesda and New Carrollton, and the Inter-County Connector between I-270 and I-95. This option assumes no physical or operational changes to the existing Baltimore-Washington Parkway between New York Avenue and the Baltimore Beltway (I-695).

5.2.2 – Future (2040) Partial Build Scenario

The Partial Build Scenario assumes additional widening of the Parkway, relative to the 2040 No Build scenario, to provide three general use travel lanes in each direction from the Capital Beltway (I-495/I-95) to MD 175. This assumption does not affect the Parkway segment between the Capital Beltway and MD 193, on which auxiliary lanes provide three lanes in each direction under existing conditions. This scenario, therefore, provides three lanes in each direction only between the Capital Beltway and the Baltimore Beltway. This option assumes no physical or operational changes to the existing Baltimore-Washington Parkway between New York Avenue and the Capital Beltway (I-495/I-95).

5.2.3 – Future (2040) Full Build Scenario

The Full Build Scenario assumes additional widening of the Parkway, relative to the 2040 No Build scenario, to provide three general use travel lanes in each direction over the entire length of the Parkway from MD 450 to MD 175. With the existing three-lane section south of MD 450 and the completion of widening north of MD 175 by Maryland SHA provided in the No Build scenario, the Full Build scenario provides three general use travel lanes in each direction through the full length of the study area from John Hanson Highway (U.S. Route 50) at the District of Columbia line to the Baltimore Beltway (I-695).

5.3 - Traffic Analysis Results

This study identified the effect of the various future year widening options, including the No Build option, on traffic volumes and level of service on the mainline segments of the Parkway between the John Hanson Highway (U.S. Route 50) at the District of Columbia line and the Baltimore Beltway (I-695).

5.3.1 –Traffic Volumes

The MWCOG travel demand models incorporate anticipated regional growth in population, employment, and related activities across both the Baltimore and Washington metropolitan areas as shown in Table 5.1.

Table 5.1. Regional Growth Projections (2005-2040)

	2005	2040	change
Population	6,262,508	8,613,982	38%
Employment	3,700,075	5,457,004	47%

Sources: MWCOG and BMC

Reflective of these anticipated changes in population and employment across the Baltimore and Washington, DC, metropolitan areas, total travel demand is similarly expected to increase significantly over the next several decades in the corridor between the Baltimore and Washington urban cores. The projected increases in Base Realignment and Closure related employment at Fort Meade will also contribute to increased travel demand across the study area.

A basic characteristic of both the Baltimore and Washington, DC, regional travel demand modeling processes is an effort to achieve a reasonable balance between the total estimated travel demand and the ability of the highway and transit systems in the two regions to accommodate these demands. Accordingly, the traffic volume forecasts along the Parkway corridor associated with each of the future year scenarios reflected the tendency for traffic to utilize the additional capacity created in areas where the Parkway was being proposed to be widened to three lanes in each direction. Figure 5.1 shows the average daily traffic forecasts for mainline segments along the Parkway in the year 2040 associated with each of the widening options that were considered during the conduct of this initial feasibility study.

Comparing the forecast traffic volumes between scenarios, it is evident that there is little change on those Parkway segments which are assumed to remain two lanes in each direction but a significant increase in volume on those segments which are proposed to be widened from two lanes in one scenario to three lanes in another. In essence, the projected travel demand across the study area seeks to use any available capacity that might be provided along segments of the Parkway between New York Avenue (U.S. Route 50) and the Baltimore Beltway (I-695). Forecast average daily traffic, AM and PM peak hour volumes are presented in Appendix A to this task report.

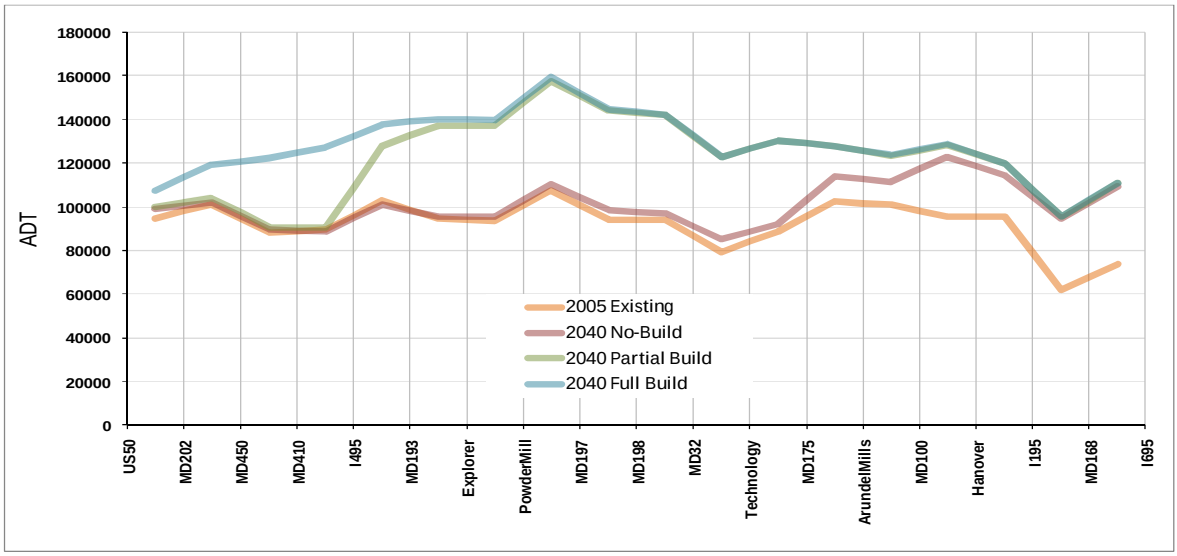

Figure 5.1. Mainline Average Daily Traffic Forecasts – All Scenarios

5.3.2 – Operations

Results from the HCS analysis were used to develop comparisons between the various scenarios to ascertain the impact of widening on individual users. With the intention of limiting this comparison to significant differences between the defined analysis scenarios, ignoring minor variations of operational characteristics that occur with small changes in traffic volumes, these comparisons focused on a segment-by-segment review of where the LOS letter-grade as reported by HCS changed between scenarios. A complete summary of all HCS analysis results is included in Appendix A.

5.3.2.1 - Existing to 2040 No-Build

A comparison of the HCS results between those for the existing (2005 base year) and the 2040 No Build scenarios is shown in Figure 5.2. Those Parkway mainline road segments highlighted in green represent segments where the level of service could be expected to improve in the 2040 No-Build scenario relative to the existing scenario. Those Parkway segments highlighted in red represent segments that are expected to experience a drop or decline in the AM or PM peak hour level of service from 2005 to 2040. These results may be partially explained by the following:

- Improvement in level of service north of MD 100 coincides with the limits of the Parkway widening work being undertaken by Maryland SHA which is part of the Constrained Long Range Plans for 2040.
- Drop in levels of service between MD 197 and MD 32 may be related to the projected growth of Fort Meade related to Base Realignment and Closure.

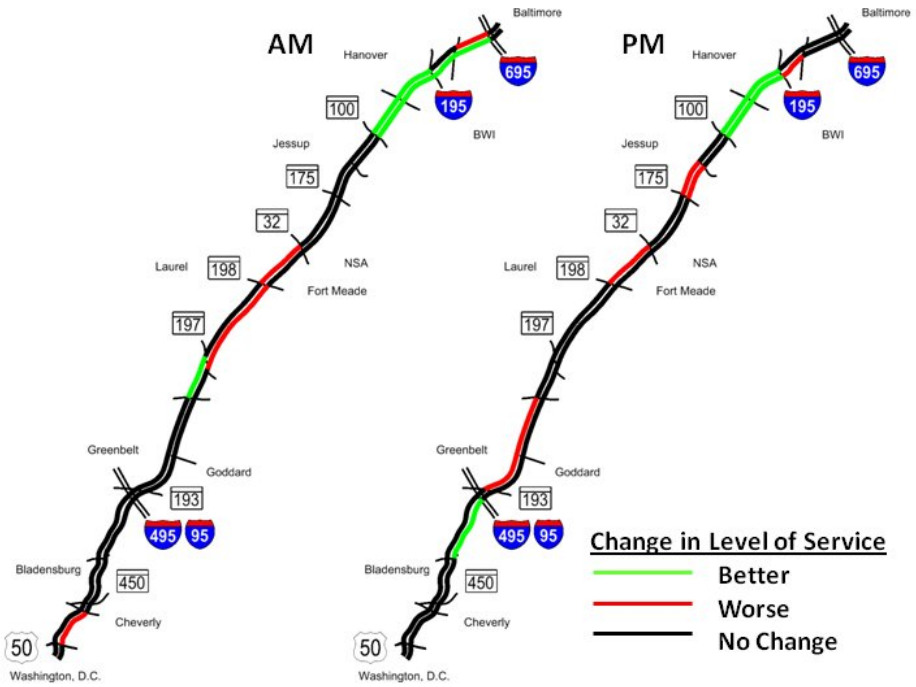

Figure 5.2. Change in Levels of Service from Existing (2005 Base Year) to 2040 No-Build

The comparison of the 2040 No Build scenario with the 2005 Existing conditions scenario provided a basis for comparing future traffic conditions between the 2040 No Build scenario and the two 2040 Build scenarios considered in this feasibility study.

5.3.2.2 - 2040 No Build to 2040 Partial Build

Using a similar convention to Figure 5.2, Figure 5.3 documents the anticipated change in the AM and PM peak hour levels of service for the 2040 Partial Build scenario relative to the 2040 No Build scenario. Key observations associated with this comparison include the following:

- Level of service improves under the 2040 Partial Build scenario on widened Parkway segments south of MD 175, but degrades on the three-lane segments north of MD 175. This reflects additional traffic seeking the benefits of a widened north-south commuter link which has an adverse effect on operations for segments north of MD 175 where widening has already taken place under the 2040 No Build scenario.
- A reduction in the projected peak hour level of service is also noted for the Parkway segment from the Capital Beltway to MD 193 (Greenbelt Road) on which the auxiliary lanes between the closely-spaced interchanges provide three lanes in each direction under existing conditions. This section of the Parkway is not anticipated to experience any widening under the 2040 Partial Build scenario compared to either the 2005 Base or 2040 No Build scenarios.
- The PM peak hour conditions on those Parkway segments south of the Capital Beltway are generally worse as these segments are assumed to remain two lanes in each direction under the 2040 Partial Build scenario.

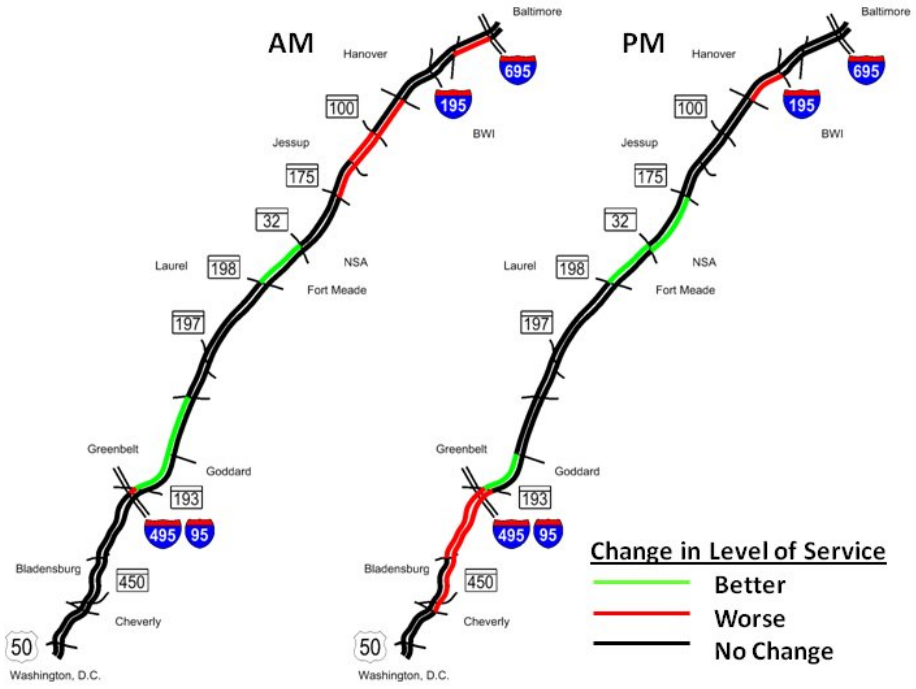

Figure 5.3. Change in Levels of Service from 2040 No-Build to 2040 Partial Build

5.3.2.3 - 2040 No-Build to 2040 Full Build

Figure 5.4 documents the projected change in the peak hour level of service from 2040 No Build scenario to the 2040 Full Build scenario. Key observations include the following:

- Results are similar to the comparison between 2040 No Build and 2040 Partial Build north of the Capital Beltway. Thus, peak hour level of service is anticipated to improve under the 2040 Full Build scenario on widened Parkway segments south of MD 175, but degrades on the three-lane segments north of MD 175. This reflects additional traffic seeking the benefits of a widened north-south commuter link which has an adverse effect on operations for segments north of MD 175 where widening has already taken place under the 2040 No Build scenario
- The PM peak hour level of service conditions south of the MD 450 interchange to U.S. Route 50 are generally worse as these segments are three lanes under existing conditions and will not experience any widening under the 2040 Full Build scenario despite experiencing an increase in demand resulting from widening elsewhere along the Parkway. The AM peak hour level of service conditions are expected to remain essentially unchanged from those observed in the 2005 Base and the 2040 No Build and 2040 Partial Build scenarios.

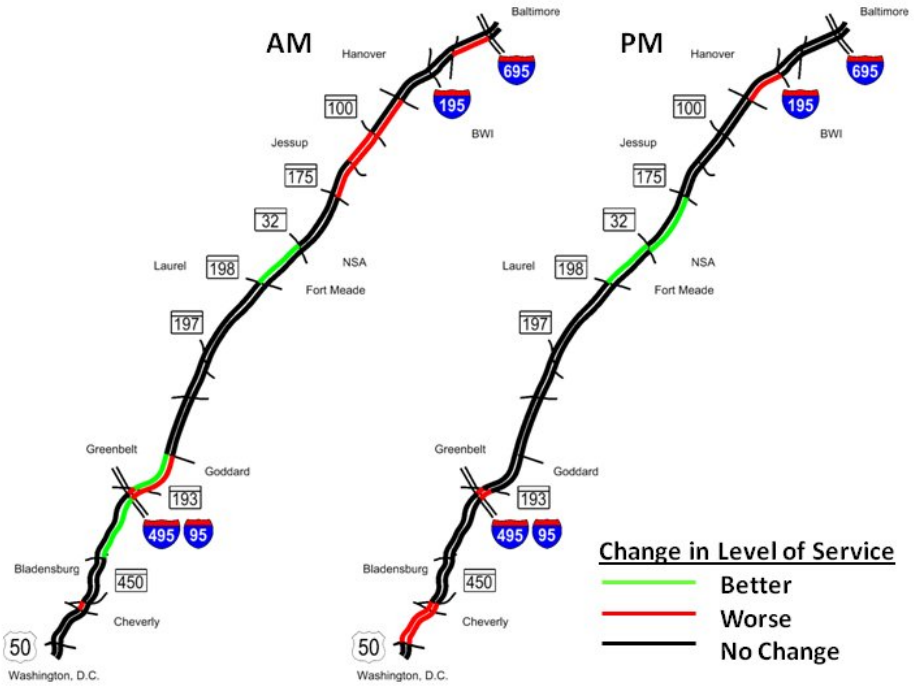

Figure 5.4. Change in Levels of Service from 2040 No-Build to 2040 Full Build

5.3.3 – General Observations

Several general observations are derived from these results:

- Traffic conditions are generally worse in the PM peak hour than in the AM peak hour.
- The distribution of traffic "hot spots" in future years continues to be consistent with directional traffic distribution in the AM and PM peak periods.
- Widening selected sections of the Parkway as proposed under the 2040 Partial Build and 2040 Full Build scenarios may provide some localized improvement to traffic operations, but regionally the level of traffic congestion changes little from the 2040 No Build conditions as widened sections exhibit a sharp increase in traffic volumes to utilize the additional capacity that is provided. This is a result of the regional travel demand forecasting model's efforts to balance projected traffic demand against available roadway capacity.
- Both build scenarios have the effect of creating traffic bottlenecks at the point where newly widened sections join with previously widened sections on the Maryland SHA-owned area of the Parkway, regardless of the number of lanes in the non-widened sections. This is due to additional traffic volumes accessing the widened sections of the facility in search of a more balanced level of congestion.

In conclusion, the following statements summarize the transportation results of this study, as it pertains to the feasibility of future widening:

- A widened Baltimore-Washington Parkway will carry more traffic.
- A widened Parkway will not necessarily be less congested than conditions that are observed today.
- In general, more vehicles can move through the corridor if it is widened, but at similar levels of congestion as are observed today.

5.4 - Moving Forward

This study presents a preview of how the Partial Build and Full Build widening scenarios would affect traffic volumes and traffic operations as experienced by users of the Parkway. Further review of Parkway improvements should adopt a broader regional context with consideration for the following:

- More detailed review of traffic interactions at ramps or spillback effects from downstream traffic bottlenecks, and distribution of local traffic at cross streets are necessary to validate the adequacy of existing interchanges.
- Future growth of traffic or changes in local demand patterns warrant a review of interchange geometry to include auxiliary lanes, acceleration and deceleration lanes, ramps, and cross street typical sections.
- Consideration of traffic management strategies including demand management and managed lanes options (i.e. high occupancy toll or congestion pricing), transit priority, or other measures – in combination with or as alternatives to Parkway widening - could affect long-term traffic forecasts and impacts.

Consideration of improvements to parallel highway and transit facilities serving north-south travel demand between the Washington, DC, and Baltimore metropolitan areas.

Chapter 6: Preliminary Capital Cost Estimates [1]

In order to address the feasibility of widening the B-W Parkway, the potential benefits need to be compared to the estimated capital costs. Below is a summary of the methodologies and assumptions that were used to develop the preliminary capital cost estimates for each of the four widening options presented in the feasibility study.

6.1 - Methodology and Data Sources

Preliminary capital cost estimates for each widening option were developed using the Maryland Department of Transportation State Highway Administration 2011 Highway Construction Cost Estimating Manual. The recommended format for conceptual or feasibility study planning level project cost estimates is a *Major Quantities Estimate*. Overall, base costs were developed by applying current 2011 unit costs to measurable quantities of major item categories that included earthwork, paving, shoulders (curb, traffic barrier, guardrail, etc) and structures (bridge widening, new, demolition). Other categories of costs were estimated by applying recommended percentages of the overall base cost of the major items. The percentages used were based primarily from the ranges suggested in the 2011 Highway Construction Cost Estimating Manual prepared by Maryland SHA. In some cases, where additional items within a category could be measured or estimated by lane-mile or length of project, they were included and the corresponding percentage adjusted.

The Maryland SHA 2011 Highway Construction Cost Estimating Manual breaks down the total project cost into eight separate cost categories, or groups of similar items. For the purposes of this initial cost calculation, only four of the categories (2, 4, 5, and 6) are considered major items and their combined category costs are included as the defined major item costs. A brief description of the items considered and quantified within each category for this feasibility study or the applicable percentage of the major item costs are provided below.

Category 1 Preliminary: Mobilization, clearing and grubbing, engineer's office, and maintenance of traffic were considered to be 40 percent of the major item cost.

Category 2 Earthwork: The earthwork volumes were estimated by average end method from cut and fill areas computed from preliminary cross sections and Geopak design software. The cross sections included a widened roadside ditch section to account for stormwater management, using environmental site design, to meet the new MDE guidelines.

Category 3 Drainage: The drainage (storm drain pipes, inlets, etc.) was estimated as 30% of the major item cost. Stormwater management, using environmental site design, to meet the new MDE guidelines is accounted for in this percentage.

[1] Preliminary costs estimates were submitted for review and comment. In addition, the study team is waiting for operations and maintenance costs information from NPS. Once all these items have been submitted to the study team, the team can complete this section.

Category 4 Structures: The areas of bridge removal, bridge widening, and new bridge construction were measured from the feasibility study plans.

Category 5 Pavement: The areas of new pavement for the widening and the areas of existing pavement to be milled and overlaid were measured from the feasibility study plans. From these areas, quantities of aggregate base, base asphalt and surface asphalt were computed.

Category 6 Shoulders: This category includes curb, gutter, traffic barriers, guardrail, and appurtenances. Though not designed or shown on the plans at a feasibility study level, quantities for these items were able to be estimated using engineering judgment and the cross sections dimensions.

Category 7 Landscaping: This category includes an allowance for normal roadside landscape items estimated as 10 percent of the major item cost. It also includes the reforestation of the impacted forested areas measured within the limits of disturbance shown on the feasibility study plans. For purposes of this estimate, an acre of mitigation or replacement was assumed for every acre of impacted forest. This category also includes an estimate for anticipated noise walls. A length of noise walls along potential sensitive sound receptors (adjacent residential communities) was approximated and multiplied by an average height of fifteen feet. The total cost of these three components comprises the Landscaping category.

Category 8 Traffic: Pavement markings, markers, signs and guide signs were estimated based on project lane lengths. No lighting or traffic signal equipment are anticipated or included in this estimate for the widening as neither items exist on the current parkway.

Category 8 Utilities: Utility relocation was estimated as eight percent of the major item cost.

Due to the preliminary nature of this estimate, a contingency cost of 40 percent was added to the sum of the above categories to provide an overall neat cost. Preliminary engineering (10 percent) and construction overhead (15.5 percent) costs were also included in the overall capital cost estimate based on percentages of the total neat cost. A summary of the capital cost estimate is illustrated in section 6.2 below.

6.1.1 - Right of Way Costs

The right-of-way impacts identified were very narrow sliver encroachments adjacent to the Park boundary. It is anticipated that if this study should advance to a more detailed design that these impacts could be avoided and therefore no costs for Right of Way acquisition are included in the study

6.1.2 - Operations and Maintenance Costs

The widening of the parkway will increase the pavement area by about 35 lane-miles and bridge structures will be increased accordingly. As a result, annual operations and maintenance cost budget would likely increase by about $300,000 to $400,000. This cost was estimated by applying increased lane miles and structure areas to unit prices taken from the 2011 operations and maintenance budget, provided by the National Park Service. This cost includes labor and materials for typical parkway maintenance items such as mowing grass, applying road salt, and annual bridge maintenance.

6.1.3 – Construction Costs for Park Aesthetics

Given the context of the parkway, additional costs were included in the estimate for landscaping and aesthetic treatment of structures. For the NPS alternatives, the cost of roadside barriers was estimated to account for the decorative concrete/stone treatments. For bridges an additional $20 per square foot was added to the cost estimate to account for the aesthetic architectural treatments of piers and abutments. The estimated landscaping cost was increased to account for plantings indicative of a parkway.

6.2 - Matrix of Costs by Widening Option

The preliminary capital cost estimate for each of the widening options is summarized in the table below. The detailed cost estimate worksheet is included in Appendix B of this task report.

Table 6.1. Preliminary Capital Cost Estimate

	AASHTO/SHA INSIDE	AASHTO/SHA OUTSIDE	NPS INSIDE	NPS OUTSIDE
TOTAL CATEGORY 1 - PRELIMINARY	$45,886,600.00	$64,685,200.00	$38,633,400.00	$61,904,800.00
TOTAL CATEGORY 2 - EARTHWORK	$15,845,000.00	$29,185,000.00	$13,446,000.00	$23,950,000.00
TOTAL CATEGORY 3 - DRAINAGE	$40,653,950.00	$54,752,900.00	$32,101,050.00	$49,554,600.00
TOTAL CATEGORY 4 - STRUCTURES	$28,897,000.00	$53,662,000.00	$19,572,000.00	$46,742,000.00
TOTAL CATEGORY 5- PAVEMENT	$63,830,500.00	$73,993,500.00	$36,828,500.00	$48,833,500.00
TOTAL CATEGORY 6 - SHOULDERS	$6,144,000.00	$4,872,500.00	$26,737,000.00	$35,236,500.00
TOTAL CATEGORY 7- LANDSCAPING	$20,015,650.00	$24,731,300.00	$18,172,850.00	$24,018,700.00
TOTAL CATEGORY 8- TRAFFIC	$1,979,900.00	$1,979,900.00	$1,979,900.00	$1,979,900.00
TOTAL CATEGORY 8- UTILITIES	$9,177,320.00	$12,937,040.00	$7,726,680.00	$12,380,960.00
SUBTOTAL - CATEGORIES 2, 4, 5 & 6	$114,716,500.00	$161,713,000.00	$96,583,500.00	$154,762,000.00
SUBTOTAL - ALL CATEGORIES	$232,429,920.00	$320,799,340.00	$195,197,380.00	$304,600,960.00
CONTINGENCY (40%)	$92,971,968.00	$128,319,736.00	$78,078,952.00	$121,840,384.00
NEAT CONSTRUCTION COSTS	$325,401,888.00	$449,119,076.00	$273,276,332.00	$426,441,344.00
PRELIMINARY ENGINEERING (10%)	$32,540,188.80	$44,911,907.60	$27,327,633.20	$42,644,134.40
CONSTRUCTION OVERHEAD (15.5%)	$50,437,292.64	$69,613,456.78	$42,357,831.46	$66,098,408.32
TOTAL COST	$408,400,000.00	$563,600,000.00	$343,000,000.00	$535,200,000.00

Based on the capital cost calculations, the outside widening options will cost more than the inside widening options. The AASHTO/SHA widening options will cost more than the NPS widening options. The difference in cost is due mostly to the wider shoulder impacts resulting from the AASHTO standards in comparison to the NPS standards. This impact would affect both northbound and southbound widening. It should also be noted that these costs shown exclude estimates of potential right-of-way acquisition or other cost factors previously noted.

Chapter 7: Summary

Based on the alternatives evaluation performed as part of the Baltimore-Washington Parkway Widening Feasibility Study, the following comments can be made with respect to each of the four technical evaluation criteria.

7.1 - Physical Constraints

In sections where widening might occur, new or re-constructed infrastructure will most likely be needed. In locations where the Parkway traverses under a cross street, bridges will need to be replaced. In locations where the Parkway traverses over a cross street, bridges will need to be widened. Most of the existing Parkway interchanges will need to be modified or replaced. There are some locations, such as in the Greenbelt area, where the limits of disturbance appear to encroach close to or outside of the existing Parkway right-of-way. There were also several sections noted where an inside widening concept is likely not feasible due to the lack of median width available for widening of the travelway. Many locations may require design exceptions in order to avoid complete reconstruction given the physical constraints of the corridor.

Should the decision be made that this study move forward, any future analysis should include an evaluation of widening options that utilizes a combination of inside and outside widening to accommodate differing existing conditions and constraints along the corridor. The future analysis should also consider the geometrics of existing interchanges to determine the extent they may need to be reconstructed to accommodate the future traffic projections and parkway widening.

7.2 - Environmental Analysis and Effects

Each of the four widening options would have direct effects on all evaluated environmental elements: parklands and recreation areas, including the B-W Parkway itself; wetlands and water resources; known cultural resources, including the B-W Parkway; forest and ecology; and residential, commercial and institutional property impacts. quality of life impacts such as view sheds, noise, and aesthetics are anticipated to be greatest with either of the two outside widening options that were considered.

The No Build option would have no direct environmental impacts; however, the B-W Parkway user experience is likely to be affected by worsening traffic conditions as increasing travel demands attempt to use the existing roadway.

Mitigation and minimization of environmental impacts of the NPS facilities would be a primary focus of any future studies and coordination with environmental stakeholders should continue to determine the possible range of possibilities.

7.3 - Traffic and Transportation

The traffic and transportation analysis results revealed that the following major findings:

- Traffic conditions along most sections of the Parkway are generally worse in the PM peak hour than in the AM peak hour, both today and in the future;

- The distribution of traffic hot spots in future years continues to be consistent with directional traffic distribution in the AM and PM peak periods;
- Widening of the Parkway as proposed under the 2040 Partial Build and 2040 Full Build scenarios may provide some localized improvement to traffic operations, but regionally the level of traffic congestion is anticipated to change little from the 2040 No Build conditions as widened sections exhibit a sharp increase in traffic volumes.

Thus, a widened Baltimore-Washington Parkway, whether inside or outside, will carry more traffic but not necessarily be less congested. More vehicles can move through the corridor if it is widened, but at similar levels of congestion as observed today.

Further review of Parkway improvements should adopt a regional context with consideration for a more detailed review of traffic interactions at ramps or spillback effects from downstream traffic bottlenecks, and distribution of local traffic at cross streets are necessary to validate the adequacy of existing interchanges. Future consideration should be given to traffic management strategies including demand management and managed lanes options (i.e. high occupancy toll or congestion pricing), transit priority, or other measures – in combination with or as alternatives to Parkway widening. Consideration should also be given to improvements of parallel facilities serving north-south traffic demand between the Washington, DC, and Baltimore metropolitan areas.

7.4 - Preliminary Capital Cost Estimates

The preliminary capital cost estimate based on the Maryland SHA 2011 Highway Construction Cost Estimating Manual ranged from $343 million to $563 million exclusive of operations and maintenance costs. These cost estimates do not include any additional right-of-way acquisition costs. Based on these initial capital cost calculations, the outside widening options will cost more than the inside widening options. The AASHTO/SHA widening options will cost more than the NPS widening options. The difference in cost is due mostly to the wider shoulder impacts resulting from the AASHTO standards in comparison to the NPS standards. This impact would affect both northbound and southbound widening.

The preliminary capital costs were developed from a conservative standpoint. Thus, any future studies should include consideration of more detailed engineering and construction methodologies as well as mitigation and avoidance alternatives so as to develop a more detailed cost estimate.

Appendix A - Traffic Analysis Results

Baltimore Washington Parkway - Widening Feasibility Study
Traffic Analysis Results

					2005 EXISTING								
	MD 295 SEGMENTS				NO. LANES	VOLUME		LOS		AVG. SPEED		TRAVEL TIME	
SEGMENT	BETWEEN	AND	LENGTH	DIRECTION		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
17	I-695	MD 168 (West Nursery Road)	1.17	N.B.	2	2184	4197	C	F	65.0	51.1	65	82
				S.B.	2	3811	2491	E	C	56.6	65.0	74	65
16	MD 168 (West Nursery Road)	I-195	1.21	N.B.	2	2176	3452	C	D	65.0	60.5	67	72
				S.B.	2	3072	2706	D	C	63.3	64.7	69	67
15B	I-195	Hanover Road	1.46	N.B.	2	3331	4494	D	F	61.5	46.0	85	114
				S.B.	2	4258	3994	F	E	50.1	54.2	105	97
15A	Hanover Road	MD 100	1.44	N.B.	2	3306	4678	D	F	61.5	46.0	84	113
				S.B.	2	4022	4681	F	E	50.1	54.2	103	96
14	MD 100	MD 713F (Arundel Mills Boulevard)	0.96	N.B.	3	3306	4678	C	D	65.0	63.0	53	55
				S.B.	3	4022	4681	C	D	64.8	63.0	53	55
13	MD 713F (Arundel Mills Boulevard)	MD 175	1.24	N.B.	3	3156	5074	C	D	65.0	61.1	69	73
				S.B.	3	4564	4063	D	C	63.4	64.7	70	69
12	MD 175	NSA Entrance (Technology Drive)	1.77	N.B.	2	3293	3714	D	E	61.8	57.8	103	110
				S.B.	2	3468	3526	D	D	60.3	59.8	106	107
11	NSA Entrance (Technology Drive)	MD 32	0.43	N.B.	2	2992	3062	D	D	63.7	63.3	24	24
				S.B.	2	3020	2960	D	D	63.5	63.8	24	24
10	MD 32	MD 198	1.75	N.B.	2	3651	3935	E	E	58.5	55.0	108	115
				S.B.	2	3509	3926	D	E	59.9	55.1	105	114
9	MD 198	MD 197	3.35	N.B.	2	3499	3788	D	E	60.0	56.9	201	212
				S.B.	2	3578	3793	D	E	59.2	56.8	204	212
8	MD 197	Powder Mill Road	1.86	N.B.	2	3937	4552	E	F	56.2	46.9	119	143
				S.B.	2	4234	4324	F	F	52.1	50.8	129	132
7	Powder Mill Road	Balwash Rd.	2.00	N.B.	2	3219	4036	D	E	62.9	54.9	114	131
				S.B.	2	3867	3635	E	D	57.1	59.6	126	121
6	Balwash Rd.	MD 193 (Greenbelt Road)	1.29	N.B.	2	3375	3854	D	E	61.8	57.2	75	81
				S.B.	2	3786	3681	E	D	58.0	59.1	80	79
5	MD 193 (Greenbelt Road)	I-95 (Capital Beltway)	0.37	N.B.	3	3752	4080	C	C	65.0	64.8	20	21
				S.B.	3	4116	3915	C	C	64.8	65.0	21	20
4	I-95 (Capital Beltway)	Riverdale Road	2.36	N.B.	2	3099	3719	D	E	63.5	58.7	134	145
				S.B.	2	3567	3618	D	D	60.2	59.7	141	142
3	Riverdale Road	MD 450 (Annapolis Rd)	1.66	N.B.	2	2838	3619	C	D	64.6	59.7	93	100
				S.B.	2	3502	3575	D	D	60.8	60.1	98	99
2	MD 450 (Annapolis Rd)	MD 202 (Landover Rd)	0.32	N.B.	3	2649	4352	B	C	65.0	64.4	18	18
				S.B.	3	4349	4099	C	C	64.4	64.8	18	18
1	MD 202 (Landover Rd)	US 50 (John Hanson Highway)	1.65	N.B.	3	1924	3986	A	C	65.0	64.9	91	92
				S.B.	3	5130	3700	D	C	61.5	65.0	97	91
TOTAL	**I-695**	**US 50**	**26.29**	**N.B.**						**62.1**	**55.7**	**1524**	**1700**
				S.B.						**58.3**	**58.8**	**1623**	**1609**

Baltimore Washington Parkway - Widening Feasibility Study
Traffic Analysis Results

					2040 NO BUILD								
	MD 295 SEGMENTS				NO. LANES	VOLUME		LOS		AVG. SPEED		TRAVEL TIME	
SEGMENT	BETWEEN	AND	LENGTH	DIRECTION		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
17	I-695	MD 168 (West Nursery Road)	1.17	N.B.	3	3058	7247	B	F	65.0	39.1	65	108
				S.B.	3	6274	3876	F	C	51.3	64.9	82	65
16	MD 168 (West Nursery Road)	I-195	1.21	N.B.	3	2822	5809	B	E	65.0	55.8	67	78
				S.B.	3	4731	3777	D	C	62.8	65.0	69	67
15B	I-195	Hanover Road	1.46	N.B.	3	3599	5405	C	D	65.0	59.0	81	89
				S.B.	3	5162	4459	D	D	60.6	63.8	87	82
15A	Hanover Road	MD 100	1.44	N.B.	3	4163	5840	C	E	64.5	55.5	80	93
				S.B.	3	5470	4971	E	D	58.5	61.6	89	84
14	MD 100	MD 713F (Arundel Mills Boulevard)	0.96	N.B.	3	4196	5198	C	D	64.5	60.3	54	57
				S.B.	3	4310	5019	C	D	64.2	61.4	54	56
13	MD 713F (Arundel Mills Boulevard)	MD 175	1.24	N.B.	3	4135	5783	C	E	64.6	56.0	69	80
				S.B.	3	5042	4622	D	D	61.3	63.2	73	71
12	MD 175	NSA Entrance (Technology Drive)	1.77	N.B.	2	3395	3790	D	E	61.0	56.9	104	112
				S.B.	2	3638	3760	D	D	62.5	62.1	102	103
11	NSA Entrance (Technology Drive)	MD 32	0.43	N.B.	2	3199	3252	D	D	62.5	62.1	25	25
				S.B.	2	3148	3329	D	D	62.8	61.5	25	25
10	MD 32	MD 198	1.75	N.B.	2	3752	3969	E	E	57.3	54.5	110	116
				S.B.	2	3649	4201	E	F	58.5	51.0	108	124
9	MD 198	MD 197	3.35	N.B.	2	3748	3904	E	E	57.4	55.4	210	218
				S.B.	2	3559	4117	D	E	59.4	52.4	203	230
8	MD 197	Powder Mill Road	1.86	N.B.	2	4186	4554	E	F	52.8	46.9	127	143
				S.B.	2	4113	4539	E	F	53.9	47.1	124	142
7	Powder Mill Road	Balwash Rd.	2.00	N.B.	2	3246	4048	D	E	62.7	54.8	115	131
				S.B.	2	3807	3772	E	E	57.8	58.1	125	124
6	Balwash Rd.	MD 193 (Greenbelt Road)	1.29	N.B.	2	3349	3869	D	E	62.0	57.0	75	81
				S.B.	2	3780	3737	E	E	58.1	58.5	80	79
5	MD 193 (Greenbelt Road)	I-95 (Capital Beltway)	0.37	N.B.	3	3539	4079	C	C	65.0	64.8	20	21
				S.B.	3	4181	3925	C	C	64.7	65.0	21	20
4	I-95 (Capital Beltway)	Riverdale Road	2.36	N.B.	2	3080	3670	D	D	63.6	59.2	134	144
				S.B.	2	3468	3634	D	D	61.1	59.6	139	143
3	Riverdale Road	MD 450 (Annapolis Rd)	1.66	N.B.	2	2765	3707	C	D	64.7	58.8	92	102
				S.B.	2	3544	3646	D	D	60.4	59.4	99	101
2	MD 450 (Annapolis Rd)	MD 202 (Landover Rd)	0.32	N.B.	3	2721	4454	B	C	65.0	64.1	18	18
				S.B.	3	4331	4215	C	C	64.4	64.6	18	18
1	MD 202 (Landover Rd)	US 50 (John Hanson Highway)	1.65	N.B.	3	1995	4218	B	C	65.0	64.6	91	92
				S.B.	3	5216	4192	D	C	61.0	64.7	97	92
TOTAL	**I-695**	**US 50**	**26.29**	**N.B.**						**61.6**	**55.5**	**1537**	**1707**
				S.B.						**59.4**	**58.2**	**1593**	**1626**

Baltimore Washington Parkway - Widening Feasibility Study
Traffic Analysis Results

					2040 PARTIAL BUILD								
	MD 295 SEGMENTS				NO. LANES	VOLUME		LOS		AVG. SPEED		TRAVEL TIME	
SEGMENT	BETWEEN	AND	LENGTH	DIRECTION		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
17	I-695	MD 168 (West Nursery Road)	1.17	N.B.	3	3139	7221	C	F	65.0	42.5	65	99
				S.B.	3	6297	3968	F	C	51.1	64.8	82	65
16	MD 168 (West Nursery Road)	I-195	1.21	N.B.	3	2915	5811	B	E	65.0	55.8	67	78
				S.B.	3	4797	3854	D	C	62.5	64.9	70	67
15B	I-195	Hanover Road	1.46	N.B.	3	3832	5458	C	E	65.0	58.6	81	90
				S.B.	3	5218	4560	D	D	60.2	63.4	87	83
15A	Hanover Road	MD 100	1.44	N.B.	3	4482	5864	D	E	63.7	55.3	81	94
				S.B.	3	5528	5132	E	D	58.1	60.7	89	85
14	MD 100	MD 713F (Arundel Mills Boulevard)	0.96	N.B.	3	4598	5250	D	D	63.3	60.0	55	58
				S.B.	3	4524	5154	D	D	63.6	60.6	54	57
13	MD 713F (Arundel Mills Boulevard)	MD 175	1.24	N.B.	3	4580	6020	D	E	63.4	53.9	70	83
				S.B.	3	5344	5173	D	D	59.4	60.5	75	74
12	MD 175	NSA Entrance (Technology Drive)	1.77	N.B.	3	4947	5321	D	D	61.8	59.5	103	107
				S.B.	3	5077	5254	D	D	62.8	63.5	101	100
11	NSA Entrance (Technology Drive)	MD 32	0.43	N.B.	3	4728	4551	D	D	62.8	63.5	25	24
				S.B.	3	4514	4657	D	D	63.6	63.1	24	25
10	MD 32	MD 198	1.75	N.B.	3	5540	5858	E	E	58.0	55.4	109	114
				S.B.	3	5313	6141	D	E	59.6	52.7	106	120
9	MD 198	MD 197	3.35	N.B.	3	5590	5809	E	E	57.6	55.8	209	216
				S.B.	3	5178	6081	D	E	60.5	53.3	199	226
8	MD 197	Powder Mill Road	1.86	N.B.	3	6041	6603	E	F	55.1	49.5	122	135
				S.B.	3	5874	6512	E	F	56.5	50.5	119	133
7	Powder Mill Road	Balwash Rd.	2.00	N.B.	3	4810	5908	D	E	62.9	56.2	114	128
				S.B.	3	5444	5566	D	E	59.6	58.8	121	122
6	Balwash Rd.	MD 193 (Greenbelt Road)	1.29	N.B.	3	4941	5728	D	E	62.4	57.6	74	81
				S.B.	3	5362	5481	D	D	60.1	59.4	77	78
5	MD 193 (Greenbelt Road)	I-95 (Capital Beltway)	0.37	N.B.	3	4284	4992	C	D	64.5	62.1	21	21
				S.B.	3	5294	5308	D	D	60.5	60.5	22	22
4	I-95 (Capital Beltway)	Riverdale Road	2.36	N.B.	2	3231	3723	D	E	62.8	58.7	135	145
				S.B.	2	3516	3717	D	E	60.7	58.7	140	145
3	Riverdale Road	MD 450 (Annapolis Rd)	1.66	N.B.	2	2906	3733	C	E	64.4	58.6	93	102
				S.B.	2	3568	3670	D	D	60.2	59.2	99	101
2	MD 450 (Annapolis Rd)	MD 202 (Landover Rd)	0.32	N.B.	3	2782	4504	B	D	65.0	64.0	18	18
				S.B.	3	4373	4242	C	C	64.3	64.6	18	18
1	MD 202 (Landover Rd)	US 50 (John Hanson Highway)	1.65	N.B.	3	2042	4289	B	C	65.0	64.5	91	92
				S.B.	3	5226	4204	D	C	60.9	64.7	98	92
TOTAL	**I-695**	**US 50**	**26.29**	**N.B.**						**61.7**	**56.2**	**1533**	**1685**
				S.B.						**59.8**	**58.7**	**1582**	**1612**

Baltimore Washington Parkway - Widening Feasibility Study
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					2040 FULL BUILD								
	MD 295 SEGMENTS				NO. LANES	VOLUME		LOS		AVG. SPEED		TRAVEL TIME	
SEGMENT	BETWEEN	AND	LENGTH	DIRECTION		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
17	I-695	MD 168 (West Nursery Road)	1.17	N.B.	3	3140	7249	C	F	65.0	39.1	65	108
				S.B.	3	6279	3954	F	C	51.3	64.9	82.1	65
16	MD 168 (West Nursery Road)	I-195	1.21	N.B.	3	2911	5818	B	E	65	55.7	67.0	78
				S.B.	3	4781	3860	D	C	62.6	64.9	69.6	67
15B	I-195	Hanover Road	1.46	N.B.	3	3844	5455	C	E	65	58.6	80.9	90
				S.B.	3	5228	4561	D	D	60.1	63.4	87.5	83
15A	Hanover Road	MD 100	1.44	N.B.	3	4487	5870	D	E	63.7	55.3	81.4	94
				S.B.	3	5537	5130	E	D	58	60.7	89.4	85
14	MD 100	MD 713F (Arundel Mills Boulevard)	0.96	N.B.	3	4593	5268	D	D	63.3	59.9	54.6	58
				S.B.	3	4532	5145	D	D	63.5	60.7	54.4	57
13	MD 713F (Arundel Mills Boulevard)	MD 175	1.24	N.B.	3	4576	6037	D	E	63.4	53.7	70.4	83
				S.B.	3	5352	5163	D	D	59.3	60.6	75.3	74
12	MD 175	NSA Entrance (Technology Drive)	1.77	N.B.	3	4941	5324	D	D	61.8	59.5	103.1	107
				S.B.	3	5087	5244	D	D	62.8	63.5	101.5	100
11	NSA Entrance (Technology Drive)	MD 32	0.43	N.B.	3	4718	4558	D	D	62.8	63.5	24.6	24
				S.B.	3	4528	4641	D	D	63.6	63.1	24.3	25
10	MD 32	MD 198	1.75	N.B.	3	5537	5867	E	E	58	55.3	108.6	114
				S.B.	3	5355	6155	D	E	59.3	52.6	106.2	120
9	MD 198	MD 197	3.35	N.B.	3	5594	5814	E	E	57.6	55.8	209.4	216
				S.B.	3	5211	6092	D	E	60.3	53.2	200.0	227
8	MD 197	Powder Mill Road	1.86	N.B.	3	6080	6653	E	F	54.7	48.9	122.4	137
				S.B.	3	5973	6586	E	F	55.7	49.7	120.2	135
7	Powder Mill Road	Balwash Rd.	2.00	N.B.	3	4918	5959	D	E	62.5	55.8	115.2	129
				S.B.	3	5566	5667	E	E	58.8	58.1	122.4	124
6	Balwash Rd.	MD 193 (Greenbelt Road)	1.29	N.B.	3	5037	5798	D	E	61.9	57.1	75.0	81
				S.B.	3	5506	5621	D	E	59.2	58.4	78.4	80
5	MD 193 (Greenbelt Road)	I-95 (Capital Beltway)	0.37	N.B.	3	4818	5547	D	D	62.9	58.9	21.2	23
				S.B.	3	5566	5590	E	E	58.8	58.6	22.7	23
4	I-95 (Capital Beltway)	Riverdale Road	2.36	N.B.	3	4241	5347	C	D	64.6	60.2	131.5	141
				S.B.	3	5010	5299	D	D	62.1	60.5	136.8	140
3	Riverdale Road	MD 450 (Annapolis Rd)	1.66	N.B.	3	3674	5226	C	D	65	60.9	91.9	98
				S.B.	3	4900	5031	D	D	62.6	62.0	95.5	96
2	MD 450 (Annapolis Rd)	MD 202 (Landover Rd)	0.32	N.B.	3	3145	5267	B	D	65	60.7	17.7	19
				S.B.	3	5116	5010	D	D	61.5	62.1	18.7	19
1	MD 202 (Landover Rd)	US 50 (John Hanson Highway)	1.65	N.B.	3	2269	4630	B	D	65	63.6	91.4	93
				S.B.	3	5483	4574	D	D	59.4	63.8	100.0	93
TOTAL	**I-695**	**US 50**	**26.29**	**N.B.**						**61.8**	**55.9**	**1531**	**1693**
				S.B.						**59.7**	**58.7**	**1585**	**1612**

Baltimore Washington Parkway - Widening Feasibility Study
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					Change in LOS						% Change in Travel Time					
	MD 295 SEGMENTS				Exist>NB		NB>PB		NB>FB		NB>PB		NB>PB		NB>FB	
SEGMENT	BETWEEN	AND	LENGTH	DIRECTION	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
17	I-695	MD 168 (West Nursery Road)	1.17	N.B.	1	0	-1	0	-1	0	0.0%	30.7%	0.0%	8.7%	0.0%	0.0%
				S.B.	-1	0	0	0	0	0	10.3%	0.2%	-0.4%	-0.2%	0.0%	0.0%
16	MD 168 (West Nursery Road)	I-195	1.21	N.B.	1	-1	0	0	0	0	0.0%	8.4%	0.0%	0.0%	0.0%	-0.2%
				S.B.	0	0	0	0	0	0	0.8%	-0.5%	-0.5%	-0.2%	-0.3%	-0.2%
15B	I-195	Hanover Road	1.46	N.B.	1	2	0	-1	0	-1	-5.4%	-22.0%	0.0%	-0.7%	0.0%	-0.7%
				S.B.	2	1	0	0	0	0	-17.3%	-15.0%	-0.7%	-0.6%	-0.8%	-0.6%
15A	Hanover Road	MD 100	1.44	N.B.	1	1	-1	0	-1	0	-4.7%	-17.1%	-1.2%	-0.4%	-1.2%	-0.4%
				S.B.	1	1	0	0	0	0	-14.4%	-12.0%	-0.7%	-1.5%	-0.9%	-1.5%
14	MD 100	MD 713F (Arundel Mills Boulevard)	0.96	N.B.	0	0	-1	0	-1	0	0.8%	4.5%	-1.9%	-0.5%	-1.9%	-0.7%
				S.B.	0	0	-1	0	-1	0	0.9%	2.6%	-0.9%	-1.3%	-1.1%	-1.1%
13	MD 713F (Arundel Mills Boulevard)	MD 175	1.24	N.B.	0	-1	-1	0	-1	0	0.6%	9.1%	-1.9%	-3.8%	-1.9%	-4.1%
				S.B.	0	-1	0	0	0	0	3.4%	2.4%	-3.1%	-4.3%	-3.3%	-4.1%
12	MD 175	NSA Entrance (Technology Drive)	1.77	N.B.	0	0	0	1	0	1	1.3%	1.6%	1.3%	4.6%	1.3%	4.6%
				S.B.	0	0	0	0	0	0	-3.5%	-3.7%	0.5%	2.3%	0.5%	2.3%
11	NSA Entrance (Technology Drive)	MD 32	0.43	N.B.	0	0	0	0	0	0	1.9%	1.9%	0.5%	2.3%	0.5%	2.3%
				S.B.	0	0	0	0	0	0	1.1%	3.7%	1.3%	2.6%	1.3%	2.6%
10	MD 32	MD 198	1.75	N.B.	0	0	0	0	0	0	2.1%	0.9%	1.2%	1.7%	1.2%	1.5%
				S.B.	-1	-1	1	1	1	1	2.4%	8.0%	1.9%	3.3%	1.4%	3.1%
9	MD 198	MD 197	3.35	N.B.	-1	0	0	0	0	0	4.5%	2.7%	0.3%	0.7%	0.3%	0.7%
				S.B.	0	0	0	0	0	0	-0.3%	8.4%	1.9%	1.7%	1.5%	1.5%
8	MD 197	Powder Mill Road	1.86	N.B.	0	0	0	0	0	0	6.4%	0.0%	4.4%	5.5%	3.6%	4.3%
				S.B.	1	0	0	0	0	0	-3.3%	7.9%	4.8%	7.2%	3.3%	5.5%
7	Powder Mill Road	Balwash Rd.	2.00	N.B.	0	0	0	0	0	0	0.3%	0.2%	0.3%	2.6%	-0.3%	1.8%
				S.B.	0	-1	1	0	0	0	-1.2%	2.6%	3.1%	1.2%	1.7%	0.0%
6	Balwash Rd.	MD 193 (Greenbelt Road)	1.29	N.B.	0	0	0	0	0	0	-0.3%	0.4%	0.6%	1.1%	-0.2%	0.2%
				S.B.	0	-1	1	1	1	0	-0.2%	1.0%	3.4%	1.5%	1.9%	-0.2%
5	MD 193 (Greenbelt Road)	I-95 (Capital Beltway)	0.37	N.B.	0	0	0	-1	-1	-1	0.0%	0.0%	-0.8%	-4.2%	-3.2%	-9.1%
				S.B.	0	0	-1	-1	-2	-2	0.2%	0.0%	-6.5%	-6.9%	-9.1%	-9.8%
4	I-95 (Capital Beltway)	Riverdale Road	2.36	N.B.	0	1	0	-1	1	0	-0.2%	-0.8%	-1.3%	-0.8%	1.6%	1.7%
				S.B.	0	0	0	-1	0	0	-1.5%	0.2%	-0.7%	-1.5%	1.6%	1.5%
3	Riverdale Road	MD 450 (Annapolis Rd)	1.66	N.B.	0	0	0	-1	0	0	-0.2%	1.5%	-0.5%	-0.3%	0.5%	3.6%
				S.B.	0	0	0	0	0	0	0.7%	1.2%	-0.3%	-0.3%	3.6%	4.4%
2	MD 450 (Annapolis Rd)	MD 202 (Landover Rd)	0.32	N.B.	0	0	0	-1	0	-1	0.0%	0.5%	0.0%	-0.2%	0.0%	-5.3%
				S.B.	0	0	0	0	-1	-1	0.0%	0.3%	-0.2%	0.0%	-4.5%	-3.9%
1	MD 202 (Landover Rd)	US 50 (John Hanson Highway)	1.65	N.B.	-1	0	0	0	0	-1	0.0%	0.5%	0.0%	-0.2%	0.0%	-1.5%
				S.B.	0	0	0	0	0	-1	0.8%	0.5%	-0.2%	0.0%	-2.6%	-1.4%
TOTAL	**I-695**	**US 50**	**26.29**	**N.B.**												
				S.B.												

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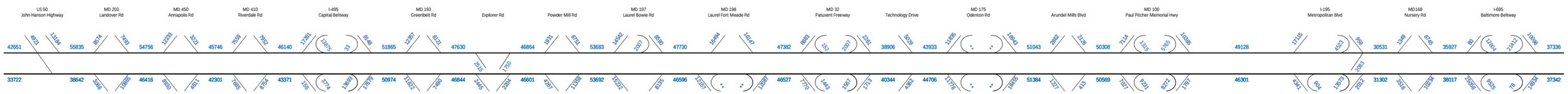

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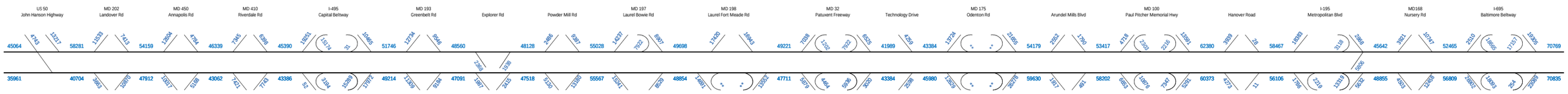

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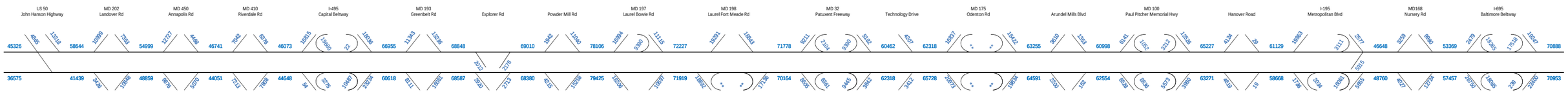

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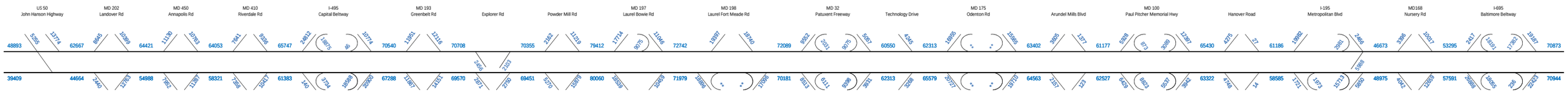


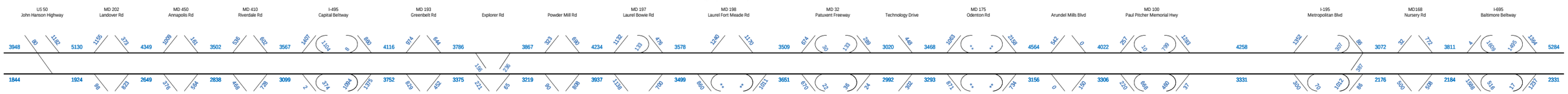
** - MWCOG model structure does not map out separate ramp movements at this interchange ; volumes shown are total on/off at this location

Data Source:
Metropolitan Washington Council of Governments (MWCOG) Model Version 2.2, Land Use Round 8.0

Baltimore-Washington Parkway

Forecast Daily Traffic

Existing (2005)



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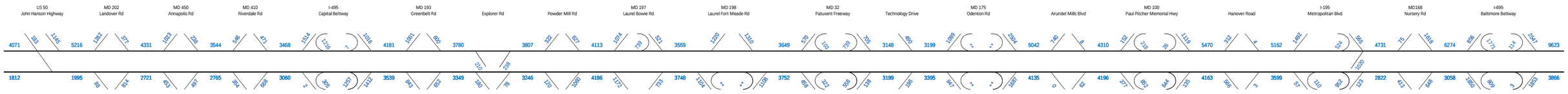

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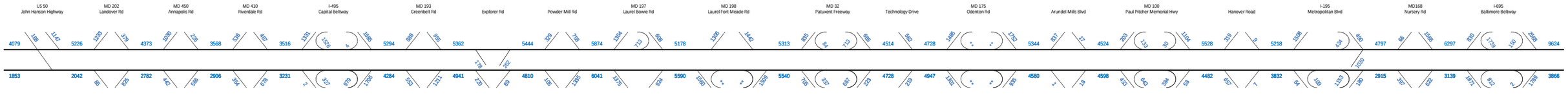

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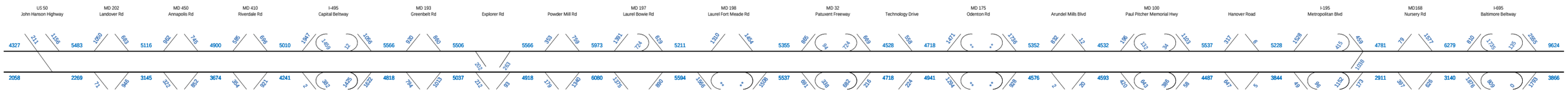


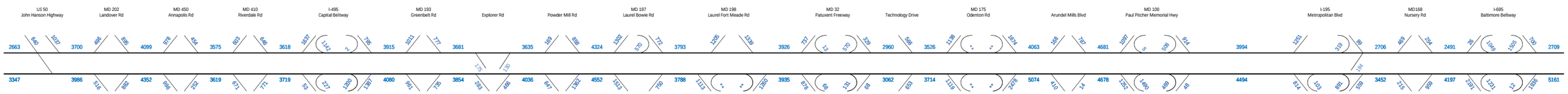
** - MWCOG model structure does not map out separate ramp movements at this interchange ; volumes shown are total on/off at this location

Data Source:
Metropolitan Washington Council of Governments (MWCOG) Model Version 2.2, Land Use Round 8.0

Baltimore-Washington Parkway

Forecast AM Peak Hour Traffic

Existing (2005)



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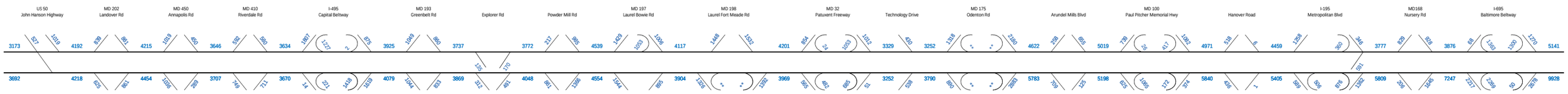

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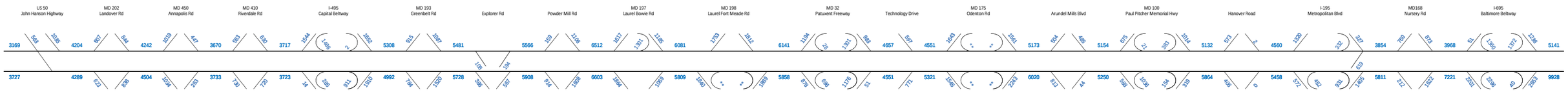

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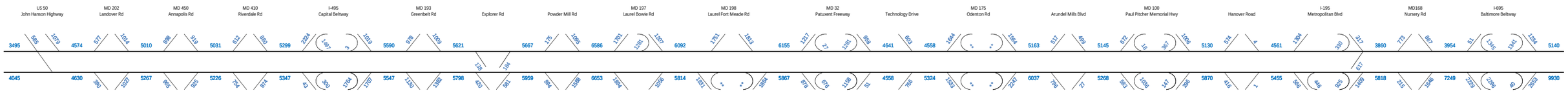

** - MWCOG model structure does not map out separate ramp movements at this interchange ; volumes shown are total on/off at this location

Data Source:
Metropolitan Washington Council of Governments (MWCOG) Model Version 2.2, Land Use Round 8.0

Baltimore-Washington Parkway

Forecast PM Peak Hour Traffic

Appendix B – Capital Cost Estimates

BALTIMORE-WASHINGTON PARKWAY WIDENING FEASIBILITY STUDY
PRELIMINARY COST ESTIMATES

	UNIT	UNIT PRICE	AASHTO INSIDE QUANTITY	AASHTO INSIDE AMOUNT	AASHTO OUTSIDE QUANTITY	AASHTO OUTSIDE AMOUNT	PARKWAY INSIDE QUANTITY	PARKWAY INSIDE AMOUNT	PARKWAY OUTSIDE QUANTITY	PARKWAY OUTSIDE AMOUNT
CATEGORY 1 - PRELIMINARY										
PRELIMINARY (40% CATEGORIES 2, 4, 5 & 6)	LS	VARIES	1	$ 45,886,600.00	1	$ 64,685,200.00	1	$ 38,633,400.00	1	$ 61,904,800.00
TOTAL CATEGORY 1 - PRELIMINARY				$ 45,886,600.00		$ 64,685,200.00		$ 38,633,400.00		$ 61,904,800.00
CATEGORY 2 - EARTHWORK										
Excavation	CY	$ 15.00	800,000	$ 12,000,000.00	1,339,000	$ 20,085,000.00	343,000	$ 5,145,000.00	1,034,000	$ 15,510,000.00
Borrow	CY	$ 20.00	137,000	$ 2,740,000.00	390,000	$ 7,800,000.00	391,000	$ 7,820,000.00	383,000	$ 7,660,000.00
Class 1A Excavation	CY	$ 25.00	17,000	$ 425,000.00	20,000	$ 500,000.00	7,400	$ 185,000.00	12,000	$ 300,000.00
Geosynthetic Stabilized Subgrade Using GAB	CY	$ 40.00	17,000	$ 680,000.00	20,000	$ 800,000.00	7,400	$ 296,000.00	12,000	$ 480,000.00
TOTAL CATEGORY 2 - EARTHWORK				$ 15,845,000.00		$ 29,185,000.00		$ 13,446,000.00		$ 23,950,000.00
CATEGORY 3 - DRAINAGE										
Drainage (30% CATEGORIES 2, 4, 5 & 6)	LS	VARIES	1	$ 34,414,950.00	1	$ 48,513,900.00	1	$ 28,975,050.00	1	$ 46,428,600.00
Underdrain, 6"	LF	$ 13.00	403,000	$ 5,239,000.00	403,000	$ 5,239,000.00	202,000	$ 2,626,000.00	202,000	$ 2,626,000.00
Underdrain Outlets	LF	$ 20.00	50,000	$ 1,000,000.00	50,000	$ 1,000,000.00	25,000	$ 500,000.00	25,000	$ 500,000.00
TOTAL CATEGORY 3 - DRAINAGE				$ 40,653,950.00		$ 54,752,900.00		$ 32,101,050.00		$ 49,554,600.00
CATEGORY 4 - STRUCTURES										
Bridge Widening	SF	$ 200.00	47,000	$ 9,400,000.00	60,000	$ 12,000,000.00	24,600	$ 4,920,000.00	42,300	$ 8,460,000.00
Bridge Widening over Water	SF	$ 220.00	21,000	$ 4,620,000.00	52,000	$ 11,440,000.00	15,000	$ 3,300,000.00	39,000	$ 8,580,000.00
New Bridge	SF	$ 200.00	64,200	$ 12,840,000.00	129,900	$ 25,980,000.00	49,200	$ 9,840,000.00	127,300	$ 25,460,000.00
Removal of Bridge	SF	$ 35.00	58,200	$ 2,037,000.00	121,200	$ 4,242,000.00	43,200	$ 1,512,000.00	121,200	$ 4,242,000.00
TOTAL CATEGORY 4 - STRUCTURES				$ 28,897,000.00		$ 53,662,000.00		$ 19,572,000.00		$ 46,742,000.00
CATEGORY 5 - PAVEMENT										
Surface HMA - 2"	Ton	$ 120.00	136,400	$ 16,368,000.00	145,500	$ 17,460,000.00	113,000	$ 13,560,000.00	112,600	$ 13,512,000.00
Base HMA - 7"	Ton	$ 100.00	259,300	$ 25,930,000.00	313,400	$ 31,340,000.00	114,900	$ 11,490,000.00	190,100	$ 19,010,000.00
6" Graded Aggregate Base	SY	$ 15.00	1,259,300	$ 18,889,500.00	1,521,700	$ 22,825,500.00	558,200	$ 8,373,000.00	922,900	$ 13,843,500.00
Grinding/Milling Existing Pavement (0"-2")	SY	$ 5.00	528,600	$ 2,643,000.00	473,600	$ 2,368,000.00	681,100	$ 3,405,500.00	493,600	$ 2,468,000.00
TOTAL CATEGORY 5 - PAVEMENT				$ 63,830,500.00		$ 73,993,500.00		$ 36,828,500.00		$ 48,833,500.00
CATEGORY 6 - SHOULDERS										
Curb and Gutter	LF	$ 35.00	0	$ -	0	$ -	181,000	$ 6,335,000.00	196,400	$ 6,874,000.00
Type C End Treatment	EA	$ 5,000.00	98	$ 490,000.00	131	$ 655,000.00	23	$ 115,000.00	10	$ 50,000.00
Double Face Traffic Barrier End Treatment	EA	$ 5,000.00	13	$ 65,000.00	5	$ 25,000.00	5	$ 25,000.00	0	$ -
Traffic Barrier W Beam Single Face	LF	$ 35.00	100,200	$ 3,507,000.00	110,300	$ 3,860,500.00	6,000	$ 210,000.00	5,500	$ 192,500.00
Traffic Barrier W Beam Double Face	LF	$ 40.00	10,800	$ 432,000.00	8,300	$ 332,000.00	8,300	$ 332,000.00	0	$ -
Concrete Barrier	LF	$ 220.00	7,500	$ 1,650,000.00	0	$ -	0	$ -	0	$ -
Parkway Concrete Barrier	LF	$ 400.00	0	$ -	0	$ -	49,300	$ 19,720,000.00	70,300	$ 28,120,000.00
TOTAL CATEGORY 6 - SHOULDERS				$ 6,144,000.00		$ 4,872,500.00		$ 26,737,000.00		$ 35,236,500.00
CATEGORY 7 - LANDSCAPING										
Landscaping (10% CATEGORIES 2, 4, 5 & 6)	LS	VARIES	1	$ 11,471,650.00	1	$ 16,171,300.00	1	$ 9,658,350.00	1	$ 15,476,200.00
Noise Walls	LF	$ 250.00	34,000	$ 8,500,000.00	34,000	$ 8,500,000.00	34,000	$ 8,500,000.00	34,000	$ 8,500,000.00
Reforestation	AC	$ 8,701.00	176	$ 44,000.00	240	$ 60,000.00	58	$ 14,500.00	170	$ 42,500.00
TOTAL CATEGORY 7 - LANDSCAPING				$ 20,015,650.00		$ 24,731,300.00		$ 18,172,850.00		$ 24,018,700.00

BALTIMORE-WASHINGTON PARKWAY WIDENING FEASIBILITY STUDY
PRELIMINARY COST ESTIMATES

	UNIT	UNIT PRICE	AASHTO INSIDE QUANTITY	AASHTO INSIDE AMOUNT	AASHTO OUTSIDE QUANTITY	AASHTO OUTSIDE AMOUNT	PARKWAY INSIDE QUANTITY	PARKWAY INSIDE AMOUNT	PARKWAY OUTSIDE QUANTITY	PARKWAY OUTSIDE AMOUNT
CATEGORY 8 - TRAFFIC										
Pavement Markings	LF	$ 0.90	496,000	$ 446,400.00	496,000	$ 446,400.00	496,000	$ 446,400.00	496,000	$ 446,400.00
Raised Pavement Markers	EA	$ 45.00	3,800	$ 171,000.00	3,800	$ 171,000.00	3,800	$ 171,000.00	3,800	$ 171,000.00
Signs	EA	$ 500.00	425	$ 212,500.00	425	$ 212,500.00	425	$ 212,500.00	425	$ 212,500.00
Guide Signs	EA	$ 5,000.00	230	$ 1,150,000.00	230	$ 1,150,000.00	230	$ 1,150,000.00	230	$ 1,150,000.00
TOTAL CATEGORY 8 - TRAFFIC				$ 1,979,900.00		$ 1,979,900.00		$ 1,979,900.00		$ 1,979,900.00
CATEGORY 8 - UTILITIES										
Utilities (8% CATEGORIES 2, 4, 5 & 6)	LS	VARIES	1	$ 9,177,320.00	1	$ 12,937,040.00	1	$ 7,726,680.00	1	$ 12,380,960.00
TOTAL CATEGORY 8 - UTILITIES				$ 9,177,320.00		$ 12,937,040.00		$ 7,726,680.00		$ 12,380,960.00

Appendix H - Public Involvement Plan

PUBLIC INVOLVEMENT PLAN & CONTEXT SENSITIVE SOLUTION PROCESS
June 3, 2011

As is often the case with major infrastructure projects, the planning and construction of the Baltimore-Washington (BW) Parkway created great anxieties in several of the communities along the corridor. Ultimately the Parkway divided several neighborhoods that still harbor that anxiety today. At a recent community meeting in Riverdale on the Purple Line project, many community members brought up the language Congressman Ruppersberger added to the 2010 Consolidated Appropriations legislation that called for a feasibility study of widening the BW Parkway, raising concerns that the impact widening of the Parkway may have on their community. Similarly, concerns have been raised by the City of Greenbelt.

The Public Involvement Plan for the Baltimore-Washington Parkway Widening Feasibility Study is based upon the principles of Context Sensitive Solutions (CSS), a process or strategy for highway improvements that seeks proactive engagement of project stakeholders in the identification of the issues and priorities related to a proposed project that inform the evaluation of alternatives in the feasibility study. The CSS approach to project planning and development is inclusive by its very nature. The Public Involvement Plan (PIP) articulates the basic components of the proposed CSS approach and identifies the means by which this plan will be implemented, using the variety of strategies, tools and products identified in the project Scope of Services.

It is clear that this feasibility study needs to assess not only the environmental, economical, and engineering feasibility, but also the feasibility of road widening from a community and ultimately, a political perspective.

Determining feasibility will require a proactive and inclusive process of stakeholder engagement to more fully and fairly assess the feasibility of improving the facility. The study team, lead by Parsons Brinckerhoff and KCI Technologies, shall be responsible for the implementation of the Public Involvement Plan. A team of CSS professionals along with public involvement specialists will manage the public involvement efforts in partnership with the technical experts from the study team. FHWA Eastern Federal Highway Lands Division (FHWA-EFHLD) and National Park Service National Capital Region (NPS), the study sponsors, shall review and approve this public involvement plan as well as all public involvement materials before their distribution or use in a public forum. Additionally, FHWA and NPS shall provide guidance to their expectations regarding the public involvement process, along with access to key resources to implement the public involvement plan, including their websites, existing mailing and stakeholder lists, public relations and correspondences commensurate with their internal requirements.

I. Refining Community Involvement Plan

The Consultant Team shall meet with FHWA-EFHLD, NPS, and MDSHA to review and refine the process as set forth below. Additionally, the tools, techniques and processes will be assessed for their effectiveness and modified as appropriate to maximize their effectiveness within the constraints of available resources and direction provided by the study sponsors.

II. Outreach to the Community

Successful public involvement in the study will require efforts to proactively seek out and engage the stakeholders in the process, particularly in the three public meetings but also as members of a Technical Advisory Committee (TAC). The Consultant Team has identified a series of activities that will facilitate effective identification and engagement of project stakeholders. The activities described in the body of this document support this important aspect of the Public Involvement Plan.

Demographic and Community Profile

The Scope of Work includes a task to collect study area data and develop a map of the study corridor. The activity includes a task to collect demographic and land use data that identifies the location and composition of project stakeholders, including environmental justice communities, businesses, residents, institutions and major employers. This will be particularly important given that the US Census recently released updated demographic data which suggests a changing demographic composition in the State of Maryland. This information will be mapped and otherwise documented for use in study outreach activities as articulated in the Scope of Work.

Stakeholder Identification and Interviews

The Consultant Team shall identify a list of up to 12 representatives of local and regional units of government, neighborhood associations, organizations and other major institutions for one-on-one stakeholder interviews with the Public Involvement Team.

The principal reasons for holding the interviews will be to inform recognized leaders in the study area of the purpose and scope of the feasibility study and to identify issues and the priorities for the Corridor that reflect the interests of the various stakeholders these leaders represent. Additionally, these interviews will be used to finalize the composition of the study's Technical Advisory Committee. And, these interviews will be used to develop partnerships in public outreach by individuals and groups that represent environmental justice communities and populations from the area with low English language proficiency.

Study Mailing List

The Consultant Team shall develop a mailing list for the study that will be used for distributing project newsletters and other information as determined appropriate as the study proceeds. The Scope of Work calls for a project mailing list of 250 individuals representing different stakeholder groups in the corridor. Data collected from various sources, such as the partner agencies, mailing lists from previous studies in the corridor, lists provided by elected officials and local agencies, and contacts provided by major stakeholder groups will be used to craft a project mailing list comprised of individual citizens, representatives of area business groups, environmental groups and other interest groups that represent study stakeholders.

Opportunities will be provided throughout the study process for people to request being added to the mailing list using mail-back forms on the newsletters, comment forms provided at public meetings, and other means as determined appropriate in consultation with the study's agency sponsors. The project mailing list will be divided into different stakeholder categories, such as elected officials, local agencies, community organizations and institutions, local residents and business representatives, and major employers/ institutions to facilitate targeted use as appropriate.

Project Newsletters

Newsletters will be developed that provide study stakeholders with study news and information to facilitate public understanding and participation in the study. Examples of information that may be provided include a study area map, summary information developed to support analysis, details about the study process and schedule, the proceedings of meetings, and announcements of upcoming public meetings and events.

Three newsletters will be developed in advance of the three scheduled public meetings. Project newsletters will vary in length from two-page (a single double-sided sheet) to up to six pages in length, depending on the focus and content. Included will be information on project sponsors and contact information, the URL information for the websites on which study information will be available, information on the TAC and TAC meetings, a cut-out comment form, and information on upcoming public meetings.

Newsletters will be distributed using the mailing list, sponsoring agency websites, and using the websites, list serves and other mechanisms made available for posting and distributing project information by our stakeholder partners for the study.

III. Outreach to Political Leaders

While this feasibility study is in response to legislation initiated by Congressman Ruppersberger, it is important to reach out to local, state, and federal level elected officials representing the communities along the Parkway as well as the Mayor and City Council of Washington, DC. Outreach to political leaders will be initiated by the FHWA-EFHLD. The process will begin with submission by PB of a list of potential political leaders (simultaneously with the list for community outreach) to FHWA-EFHLD, NPS and MDSHA for review and approval by the partners. Once the study team has been notified that FHWA-EFHLD has initiated outreach to the agreed upon political leaders, PB and KCI shall then reach out to these leaders, in concert every step of the way with approval and involvement of the study sponsors at the following steps:

A. Interview the elected officials at the initiation of the study;
B. Suggest participation of elected officials' staff in public involvement process; and
C. Brief prior to final public presentation ideally in a setting that includes the study sponsors.

All materials will be reviewed and approved by FHWA-EFHLD and NPS prior to meeting with any political leaders.

IV. Public Work Sessions

Traditional public involvement on studies such as this include public meetings after initial work was conducted on alternatives, and a final meeting to present the community with the results of an evaluation of alternatives. After decades of a process of announcing and defending work, we've learned that earlier, transparent and inclusive involvement of stakeholders in defining the issues of concern to them, in fashioning alternatives that are sensitive to their issues, and in formulating plausible win-win outcomes not only builds credibility and trust but improves the feasibility of a project from a grass-roots, community and ultimately, political perspective. We approach public involvement in corridor studies using a process geared towards a context sensitive solution as the outcome. This means approaching communities with an open mind, listening, and continually gaining feedback as the work leads to more plausible outcomes for the study. We propose the following as the means to involving the public, and gaining trust as well as gauging the feasibility and level of community support.

A. First Set of Work Sessions – " A Listening Session"

The BW Parkway corridor is 29 miles long, covers a lot of terrain and travels through numerous communities. National Park Service has jurisdiction over and manages the Parkway from the District of Columbia/Prince George's County, Maryland boundary to the Prince George's County/Anne Arundel County boundary at Fort Meade, Maryland. The Maryland State Highway Administration is responsible for managing the remainder of the Parkway north to the Baltimore Beltway (I-695) and beyond into the City of Baltimore. To gain adequate feedback from the diverse communities along the corridor, we suggest that corridor work sessions begin with a general overview/open house format then broken into two concurrent geographic work sessions: inside the DC beltway, and from the beltway through Howard County into Baltimore County. These meetings will be open to all.

The first work session set should occur immediately after project kick-off. We will have the meeting in one location, inviting the public, business leaders, elected officials and other interested parties. The meeting will begin with a general overview of what the study is to entail, what its purpose is, and how this will impact or influence future decisions. After a period of general questions and answers, the group will be divided by the two geographical areas indicated above.

The purpose of the two geographically-based groups is to gain, in a somewhat organized manner, more specific information on concerns, issues and ideas *related to the additional lanes* that are more locally-based than corridor-based. It is also intended to be the beginning of developing trust and setting the stage for open communication throughout the process. The

two separate groups will participate in a facilitated session where pre-determined questions will be asked of the participants to open the discussion and to get the information flowing. We suggest a workshop setting where maps can be displayed and used to reference various aspects of the corridor, such as housing developments, major activity centers, and recreational and culture resources. Comments will be documented and used as input to the development of conceptual alternatives for widening the Parkway that are sensitive to contextual factors. Comments may also result in input about issues on how the Parkway is used in the future; i.e. general- use highway lanes, high occupancy vehicle lanes, special use lanes, corridor access/interchange locations, and surface street improvements, that the public would like to see in the Corridor. As these issues are related, but not specific to the scope of the feasibility study, the comments will be retained and forwarded to appropriate parties for future use when appropriate.

B. Second Set of Work Sessions - "What We Heard, How We Responded"

The second public meeting will also be held in a single format combined with a break out of the two geographic regions. This set of work sessions will occur in September and will also include facilitated discussions. The purpose of this set of meetings is to affirm that we understand their ideas and concerns voiced at the first meeting, and have incorporated their comments as appropriate into the conceptual designs for the widening. Conceptual alignments will be presented to the full group for general presentation and conversations. Then the participants will breakup into the geographic-based groups. Participants will be grouped in tables of 10-12, with a facilitator/note taker for each table. Each group will be provided with a large aerial map of the appropriate geographic area with the initial conceptual alternatives overlaid. Each table will be provided with tracing paper and markers. Participants will provide their reactions and input to the information presented as well as initial thoughts on the elements to be addressed in future development of the alternatives. The input from this meeting will provide local insight into the technical work towards determining plausible alternatives. Based on the input at the meeting, the team may further refine the conceptual alignments as the final report is developed.

C. Final Public Meeting -– "Are There Plausible Alternatives for Widening/Improving the Parkway?"

This meeting should occur prior to development of the draft report and after the team refines the conceptual alternatives into the final alternatives. The purpose of the meeting is to present to the public the final alternatives, a discussion of the inclusion of the public input into the development of the alternatives, and to ensure the community that the team has captured an outstanding number of concerns or issues related to the final alternatives. This final work session should be considered more of a "report out" than a detailed work session. This meeting will occur in December as one public meeting that begins as an open house and extends to a presentation and question/answer session. As in the previous meetings, great

care will be taken to indicate how participants' input had been considered and used in the development of the final alternatives and the analysis conducted. If trust has been built as anticipated, participants will leave with the assurance that legitimate public concerns and issues raised through the public involvement process were considered and with general agreement on the final alternatives that will be included in the final report.

Public Meeting Notification

Project newsletters will serve as one form of public meeting notices. Fliers will also be developed that announce the purpose, time, date and location of all public meetings. They will be distributed by mail; e-mail to stakeholder partner groups for distribution to their internal contacts, and posted on appropriate websites at least three weeks in advance of a scheduled public meeting. Supplementing this will be well-designed and placed advertising in local newspapers, public service announcements and press releases designed to reach out to a broad spectrum of project stakeholders and encourage their participation in the process. Particular effort will be made to identify forums used by ethnic, minority, and low-income communities for meeting notification.

As specified in the Scope of Work, the Consultant Team shall develop advertisements for placement in local newspapers that provide the public with notice of the purpose, date, time and location of a public meeting. Ten newspapers will be identified in consultation with the FHWA-EFHLD and NPS, as specified in the Scope of Services, some of which will target specific geographic communities as well as demographic groups.

V. Additional Outreach

Technical Advisory Committee

The Scope of Work calls for the Consultant Team to establish and facilitate a Technical Advisory Committee (TAC) comprised of Federal agency partners, local and state agency officials, and other non-governmental partners representing predominant interests in the Baltimore-Washington Parkway Corridor. The consultants shall work with the study sponsors to finalize the list of TAC participants. Stakeholder interviews, held early in the study process, will also be a principal means of identifying potential participants.

The TAC will meet up to four times during the study process. Each meeting will occur in conjunction with a major event and/or a decision milestone in the study process. The meetings will provide an additional forum for stakeholders to discuss the issues surrounding the Corridor and the strategies for addressing them through study alternatives. The Consultant Team shall present to the TAC the various inputs and outputs of the analysis process. The meetings will at a minimum cover the following topics:

- Project kick-off, scope of work, products, and expected outcomes
- Public meeting formats, materials and summary of results

- Issues defined through a combination of data collection, field review, conceptual design and public involvement
- Conceptual design of alternatives defined
- Results of engineering, traffic and environmental analysis of the proposed alternatives.
- Alternatives evaluation process and results against the eight planning actors defined in the Metropolitan Planning regulations, Title 23 USC Part 450

Each meeting will be facilitated by the Consultant Team Project Manager and Deputy Project Manager in partnership with FHWA-EFHLD and NPS. Meetings will be documented with proceedings developed and disseminated to participants and uploaded onto the study website located on the FHWA-EFHLD website.

Interagency Coordination Meetings

It is anticipated that some local government agencies and elected bodies, such as the Prince Georges County Council or the Metropolitan Washington Council of Governments, will request briefings or individual one-on-one meetings with the study's sponsoring agencies and the Consultant Team to discuss issues of specific concern to their jurisdictions. Four (4) meetings of this type will take place over the life of the project. Each meeting will require a separately developed agenda tailored to the study phase and issues specific to the agency requesting the meeting. Fact sheets or other briefing documents will be prepared to facilitate these meetings and the appropriate FHWA-EFHLD and NPS representatives along with appropriate staff from the Consultant Team shall attend these meetings.

VI. Schedule of Public Involvement Activities (*subject to FHWA-EFHLD approval*)

Submission of Public Involvement Plan	April 25, 2011
Meeting with FHWA-EFHLD, NPS and SHA to finalize Plan	Week of May 2, 2011
Submission of Revised Public Involvement Plan	Week of May 30, 2011
Submission of Proposed Mailing List, Interview Candidates and TAC members	Week of May 30, 2011
Interviews Conducted	Week June 6-June 20, 2011
First TAC Meeting	Week of June 20, 2011
First Public Meeting	Week of July 4, 2011
Second TAC Meeting	Week of July 25, 2011
Second Public Meeting	Week of September 12, 2011
Third TAC Meeting	Week of September 26, 2011
Third Public Meeting	Week of December 5, 2011
Submittal of Draft Feasibility Report	January 18, 2012
Last TAC Meeting	Week of January 23, 2012

Attachments

1) Proposed Mailing List
2) Proposed Stakeholders Interview List
3) Proposed TAC members
4) Draft Advertisement for the Public Meetings
5) Draft Template for the Newsletter
6) Draft Agenda for the Public Meeting #1
7) Draft Study Logo

TAC	Category	Name	Title	Street Address	City	State	Zip	Phone	Email	Notes
	Federal									
	Senate									
	D-MA	Benjamin Cardin	Senator	509 Hart Senate Office Building	Washington	DC	20510	(202) 224-4524		
	D-MA	Barbara Mikulski	Senator	509 Hart Senate Office Building	Washington	DC	20510	(202) 224-4654		
	House									
	District 2	Dutch Ruppersberger	Representative	2453 Rayburn House Office Building	Washington	DC	20515	(202) 225-3061		
X	District 2	Deborah J. Haynie	Director of Special Projects - Ruppersberger's Office	2453 Rayburn House Office Building	Washington	DC		(202) 225-3061	deborah.haynie@mail.house.gov	Cell - (410) 628-2701
	District 3	John P. Sarbanes	Representative	2444 Rayburn House Office Building	Washington	DC	20515	(202) 225-4016		
	District 4	Donna F. Edwards	Representative	318 Cannon House Office Building	Washington	DC	20515	(202) 225-8699		
	District 5	Steny H. Hoyer	Representative	1705 Longworth House Office Building	Washington	DC	20515	(202) 225-4131		
X	District 5	Representative from Hoyer's Office		1705 Longworth House Office Building	Washington	DC	20515			
	District 7	Elijah Cummings	Representative	2235 Rayburn House Office Building	Washington	DC	20515	(202) 225-4741		
	District 8	Chris Van Hollen	Representative	1707 Longworth House Office Building	Washington	DC	20515	(202) 225-5341		
	State									
	Governor	Martin O'Malley	Governor	100 State Circle	Annapolis	MD	21401	(410) 974-3901		
	Lieutenant Governor	Anthony G. Brown	Lieutenant Governor	100 State Circle	Annapolis	MD	21401	(410) 974-3901		
	State Senate									
	State Senate	Thomas V. Mike Miller, Jr.	Senate President	State House, H-107	Annapolis	MD	21401	(410) 841-3700	thomas.v.mike.miller@senate.state.md.us	
	State Senate	Robert J. Garagiola	Majority Leader	James Senate Office Building, 11 Bladen Street, Room 104	Annapolis	MD	21401	(410) 841-3169	rob.garagiola@senate.state.md.us	
	State Senate	Nancy Jacobs	Minority Leader	James Senate Office Building, 11 Bladen Street, Room 323	Annapolis	MD	21401	(410) 841-3158	nancy.jacobs@senate.state.md.us	
	State Senate - District 12	Edward J. Kasemeyer	Senator - District 12	Miller Senate Office Building, 11 Bladen Street, 3 West Wing	Annapolis	MD	21401	(410) 841-3653	edward.kasemeyer@senate.state.md.us	Baltimore and Howard Counties
	State Senate - District 13	James N. Robey	Senator - District 13	James Senate Office Building, 11 Bladen Street, Room 120	Annapolis	MD	21401	(410) 841-3572	james.robey@senate.state.md.us	Howard County
	State Senate - District 21	James C. Rosapepe	Senator - District 21	James Senate Office Building, 11 Bladen Street, Room 314	Annapolis	MD	21401	(410) 841-3141	jim.rosapepe@senate.state.md.us	Anne Arundel and Prince George's Counties
	State Senate - District 22	Paul G. Pinsky	Senator - District 22	James Senate Office Building, 11 Bladen Street, Room 220	Annapolis	MD	21401	(410) 841-3155	paul.pinsky@senate.state.md.us	Prince George's County
	State Senate - District 23	Douglas J. J. Peters	Senator - District 23	James Senate Office Building, 11 Bladen Street, Room 121	Annapolis	MD	21401	(410) 841-3631	douglas.peters@senate.state.md.us	Prince George's County
	State Senate - District 32	James E. DeGrange, Sr.	Senator - District 32	James Senate Office Building, 11 Bladen Street, Room 101	Annapolis	MD	21401	(410) 841-3593	james.degrange@senate.state.md.us	Anne Arundel County
	State Senate - District 33	Edward R. Reilly	Senator - District 33	James Senate Office Building, 11 Bladen Street, Room 33	Annapolis	MD	21401	(410) 841-3568	edward.reilly@senate.state.md.us	Anne Arundel County
	State Senate - District 47	Victor R. Ramirez	Senator - District 47	James Senate Office Building, 11 Bladen Street, Room 303	Annapolis	MD	21401	(410) 841-3745	victor.ramirez@senate.state.md.us	Prince George's County
	House of Delegates									
	House of Delegates	Michael E. Busch	House Speaker, District 30	State House, H-101	Annapolis	MD	21401	(410) 841-3800	michael.busch@house.state.md.us	Anne Arundel County
	House of Delegates	Kumar P. Barve	Majority Leader	House Office Building, 6 Bladen Street, Room 361	Annapolis	MD	21404	(410) 841-3464	kumar.barve@house.state.md.us	
	House of Delegates	Anthony J. O'Donnell	Minority Leader	House Office Building, 6 Bladen Street, Room 212	Annapolis	MD	21401	(410) 841-3314	anthony.odonnell@house.state.md.us	
	House of Delegates - District 12A	Steven J. Deboy, Sr.	Delegate - District 12A	House Office Building, 6 Bladen Street, Room 306	Annapolis	MD	21401	(410) 841-3328	steven.deboy@house.state.md.us	Baltimore and Howard Counties
	House of Delegates - District 12A	James E. Malone, Jr.	Delegate - District 12A	House Office Building, 6 Bladen Street, Room 251	Annapolis	MD	21401	(410) 841-3378	james.malone@house.state.md.us	Baltimore and Howard Counties
	House of Delegates - District 13	Shane E. Pendergrass	Delegate - District 13	House Office Building, 6 Bladen Street, Room 241	Annapolis	MD	21401	(410) 841-3139	shane.pendergrass@house.state.md.us	Howard County
	House of Delegates - District 13	Guy J. Guzzone	Delegate - District 13	House Office Building, 6 Bladen Street, Room 206	Annapolis	MD	21401	(410) 841-3471	guy.guzzone@house.state.md.us	Howard County
	House of Delegates - District 13	Frank S. Turner	Delegate - District 13	House Office Building, 6 Bladen Street, Room 206	Annapolis	MD	21401	(410) 841-3246	frank.turner@house.state.md.us	Howard County
	House of Delegates - District 21	Benjamin S. Barnes	Delegate - District 21	House Office Building, 6 Bladen Street, Room 152	Annapolis	MD	21401	(410) 841-3046	ben.barnes@house.state.md.us	Anne Arundel and Prince George's Counties
	House of Delegates - District 21	Barbara A. Frush	Delegate - District 21	House Office Building, 6 Bladen Street, Room 160	Annapolis	MD	21401	(410) 841-3114	barbara.frush@house.state.md.us	Anne Arundel and Prince George's Counties
	House of Delegates - District 21	Joseline A. Pena-Melnyk	Delegate - District 21	House Office Building, 6 Bladen Street, Room 157	Annapolis	MD	21401	(410) 841-3502	joseline.pena.melnyk@house.state.md.us	Anne Arundel and Prince George's Counties
	House of Delegates - District 22	Tawanna P. Gaines	Delegate - District 22	House Office Building, 6 Bladen Street, Room 416	Annapolis	MD	21401	(410) 841-3058	tawanna.gaines@house.state.md.us	Prince George's County
	House of Delegates - District 22	Anne Healey	Delegate - District 22	House Office Building, 6 Bladen Street, Room 350	Annapolis	MD	21401	(410) 841-3961	anne.healey@house.state.md.us	Prince George's County
	House of Delegates - District 22	Justin D. Ross	Delegate - District 22	House Office Building, 6 Bladen Street, Room 151	Annapolis	MD	21401	(410) 841-3652	justin.ross@house.state.md.us	Prince George's County
	House of Delegates - District 23A	James W. Hubbard	Delegate - District 23A	House Office Building, 6 Bladen Street, Room 363	Annapolis	MD	21401	(410) 841-3103	james.hubbard@house.state.md.us	Prince George's County
	House of Delegates - District 23A	Geraldine Valentino-Smith	Delegate - District 23A	House Office Building, 6 Bladen Street, Room 209	Annapolis	MD	21401	(410)841-3101	geraldine.valentino@house.state.md.us	Prince George's County
	House of Delegates - District 32	Pamela G. Beidle	Delegate - District 32	House Office Building, 6 Bladen Street, Room 161	Annapolis	MD	21401	(410) 841-3370	pamela.beidle@house.state.md.us	Anne Arundel County
	House of Delegates - District 32	Mary Ann Love	Delegate - District 32	House Office Building, 6 Bladen Street, Room 165	Annapolis	MD	21401	(410) 841-3511	maryann.love@house.state.md.us	Anne Arundel County
	House of Delegates - District 32	Theodore J. Sophocleus	Delegate - District 32	House Office Building, 6 Bladen Street, Room 162	Annapolis	MD	21401	(410) 841-3372	ted.sophocleus@house.state.md.us	Anne Arundel County
	House of Delegates - District 33	Tony McConkey	Delegate - District 33A	House Office Building, 6 Bladen Street, Room 216	Annapolis	MD	21401	(410) 841-3406	tony.mcconkey@house.state.md.us	Anne Arundel County
	House of Delegates - District 33	Cathleen M. Vitale	Delegate - District 33A	House Office Building, 6 Bladen Street, Room 154	Annapolis	MD	21401	(410) 841-3510	cathy.vitale@house.state.md.us	Anne Arundel County
	House of Delegates - District 47	Doyle L. Niemann	Delegate - District 47	House Office Building, 6 Bladen Street, Room 203	Annapolis	MD	21401	(410) 841-3326	doyle.niemann@house.state.md.us	Prince George's County
	House of Delegates - District 47	Jolene Ivey	Delegate - District 47	House Office Building, 6 Bladen Street, Room 207	Annapolis	MD	21401	(410) 841-3478	jolene.ivey@house.state.md.us	Prince George's County
	House of Delegates - District 47	Michael G. Summers	Delegate - District 47	House Office Building, 6 Bladen Street, Room 203	Annapolis	MD	21401	(410) 841-3340	michael.summers@house.state.md.us	Prince George's County
	Local									
	Baltimore County									
	Baltimore County Executive	Kevin Kamenetz	County Executive	Historic Courthouse, 400 Washington Avenue	Towson	MD	21204	(410) 887-2450	kevin@baltimorecountymd.gov	
	County Council	Tom Quirk	Council Member, District 1	754 Frederick Road	Catonsville	MD	21228	(410) 887-0896	council1@baltimorecountymd.gov	
	Council Administration	Deborah Patchak	Administrator	400 Washington Avenue	Towson	MD	21204	(410) 887-3196	countycouncil@baltimorecountymd.gov	
	Anne Arundel County									
	Anne Arundel County Executive	John R. Leopold	County Executive	44 Calvert Street	Annapolis	MD	21401	(410) 222-1821	jleopold@aacounty.org	
	County Council	Daryl Jones	Council Member, District 1	44 Calvert Street, 1st Floor	Annapolis	MD	21401	(410) 222-1401	daryl.jones@aacounty.org	
	County Council	John J. Grasso	Council Member, District 2	44 Calvert Street, 1st Floor	Annapolis	MD	21401	(410) 222-1401	john.grasso@aacounty.org	
	County Council	Derek Fink	Vice Chair, District 3	44 Calvert Street, 1st Floor	Annapolis	MD	21401	(410) 222-1401	dfink@aacounty.org	
	County Council	G. James Benoit	Council Member, District 4	44 Calvert Street, 1st Floor	Annapolis	MD	21401	(410) 222-1401	jamie.benoit@aacounty.org	
	County Council	Dick Ladd	Chair, District 5	44 Calvert Street, 1st Floor	Annapolis	MD	21401	(410) 222-1401	dladd@aacounty.org	
	County Council	Chris Trumbauer	Council Member, District 6	44 Calvert Street, 1st Floor	Annapolis	MD	21401	(410) 222-1401	ctrumbauer@aacounty.org	
	County Council	Jerry Walker	Council Member, District 7	44 Calvert Street, 1st Floor	Annapolis	MD	21401	(410) 222-1401	jerry.walker@aacounty.org	
	County Council Administration	Judy C. Holmes	Administrative Officer	44 Calvert Street, 1st Floor	Annapolis	MD	21401	(410) 222-1401	jholmes@aacounty.org	
	County Council Administration	JoAnne Gray	Assistant Administrative Officer	44 Calvert Street, 1st Floor	Annapolis	MD	21401	(410) 222-1401	jgray@aacounty.org	
	Community and Constituent Services	Brenda Reiber	Director of Community Services	44 Calvert Street, 1st Floor	Annapolis	MD	21401	(410) 222-1795	EXREIB00@aacounty.org	
	Public Information Office	David Abrams	Director of Communications	44 Calvert Street, 1st Floor	Annapolis	MD	21401	(410) 222-1288	dabrams@aacounty.org	
	Howard County									
	Howard County Executive	Ken Ulman	County Executive	3430 Courthouse Drive	Ellicott City	MD	21043	(410) 313-2013		
	County Council	Courtney Watson	Council Member, District 1	3430 Courthouse Drive	Ellicott City	MD	21043	(410) 313-2001	cwatson@howardcountymd.gov	
	County Council	Calvin Ball	Chair, District 2	3430 Courthouse Drive	Ellicott City	MD	21043	(410) 313-2001	cball@howardcountymd.gov	
	County Council	Jen Terrasa	Vice Chair, District 3	3430 Courthouse Drive	Ellicott City	MD	21043	(410) 313-2001	jterrasa@howardcountymd.gov	
	County Administration	Raymond S. Wacks	Administrator	3430 Courthouse Drive	Ellicott City	MD	21043	(410) 313-2077	rwacks@howardcountymd.gov	
	Office of Public Information	Kevin Enright	Director	Carroll Building, 3450 Court House Drive	Ellicott City	MD	21043	(410) 313-2022	kenright@howardcountymd.gov	
	Prince George's County									
	Prince George's County Executive	Rushern L. Baker, III	County Executive	14741 Governor Oden Bowie Drive, 2nd Floor	Upper Marlboro	MD	20772	(301) 952-4131	countyexecutive@co.pg.md.us	
	County Council	Mary A. Lehman	Council Member, District 1	14741 Governor Oden Bowie Drive, 2nd Floor	Upper Marlboro	MD	20772	(301) 952-3887	MALehman@co.pg.md.us	Adelphi, Beltsville, Calverton, College Park, Laurel, Montpelier, South Laurel, Vansville, and West Laurel
	County Council	Will Campos	Council Member, District 2	14741 Governor Oden Bowie Drive, 2nd Floor	Upper Marlboro	MD	20772	(301) 952-4436	WACampos@co.pg.md.us	Brentwood, Hyattsville, Mount Rainier, and North Brentwood
	County Council	Eric Olson	Vice Chair, District 3	14741 Governor Oden Bowie Drive, 2nd Floor	Upper Marlboro	MD	20772	(301) 952-3060	Eolson@co.pg.md.us	Beacon Heights, Berwyn Heights, College Park, East Pines, Glenn Dale, Glenridge, Landover Hills, Lanham, New Carrollton, Riverdale Heights and Hills, Riverdale Park, Seabrook, Templeton Knolls, University Park, and Woodlawn
	County Council	Ingrid M. Turner, Esquire	Chair, District 4	14741 Governor Oden Bowie Drive, 2nd Floor	Upper Marlboro	MD	20772	(301) 952-3094	IMTurner@co.pg.md.us	Bowie, Glenn Dale, Greenbelt, Westchester Park, and parts of Lanham-Seabrook and Upper Marlboro
	County Council	Andrea Harrison	Council Member, District 5	14741 Governor Oden Bowie Drive, 2nd Floor	Upper Marlboro	MD	20772	(301) 952-3864	councildistrict5@co.pg.md.us	Bladensburg, Cheverly, Edmonston, Fairmount Heights, Glenarden, Landover, Colmar Monor, Cottage City, and Mitchellville
	County Council	Leslie E. Johnson	Council Member, District 6	14741 Governor Oden Bowie Drive, 2nd Floor	Upper Marlboro	MD	20772	(301) 952-3426	councildistrict6@co.pg.md.us	South Bowie, Capitol Heights, District Heights, Forestville, Kettering, Largo, Mitchellville, and Upper Marlboro
	Council Administration	Robert J. Williams Jr.	Administrator	14741 Governor Oden Bowie Drive, 2nd Floor	Upper Marlboro	MD	20772	(301) 952-3238		
	Press Information Office	Mark E. Brady	Public Relations Manager and Chief Spokesman	9201 Basil Court, Suite 452	Largo	MD	20774	(301) 883-7154	mebrady@co.pg.md.us	
	The City of Bowie									
	Mayor	G. Frederick Robinson	Mayor	15901 Excalibur Road	Bowie	MD	20716	(301) 262-6200	mayor@cityofbowie.org	
	Mayor Pro Tem	James Marcos	Mayor Pro Tem and District 1 Councilmember	15901 Excalibur Road	Bowie	MD	20716	(301) 262-6200	jmarcos@cityofbowie.org	
	City Council	Dennis Brady	At-Large Council Member	15901 Excalibur Road	Bowie	MD	20716	(301) 262-6200	councilman.brady@verizon.net	
	City Council	Henri Gardner	At-Large Council Member	15901 Excalibur Road	Bowie	MD	20716	(301) 262-6200	hgardner@cityofbowie.org	
	City Council	Diane Polangin	District 2 Council Member	15901 Excalibur Road	Bowie	MD	20716	(301) 262-6200	dpolangin@cityofbowie.org	
	City Council	Issac Trouth	District 4 Council Member	15901 Excalibur Road	Bowie	MD	20716	(301) 262-6200	itrouth@cityofbowie.org	
	City Council	Todd Turner	District 3 Council Member	15901 Excalibur Road	Bowie	MD	20716	(301) 262-6200	tmturner@cityofbowie.org	

TAC	Category	Name	Title	Street Address	City	State	Zip	Phone	Email	Notes
	City Manager's Office	David J. Deutsch	City Manager	15901 Excalibur Road	Bowie	MD	20716	(301) 262-6200	ddeutsch@cityofbowie.org	
	City Manager's Office	John Fitzwater	Assistant City Manager	15901 Excalibur Road	Bowie	MD	20716	(301) 262-6200	jfitzwater@cityofbowie.org	
	City of Laurel									
	Mayor	Craig A. Moe	Mayor	8103 Sandy Spring Road	Laurel	MD	20707	(301) 725-5300 x2124	laurelmayor@laurel.md.us	
	City Council	Michael R. Leszcz	Council President, At-Large Member	8103 Sandy Spring Road	Laurel	MD	20707	(301) 725-5300	laurelcouncil@laurel.md.us	
	City Council	Janis L. Robison	Ward 1 Council Member	8103 Sandy Spring Road	Laurel	MD	20707	(301) 725-5300	laurelcouncil@laurel.md.us	
	City Council	Gayle W. Snyder	Ward 1 Council Member	8103 Sandy Spring Road	Laurel	MD	20707	(301) 725-5300	laurelcouncil@laurel.md.us	
	City Council	Frederick Smalls	Ward 2 Council Member	8103 Sandy Spring Road	Laurel	MD	20707	(301) 725-5300	laurelcouncil@laurel.md.us	
	City Council	Donna L. Crary	Ward 2 Council Member	8103 Sandy Spring Road	Laurel	MD	20707	(301) 725-5300	laurelcouncil@laurel.md.us	
	Administration	Kristie Mills	City Administrator	8103 Sandy Spring Road	Laurel	MD	20707	(301) 725-5300 x2203	CAdmin@laurel.md.us	
	City of Greenbelt									
	Mayor	Judith F. Davis	Mayor	25 Crescent Road	Greenbelt	MD	20770	(301) 474-8000	jdavis@greenbeltmd.gov	
	Mayor Pro Tem	Emmett V. Jordan	Mayor Pro Tem	25 Crescent Road	Greenbelt	MD	20770	(301) 474-8000	ejordan@greenbeltmd.gov	
	City Council	Konrad Herling	Council Member	25 Crescent Road	Greenbelt	MD	20770	(301) 474-8000	kherling@greenbeltmd.gov	
	City Council	Leta Mach	Council Member	25 Crescent Road	Greenbelt	MD	20770	(301) 474-8000	lmach@greenbeltmd.gov	
	City Council	Silke Pope	Council Member	25 Crescent Road	Greenbelt	MD	20770	(301) 474-8000	spope@greenbeltmd.gov	
	City Council	Edward VJ Putens	Council Member	25 Crescent Road	Greenbelt	MD	20770	(301) 474-8000	eputens@greenbeltmd.gov	
	City Council	Rodney M. Roberts	Council Member	25 Crescent Road	Greenbelt	MD	20770	(301) 474-8000	rroberts@greenbeltmd.gov	
	Administration	Michael McLaughlin	City Manager	25 Crescent Road	Greenbelt	MD	20770	(301) 474-8000	mmclaughlin@greenbeltmd.gov	
	Administration	David Moran	City Manager	25 Crescent Road	Greenbelt	MD	20770	(301) 474-8000	dmoran@greenbeltmd.gov	
	City of New Carrollton									
	Mayor	Andrew C. Hanko	Mayor	6016 Princess Garden Parkway	New Carrollton	MD	20784	(301) 577-0256	ahanko@new-carrollton.md.us	
	City Council	Duane H. Rosenburg	Council Member	6016 Princess Garden Parkway	New Carrollton	MD	20784	(301) 441-3324	drosenberg@new-carrollton.md.us	
	City Council	James A. Wildoner	Council Member	6016 Princess Garden Parkway	New Carrollton	MD	20784	(301) 577-0992	jwildoner@new-carrollton.md.us	
	City Council	June D. Garrett	Council Member	6016 Princess Garden Parkway	New Carrollton	MD	20784	(301) 459-6100	jgarrett@new-carrollton.md.us	
	City Council	Katrina R. Dodro	Council Member	6016 Princess Garden Parkway	New Carrollton	MD	20784	(301) 513-9239	kdodro@new-carrollton.md.us	
	City Council	Richard Bechtold	Council Member	6016 Princess Garden Parkway	New Carrollton	MD	20784	(240) 770-7581	rbechtold@new-carrollton.md.us	
	City Administration	J. Michael Downes	City Administrative Officer	6016 Princess Garden Parkway	New Carrollton	MD	20784	(301) 459-6100 x1011	jmdownes@new-carrollton.md.us	
	City Administration	Graham Waters	Assistant City Administrative Officer	6016 Princess Garden Parkway	New Carrollton	MD	20784	(301) 459-6100 x1015	gwaters@new-carrollton.md.us	
	City of College Park									
	Mayor	Andrew M. Fellows	Mayor	4500 Knox Road	College Park	MD	20740	(301) 441-8141	afellows@collegeparkmd.gov	
	City Council	Patrick L. Wojahn	Council Member, District 1	4500 Knox Road	College Park	MD	20740	(240) 988-7763	pwojahn@collegeparkmd.gov	
	City Council	Christine Nagle	Council Member, District 1	4500 Knox Road	College Park	MD	20740	(240) 965-0214	cnagle@collegeparkmd.gov	
	City Council	Robert T. Catlin	Council Member, District 2	4500 Knox Road	College Park	MD	20740	(301) 345-0742	rcatlin@collegeparkmd.gov	
	City Council	John E. Perry	Council Member, District 2	4500 Knox Road	College Park	MD	20740	(301) 345-7526	jperry@collegeparkmd.gov	
	City Council	Mark Cook	Council Member, District 3	4500 Knox Road	College Park	MD	20740	(240) 554-2231	markcook@collegeparkmd.gov	
	City Council	Stephanie E. Stullich	Council Member, District 3	4500 Knox Road	College Park	MD	20740	(301) 742-4442	sstullich@collegeparkmd.gov	
	City Council	Denise Mitchell	Council Member, District 4	4500 Knox Road	College Park	MD	20740	(240) 413-9911	dmitchell@collegeparkmd.gov	
	City Council	Marcus Afzali	Council Member, District 4	4500 Knox Road	College Park	MD	20740	(240) 391-8241	mafzali@collegeparkmd.gov	
	Administration	Joseph L. Nargo	City Manager	4500 Knox Road	College Park	MD	20740	(240) 487-3501	jnagro@collegeparkmd.gov	
	Administration	Chnatal Cotton	Assistant to the City Manager	4500 Knox Road	College Park	MD	20740	(240) 487-3507	ccotton@collegeparkmd.gov	
	Town of Berwyn Heights									
	Mayor	Cheye Calvo	Mayor	5700 Berwyn Road	Berwyn Heights	MD	20740	(301) 474-6350	ccalvo@town.berwyn-heights.md.us	
	Mayor Pro Tem	James Wilkinson	Mayor Pro Tem	5700 Berwyn Road	Berwyn Heights	MD	20740	(301) 982-5152	jwilkinson@town.berwyn-heights.md.us	
	Town Council	Richard Ahrens	Council Member	5700 Berwyn Road	Berwyn Heights	MD	20740	(301) 474-3328	rahrens@town.berwyn-heights.md.us	
	Town Council	Jodie Kulpa-Eddie	Council Member	5700 Berwyn Road	Berwyn Heights	MD	20740	(301) 345-1516	jkulpaeddy@town.berwyn-heights.md.us	
	Town Council	Patricia Dennison	Council Member	5700 Berwyn Road	Berwyn Heights	MD	20740	(301) 404-2759	pdennison@town.berwyn-heights.md.us	
	Administration	Edward J. Murphy	Town Administrator	5700 Berwyn Road	Berwyn Heights	MD	20740	(301) 474-5000	emurphy@town.berwyn-heights.md.us	
	Town of Riverdale Park									
	Mayor	Vernon Archer	Mayor	5008 Queensbury Road	Riverdale Park	MD	20737	(301) 927-6381	varcher@gmail.com	
	Town Council	Alice Ewen	Ward 1	5008 Queensbury Road	Riverdale Park	MD	20737	(301) 927-6381	aewen@riverdaleparkmd.gov	
	Town Council	Alan Thompson	Ward 2	5008 Queensbury Road	Riverdale Park	MD	20737	(301) 927-6381	akthompson@riverdaleparkmd.gov	
	Town Council	David Lingua	Ward 3	5008 Queensbury Road	Riverdale Park	MD	20737	(301) 927-6381	dlilngua@riverdaleparkmd.gov	
	Town Council	Chris Henry	Ward 4	5008 Queensbury Road	Riverdale Park	MD	20737	(301) 927-6381	chenry3240@verizon.net	
	Town Council	Raymond Rivas	Ward 5	5008 Queensbury Road	Riverdale Park	MD	20737	(301) 927-6381	rrivas@riverdaleparkmd.gov	
	Town Council	Keelah Allen-Smith	Ward 6	5008 Queensbury Road	Riverdale Park	MD	20737	(301) 927-6381	kallensmith@riverdaleparkmd.gov	
	Administration	Sara Imhulse	Town Administrator	5008 Queensbury Road	Riverdale Park	MD	20737	(301) 927-6381	simhulse@riverdalparkmd.gov	
	Town of Bladensburg									
	Mayor	Walter Lee James, Jr.	Mayor	4229 Edmonston Road	Bladensburg	MD	20710	(301) 927-7048	wjames@bladensburg.net	
	Town Council	Cris Mendoza	Council Member, Ward I	4229 Edmonston Road	Bladensburg	MD	20710	(301) 927-7048	cmendoza@bladensburg.net	
	Town Council	Charlina Watson	Council Member, Ward I	4229 Edmonston Road	Bladensburg	MD	20710	(301) 927-7048	cwatson@bladensburg.net	
	Town Council	Walter Ficklin	Council Member, Ward II	4229 Edmonston Road	Bladensburg	MD	20710	(301) 927-7048	wficklin@bladensburg.net	
	Town Council	Walter George	Council Member, Ward II	4229 Edmonston Road	Bladensburg	MD	20710	(301) 927-7048	wgeorge@bladensburg.net	
	Administration	John E. Moss	Town Administrator	4229 Edmonston Road	Bladensburg	MD	20710	(301) 927-7048	jmoss@bladensburg.net	
	Town of Brentwood									
	Mayor	Xzavier Montgomery-Wright	Mayor	4300 39th Place	Brentwood	MD	20722	(301) 927-3344	town_bwood@hotmail.com	
	Vice Mayor	Jeff Clark	Vice Mayor	4300 39th Place	Brentwood	MD	20722	(301) 927-3344	town_bwood@hotmail.com	
	Town Council	Aneeka Harrison	Council Member	4300 39th Place	Brentwood	MD	20722	(301) 927-3344	town_bwood@hotmail.com	
	Town Council	Marlene Robinson	Council Member	4300 39th Place	Brentwood	MD	20722	(301) 927-3344	town_bwood@hotmail.com	
	Town Council	Nina Young	Council Member	4300 39th Place	Brentwood	MD	20722	(301) 927-3344	town_bwood@hotmail.com	
	Administration	Peter Jones	Town Administrator	4300 39th Place	Brentwood	MD	20722	(301) 927-7395	town_bwood@hotmail.com	
	Town of Cheverly									
	Mayor	Michael Callahan	Mayor	6401 Forest Road	Cheverly	MD	20785	(301) 773-8360	mayor@cheverly-md.gov	
	Town Council	Laila Riazi	Council Member Ward 1	6401 Forest Road	Cheverly	MD	20785	(301) 773-8360	councilmemberward1@cheverly-md.gov	
	Town Council	Micah Watson	Council Member Ward 2	6401 Forest Road	Cheverly	MD	20785	(301) 773-8360	councilmemberward2@cheverly-md.gov	
	Town Council	Roswell RJ Eldridge	Council Member Ward 3	6401 Forest Road	Cheverly	MD	20785	(301) 773-8360	councilmemberward3@cheverly-md.gov	
	Town Council	Leon Schachter	Council Member Ward 4	6401 Forest Road	Cheverly	MD	20785	(301) 773-8360	councilmemberward4@cheverly-md.gov	
	Town Council	Position Vacant	Council Member Ward 5	6401 Forest Road	Cheverly	MD	20785	(301) 773-8360	councilmemberward5@cheverly-md.gov	
	Town Council	Emily Tevault	Council Member Ward 6	6401 Forest Road	Cheverly	MD	20785	(301) 773-8360	councilmemberward6@cheverly-md.gov	
	Administration	David Warrington	Town Administrator	6401 Forest Road	Cheverly	MD	20785	(301) 773-8360	townadministrator@cheverly-md.gov	
	City of Hyattsville									
	Mayor	William F. Gardiner	Mayor	4310 Gallatin Street	Hyattsville	MD	20781	(301) 985-5009	bgardiner@hyattsville.org	
	City Council	Marc Tartaro	President, Ward 1	4911 40th Place	Hyattsville	MD	20781	(301) 927-6425	mtartaro@hyattsville.org	
	City Council	Douglas S. Dudrow	Ward 1	4202 Kennedy Street	Hyattsville	MD	20781	(301 699-9606	oconnor_one@verizon.net	
	City Council	William F. Tierney II	Vice President, Ward 2	5215 42nd Place	Hyattsville	MD	20781	(301) 227-4620	btierney@hyattsville.org	
	City Council	David Hiles	Ward 2	4105 Gallatin Street	Hyattsville	MD	20781	(240) 381-0050	dhiles@hyattsville.org	
	City Council	Timothy P. Hunt	Ward 3	3407 Pennsylvania Avenue	Hyattsville	MD	20783	(301) 422-2047	thunt@hyattsville.org	
	City Council	Matthew D. McKnight	Ward 3	4013 Oglethorpe Street	Hyattsville	MD	20782	(301) 277-2320	mmcknight@hyattsville.org	
	City Council	Paula J. Perry	Ward 4	5704 30th Avenue	Hyattsville	MD	20782	(301) 853-3194	pjperry@hyattsville.org	
	City Council	Carlos Lizanne	Ward 4	5820 Maryhurst Drive	Hyattsville	MD	20782	(301) 853-2938	clizanne@hyattsville.org	
	City Council	Ruth Ann Frazier	Ward 5	5013 37th Avenue	Hyattsville	MD	20782	(301) 779-5428	rafrazier@hyattsville.org	
	City Council	Nicole Hinds Mofor	Ward 5	5015 36th Avenue	Hyattsville	MD	20782	(240) 533-2166	nhinds@hyattsville.org	
	Administration	Gregory E. Rose	City Administrator	4310 Gallatin Street	Hyattsville	MD	20781	(301) 985-5006	grose@hyattsville.org	
	Administration	Vincent Jones	Assistant City Administrator	4310 Gallatin Street	Hyattsville	MD	20781	(301) 985-5000	vjones@hyattsville.org	

TAC	Category	Name	Title	Street Address	City	State	Zip	Phone	Email	Notes
	Takoma Park									
	Mayor	Bruce Williams	Mayor	326 Lincoln Avenue	Takoma Park	MD	20912	(240) 676-6234	BruceW@takomagov.org	
	Council Member	Josh Wright	Council Member Ward 1	7500 Maple Avenue	Takoma Park	MD	20912	(301) 891-7100	JoshW@takomagov.org	
	Council Member	Colleen Clay	Council Member Ward 2	7500 Maple Avenue	Takoma Park	MD	20912	(301) 891-7100	ColleenC@takomagov.org	
	Council Member	Dan Robinson	Council Member Ward 3	7500 Maple Avenue	Takoma Park	MD	20912	(301) 891-7100	Dan.Robinson@homeintakoma.com	
	Council Member	Terry Seamens	Council Member Ward 4	7500 Maple Avenue	Takoma Park	MD	20912	(301) 891-7100	TerryS@takomagov.org	
	Council Member	Reuben Snipper	Council Member Ward 5	7500 Maple Avenue	Takoma Park	MD	20912	(301) 891-7100	ReubenS@takomagov.org	
	Council Member	Fred Schultz	Council Member Ward 6	7500 Maple Avenue	Takoma Park	MD	20912	(301) 891-7100	FredS@takomagov.org	
	Mount Rainier									
	Mayor	Malinda Miles	Mayor	City of Mount Rainier City Hall, 1 Municipal Place	Mount Rainier	MD	20712	(301) 985-6585	mayormiles@gmail.com	
	Council Member	Bill Updike	Council Member Ward 1	City of Mount Rainier City Hall, 1 Municipal Place	Mount Rainier	MD	20712	(301) 367-5649	updikewj@yahoo.com	
	Council Member	Jimmy Tarlau	Council Member Ward 1	City of Mount Rainier City Hall, 1 Municipal Place	Mount Rainier	MD	20712	(301) 335-6099	jtarlau@cwa-union.org	
	Council Member	Ivy Thompson	Council Member Ward 2	City of Mount Rainier City Hall, 1 Municipal Place	Mount Rainier	MD	20712	(301) 985-6585	friendsforivy@gmail.com	
	Council Member	Bryan Knedler	Council Member Ward 2	City of Mount Rainier City Hall, 1 Municipal Place	Mount Rainier	MD	20712	(301) 985-6585	bknedler@aol.com	
	Cottage City									
	Commissioner	Aileen D. McChesney	Commission Chair/ Ward 1	3820 40th Avenue	Brentwood	MD	20722	(301) 779-2161		
	Commissioner	William H. Hall, Sr.	Commissioner Ward 2	3820 40th Avenue	Brentwood	MD	20722	(301) 779-2161		
	Commissioner	Gary Styles	Commissioner Ward 3	3820 40th Avenue	Brentwood	MD	20722	(301) 779-2161		
	Commissioner	Patricia Gross	Commissioner Ward 4	3820 40th Avenue	Brentwood	MD	20722	(301) 779-2161		
	Commissioner	Richard Cote	Commissioner At-Large	3820 40th Avenue	Brentwood	MD	20722	(301) 779-2161		
	Baltimore									
	Mayor	Stephanie Rawlings-Blake	Mayor	City Hall, 100 N. Holiday Street, Room 250	Baltimore	MD	21202	(410) 396-3835		
	Council Member	Edward Reisinger	Council Vice President/District 10	City Hall, 100 N. Holiday Street, Room 511	Baltimore	MD	21202	(410) 396-4822	Edward.Reisinger@baltimorecity.gov	
	Council Member	James B. Kraft	Council Member, District 1	City Hall, 100 N. Holiday Street, Room 503	Baltimore	MD	21202	(410) 396-4821	James.Kraft@baltimorecity.gov	
	Council President	Bernard C. Young	City Council President	City Hall, 100 N. Holiday Street, Room 400	Baltimore	MD	21202	(410) 396-4804	CouncilPresident@baltimorecity.gov	
	Linthicum, Anne Arundel									
	Council Member	Daryl Jones	Council Member, District 1	44 Calvert Street, 1st Floor	Annapolis	MD	21401	(410) 222-1401	daryl.jones@aacounty.org	
	Ferndale, Anne Arundel									
	Council Member	Daryl Jones	Council Member, District 1	44 Calvert Street, 1st Floor	Annapolis	MD	21401	(410) 222-1401	daryl.jones@aacounty.org	
	South Gate, Anne Arundel									
	Council Member	Daryl Jones	Council Member, District 1	44 Calvert Street, 1st Floor	Annapolis	MD	21401	(410) 222-1401	daryl.jones@aacounty.org	
	Council Member	John J. Grasso	Council Member, District 2	44 Calvert Street, 1st Floor	Annapolis	MD	21401	(410) 222-1401	John.grasso@aacounty.org	
	Severn, Anne Arundel									
	Council Member	Daryl Jones	Council Member, District 1	44 Calvert Street, 1st Floor	Annapolis	MD	21401	(410) 222-1401	daryl.jones@aacounty.org	
	Council Member	James Benoit	Council Member, District 4	44 Calvert Street, 1st Floor	Annapolis	MD	21401	(410) 222-1401	jamie.benoit@aacounty.org	
	Odenton, Anne Arundel									
	Council Member	James Benoit	Council Member, District 4	44 Calvert Street, 1st Floor	Annapolis	MD	21401	(410) 222-1401	jamie.benoit@aacounty.org	
	Maryland City, Anne Arundel									
	Council Member	James Benoit	Council Member, District 4	44 Calvert Street, 1st Floor	Annapolis	MD	21401	(410) 222-1401	jamie.benoit@aacounty.org	
	Elkridge, Howard									
	Council Member	Courtney Watson	Council Member, District 1	George Howard Building, 3430 Court House Drive	Ellicott City	MD	21043	(410) 313-2001	cwatson@howardcountymd.gov	
	Council Member	Calvin Ball	Council Member, District 2	George Howard Building, 3430 Court House Drive	Ellicott City	MD	21043	(410) 313-2001	cball@howardcountymd.gov	
	Savage Guilford, Howard									
	Council Member	Jennifer Terrasa	Council Member, District 3	George Howard Building, 3430 Court House Drive	Ellicott City	MD	21043	(410) 313-2001	jterrasa@howardcountymd.gov	
	Council Member	Greg Fox	Council Member, District 5	George Howard Building, 3430 Court House Drive	Ellicott City	MD	21043	(410) 313-2001	gfox@howardcountymd.gov	
	Jessup, Howard									
	Council Member	Jennifer Terrasa	Council Member, District 3	George Howard Building, 3430 Court House Drive	Ellicott City	MD	21043	(410) 313-2001	jterrasa@howardcountymd.gov	
	Council Member	Greg Fox	Council Member, District 5	George Howard Building, 3430 Court House Drive	Ellicott City	MD	21043	(410) 313-2001	gfox@howardcountymd.gov	
	South Laurel, Prince George's									
	Council Member	Mary A. Lehman	Council Member, District 1	County Council, 14741 Governor Oden Bowie Drive, 2nd Floor	Upper Marlboro	MD	20772	(301) 952-3887	MALehman@co.pg.md.us	
	Beltsville, Prince George's									
	Council Member	Mary A. Lehman	Council Member, District 1	County Council, 14741 Governor Oden Bowie Drive, 2nd Floor	Upper Marlboro	MD	20772	(301) 952-3887	MALehman@co.pg.md.us	
	Adelphi, Prince George's									
	Council Member	Mary A. Lehman	Council Member, District 1	County Council, 14741 Governor Oden Bowie Drive, 2nd Floor	Upper Marlboro	MD	20772	(301) 952-3887	MALehman@co.pg.md.us	
	Glenn Dale, Prince George's									
	Council Member	Eric Olson	Council Member, District 3	County Council, 14741 Governor Oden Bowie Drive, 2nd Floor	Upper Marlboro	MD	20772	(301) 952-3060	Eolson@co.pg.md.us	
	Council Member	Ingrid M. Turner	Council Member, District 4	County Council, 14741 Governor Oden Bowie Drive, 2nd Floor	Upper Marlboro	MD	20772	(301) 952-3094	IMTurner@co.pg.md.us	
	Lanham-Seabrook, Prince George's									
	Council Member	Eric Olson	Council Member, District 3	County Council, 14741 Governor Oden Bowie Drive, 2nd Floor	Upper Marlboro	MD	20772	(301) 952-3060	Eolson@co.pg.md.us	
	Council Member	Ingrid M. Turner	Council Member, District 4	County Council, 14741 Governor Oden Bowie Drive, 2nd Floor	Upper Marlboro	MD	20772	(301) 952-3094	IMTurner@co.pg.md.us	
	Langley Park, Prince George's									
	Council Member	Will Campos	Council Member, District 2	County Council, 14741 Governor Oden Bowie Drive, 2nd Floor	Upper Marlboro	MD	20772	(301) 952-4436	WACampos@co.pg.md.us	
	Chillum, Prince George's									
	Council Member	Will Campos	Council Member, District 2	County Council, 14741 Governor Oden Bowie Drive, 2nd Floor	Upper Marlboro	MD	20772	(301) 952-4436	WACampos@co.pg.md.us	
	District of Columbia									
	Mayor	Vincent C. Gray	Mayor	Executive Office of the Mayor, 1350 Pennsylvania Avenue, NW, Suite	Washington	DC	20004	(202) 727-6300	eom@dc.gov	
	Chairman, DC Council	Kwame R. Brown	Chairman, DC Council	1350 Pennsylvania Avenue, NW, Suite 316	Washington	DC	20004	(202) 724-8032	kbrown@dccouncil.us	
	Chief of Staff	Nicole Streeter	Chief of Staff for Chairman	1350 Pennsylvania Avenue, NW, Suite 316	Washington	DC	20004	(202) 724-8032	nstreeter@dccouncil.us	
	Council Member	Yvette Alexander	Council Member, Ward 7	1350 Pennsylvania Avenue, NW, Suite 400	Washington	DC	20004	(202) 724-8068	yalexander@dccouncil.us	
	Chief of Staff	J.R. Meyers	Chief of Staff for Council Member, Ward 7	1350 Pennsylvania Avenue, NW, Suite 400	Washington	DC	20004	(202) 724-8068	jrmeyers@dccouncil.us	
	Council Member	Harry Thomas, Jr.	Council Member, Ward 5	1350 Pennsylvania Avenue, NW, Suite 107	Washington	DC	20004	(202) 724-8028	hthomas@dccouncil.us	
	Chief of Staff	Ayawna Chase	Chief of Staff for Council Member, Ward 5	1350 Pennsylvania Avenue, NW, Suite 107	Washington	DC	20004	(202) 724-8024	achase@dccouncil.us	

TAC	Group	Contact	Title	Street Address	City	State	Zip	Phone	Email	Cell
	Federal Agencies									
	National Park Service - National Capital Region	Woody Smeck	Acting Regional Director	National Park Service, 1100 Ohio Drive, SW	Washington	DC	20242	(202) 619-7000		
	National Park Service - National Capital Region	Perry Wheelock	Chief of Cultural Resources	National Park Service, 1100 Ohio Drive, SW	Washington	DC	20242	(202) 619-7088	perry_wheelock@nps.gov	
X	National Park Service - National Capital Region	Charles Borders	Branch Chief	National Park Service, 1100 Ohio Drive, SW	Washington	DC	20242	(202) 619-7455	charles_borders@nps.gov	(202) 438-7144
X	National Park Service - National Capital Parks-East	Alex Romero	Superintendent	1900 Anacostia Drive, SE	Washington	DC	20020	(202) 690-5185	alex_romero@nps.gov	
	National Park Service - National Capital Parks-East	Ophelia Grier	Acting Deputy Superintendent	1900 Anacostia Drive, SE	Washington	DC	20020	(202) 690-5178	ophilia_grier@nps.gov	
	National Park Service - National Capital Parks-East	Frank Young	Chief of Maintenance	1900 Anacostia Drive, SE	Washington	DC	20020	(202) 690-5183	frank_young@nps.gov	
	National Park Service - National Capital Parks-East	Eola Dance	Cultural Resources Specialist	1900 Anacostia Drive, SE	Washington	DC	20020	(202) 692-6038	eola_dance@nps.gov	
	National Park Service - National Capital Parks-East	Robert Mocko	NEPA Specialist	1900 Anacostia Drive, SE	Washington	DC	20020			
X	National Park Service - Greenbelt Park - National Capital Parks - East	Fred Cunningham	Park Manager	6565 Greenbelt Road	Greenbelt	MD	20770	(301) 344-3948	Fred_Cummingham@nps.gov	
X	National Park Service - US Park Police	Warren Boyer	Lieutenant	1100 Ohio Drive	Washington	DC	20242	(301) 344-3957	warren_boyer@nps.gov	
	National Park Service - US Park Police	Richard Pope	Captain	1100 Ohio Drive	Washington	DC	20242	(202) 438-0413	Richard_Pope@nps.gov	
X	Federal Highway Administration, Eastern Federal Lands Highway Division	Lewis G. Grimm, P.E.	Planning Team Leader	21400 Ridgetop Circle	Sterling	VA	21066	(703) 404-6289	Lewis.Grimm@dot.gov	
X	Federal Highway Administration, Eastern Federal Lands Highway Division	Jack Van Dopp	Senior Technical Specialist	21400 Ridgetop Circle	Sterling	VA	21066	(703) 404-6282	Jack.Vandopp@dot.gov	
X	Federal Highway Administration, Eastern Federal Lands Highway Division	Alazar Feleke	Highway Design Manager	21400 Ridgetop Circle	Sterling	VA	21066	(301) 404-6319	alazar.feleke@dot.gov	
	Federal Highway Administration, Delaware-Maryland (DelMar) Federal-Aid Division	Hassan Raza	Division Administrator	City Crescent Building, 10 South Howard Street, Suite 2450	Baltimore	MD	21201	(410) 962-4440	hassan.raza@dot.gov	
	Federal Highway Administration, Delaware-Maryland (DelMar) Federal-Aid Division	Anna Price	Team Leader	300 South New Street, Suite 2101	Dover	DE	199904	(302) 734-2835	anna.price@dot.gov	
X	Federal Highway Administration, Delaware-Maryland (DelMar) Federal-Aid Division	Jeanette Mar	Environmental Program Manager	City Crescent Building, 10 South Howard Street, Suite 2450	Baltimore	MD	21201	(410) 779-7152	jeanette.mar@dot.gov	
	Federal Highway Administration, District of Columbia Federal-Aid Division	Christopher Lawson	Division Administrator	1990 K Street, NW, Suite 510	Washington	DC	20006	(202) 219-3570	christopher.lawson@dot.gov	
X	Federal Highway Administration, District of Columbia Division	Sandra Jackson	Planning and Research Program Manager	1990 K Street, NW, Suite 510	Washington	DC	20006	(202) 219-3521	sandra.jackson@dot.gov	
	National Capital Planning Commission	Marcel C. Acosta	Executive Director	401 9th Street, NW, North Lobby, Suite 500	Washington	DC	20004	(202) 482-7272	Marcel.Acosta@ncpc.gov	
X	National Capital Planning Commission	Julia Koster	Director, Intergovernmental Affairs	401 9th Street, NW, North Lobby, Suite 500	Washington	DC	20004	(202) 482-7211	julia.koster@ncpc.gov	
X	Patuxent Research Refuge, US Fish and Wildlife Service	Brad Knudsen	Refuge Manager	National Wildlife Visitor Center, 10901 Scarlet Tanager Loop	Laurel	MD	20708	(301) 497-5582	brad_knudsen@fws.gov	
X	Beltsville Agricultural Research Center, US Department of Agriculture	Joseph Spence	Area Director	10300 Baltimore Avenue, Rm. 223, Bldg. 003, BARC-West	Beltsville	MD	20705	(301)504-6078	Joseph.Spence@ars.usda.gov	
X	Goddard Space Flight Center, National Air and Space Administration	Rob Strain	Director	8800 Greenbelt Road	Greenbelt	MD	20771	(301) 286-2000		
X	Fort George G. Meade, US Army	COL Daniel L. Thomas	Installation Commander	4409 Llewellyn Avenue	Fort George Meade	MD	20755	(301) 677-1361	meadepaoweb@conus.army.mil	
X	National Security Agency	GEN Keith B. Alexander	Director	9800 Savage Road	Fort Meade	MD	20735	(301) 688-6524	nsapao@nsa.gov	
	State and Washington, DC Agencies									
	Maryland Department of Natural Resources - Office for a Sustainable Future	Christine Conn, PhD	Green Infrastructure	Tawes State Office Building, 580 Taylor Avenue	Annapolis	MD	21401	(410) 260-8785	CConn@dnr.state.md.us	
	Maryland Department of Natural Resources - Office for a Sustainable Future	David M. Goshorn, PhD	Director	Tawes State Office Building, 580 Taylor Avenue	Annapolis	MD	21401	(410) 260-8119	dgoshorn@dnr.state.md.us	
	Maryland Department of Transportation - Office of Planning and Capital Programming	Keith Bounds	Regional Planner	7201 Corporate Center Drive, P.O. Box 548	Hanover	MD	21076	(410) 865-1305	Kbounds@mdot.state.md.us	
	Maryland Department of Transportation - Office of Planning and Capital Programming	Mike Nixon	Manager	7201 Corporate Center Drive, P.O. Box 548	Hanover	MD	21076	(410) 865-1295	mnixon@mdot.state.md.us	
	Maryland Department of Transportation - Office of Planning and Capital Programming	Lyn Erickson	Regional Planner	7201 Corporate Center Drive, P.O. Box 548	Hanover	MD	21076	(410) 865-1279	lerickson@mdot.state.md.us	
X	Maryland State Highway Administration	Neil J. Pedersen	Administrator	Office of the Administrator, 707 North Calvert Street, Mail Stop C-400	Baltimore	MD	21202	(410) 545-0400	Npedersen@sha.state.md.us	
	Maryland State Highway Administration	Doug Simmons	Deputy Administrator/Chief Engineer	Office of the Administrator, 707 North Calvert Street, Mail Stop C-400	Baltimore	MD	21202	(410) 545-0411	dsimmons@sha.state.md.us	
	Maryland State Highway Administration - Office of Planning and Preliminary Engineering	Vaughn Lewis	Regional Planner	707 North Calvert Street	Baltimore	MD	21202	(410) 545-5673	vlewis@sha.state.md.us	
	Maryland State Highway Administration	Moreshwar B. Kulkarni	Design Engineer	707 North Calvert Street	Baltimore	MD	21202	(410) 545-8825	mkulkarni@sha.state.md.us	
	Maryland State Highway Administration - Travel Forecasting & Analysis Division, Office of Planning and Preliminary Engineering	Subrat Mahapatra	Planner	707 North Calvert Street	Baltimore	MD	21202		smahapatra@sha.state.md.us	
	Maryland State Highway Administration - Travel Forecasting & Analysis Division, Office of Planning and Preliminary Engineering	Lisa Shemer	Planner	707 North Calvert Street	Baltimore	MD	21202	(410) 545-5640	lshemer@sha.state.md.us	
	Maryland State Highway Administration	Roy Gothie	Assistant Regional Planner	707 North Calvert Street	Baltimore	MD	21202	(410) 545-5654	rgothie@sha.state.md.us	
X	Maryland State Highway Administration - Planning and Highway Development Office	Kirk McClelland	OHD Director	707 North Calvert Street, C-102	Baltimore	MD	21202	(410) 545-8800	kmcclelland@sha.state.md.us	
X	Maryland State Highway Administration - Office of Planning and Preliminary Engineering	Greg Slater	OPPE Director	707 North Calvert Street, C-411	Baltimore	MD	21202	(410) 545-0412	gslater@sha.state.md.us	
X	Maryland State Highway Administration - Office of Planning and Preliminary Engineering	Jerry Smith	Regional Planner	707 North Calvert Street	Baltimore	MD	21202	(410) 545-5675	jsmith@sha.state.md.us	
	Maryland State Highway Administration	Lindsay Bobian	Project Manager	707 North Calvert Street	Baltimore	MD	21202	(410) 545-8765	lbobian@sha.state.md.us	
	Maryland State Highway Administration - District 4	Eric G. Tombs	Transportation Engineer	320 West Warren Road	Hunt Valley	MD	21030	(410) 229-2386	etombs@sha.state.md.us	
	Maryland Transit Administration	Ralign T. Wells	Administrator	6 St. Paul Street	Baltimore	MD	21202	(410) 767-3943	rwells@mta.maryland.gov	
X	Maryland Transit Administration	Diane Ratcliff	Director of Planning	6 St. Paul Street	Baltimore	MD	21202	(410) 767-3787	dratcliff@mta.maryland.gov	
X	Maryland Aviation Administration / Baltimore-Washington International Thurgood Marshall Airport	Paul J. Wiedefeld	Executive Director	P.O. Box 8766, Third Floor Terminal Bldg..	BWI Airport	MD	21240	(410) 859-7060	pwiedefeld@bwiairport.com	
	District of Columbia Department of Transportation	Terry Bellamy	Director	55 M Street, SE, Suite 400	Washington	DC	20003	(202) 673-6813	ddot@dc.gov	
X	District of Columbia Department of Transportation - Infrastructure Project Management Administration	Ronaldo Nicholson	Chief Engineer	55 M Street, SE, Suite 400	Washington	DC	20003	(202)-671-4691	ronaldo.nicholson@dc.gov	
X	District of Columbia Department of Transportation - Planning, Policy and Sustainability Administration	Maurice Keys	Acting Associate Director	55 M Street, SE, Suite 400	Washington	DC	20003	(202) 671-0497	maurice.keys@dc.gov	
	Washington Metropolitan Area Transit Authority (WMATA)	Richard Sarles	General Manager/CEO	600 5th Street, NW	Washington	DC	20001	(202) 962-1234	metronews@wmata.com	
X	Washington Metropolitan Area Transit Authority (WMATA)	Nat Bottigheimer	Associate GM for Planning	600 5th Street, NW	Washington	DC	20001	(202) 962-2730	nbottigheimer@wmata.com	
	Maryland-National Capital Park and Planning Commission (M-NCPPC)	Patricia Colihan Barney	Executive Director	6611 Kenilworth Avenue	Riverdale	MD	20737	(301) 454-1740		
	Maryland-National Capital Park and Planning Commission (M-NCPPC) - Prince George's Planning	Tom Masog	Transportation Planner	14741 Governor Oden Bowie Drive	Upper Marlboro	MD	20772	(301) 952-5216	tom.masog@ppd.mncppc.org	
	Maryland-National Capital Park and Planning Commission (M-NCPPC) - Prince George's Planning	Kierre McCune	Planner Coordinator	14741 Governor Oden Bowie Drive	Upper Marlboro	MD	20772	(301) 952-3211	Kierre.Mccune@ppd.mncppc.org	
	Maryland-National Capital Park and Planning Commission (M-NCPPC) - Montgomery County	Dan Hardy	Transportation Planning Chief	8787 Georgia Ave	Silver Spring, MD 20910	MD	20910	301-495-4530	dan.hardy@mncppc-mc.org	
X	Maryland-National Capital Park and Planning Commission (M-NCPPC) - Prince George's Planning	Eric Foster	Supervisor, Strategic Planning Section/Commu	14741 Governor Oden Bowie Drive	Upper Marlboro	MD	20772	(301) 952-3680	eric.foster@ppd.mncppc.org	
	Metropolitan Washington Council of Governments (MWCOG)	David Robertson	Executive Director	777 North Capital Street, NE, Suite 300	Washington	DC	20002	(202) 962-3260	drobertson@mwcog.org	
X	Metropolitan Washington Council of Governments (MWCOG) - Transportation Planning Board (TPB)	Elena Constantine	Department of Transportation Planning	777 North Capital Street, NE, Suite 300	Washington	DC	20002	(202) 962-3312	econstantine@mwcog.org	
X	Metropolitan Washington Council of Governments (MWCOG) - Transportation Planning Board (TPB)	Dusan Vuksan	Department of Transportation Planning	777 North Capital Street, NE, Suite 300	Washington	DC	20002	(202) 962-3279	dvuksan@mwcog.org	
	Baltimore-Washington Partners for Forest Stewardship (BWPFS)	Brad Knudsen	Manager, Patuxent Wildlife	10901 Scarlet Tanager Loop	Laurel	MD	20708	(301) 497-5582	brad_knudsen@fws.gov	
	Baltimore Metropolitan Council's (BMC)	Todd Lang	Transportation Director	1500 Whetstone Way, Suite 300	Baltimore	MD	21230	(410) 732-9566	tlang@baltometro.org	
X	Baltimore Metropolitan Council's (BMC) Baltimore Regional Transportation Board (BRTB)	Regina Aris	Deputy Director Transportation Planning	1500 Whetstone Way, Suite 300	Baltimore	MD	21230	(410) 732-9572	raris@baltometro.org	
X	Amtrak	Theodore (Ted) Alves	Inspector General	P.O. Box 76654	Washington	DC	20002	1-800-468-5469		
	County Agencies									
	Baltimore County Government	Kevin Kamenetz	County Executive	Historic Courthouse, 400 Washington Avenue	Towson	MD	21204	(410) 887-2450	kevin@baltimorecountymd.gov	
	Baltimore County Office of Planning	Jeff Mayhew	Acting Director	105 W. Chesapeake Avenue, Suite 101	Towson	MD	21204	(410) 887-3211	planning@baltimorecountymd.gov	
X	Baltimore County Office of Planning	Andrea Van Arsdale	Planning Director	105 W. Chesapeake Avenue, Suite 101	Towson	MD	21204	(410) 887-3211	planning@baltimorecountymd.gov	
	Baltimore County Department of Economic Development	TBD	TBD	400 Washington Avenue, Mezzanine, Mailstop 2M07	Towson	MD	21204	(410) 887-8000	businesshelp@bltimorecountymd.gov	

TAC	Group	Contact	Title	Street Address	City	State	Zip	Phone	Email	Cell
	Anne Arundel County Government	John R. Leopold	County Executive	44 Calvert Street	Annapolis	MD	21401	(410) 222-1821	jleopold@aacounty.org	
	Anne Arundel County Office of Planning and Zoning	Larry R. Tom	Planning and Zoning Officer	2664 Riva Road	Annapolis	MD	21401	(410) 222-7450		
X	Anne Arundel County Office of Planning and Zoning	George Cardwell	Transportation Planning	44 Calvert Street	Annapolis	MD	21401	(410) 222-7440 x7255	pzcard44@aacounty.org	
	Anne Arundel Economic Development Corporation	Robert Hannon	President/CEO	2660 Riva Road, Suite 300	Annapolis	MD	21401	(410) 222-7410	rhannon@aaedc.org	
	Howard County Government	Ken Ulman	County Executive	3430 Courthouse Drive	Ellicott City	MD	21043	(410) 313-2013		
	Howard County Department of Planning and Zoning	Marsha McLaughlin	Director	3430 Courthouse Drive	Ellicott City	MD	21043	(410) 313-2350	planning@howardcountymd.gov	
X	Howard County Department of Planning and Zoning	Brian Muldoon	Planning Specialist	3430 Courthouse Drive	Ellicott City	MD	21043	(410) 313-4363	bmuldoon@howardcountymd.gov	
	Howard County Economic Development Authority	Laura A. Neuman	Chief Executive Officer	6751 Columbia Gateway Drive, Suite 500	Columbia	MD	21046	(410) 313-6500	lneuman@hceda.org	
	Prince George's County Government	Rushern L. Baker, III	County Executive	County Administration Building, 14741 Governor Oden Bowie Drive	Upper Marlboro	MD	20772	(301) 952-4131	countyexecutive@co.pg.md.us	
	Prince George's County Planning Department	Fern Piret	Planning Director	14741 Governor Oden Bowie Drive	Upper Marlboro	MD	20772	(301) 952-3594	info@ppd.mncppc.org	
	Prince George's County Economic Development Corporation	Gwen S. McCall	Interim President/CEO	1100 Mercantile Lane	Largo	MD	20774	(301) 583-4650	GSMcCall@co.pg.md.us	
	Prince George's County Department of Public Works and Transportation	Elizabeth McKinney	District Engineer	9400 Peppercorn Place, Suite 300	Largo	MD	20774	(301) 883-5710	emckinney@co.pg.md.us	
X	Prince George's County Planning Department	Tom Masog	Planner Coordinator	14741 Governor Oden Bowie Drive	Upper Marlboro	MD	20772	(301) 952-5216	tom.masog@ppd.mncppc.org	
	Prince George's County Planning Department	Kierre McCune	Planner Coordinator	14741 Governor Oden Bowie Drive	Upper Marlboro	MD	20772	(301) 952-3211	kierre.mccune@ppd.mncppc.org	

TAC	Group	Contact	Title	Street Address	City	State	Zip	Phone	Email	Cell
	Chamber of Commerce									
	Maryland Chamber of Commerce	Kathleen T. Snyder	President/CEO	60 West Street, Suite 100	Annapolis	MD	21404	(410) 269-0642	ksnyder@mdchamber.org	
	Baltimore Washington Corridor Chamber of Commerce	Cathy Barrett	Chief Operating Officer	312 Marshall Avenue, Suite 104	Laurel	MD	20707	(301) 725-4000 x113	cathy.barrett@bwcc.org	
	Baltimore County Chamber of Commerce	Keith Scott	President/CEO	102 West Pennsylvania Avenue, Suite 101	Towson	MD	21204	(410) 825-6200	kscott@baltcountychamber.com	
	Annapolis and Anne Arundel County Chamber of Commerce	Bob Burdon	President/CEO	49 Old Solomons Road, Suite 204	Annapolis	MD	21401	(410) 266-3960	rburdon@aaaccc.org	
	West Anne Arundel County Chamber of Commerce	Claire Louder	President/CEO	8385 Piney Orchard Parkway	Odenton	MD	21113	(410) 672-3422	clouder@westcountychamber.org	
	Howard County Chamber	Pamela J. Klahr	President	5560 Sterrett Place, Suite 105	Columbia	MD	21044	(410) 730-4111 x107	president@howardchamber.com	
	Prince George's County Chamber of Commerce	Rhonda L. Slade	President/CEO	4640 Forbes Boulevard, Suite 130	Lanham	MD	20706	(301) 731-5000 x710	rslade@pgcoc.org	

TAC	Group	Contact	Title	Street Address	City	State	Zip	Phone	Email
	Community and Home Owner Associations								
	The Provinces Community Association	Chris Salmi	President	Community Association Management, P.O. Box 579	Stevenson	MD	21153		
	Ferndale Community Club	Harry Wolfe	President	15 Fifth Avenue North	Glen Burnie	MD	21061	(410) 766-9727	
	Greater Elkridge Community Association	Carol Bateman	Community Contact	P.O. Box 8001	Elkridge	MD	21075	(410) 796-1030	
	Seven Oaks Community Association	Holly Groves	Manager	2210 Charter Oaks Blvd.	Odenton	MD	21113	(410) 672-2160	
	Russett Community Association	Tim Reyburn	President	3500 Russett Common	Laurel	MD	20724	(301) 498-3897	
	Warfield Community Association			8440 Pioneer Drive	Severn	MD	21144	(410) 551-8076	
	Courts of Four Seasons HOA	Rick Bosley	President	P.O. Box 565	Gambrills	MD	21054		board@cofshoa.org
	Piney Orchard Community Association	Jeff Andrade	President	2400 Stream Valley Drive	Odenton	MD	21113	(410) 672-4273	
	Saddlebrooke Home Owners Association			1311 Bluegrass Way	Gambrills	MD	21054	(410) 305-1340	
	Shelter Cove Community			537 Tranquil Court	Odenton	MD	21113		
	Crawfords Ridge Home Owners Association			P.O. Box 468	Odenton	MD	21113		
	The Crestwood Improvement Association	Dr. Jay Kilchenstein	President	P.O. Box 114	Linthicum	MD	21090		
	Forks of the Patuxent Improvement Association			P.O. Box 477	Odenton	MD	21113		
	Four Seasons Community Association	Andrew Pruski	President	P.O. Box 92	Gambrills	MD	21054		
	Greater Odenton Improvement Association			P.O. Box 141	Odenton	MD	21113		
	Citizens Association of South Bowie			P.O. Box 1604	Bowie	MD	20717		
	Concerned Citizens of Seabrook Park Estates Civic Association			9227 Alcona Street	Lanham	MD	20706		
	Glenn Dale Citizens Association			P.O. Box 235	Glenn Dale	MD	20769		
	Good Luck Civic Association			6310 Navel Avenue	Lanham	MD	20706		
	Good Luck Community Center			8601 Good Luck Road	Lanham	MD	20706		
	Gunpowder Citizens Association			P.O. Box 134	Beltsville	MD	20705		
	Long Ridge Citizens Association			12121 Long Ridge Lane	Bowie	MD	20715		
	Woodmore Highlands Citizens Association			3312 Dunwood Crossings Drive	Bowie	MD	20721		
	Avondale Citizens' Association, Inc.			P.O. Box 5891	Hyattsville	MD	20782		
	Beacon Heights Citizens Association			P.O. Box 944	Riverdale	MD	20738		
	Calvert Hills Citizens Association	Morgan Gale	President	7017 Wake Forest Drive	College Park	MD	20740	(240) 481-7010	morgangale@comcast.net
	Brentwood Civic Association			3404 Webster Street	Brentwood	MD	20722		
	Cool Springs Terrace Civic Association			8303 Rambler Drive	Adelphi	MD	20783		
	Glenridge Citizens Association			P.O. Box 2781	Hyattsville	MD	20785		
	Lewisdale Citizens Association			P.O. Box 5007	Hyattsville	MD	20782		
	North College Park Citizens Association	Mark Shroder	President	4912 Nantucket Street	College Park	MD	20740	(301) 220-1450	ncpcivic@gmail.com
	North Brentwood Citizens Association			P.O. Box 355	Brentwood	MD	20722		
	West Lanham Hills Citizens Association			7752 Decatur Road	Hyattsville	MD	20784		
	Yarrow Citizens Association	Mark Cook	President	7326 Baylor Avenue	College Park	MD	20740	(240) 554-2231	yarrow20740@yahoo.com
	Ridge Forest HOA	Kimberly Simmons	President	P.O. Box 724	Hanover	MD	21076		president@ridgeforest.org
	Canbury Woods HOA	Tad Johnston	President	P.O. Box 218	Hanover	MD	21076		board@canburywoods.org
	Village of Dorchester HOA			7551 Dorchester Road	Hanover	MD	21076	(410) 799-4430	
	Cedar Ridge HOA			8602 Wandering Fox Trail	Odenton	MD	21113	(410) 695-1743	
	West College Park Citizens Association	Suchitra Balachandran	President					(301) 935-0171	cp_woods@yahoo.com
	North Linthicum Improvement Association	Darren Borman	President	P.O. Box 258	Linthicum Heights	MD	21090	(410) 636-5543	President@NLIA-Assoc.org
	Parke West HOA	Keith Schrack	President	P.O. Box 678	Severn	MD	21144	(410) 761-4315	PWHA@angelfire.com
	Quail Run Community Association	Sue Smith	President	P.O. Box 431	Severn	MD	21144	(410) 551-0520	President@QuailRunHOA.org
	Severn Crest HOA	Cathy Overmyer	President	7808 Truitt Lane	Severn	MD	21144		cperseghin@hotmail.com
	Civic Associations								
	Greater Ferndale Community Civic Association			594 Packard Avenue	Ferndale	MD	21061		
	Boxwood Civic Association			114 Lastner Lane	Greenbelt	MD	20770		
	Church Road Civic Association			5104 Church Road	Bowie	MD	20720		
	Heather Hills Civic Association			12800 Helm Place	Bowie	MD	20716		
	Maryland City Civic Association			P.O. Box 191	Laurel	MD	20725		
	Presley Manor Civic Association			P.O. Box 507	Lanham	MD	20706		
	Prince George's County Civic Federation			10222 Chautauqua Avenue	Lanham	MD	20706		
	Seabrook Civic Association			9440 Worrell Avenue	Seabrook	MD	20706		
	Vanville Heights Civic Association			P.O. Box 793	Beltsville	MD	20704		
	West Laurel Civic Association			P.O. Box 347	Laurel	MD	20725		
	Lakeland Civic Association	Monroe Dennis	President	5112 Navahoe Street	College Park	MD	20740	(301) 474-6270	msdennis001@earthlink.net
	Terraces Civic Association			7100 Bridle Path Lane	Hyattsville	MD	20782		
	University Hills Civic Association			3318 Rosemary Lane	Hyattsville	MD	20782		
	Westchester Civic Association			5942 Westchester Park Drive	College Park	MD	20740		
	Boxwood Civic Association								
	Berwyn District Civic Association	Kevin Young	President	P.O. Box 535	College Park	MD	20740	(301) 474-3577	kc5018@yahoo.com
	College Park Estates Civic Association	Robert Day	President					(301) 982-7894	robwday@gmail.com
	Old Town Civic Association	Kathy Bryant	President						kbryant20740@yahoo.com

TAC	Community		Contact	Title	Street Address	City	State	Zip	Phone	Email
	Ridgeview	Severn								
	Harmans Woods	Severn								
	Severn Village	Severn								
	Redbridge	Severn								
	Severn Lea	Severn								
	East Huntington	Bowie								
	West Huntington	Bowie								
	Woodstream East	Glenn Dale								
	Wood Pointe	Glenn Dale								
	Lanham Severn Road Community, Sea	Lanham								
	Whitfield Terrace	Lanham								
	Lanham Station Road Area	Lanham								

TAC	Group	Contact	Title	Street Address	City	State	Zip	Phone	Email
	1000 Friends of Maryland	Dru Schmidt-Perkins	Executive Director	1209 North Calvert Street	Baltimore	MD	21202	(410) 385-2910	friends@friendsofmd.org
	Alliance for the Chesapeake Bay	Jamie Alberti	Program Coordinator	501 Sixth Street	Annapolis	MD	21403	(443) 949-0575	jalberti@allianceforthebay.org
	Chesapeake Bay Foundation	William C. Baker	President	6 Herndon Avenue	Annapolis	MD	21403	(410) 268-8816	
	Community Transportation Association of America	Scott Bogren	Communications Director	1341 G Street, NW	Washington	DC	20005	(202) 247-1921	bogren@ctaa.org
	Maryland Environmental Trust	Elizabeth Buxton	Director	100 Community Place	Crownsville	MD	21032	(410) 514-7903	ebuxton@dnr.state.md.us
	Preservation Maryland	Tyler Gearhart	Executive Director	24 W. Saratoga Street	Baltimore	MD	21201	(410) 685-2886	PM@PreservationMaryland.org
	Save Our Streams	David W. Hoskins	Executive Director	IWLA National Office, 707 Conservation Lane	Gaithersburg	MD	20878	(301) 548-0150	executivedirector@iwla.org
	Sierra Club, Maryland Chapter	Steve Caflisch	Transportation Chair	7338 Baltimore Avenue #111	College Park	MD	20740	(301) 654-3288	Steve.caflisch@Maryland.Sierraclub.org
	The Conservation Fund	Jodi R. O'Day	Vice President and Regional Counsel	401 Severn Avenue, Suite 204	Annapolis	MD	21403	(443) 482-2826	
	The Nature Conservancy	Nat Williams	State Director	5410 Grosvenor Lane, Suite 100	Bethesda	MD	20814	(301) 897-8570	pmarson@tnc.org
	Maryland League of Conservation Voters	Cindy Schwartz	Executive Director	9 State Circle	Annapolis	MD	21401	(410) 280-9855	info@mdlcv.org
	Maryland Municipal League	Scott A. Hancock	Executive Director	1212 West Street	Annapolis	MD	21401	(410) 268-5514	scotth@mdmunicipal.org
	Abell Foundation	Robert C. Embry, Jr.	President	111 S. Calvert Street, Suite 2300	Baltimore	MD	21202	(410) 547-1300	abell@abell.org
	Economic Alliance of Greater Baltimore	Tom Sadowski	President/CEO	1 East Pratt Street, Suite 200	Baltimore	MD	21202	(410) 468-0100	
	Greater Baltimore Committee	Donald C. Fry	President/CEO	111 South Calvert Street, Suite 1700	Baltimore	MD	21202	(410) 727-2820	info@gbc.org
	Maryland Highway Contractors Association			2408 Peppermill Drive #F	Glen Burnie	MD	21061	(410) 760-9505	
	Baltimore Metropolitan Council	Larry Klimovitz	Executive Director	1500 Whetstone Way, Suite 300	Baltimore	MD	21230	(410) 732-9563	lklimovitz@baltometro.org
	Friends of Laurel's Historic Main Street			P.O. Box 1182	Laurel	MD	20725	(301) 725-7539	
	Arbutus Business and Professional Association	Patti Sue Nolan	Administrator	P.O. Box 7357	Arbutus	MD	21227	(410) 242-9177	
	Preservation of Howard County	Fred Dorsey	President	P.O. Box 6512	Ellicot City	MD	21042	(410) 531-2460	fdorsey1130@verizon.net
	Anacostia Watershed Society	Jim Foster	President					(301) 699-6204	
	Friends of Still Creek								
	Patuxent Riverkeeper								

BW Parkway Widening Feasibiilty Study
Stakeholder Interviews

Category	Name	Title	Street Address	City	State	Zip	Phone	Email	Notes
US House of Representatives/Bill Author	Dutch Ruppersberger	Representative	2453 Rayburn House Office Building	Washington	DC	20515	(202) 225-3061		
Mayor of Greenbelt	Judith F. Davis	Mayor	25 Crescent Road	Greenbelt	MD	20770	(301) 474-8000	jdavis@greenbeltmd.gov	
Greater Baltimore Committee	Donald C. Fry	President/CEO	111 South Calvert Street, Suite 1700	Baltimore	MD	21202	(410) 727-2820	info@gbc.org	
Baltimore Metropolitan Council	Larry Klimovitz	Executive Director	1500 Whetstone Way, Suite 300	Baltimore	MD	21230	(410) 732-9563	lklimovitz@baltometro.org	
Metropolitan Washington Council of Governments	Ron Kriby	Transportation Director	777 North Capital Street NE Suite 300	Washington	DC	20002	(202)962-3200	rkirby@mwcog.org	
BWI Business Partnership	Linda Green	Executive Director	1302 Concourse Drive Suite 105	Linthicum Heights	MD	21090	(410) 859-1000	connect@bwipartner.org	
Anne Arundel Economic Development Corporation	Robert Hannon	President/CEO	2660 Riva Road, Suite 300	Annapolis	MD	21401	(410) 222-7410	rhannon@aaedc.org	
Howard County Economic Development Authority	Laura A. Neuman	Chief Executive Officer	6751 Columbia Gateway Drive, Suite 500	Columbia	MD	21046	(410) 313-6500	lneuman@hceda.org	
Prince George's County Economic Development Corporation	Gwen S. McCall	Interim President/CEO	1100 Mercantile Lane	Largo	MD	20774	(301) 583-4650	GSMcCall@co.pg.md.us	
Maryland BRAC Subcabinet	Asuntha Chiang-Smith	Executive Director	45 Calvert Street	Annapolis	MD	21401	410-260-6116	achiangsmith@gove.state.md.us	

BW Parkway Widening Feasibilty Study
Technical Advisory Committee (TAC) Members

AGENCY	DIVISION	NAME	PHONE	EMAIL
National Park Service	National Capital Region	Charles Borders	202-619-7455	charles_borders@nps.gov
National Park Service	Greenbelt Park - National Capital Parks	Fred Cunningham	301-344-3948	fred_Cunningham@nps.gov
National Park Service	National Capital Parks-East	Alex Romero	202-690-5185	alex_romero@nps.gov
National Park Service	US Park Police	LT Warren Boyer	301 344-3957	warren-boyer@nps.gov
Federal Highway Administration	FHWA - Eastern Federal Lands	Lewis Grimm	703 404-6289	lewis.grimm@dot.gov
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Federal Highway Administration	FHWA - Eastern Federal Lands	Alazar Feleke	301-404-6319	alazar.feleke@dot.gov
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U.S. Department of Agriculture	Beltsvile Agricultural Research Center	Joseph Spence	301-504-6078	Joseph_spence@ars.usda.gov
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U.S. Army	Fort George G. Meade	COL Daniel Thomas	301-677-1361	meadepaoweb@CONUS.ARMY.MIL
National Security Administration	Director	GEN Keith Alexander	301-688-6524	nsapao@nsa.gov
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Maryland State Highway Administration	Planning and Highway Development Office	Kirk McClelland	410-545-8800	kmcclelland@sha.state.md.us
Maryland State Highway Administration	Office of Planning and Preliminary Engineering	Greg Slater	410-545-0412	gslater@sha.state.md.us
Maryland State Highway Administration	Office of Planning and Preliminary Engineering	Jerry Smith	410-545-5675	jsmith@sha.state.md.us
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District of Columbia Department of Transportation	Chief Engineer	Ronaldo Nicholson	202-671-4691	Ronaldo.Nicholson@dc.gov
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Amtrak	Inspector General	Ted Alves	800-468-5469	
Maryland-National Capital Park and Planning Commission (M-NCPPC)	Prince George's County	Eric Foster		eric.foster@ppd.mncppc.org
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Howard County, Maryland	Planning	Brian Muldoon	410 313-4363	bmuldoon@howardcountymd.gov
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Metropolitan Washington Council of Governments (MWCOG)	Transportation Planning	Elena Constantine	202-962-3312	econstantine@mwcog.org
Metropolitan Washington Council of Governments (MWCOG)	Transportation Planning	Dusan Vuksan	202-962-3279	dvuksan@mwcog.org
Baltimore Metropolitan Council's (BMC) Baltimore Regional Transportation Board (BRTB)	Deputy Director Transportation Planning	Regina Aris	410-732-9572	raris@baltometro.org
Representative Dutch Ruppersberger's Office	Director of Special Projects	Deborah J. Haynie	202-225-3061	deborah.haynie@mail.house.gov
Representative Steny Hoyer's Office	Representative	TBD	TBD	TBD

ATTENTION AREA RESIDENTS, COMMUTERS, EMPLOYERS, AND BUSINESS PEOPLE!!

The Federal Highway Administration (FHWA) Invites you to Join Us at the First Public Meeting for the...

Baltimore-Washington Parkway Widening Feasibility Study

JUNE XX, 2011
6:30 P.M to 8:30 P.M
Eleanor Roosevelt High School
7601 Hanover Parkway
Greenbelt, MD 20770-2002

For more information:
Lewis Grimm | lewis.grimm@dot.gov
703.404.6289 or visit www.fhwa.dot.gov

This study will examine the feasibility of adding a third northbound and a third southbound lane to the Baltimore-Washington Parkway (Maryland Route 295) between its intersection with I-695 in the City of Baltimore and New York Avenue in the District of Columbia. During this meeting the project team will introduce the study and gather the public's input on study goals and objectives

Baltimore-Washington Parkway
WIDENING FEASIBILITY STUDY

U.S. Department of Transportation
Federal Highway Administration

NATIONAL PARK SERVICE

Maryland Department of Transportation

SHA State Highway Administration
Maryland Department of Transportation

We look forward to seeing you there!

FHWA is committed to ensuring that no person is excluded from participation in, or denied the benefits of, its projects, programs, and services on the basis of race, color, national origin, or gender, as provided by Title VI of the Civil Rights Act of 1964 or on the basis of disability as provided by the Americans with Disabilities Act. If you need special accommodations or language assistance services (translation or interpretation) please contact XXX at XXX.XXX.XXXX or by email at email@website.com five (5) days in advance of the meeting. These services will be provided free of charge.

Baltimore-Washington Parkway
WIDENING FEASIBILITY STUDY

Baltimore-Washington

Parkway Chronicle

Feasibility Study of Widening the Baltimore-Washington Parkway is Underway

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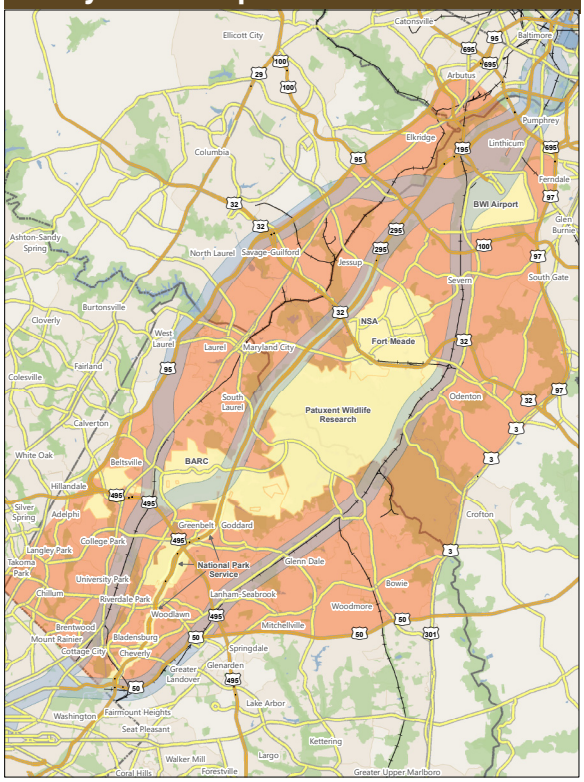
Study Area Map



Important Updates/Contact Info

1st Public Meeting Coming Up! Get Involved!

June XX, 2011

6:30 p.m - 8:30 p.m.

For more info - visit www.website.com

ATTENTION AREA RESIDENTS, COMMUTERS, EMPLOYERS, AND BUSINESS PEOPLE!!

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Invites you to Join Us at the First Public Meeting for the...

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This study will examine the feasibility of adding a third northbound and a third southbound lane to the Baltimore-Washington Parkway (Maryland Route 295) between its intersection with I-695 in the City of Baltimore and New York Avenue in the District of Columbia. During this meeting the project team will introduce the study and gather the public's input on study goals and objectives

FHWA - Eastern Federal Lands Highway Division
21400 Ridgetop Circle
Sterling, VA 20166

U.S. Department of Transportation
Federal Highway Administration

NATIONAL PARK SERVICE

Maryland Department of Transportation

SHA
State Highway Administration
Maryland Department of Transportation

Public Meeting #1

DRAFT AGENDA

Purpose Statement: The purpose of meeting #1 is:

- To introduce the study to the public and other stakeholders;
  - Provide a clear statement of study scope and intent
  - Provide a clear description of the study process
- Generate input from stakeholders that would inform the assessment of the feasibility of widening of the BW Parkway as described in the authorization legislation, i.e., adding a 3rd lane in either direction of the Parkway.
- Generate input from stakeholders regarding other concerns, interests, and preferences for a potential widening project, addressing issues such as aesthetics, modes/vehicular access, places to protect, etc.

Part I – Welcome and Presentation. 30 minutes

Welcome • Agenda	PI Task Manager or Project Manager	5 minutes
Study Overview • Legislation • Study Partners • Scope /Process/Schedule • Where to find more information • How to get on Mailing List	FHWA- EFLHD	5 minutes
BW Parkway History / Context Building	NPS	5 minutes
Existing Conditions Overview • Study Area definition and map • Traffic conditions and other information of concern • Any available projected conditions of the above (2035/2040)	Project Manager	10 minutes (Boards with same information should be available for review and reference during breakout sessions).
Public Involvement Process • Overview of 3 meetings • TAC • Transition to Next Activity/Instructions	PI Task Manager	5 minutes

Part II – Issues Discussion

BREAK – 10 minutes

6-8 GROUPS – Everyone is asked to take a name tag when they sign in. Each name tag is identified with a different color dot which is used to divide the participants into groups - those inside the beltway, and those outside the beltway. As folks sign in they will also be asked to go to an aerial map of the study area and asked to put other color dots (ie., blue) where they live, and different color dot (ie., red) on where they work or go to school.

Format - Facilitated structured brainstorming sessions. 45 minutes

When done right, it works like a charm getting tons of info in a short period of time. When not done, or handled poorly, you get very little – lots of cross talk and repetition and many just don't participate. Clear instructions will be given to the groups on how it works and good, effective facilitator will be at each table trained in how to do it (and bring back focus if there is drift.)

Just ask the questions below and go round the group systematically until the subject is exhausted, then go on to the next.

- What concerns do you have about the feasibility of widening the BW Parkway? anything at all (use structured brainstorming)
- What do you like about the parkway that would be important to retain?
- What don't you like about the parkway?
- What changes do you think would improve the parkway?

Report Out – 40 minutes – 5 minutes per presentation.

- Facilitator report out summary of results
- Maps with thematic dots and flip charts with recorded ideas/concepts are used for each group
- Members of each group are asked if there's anything else they want to add.

Next Steps / Adjournment – 2 minutes by PI Task Manager

- where to look for summary of the meeting;
- remind people to sign up for mailing list;
- THANK YOU!

Baltimore-Washington Parkway
WIDENING FEASIBILITY STUDY

more-Washington Parkway Widening Feasibility Study

The Federal Highway Administration (FHWA) Eastern Federal Lands Highway Division (EFLHD) has initiated a study to assess the feasibility of widening the Baltimore- Washington Parkway (Maryland Route 295). Specifically, the study will consider the costs and benefits of adding a third northbound and a third southbound lane along the Parkway from the interchange with I-695 in Anne Arundel County, Maryland to New York Avenue in the District of Columbia.

The study is the result of legislative language included in Fiscal Year 2010 Appropriations legislation sponsored by Congressman C. A. Dutch Ruppersberger, Maryland District 2, directing the FHWA to work with the National Park Service (NPS) and the Maryland State Highway Administration (SHA) to determine the feasibility of such a widening. The study will include an assessment of the impact of the Base Realignment and Closure (BRAC) process on traffic throughout the Maryland Route 295 corridor between Baltimore, MD and Washington, DC.

Feasibility will be assessed against environmental, economic, and engineering factors and transportation system performance, as well as the specific concerns of Parkway users and other regional stakeholders. The study team intends to engage communities that surround the Parkway in the study process to identify their preferences and concerns related to a widening of the roadway and to share different design and operational concepts with them.

Project background

- Legislation

- Study schedule
- Map of Study Area

Public Involvement

- Newsletter
- Fact Sheet
- Public Comment Form

U.S. Department of Transportation
Federal Highway Administration
Office of Federal Lands Highway
Eastern Federal Lands Highway Division
21400 Ridgetop Circle
Sterling, Virginia 20166
(703) 404-6201

Baltimore-Washington Parkway Widening Feasibility Study

Technical Advisory Committee (TAC) Member List

Contact Name	Title	Organization	Street Address	City	State	Zip	Phone	Email	Notes
John C. Bennett	AVP - Policy Management	Amtrak	60 Massachusetts Avenue, NE	Washington	DC	20002	(202) 906-2114	bennetjo@amtrak.com	
Drew Galloway	AVP - Policy & Development - Eastern Region	Amtrak	2955 Market Street	Philadelphia	PA	19104	(215) 349-1373	gallowd@amtrak.com	
George Cardwell	Transportation Planning	Anne Arundel County Office of Planning and Zoning	44 Calvert Street	Annapolis	MD	21401	(410) 222-7440 x7255	pzcard44@aacounty.org	Harvey Gold was present in some meetings as deputy
Dennis Wertz	Community Planner	Baltimore County Office of Planning	Courts Building, Mailstop 3402 401 Bosley Avenue	Towson	MD	21204	410 887-3211	dwertz@baltimorecountymd.gov	Emory Hines (ehines@baltimorecountymd.gov) was named as deputy for some meetings.
Charles Baber	Technical Analyst	Baltimore Metropolitan Council's - Baltimore Regional Transportation Board	1500 Whetstone Way, Suite 300	Baltimore	MD	21230	(410) 732-0500 x1056	cbaber@baltometro.org	
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James Degrange	State Senator							James.degrange@senate.state.md.us	
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Gillis, Greer

From: Gillis, Greer
Sent: Friday, June 10, 2011 3:23 PM
To: fred_Cunningham@nps.gov; alex_romero@nps.gov; dan_sealy@nps.gov; maureen_joseph@nps.gov; warren-boyer@nps.gov; alazar.feleke@dot.gov; Jeanette.mar@dot.gov; Anna.Price@dot.gov; sandra.jackson@dot.gov; julia.foster@ncpc.gov; brad_knudsen@fws.gov; Joseph_spence@ars.usda.gov; meadepaoweb@CONUS.ARMY.MIL; nsapao@nsa.gov; Npedersen@sha.state.md.us; dratcliff@mta.maryland.gov; pwiedefled@bwiairport.com; Maurice.Keys@dc.gov; 'Terry Bellamy (Terry.Bellamy@dc.gov)'; Ronaldo.Nicholson@dc.gov; nbottigheimer@wmata.com; eric.foster@ppd.mncppc.org; pzcard44@aacounty.org; planning@baltimorecountymd.gov; bmuldoon@howardcountymd.gov; tom.masog@mncppc.org; econstantine@mwcog.org; dvuksan@mwcog.org; tlang@baltometro.org; raris@baltometro.org; deborah.haynie@mail.house.gov
Cc: lewis.grimm@dot.gov; Jack.VanDop@dot.gov; Charles_Borders@nps.gov
Subject: BW Parkway Widening Feasibility Study - Technical Advisory Committee Meeting

Importance: High

Dear Baltimore-Washington Parkway Stakeholder,

The Federal Highway Administration Eastern Federal Lands Highway Division (FHWA-EFHLD), in partnership with the National Park Service (NPS) and the Maryland State Highway Administration (MDSHA), are pleased to announce the initiation of the Baltimore Washington (BW) Parkway Widening Feasibility Study, a study called for in the Fiscal Year 2010 Appropriations legislation sponsored by Congressman Dutch Ruppersburger of Maryland.

We respectfully request your participation in the study's first Technical Advisory Committee (TAC) meeting scheduled for Wednesday June 22, 2011 at 10:00 AM and concluding by 12:00 Noon. The meeting will be held at the Greenbelt Park Ranger Station located at 6565 Greenbelt Road, Greenbelt, MD 20770.

We would appreciate if you could choose one representative from your organization to attend. Also please let us know if you would like to have members of the project management team (FHWA, NPS, MDSHA) visit you to provide a more in-depth briefing of the study.

The courtesy of a response is requested by June 20, 2011 in order that we know that we will have adequate representation from the full TAC. To RSVP or to direct questions or comments, please contact me, Ms. Greer Gillis, the Consultant Project Manager at (202) 661-5301 or by email at Gillis@pbworld.com or Mr. Lewis Grimm, Project Manager, FHWA - Eastern Federal Lands , (703) 404-6289 or by email at lewis.grimm@dot.gov.

We look forward to hearing from you.

Best regards,

Greer Johnson Gillis, P.E.
Project Manager – BW Parkway Widening Feasibility Study
****
Parsons Brinckerhoff
1401 K Street, NW, Suite 300
Washington, DC 20005

202.661.5301 (direct)
202.210.4894 (cell)

202.661.5300 (fax)
gillis@pbworld.com

Technical Advisory Committee Meeting

Date: June 22, 2011 **Technical Advisory Committee Meeting Number:** 1

Meeting Notes

Welcome and Introduction – Lewis Grimm; FHWA-EFLHD

- Introduced and recognized principal partners in the effort, including Jack Van Dop of FHWA-EFLHD, Charles Borders of the NPS National Capital Region Office, Deborah Haynie of U.S. Representative C.A. Dutch Ruppersberger's office, and Consultant Study Manager Greer Gillis.
- The reason for the study: Congressman Ruppersberger requested a study to examine if it would be possible to add a third lane in each direction on the Baltimore-Washington Parkway between the New York Avenue and Baltimore Beltway Interchanges and what the associated impacts and costs might potentially be.
    - It was clarified and emphasized that this is only a feasibility study and it will not provide any specific recommendations for future action.
    - It will be a fact-based study, answering the question, "what if" the Baltimore-Washington Parkway mainline roadway is to be widened to three lanes in each direction between the specified corridor limits.

Study Description

- Four elements of feasibility to be considered in the conduct of this study:
    - Potential transportation impacts
    - Potential physical and engineering impacts
    - Potential environmental impacts
    - Potential social and political impacts and the views of stakeholders and communities
- Later, a member of the TAC suggested the addition of a fifth element, which encompassed ownership and management impacts and the implications of a widening on these additional factors.

Parkway History – Charles Borders; National Capital Parks Regional Office, NPS

- Described the history of development and updates to the Baltimore-Washington Parkway, starting in the 1920s with its original conception as a new highway corridor to link the Washington and Baltimore urban centers and on towards the 1970s and 1980s when fairly robust changes were made to accommodate safety concerns and increasing traffic volumes. The first sections of the BW Parkway were constructed in the early 1940s to serve military destinations such as Fort Meade and related government agency purposes. In the early 1950s, ownership of the corridor was transferred to the National Park Service and the route was designated as a gateway to the Nation's Capital.

Discussion and Questions – Charles Borders and Lewis Grimm

- Considerable discussion ensued during Mr. Border's presentation following several questions for Mr. Borders and Mr. Grimm.

- Question: Are there different standards and purposes for different Parkways? Answer: Each parkway in the Washington Metropolitan Area has a different character and design standards. Each was built for different purposes.
- NPS staff comment: Parkways are more similar than they are different: they follow the landscape and natural topography of the land, have "meandering" medians, and use original natural materials. NPS staff pointed out that there are major differences between parkways and freeways.
- Question: Will the study address the historic significance of the Parkway? Answer: Yes.
- Comment: "If you widen the Parkway, it will no longer be a parkway". Mr. Borders responded that this is not a NEPA study. There has not been the identification of a specific project or action. This study is only to identify the issues and potential ramifications of widening the Parkway. There will be no preferred alternative or a specific recommendation resulting from this study.
- Question: How will the four elements of feasibility be reported? Answer: the report presents data and information and analysis; no recommendations will be made.
- Question: What is the reason behind the feasibility study? Deborah Haynie replied that the purpose of the study is to identify the feasibility and costs of widening the Parkway.
- Question: Is HOV an option? What about tolls? Mr. Grimm said that all alternative methods of managing /operating the roadway would need to be addressed at a subsequent stage should the study progress beyond a discussion of the basic feasibility and cost.
- Question: Will the Parkway still operate as a Parkway? Answer: this is a question that cannot be directly answered through the study but will be posed as an issue to be explored in more detail should the study progress into subsequent phases of project development.
- Question: Will the TAC have access to the analysis conducted by the study team on the four factors? Yes.
- Comment: The NPS mission requires protection of resources; not their impairment. Answer: we do not know yet what the threshold would be of "impairment" of the resource. The potential for impairment would be identified as an issue to be examined in more detail by the study.
- Question: Would the issue of transferring management and ownership of the facility be considered as part of this study? (That was a recommendation of a member of the TAC.) Yes, the study scope calls for a detailed assessment of the feasibility and costs associated with transferring ownership to the State of Maryland or other willing non-NPS entity.
- Comment: Suggest coordination with SHA on their experience "squeezing" in three lanes on the section of MD Route 295 between the Baltimore Beltway (I-695) and the I-195 interchange.

<u>Presentation of Scope of Work and Existing Conditions– Greer Gillis, Angela Jones</u>

Greer Gillis described the general study scope including the anticipated deliverables (Existing Conditions, Technical, Draft and Final Reports), schedule of deliverables, study options, and the existing and projected traffic volumes. It was noted that GIS information from all of the local governments, supplemented by other existing information from a number of federal, state, and local agency sources is being combined into a draft existing conditions report, which will be submitted to FHWA in July.

Traffic forecasts and travel demand modeling support for the study team is being provided by the MWCOG. Initial traffic volume summaries for both future year (2040) build (widen the Parkway) and no-build (maintain the current facility without change) options have been prepared and are currently being reviewed.

The group was informed that Public Meeting #1 will be held on Wednesday, July 20th from 6:30 to 8:30 P.M. at the Meade Middle School at Fort Meade. The TAC/Agency Stakeholders group is currently scheduled to meet three more times during the study and there will be a total of three public meetings, including the July 20th event. The TAC will have an opportunity at their meetings, which will all be held prior to the public meetings, to review the materials and progress of the consultant team, and to provide comments and input to products that will be presented to the public.

Angela Jones followed with a brief description of the study area limits, major known land use developments, other existing and proposed transportation routes in the area, and potential mainline roadway widening cross-sections. She asked TAC members to provide their comments to FHWA within two weeks so maps can be updated for the public meeting.

Other comments and questions raised by meeting attendees during the presentations by Ms. Gillis and Ms. Jones included the following:

- Question: Can a feasibility study say "YES" in some sections and "NO" in other sections with regard to possible widening? Answer: Yes, the study can allow for geographic considerations. The final study report will include and document all TAC member comments.
- Question: With respect to context sensitive solutions (CSS) is the Maryland State Historic Preservation Officer (SHPO) involved with this study? Answer: Yes, the Maryland SHPO is a designated member agency of the TAC but was not able to attend this meeting. While this is not a NEPA/Section 106 specific study, potential issues in this regard will be noted.
- Question: What are the basic design standards / guidelines to be followed in the examination of the widening concept – NPS Parkways or SHA/AASHTO freeways? Answer: Both general design concepts will be considered in order to better illustrate the potential range of costs and physical impacts associated with each. These initial concepts will be applied to the entire study corridor, but may be modified/adjusted at specific locations.

<u>Facilitated Discussion - TAC Members Input</u>

Marsha Kaiser provided information for Pubic Meeting #1, scheduled for July 20th, from 6:30-8:30 P.M. at the Meade Middle School in Fort Meade, MD. It was also noted that a group of approximately a dozen stakeholder interviews will be scheduled prior to the July 20th public information meeting to solicit the views and comments from these organizations as to the likely "hot button" issues associated with the Baltimore-Washington Parkway corridor.

She continued with facilitated discussion among participants in which she would go around the room and ask all participants to offer one answer in response to the questions she posed. She would then go around the room until all ideas were exhausted before moving on to the next question. Only one idea would be accepted from each participant and no discussion or debate would take place.

Question One: What concerns you about the feasibility of widening the BW Parkway?

Issues and Concerns:

- Accommodation of carpool, vanpools, and buses.
- Impacts to wildlife and refuge lands.

- Continuing misunderstanding of study.
- Making MWCOG board members happy.
- Impacts to the Baltimore-Washington Parkway.
- Maintain the NPS Parkway qualities.
- Management impacts.
- Consider all options.
- NPS jobs.
- Complete and utter destruction of the parkway.
- Preservation.
- Coordination with the Purple Line.
- Ownership (SHA).
- Typical section.
- How does it fit and conform to the long range transportation plan?
- Balance between impacts and throughput.
- Ensure the consideration of public and stakeholder inputs.
- Safety.
- The purpose of the parkway is being compromised.
- Minimize bird attraction within 5 miles of BWI Airport.
- Impacts on other federal properties.
- HOV may help keep parkway (a transition between parkway and freeway).
- Stormwater management and TMDL (Total Maximum Daily Load) requirements.
- Protection of natural resources (trees).
- Loss of integrity of parkway, leading to destruction.
- Honest assessment of cost (true and realistic cost estimates).
- Performance.
- Commercial vehicle as an option.
- Vehicle and person throughput.
- Minimize airspace impacts.
- Quality of life for Prince George's County communities.
- Flexibility on interchanges (shared uses).
- Improved level-of-service and overall travel benefits.
- Limiting noise impacts.
- Provide trails and improve pedestrian and cyclist connectivity.
- BRAC impacts.
- New connections to parkway – multimodal facilities (Purple Line and Muirkirk).
- Maintain limited access.
- Responsiveness to legislation.

Question 2: What suggestions do you have for Improvements to the Parkway?

Improvements:

- Access to Route 195.
- Congestion relief.

- Improved partnership with all stakeholders.
- Improved incident response.
- Improved transportation options in the corridor.
- Improvement to connections with local SHA roads (off-site).
- More trees (screening).
- Widening and greening the parkway corridor.
- Preservation and conservation of significant resources.
- More green/sustainable infrastructure and technologies.
- Alternate routes and fewer cars.
- Public transportation.
- Greater coordination with transit, carpools, vanpools, etc.
- Wildlife protection; wildlife friendly crossings and features.
- BRT corridor.
- Better trail construction.
- Appropriate mitigation.
- Coordination with other projects (land uses and transportation).
- Improved signage.
- Mill and overlay.
- Restoration of significant parkway elements.
- Fit within "Plan Maryland".
- Sensitive widening north of Capital Beltway.
- Improved enforcement and safety response.

Next Steps

Greer Gillis thanked the members for their input and stressed it would be used in the development of options as well as preparing the team for the upcoming public meeting.

Action Item(s)

- TAC members are to review membership list and advise of any corrects or edits to the list
- Consultant team to survey TAC members to determine date of next meeting after the July 20th public meeting and prior to the end of July. Meeting notice to be sent out shortly after the 4th of July
- Review existing conditions and traffic maps and submit comment to FHWA by July 8, 2011.

Attachments (Materials distributed at meeting)

- Agenda
- Newsletter
- Technical Advisory Committee Members List
- Handouts (study area limits, development projects and major transportation routes maps, possible typical Parkway widening cross sections, and traffic chart)
- List of Meeting Attendees

Technical Advisory Committee (TAC) Meeting #1

Wednesday, June 22, 2011
2:00 – 4:00 PM

Greenbelt Park Ranger Station

AGENDA

Meeting Purpose: The purpose of this meeting is to introduce the Baltimore-Washington (BW) Parkway Widening Feasibility Study and gather initial input from advisory committee members on study goals and objectives.

I. Welcome and Introductions

II. Study Overview

III. BW Parkway History

IV. Study Scope

V. Study Area Conditions

VI. Public Involvement Overview

VII. Discussion

VIII. Next Steps

IX. Meeting Adjournment

Baltimore-Washington Parkway WIDENING FEASIBILITY STUDY

Baltimore-Washington

Parkway Chronicle

Issue No. 1 | June 2011

Feasibility Study of Widening the Baltimore-Washington Parkway is Under Way

The Federal Highway Administration (FHWA) Eastern Federal Lands Highway Division (EFLHD) has initiated a study to assess the feasibility of widening the Baltimore-Washington Parkway (Maryland Route 295). Specifically, the study will consider the costs and benefits of adding a third northbound and a third southbound lane along the Parkway from the interchange with I-695 in Anne Arundel County, Maryland to New York Avenue in the District of Columbia.

The study is the result of legislative language included in Fiscal Year 2010 Appropriations legislation sponsored by Congressman C. A. Dutch Ruppersberger, Maryland District 2, directing the FHWA to work with the National Park Service (NPS) and the Maryland State Highway Administration (SHA) to determine the feasibility of such a widening. The study will include an assessment of the impact of the Base Realignment and Closure (BRAC) process on traffic throughout the Maryland Route 295 corridor between Baltimore, MD and Washington, DC.

Feasibility will be assessed against environmental, economic, and engineering factors and transportation system performance, as well as the specific concerns of Parkway users and other regional stakeholders. The study team intends to engage communities that surround the Parkway in the study process to identify their preferences and concerns related to a widening of the roadway and to share different design and operational concepts with them.

There will be three public meetings over the course of this 9-month study, with the first to be held on July 20, 2011. All interested parties are encouraged to attend and participate. The study team would like to hear from the public how they use the Parkway, what they like about the current roadway, what they would like to change, and their thoughts on the appropriateness of widening. Please join us!

Photo by: Adam Elmquist

Study Area Map

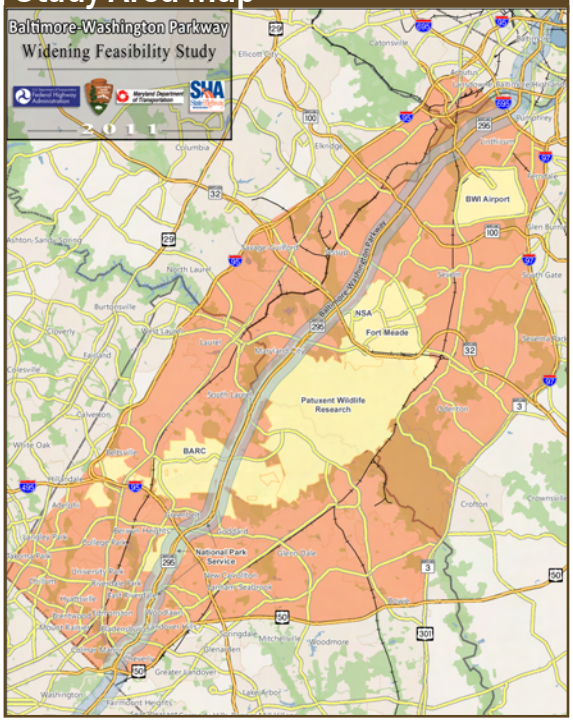


Photo from NPS website

Important Updates

1st Public Meeting is Coming Up! Get Involved!

July 20, 2011
6:30 p.m. - 8:30 p.m.

ATTENTION AREA RESIDENTS, COMMUTERS, EMPLOYERS, AND BUSINESS PEOPLE!!

The Federal Highway Administration (FHWA) invites you to join us at the first public meeting for the...

Baltimore-Washington Parkway Widening Feasibility Study

JULY 20, 2011

6:30 p.m. - 8:30 p.m.

Meade Middle School
1103 26th Street
Ft. Meade, MD 20755

Photo by: Alex Nitzman

This study will examine the feasibility of adding a third northbound and a third southbound lane to the Baltimore-Washington Parkway (MD Route 295) between its interchange with I-695 in Anne Arundel County, MD and New York Avenue in the District of Columbia. During this meeting, the project team will introduce the study and gather the public's input on study goals and objectives.

For more information:

Lewis Grimm | lewis.grimm@dot.gov
FHWA – Eastern Federal Lands Highway Division
703.404.6289

FHWA is committed to ensuring that no person is excluded from participation in, or denied the benefits of, its projects, programs, and services on the basis of race, color, national origin, or gender, as provided by Title VI of the Civil Rights Act of 1964 or on the basis of disability as provided by the Americans with Disabilities Act. If you need special accommodations or language assistance services (translation or interpretation) please contact Eduardo Maeyama at (202) 661-5329 or by email at Maeyama@pbworld.com at least five (5) days in advance of the meeting. These services will be provided free of charge.

FHWA - Eastern Federal Lands Highway Division
21400 Ridgetop Circle
Sterling, VA 20166

U.S. Department of Transportation
Federal Highway Administration

NATIONAL PARK SERVICE

Maryland Department of Transportation

SHA State Highway Administration

Baltimore-Washington Parkway Widening Feasibility Study

Technical Advisory Committee (TAC) Member List

Contact Name	Title	Organization	Street Address	City	State	Zip	Phone	Email	Notes
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Baltimore-Washington Parkway
Widening Feasibility Study

U.S. Department of Transportation Federal Highway Administration

National Park Service

Maryland Department of Transportation

SHA State Highway Administration

2011

DRAFT

LEGEND

- Baltimore Washington Parkway Study Corridor
- Study Area
- County Boundary

N

STUDY AREA

0 0.5 1 2 3 4 5 Miles

Baltimore-Washington Parkway

Widening Feasibility Study

U.S. Department of Transportation Federal Highway Administration

National Park Service

Maryland Department of Transportation

SHA State Highway Administration

2011

Under Construction

Planned

Contee Road Interchange

ICC

ICC Interchange

Laurel Race Track

MTA Purple Line Corridor

Baltimore-Washington Parkway

Camden Line

Penn Line

Woodlawn

West Baltimore

Baltimore

Ellicott City

Catonsville

Arbutus

Halethorpe

Lansdowne-Baltimore Highlands

St. Denis

Pumphrey

Linthicum

Elkridge

Columbia

Dorsey

BWI Airport

Ferndale

Glen Burnie

Jessup

Savage-Guilford

Ashton-Sandy Spring

North Laurel

Savage

Severn

South Gate

Burtonsville

West Laurel

Laurel

NSA

Severna Park

Cloverly

Fairland

Fort Meade

Odenton

Colesville

Laurel

Maryland City

South Laurel

Muirkirk

Patuxent Wildlife Research

Calverton

White Oak

Beltsville

Beltsville Agricultural Research Center

Hillandale

Bowie State University

Crownsville

Silver Spring

Adelphi

Greenbelt

Crofton

Langley Park

College Park

Berwyn Heights

Goddard

Takoma Park

College Park

National Park Service

Seabrook

University Park

Riverdale

Glenn Dale

Chillum

Riverdale Park

East Riverdale

New Carrollton

Lanham-Seabrook

Hyattsville

Bowie

Edmonston

Brentwood

Mount Rainier

Bladensburg

Landover Hills

Springdale

Mitchellville

Woodmore

Cottage City

Colmar Manor

Glenarden

Cheverly

Greater Landover

Union Station

Lake Arbor

Fairmount Heights

Seat Pleasant

Carmody Hills

Pepper Mill Village

Washington

Kettering

Capitol Heights

Walker Mill

Largo

Coral Hills

District Heights

Forestville

Suitland-Silver Hill

Hillcrest Heights

Morningside

Oxon Hill-Glassmanor

Marlow Heights

Camp Springs

Andrews AFB

LEGEND

DRAFT

- Light Rail Stations
- Metro Stations
- MARC Stations
- MARC/ Amtrak Stations
- Metro Line
- Light Rail
- MARC Train/ Amtrak Lines
- Major Highways
- Study Area

N

MAJOR TRANSPORTATION ROUTES

0 0.5 1 2 3 4 5 Miles

Baltimore-Washington Parkway
Widening Feasibility Study

U.S. Department of Transportation Federal Highway Administration · National Park Service · Maryland Department of Transportation · SHA State Highway Administration

2011

DRAFT

Anne Arundel County
1. Odenton Town Center
2. Continuing development at Arundel Mills

Howard County
3. Redevelopment of the US 1 Corridor
4. A proposed intermodal freight terminal

Prince George's County
5. The Konterra development at the terminus of the Inter-County Connector south of Laurel
6. Proposed TOD development at Greenbelt
7. Town center development in east College Park
8. New Carrollton TOD

BRAC
9. Ft. Meade
10. NSA

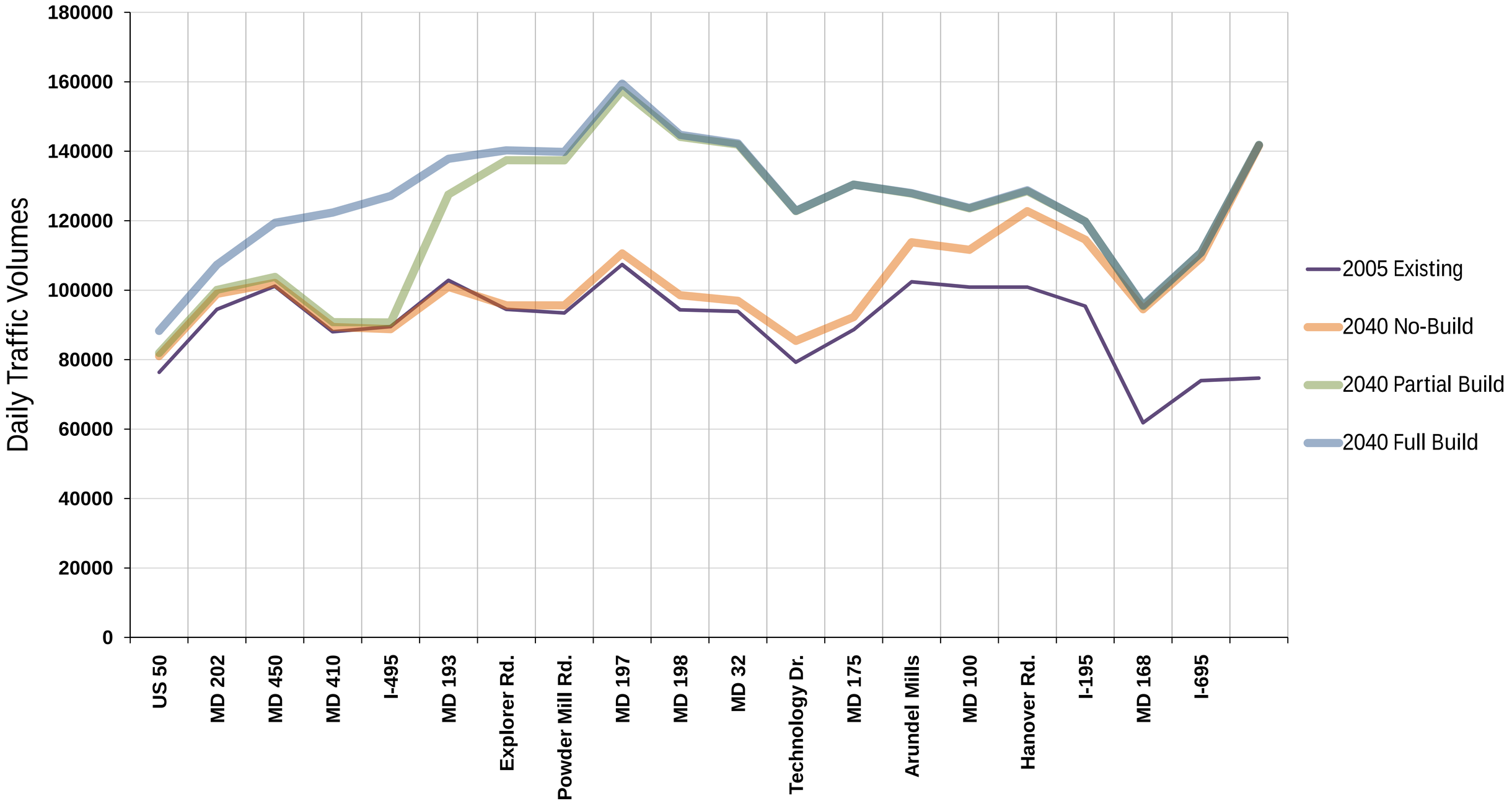
LEGEND

N

DEVELOPMENT PROJECTS

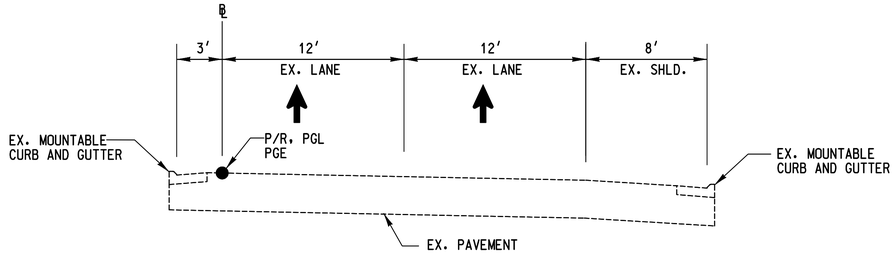
0 0.5 1 2 3 4 5 Miles

Baltimore Washington Parkway
Mainline Traffic Volumes



Source: Metropolitan Washington Council of Governments (MWCOG) Model version 2.2, Land Use Round 8.0

REG	STATE	PROJECT	SHEET NO.
--	DC-MD	BAWA 3RD LANE	



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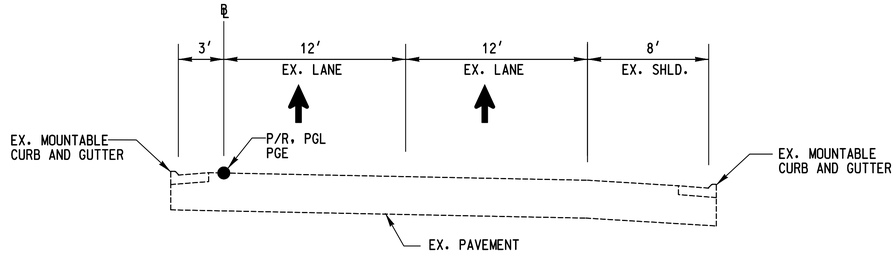

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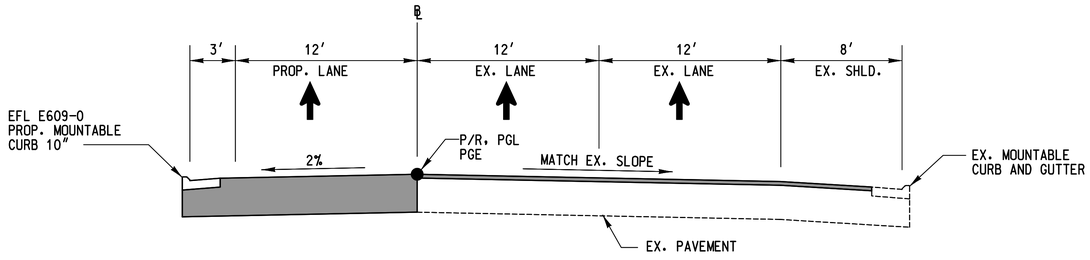
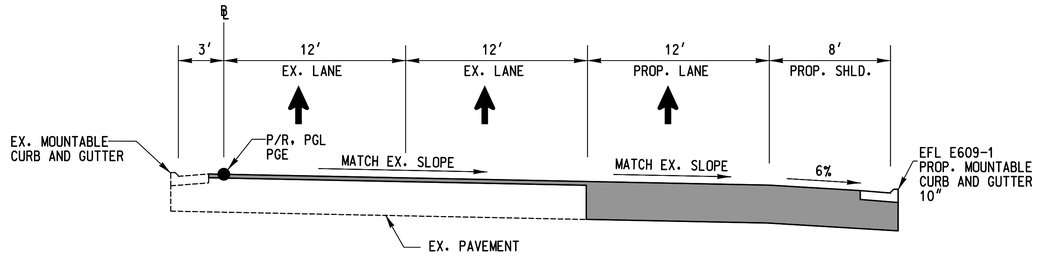
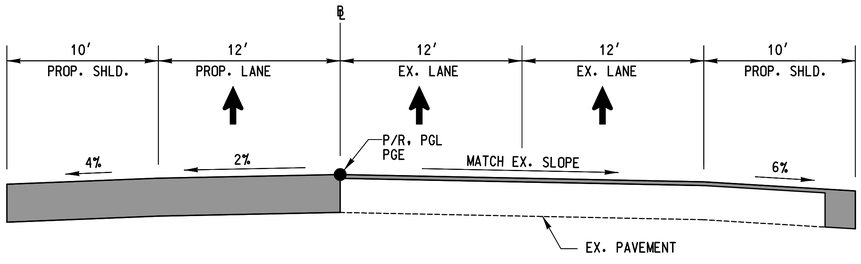


INSIDE WIDENING
NPS
NOT TO SCALE

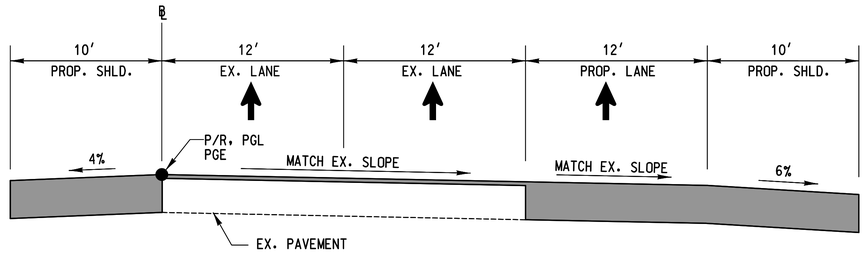


OUTSIDE WIDENING
NPS
NOT TO SCALE

DRAFT



INSIDE WIDENING
AASHTO / SHA
NOT TO SCALE



OUTSIDE WIDENING
AASHTO / SHA
NOT TO SCALE

NOTES:
1. NPS TYPICAL SECTION BASED OFF OF 1984 NPS PARK AND ROAD STANDARDS AND THE EXISTING TYPICAL SECTION WITH AN ADDITIONAL LANE.

2. ROADSIDE GRADING AND PROVISIONS FOR DRAINAGE AND SWM WILL BE DEVELOPED AT A LATER TIME.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
EASTERN FEDERAL LANDS HIGHWAY DIVISION
STERLING, VIRGINIA

BALTIMORE - WASHINGTON PARKWAY WIDENING FEASIBILITY STUDY

EXISTING AND POTENTIAL TYPICAL SECTIONS

"03:51 PM on Tuesday, June 21, 2011"
M:\201\22I0463\drawings\801-BAWA_typ.dgn

Technical Advisory Committee Meeting – Attendee List

Date: June 22, 2011 **Technical Advisory Committee Meeting Number:** 1

NAME	ORGANIZATION	EMAIL	TELEPHONE
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Maeyama, Eduardo

From: Maeyama, Eduardo
Sent: Thursday, September 29, 2011 10:34 AM
Cc: 'Lewis.Grimm@dot.gov'; 'Jack.J.Vandop@fhwa.dot.gov'; 'alazar.feleke@dot.gov'; 'charles_borders@nps.gov'; Gillis, Greer; 'Angela Jones'; Kaiser, Marsha
Subject: Invitation to the Baltimore-Washington Parkway Widening Feasibility Study Technical Advisory Committee Meeting #2
Attachments: SHA_dist3_office_map.pdf

Dear Members of the Baltimore-Washington Parkway Widening Feasibility Study Technical Advisory Committee,

The Federal Highway Administration Eastern Federal Lands Highway Division (FHWA-EFHLD) and its consultants, in partnership with the National Park Service (NPS) and the Maryland State Highway Administration (MDSHA), are continuing their work on the development of an initial feasibility study for the potential addition of a third lane in each direction along the Baltimore-Washington Parkway between New York Avenue (US Route 50) on the south and the Baltimore Beltway (I-695) on the north.

Since the initial Technical Advisory Committee (TAC) meeting on June 22nd, the study team has conducted an initial public information meeting on July 20th, and has continued to work on the existing conditions report, traffic analysis, and development of alternatives as part of the Baltimore-Washington (BW) Parkway Widening Feasibility Study. We are planning to present much of this information at a second public information meeting in early November 2011 and would like your advice and input as we prepare for that meeting.

We respectfully request your participation in the study's second TAC meeting scheduled for Friday, October 14, 2011 at 10:00 AM and concluding by 1:00 pm. The meeting will be held at the MDSHA District 3 Office in Greenbelt, MD at 9300 Kenilworth Avenue, Greenbelt, MD 20768.

We would appreciate if you cannot personally attend, that you choose **one** representative from your organization to participate in the October 14th TAC meeting. Your input is very valuable as we continue our work and prepare for the second public information meeting in early November 2011.

The courtesy of a **response to this invitation is requested by October 7, 2011** in order that we know that we will have adequate representation from the full TAC. To RSVP or to direct questions or comments, please contact, Ms. Greer Gillis, the Consultant Project Manager at (202) 661-5301 or by email at gillis@pbworld.com; Ms. Angela Jones, the Consultant Deputy Project Manager at (410) 527-4411 or by email at angela.jones@kci.com; or Mr. Lewis Grimm, Project Manager, FHWA - Eastern Federal Lands at (703) 404-6289 or by email at lewis.grimm@dot.gov.

Thank you in advance for your continuing interest and participation in this examination of an important transportation linkage between the Baltimore and Washington metropolitan areas.

Baltimore-Washington Parkway Widening Feasibility Study Technical Advisory Committee Meeting #2
Date: October 14th, 2011
Time: 10:00 AM to 1:00 PM
Location: Auditorium of the MDSHA District 3 Office
9300 Kenilworth Avenue
Greenbelt, MD 20768
Please see the attached document for a location map and directions.

Eduardo S. Maeyama
Parsons Brinckerhoff
1401 K Street NW, Suite 701
Washington, DC, 20005
202-661-5329 (office)

maeyama@pbworld.com
www.pbworld.com

Technical Advisory Committee Meeting

Date: October 14, 2011 **Technical Advisory Committee Meeting Number:** 2
Location: SHA District 3 Office - Greenbelt, Maryland

Meeting Notes

Welcome and Introductions

- Lewis Grimm, FHWA-EFLHD project manager of the study, welcomed Technical Advisory Committee (TAC) members to the meeting on such a challenging morning for travel as a result of heavy rain and associated higher than normal levels of traffic congestion.
- The purpose of the meeting is to share and obtain input on initial analyses and findings, (community input, environmental, traffic) and alternative design concepts with the group in anticipation of a larger public meeting to be held on November 17, 2011 at the Greenbelt Community Center.
- The study team will hold a third TAC meeting in the future. At that meeting, the direct and "quality of life" impacts, and cost estimates developed by the study will be shared.
- The general study scope of work, process and schedule was briefly reviewed as was the agenda for this second meeting of the TAC.
- The members of the study team and the TAC introduced themselves to the meeting group.

Public Meeting Overview

- Greer Gillis, the consultant project manager, provided an overview of the public meeting that was held last summer. About 40 people attended, ranging in composition from citizens to local elected officials and representatives of stakeholder groups.
- Greer Gillis described the format, which included a presentation and general Q&A session followed by breakout group discussions and a workshop around the corridor mapping.
- The consultant team summarized the public comments by general themes, which was presented to the TAC members.

TAC Comments and Questions were as follows:

1) A representative of the National Park Service (NPS) inquired how the comment themes received at the July 20th public meeting compared to the comments made during public meetings conducted by SHA for the Parkway widening north of I-195 that is currently under construction. It was emphasized that the SHA project was much more comprehensive; the project went through a full NEPA and project development process so the comments would be different in nature. Derek Gunn, Maryland State Highway Administration (SHA) representative, agreed to get back to the group on what the themes were in terms of public comments and concerns for the SHA project.
2) A representative of the NPS commented that the SHA widening project does not impact as many residential communities as with the NPS section, should it be widened. There was a discussion that the character of the SHA and NPS owned portions of the total Parkway corridor are very different from each other.
3) **Question from a member of the TAC**: Was the July 20 meeting the only opportunity for persons to comment? **Response**: Other public outreach activities have taken place since the July 20th meeting, including separate meetings with the mayors and staff of the City of Greenbelt and the Town of Cheverly. There will be another public meeting held on November 17, in Greenbelt, Maryland. Also, public comments have been regularly received and accepted through the project website.

Stakeholder Interviews

- Marsha Kaiser, the consultant team Public Involvement Task Manager, provided an overview of the interviews that were held with other corridor stakeholder group leaders. She noted that the same set of questions posed to the members of the general public at the July 20th meeting were asked of the other stakeholder group representatives. Among the comments received were the following:
    - There are concerns expressed by these leaders about the ability of the transportation network in general and the Parkway in particular to accommodate the anticipated growth in the corridor.
    - There were comments regarding the ability of the facility and transportation network to accommodate the future travel demands to be generated by growing economic engines such as BWI Airport, Fort Meade, and Arundel Mills.
    - Safety is important.
    - Environmental protection and stewardship is important, but is considered to be a "secondary" issue over transportation performance and needs by the leaders of the business community.
    - Many people interviewed commented on the narrow scope of the study and wished that a broader analysis of transportation needs and options were addressed.
    - Those contacted were all open minded to learn more about the potential effects of the possible widening on the corridor.
- There were no further questions or comments on this section of the presentation offered by the TAC members in attendance.

Existing Conditions and Traffic Summary

- Angela Jones, Mark Cheskey, Todd Peterson and Jeffrey Lawrence, consultant tasks managers, delivered presentations related to a high-level environmental assessment and the traffic analysis performed.
- Angela Jones and Mark Cheskey reviewed the existing physical characteristics of the corridor, noting such factors as: facility ownership and basic physical characteristics and existing land uses (residential, commercial, institutional, natural resources, historic resources, and other community features).
- Todd Peterson began the traffic analysis portion of the presentation by noting that Slides 30-32, showing changes in travel times previously sent to TAC members had been replaced with several new slides included in the revised presentation. The revised presentation is provided as an attachment to these notes.
- Todd Peterson and Jeffrey Lawrence then guided the group through a discussion of the traffic analysis activities. These included: a discussion of the basic analysis methodology, a comparison of the base year (2005) and study horizon year (2040) traffic volume estimates, and the 2005 and 2040 travel times and levels of congestion associated with the assumed Parkway cross section options. It was noted that three future possible options were examined against the same year 2040 corridor travel demands:
    - 2040 No-Build: the continuation of the existing lane configurations for the NPS portion of the corridor with the assumption of completion of the planned SHA widening activities.
    - 2040 Partial Build: continuation of the existing lane configurations from US 50 to I-495 with a mainline Parkway widening to 3-lanes in each direction between I-495 and I-695.
    - 2040 Full Build: a mainline Parkway widening to 3-lanes in each direction all the way between US Route 50 and I-695.

Questions and comments offered from the TAC during these presentations were as follows:

1) **Question from TAC member**: Was the Anacostia Park listed as a cultural resource? **Response**: This was not included in the presentation because it is outside the study area; however, we will add this feature to the base mapping and note it in the discussion of environmental and cultural resources.
2) **Question from TAC member**: What methodology was used to measure travel time? **Response**: The Highway Capacity Software (HCS) output provided an average travel speed for each freeway segment

from one interchange to the next. This average travel speed was multiplied by the segment length to obtain the estimated travel time (in minutes) for each defined roadway segment.

3) **Question/Comment from TAC member**: Why is the percent change in average travel time shown as decreasing in the southbound direction between the 2005 and 2040 No-Build conditions? The TAC members commented that this data suggests that as time goes on traffic conditions get better, which could lead to the public questioning the necessity for widening. It was suggested that the study team should consider deleting this slide.
4) Representative from MWCOG suggested that for the same analysis section as comment 6, although the MWCOG Model did not directly calculate travel times, their model shows that the impedance output presented an increase for the same geometric conditions between the two analysis years.
5) TAC members suggested the possibility of considering the addition of available traffic information on other corridors in the area to see the effects of widening or not widening the Parkway. The consultant team suggested that such a more comprehensive regional traffic diversion analysis study is outside the scope of this study and that it is something that should be performed if this study moves forward to the next stages of development. It was suggested that the use of a few multiple facility regional screenlines volume comparisons similar to those initially generated by MWCOG might provide one option for displaying this information to the general public.
6) **Question from TAC member**: Was this a freeway segment analysis? **Response:** Yes, the analysis began with an assumption of free-flow travel along a freeway section with an unconstrained speed of 65 mph.
7) **Question from TAC member**: Was a merge/diverge analysis performed? **Response:** No, only the mainline roadway segments between each interchange were examined.
8) **Question from TAC member**: Were HOV lanes included in the analysis? **Response:** No, all of the Parkway options assumed a continuation of general use traffic lanes, with no trucks allowed to use the NPS section of the study corridor.
9) **Question from TAC member**: How was travel speed calculated? **Response:** The average travel speed is an output of the HCS analysis.
10) A representative of MWCOG presented their concerns with the data for the other segments and stressed the need to triple check the traffic results segment to segment.
11) A representative of MWCOG commented that overall message presenting that “travel time gains (traffic operations) will be a wash” should be highlighted in the presentation at the upcoming public meeting.
12) A representative of MWCOG commented that speed is not visible on the graphic utilized to present speed and Level of Service (LOS) information. It was suggested to the study team to develop an alternative presentation format.
13) **Question from TAC member**: What is the incremental difference in the LOS bars? **Response:** LOS is not scaled along the Y axis of the figure and therefore can be removed from the Speed and LOS slide.
14) It was suggested that the presentation could use an additional introduction slide defining LOS by color code. For instance, the color range could be from green (LOS A) to red (LOS F), corresponding to high, moderate and low speeds. This scheme could be applied graphically via the speed bars.
15) It was also suggested to consider adding a lead slide describing speed ranges associated with the various freeway LOS grades to help the graphical representation of the traffic information for the general public.
16) **Question from TAC member**: Are there spot issues (traffic operational) along the corridor? **Response:** The study team recognizes that there are spot issues i.e., weaving at the southbound on-ramp to B-W Parkway from eastbound MD 197 creates a spot issue. But as this study provides analysis at a very high-level (feasibility study), evaluating the spot issues with greater detail does not change the overall high-level traffic pattern that can be concluded from the available data. Basically, widening the parkway will only attract further traffic, resulting in a rebalancing of congestion levels and little, if any, noticeable changes in peak hour travel times.
17) A TAC member commented that more traffic on the parkway will generate more accidents and more delay.
18) The traffic analysis performed with the available data reflects that the widening of the parkway may save not much more than a couple of minutes in travel time during peak periods. The study team will take a

closer look at these values for both northbound and southbound directions, recognizing it may vary directionally. The study team also commented that it may be preferable to not provide a definitive value of travel time savings to the public. It was suggested that it may be a better to provide relative travel time savings among alternatives.

19) It was indicated that some users of the parkway may experience greater travel time savings than others depending on the location they get on and off in the corridor.

Alternatives Presentation

- Tim Ramey and Ken Briggs, task managers of the consultant team, presented the proposed design concepts, which included considerations for the provision of an additional general purpose mainline travel lane in each direction by widening to the inside or to the outside of the existing travel lanes, as well as considerations for both NPS and AASHTO/SHA standards.
- The footprints of the two standards were significantly different with the AASHTO standards being more impactful (wider shoulders on both sides of the travelway, etc.).
- It was clarified that for purpose of the presentation, for the outside widening, only the AASHTO/SHA alternative will be graphically depicted as the NPS alternative presented only a two feet difference, which could not be visually noticed at the scale of the graphical representation.
- The presenters also reviewed the Environmental Site Design – Stormwater Management features that would be associated with either the inside or outside widening options and the use of either the NPS or SHA design guidelines. The ESD/SWM features were used to define the approximate "Limits of Disturbance" (LOD). It was noted that the LOD lines shown on the aerial photography is a very conservative on the high side assessment of where construction activity might potentially take place. Based on recent experience in Maryland, these lateral impacts would be significantly reduced in most locations if the study was advanced further into project development.
- It was noted that while initial quantitative estimates of direct physical impacts will be made, only more subjective qualitative assessments will be prepared for potential quality of life impacts such as reduced buffer areas or effects on local aesthetic values.
- Tim Ramey and Ken Briggs then presented a visual description of the potential impacts associated with Parkway mainline widening to the inside or the outside of the existing travelway pavement between the US Route 50 interchange on the south and the MD Route 32 interchange on the north. From the MD Route 32 interchange north to the Baltimore Beltway (I-695), it was noted that, for this SHA owned portion of the corridor, widening plans, design, and some construction has already been undertaken.
- The differing effects of inside versus outside widening of the Parkway mainline were noted in terms of possible effects on existing interchange structures, watercourse bridges and other grade separations, defined floodplains and environmentally sensitive habitat areas, and adjacent residential, commercial and institutional properties.

Questions and comments from the TAC with regard to the identified potential effects of these actions were as follows:

1) **Question from TAC member:** Why change NPS design standards to AASHTO/SHA design standards. **Response:** The use of the AASHTO/SHA design guidelines and standards would show a range of cost on the high side, while the use of the NPS guidelines would be able to illustrate a somewhat lower capital cost. It is felt to be important to highlight the differing costs associated with the two different design concepts. Moreover, if the Parkway was not considered to meet the legal definition of a national park anymore, i.e. if it was no longer owned by NPS and Maryland SHA took ownership; any major physical improvements to it would need to meet AASHTO/SHA standards.
2) **Question from TAC member:** Under what conditions would it no longer be a parkway? **Response:** The study team will address these conditions in the final report as a major factor related to feasibility.

3) **Question from TAC member:** Is there any additional liability associated with using a NPS as opposed to AASHTO/SHA standards? **Response:** Not appreciably since both sets of design guidelines have been reviewed and accepted by FHWA.
4) It was clarified that the traffic analysis is not affected by whether the section is based on NPS or AASHTO/SHA standards. From a traffic analysis standpoint, the two different typical sections make no difference. Both typical sections include 12-foot lanes and the right side lateral clearance is greater than six feet (the limit of influence on traffic operations). The left side lateral clearance is greater than two feet (the limit of influence on traffic operations). The existing mountable curb in the NPS section of the corridor is not considered a lateral obstruction.
5) The Environmental Site Design (ESD) strategy is the same for both inside and outside widening options even though the outside widening option would have to accommodate a higher volume of roadway pavement runoff.
6) The interchange for National Security Agency (NSA) employees only, located immediately north of the MD32 interchange, contains a joint access and land use agreement by NSA and NPS.
7) Proposed widening plans should be coordinated with SHA at MD 32. SHA is proposing widening of the Parkway mainline in this area to the inside and removal of the existing loop ramps, with their replacement by a diamond configuration interchange at MD 32. SHA to provide team proposed drawings.

Comments made during by TAC Members during the Issues Discussion led by Marsha Kaiser:

Marsha Kaiser facilitated an issues discussion in which all participants were asked to provide answers to two different questions.

Question 1 – What are your initial thoughts about the information you saw today?

1) Suggestion that the mapping/overlay show the range of other transportation projects occurring in the study area.
2) Potential Greenbelt Road (MD Route 193) interchange area impacts were cited as a possible “deal killer”.
3) There was nothing of major concern relative to Anne Arundel County.
4) Issues presented and shown are complex, which makes it difficult to “water-down” for ease of understanding by the general public.
5) Should we involve the resource agencies, such as the US Fish and Wildlife Service (FWS) to a greater degree than just their involvement on the TAC group?
6) Make sure the line weights on engineering drawings are easy to see.
7) Are we going to have maps at the Public Meeting?
8) Keep it a parkway. Widening to the inside is preferred option if any action is to be taken.
9) The study team should be prepared to respond to the question, “Is it going to impact me?” at the public meeting.
10) Information presented was good. Keep presentation flexible. Thematic maps may help.
11) Add appendix section to presentation that ensures that you don’t lose the detailed information and graphics.
12) Overall very well done.
13) Information overload, look at ways to synthesize information.
14) Do not remove any slides from presentation.
15) The potential implications of a potential shifting of responsibility for ownership of the Parkway should not be understated. When does NPS let go with being a parkway? At what point? The inside lane widening is generally seen as less impactful than widening to the outside.

16) The jurisdictions located along the Parkway / MD 295 facilities need to be noted on the maps. (Angela responded that they are doing that. The portion north of MD 175 will be labeled "MD 295/BW Parkway" and the portion south of MD 175 will be labeled BW Parkway.)
17) Presentation great for technical advisory committee but seen as much too technical for the typical public audience. The focus needs to be on the impacts to people – how the widening would affect those in the room.
18) Add Anacostia Park to environmental list and historic resources.
19) There are two major impacted communities who currently use this facility, residents and commuters. How can we seek to get more input from the commuters?
20) Add SWM concept to description.
21) Need to quantify tree impacts (general acreage effected, approximate number of major trees, etc.).

Question #2 – What issues should the Study Team focus on in the remainder of the study?

22) AASHTO versus NPS design standards – need to clearly describe the differing implications and costs.
23) Environmental costs and quantitative measures
24) Law enforcement impacts like accidents and safety and operations/maintenance responsibilities.
25) Operations and Maintenance
26) State vs. NPS ownership implications
27) What factors will drive the decision on shifting ownership of the facility?
28) Add summary of impacts chart for inside and outside widening. Include impacts inside and outside NPS boundary.
29) Break down impacts to specific communities.
30) Add viewsheds, flora and fauna, vibration, effects to streams and rivers to the list of environmental resources examined. The list of potential mitigation strategies that may be considered at some future date should be identified.
31) Bring Google Earth into the analysis. Personalize the perspective to individual communities.
32) Can the study team consider different mobility options and types of lanes, such as HOV/managed lanes?
33) Provide a list or a board presenting the next steps and things that will be pursued if the study moves further than a feasibility study.
34) Be specific on what the underlying network is from the CLRP. For example, how far into the 2040 horizon year is the completion of the ICC?
35) Quantify the impacts inside the NPS boundary and outside the boundary.
36) There are flooding issues. NPS had to purchase several residential homes in the town of Cheverly due to excessive flooding associated with the recent Parkway safety improvements. (Study team should check on the location of those areas and be sure they are noted on the mapping.)
37) Reflect on the benefit on widening improvements to local roads. Can we get traffic volume changes from regional traffic model?
38) Aesthetics – note the aesthetics of different design features such as the walls and bridges.
39) Growth – show the relationship of the road improvements to projected growth. Explain the cooperative forecasts.

Action Item(s)

- Consultant team to survey TAC members to determine date of next meeting after the November 17, 2011 public meeting.

Attachments (Materials distributed at meeting)

- Revised Power Point Presentation
- List of Meeting Attendees

Technical Advisory Committee Meeting – Attendee List

Date: October 14, 2011 **Technical Advisory Committee Meeting Number:** 2

NAME	ORGANIZATION	EMAIL	TELEPHONE
Lewis Grimm	FHWA, EFLHD	lewis.grimm@dot.gov	(703) 404-6289
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Ravindra Ganvir	DDOT	ravindra.ganvir@dc.gov	(202) 671-4689
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Jennifer Weeks	PB	weeks@pbworld.com	(410) 454-9757
Eduardo Maeyama	PB	maeyama@pbworld.com	(202) 661-5329
Angela Jones	KCI	angela.jones@kci.com	(410) 527-4411
Ken Briggs	KCI	ken.briggs@kci.com	(410) 316-7860
Jeffrey Lawrence	KCI	jeffrey.lawrence@kci.com	(410) 316-7891

TAC Meeting #2

Friday, October 14, 2011

10:00 AM – 1:00 PM

MDSHA Greenbelt Office

9300 Kenilworth Avenue

Greenbelt, MD 20768

Baltimore-Washington Parkway
WIDENING FEASIBILITY STUDY

Welcome

Lewis Grimm
FHWA-EFHLD
Project Manager

Baltimore-Washington Parkway
WIDENING FEASIBILITY STUDY

Study Partners

- Study Sponsors

U.S. Department of Transportation Federal Highway Administration

NATIONAL PARK SERVICE

SHA

- Technical Advisory Committee (TAC)
  - State Agencies, Federal Agencies, Local Governments
- Study Area Residents and Businesses

Scope, Process, and Schedule

- Draft Final Feasibility Study Report shall be delivered to Congress in approximately nine (9) months from inception of project:

Task Name	2011									2012		
	April	May	June	July	August	September	October	November	December	January	February	March
1.0 Study Management												
2.0 Data Collection												
3.0 Public Involvement/Participation												
4.0 Travel Demand Model Development												
5.0 Alternatives Development												
6.0 Alternatives Analysis												
7.0 Draft Feasibility Study Final Report												
8.0 Final Feasibility Study Reports												

- Where we are today: October 14th, 2011

Agenda

- Recap: First Public Meeting
- Summary of Stakeholder Interviews
- Existing Conditions
- Existing and Future Traffic Conditions
- Alternatives Development
- Issues Discussion
- Next Steps

Baltimore-Washington Parkway
WIDENING FEASIBILITY STUDY

Recap: First Public Meeting

Greer Gillis
Consultant Team Project Manager

Baltimore-Washington Parkway
WIDENING FEASIBILITY STUDY

Recap: First Public Meeting

- July 20, 2011
- Meade Middle School, Fort Meade, MD
- Purpose of Meeting:
  - Introduce the study to the public and other stakeholders.
  - Generate input and feedback from the public and other stakeholders.
- Approximately 40 people participated in the First Public Meeting.

Summary of Comments by Themes

- Preservation of the aesthetic, historic, and natural values of the Parkway
- Community and environmental impacts of a potential widening
- Direct connectivity between Washington and Baltimore
- Congestion

Summary of Comments by Themes

- Maintain the two-lanes to preserve the Parkway character; widening will not resolve congestion in the corridor
- Lack of alternative mobility options along the corridor
- Parkway as a barrier to the environment and community connectivity along the corridor

Stakeholder Interviews Update

Marsha Kaiser
Consultant Team Task Lead,
Public Involvement

Stakeholder Interviews

- Elected officials
- Business Leaders
- Community Leaders

Summary of Interviews by Themes

- Economic development and growth further constrain the corridor
- Further congestion constrains economic development opportunities
- Safety implications of existing traffic
- North/South alternatives are limited and should be evaluated for implications

Summary of Interviews by Themes

- The environment is an important component but should not be an overriding element
- Multi-modal options and a wider study is needed
- Park (tree) buffer for communities is an important quality of life element
- Open-mind to study needed by all

Existing Conditions

Angela Jones, Mark Cheskey
Consultant Team Task Managers,
Existing Conditions

Existing Conditions

- Existing Baltimore-Washington Parkway:
  - Corridor ownership
  - Physical Characteristics
- Existing Corridor Land Uses
  - Residential
  - Institutional
  - Natural Resources
  - Historic Resources
  - Community Features

Existing Baltimore-Washington Parkway

- B-W Parkway is owned & operated by SHA between the City of Baltimore and MD 175 and NPS between MD 175 and New York Ave/US 50 split.
- NPS Section is 6 lanes from US 50 to MD 450 and 4 lanes from MD 450 to MD 175.
- SHA is currently widening MD 295 from 4 to 6 lanes between I-695 and I-195.
- SHA is planning to widen MD 295 from 4 to 6 lanes between I-195 and MD 175.

Residential Areas

- Concentrated North of MD 198
- West of B-W Parkway
- South of MD 193
- South Laurel which is surrounded by the Patuxent Wildlife Research Center

Institutional (Federal and State Owned Properties)

- Beltsville Agricultural Research Center
- Patuxent Wildlife Research Center
- Goddard Space Flight Center
- University of Maryland-College Park
- Bowie State University
- Fort Meade
- National Security Agency

Forest Areas

- Baltimore-Washington Parkway
- Greenbelt Park
- Beltsville Agricultural Research Center
- Patuxent Wildlife Research Center
- Goddard Space Flight Center

Natural Environmental Resources

- Patuxent Wildlife Research Center
- Patuxent River, Patapsco River and Little Patuxent River
- Beltsville Agricultural Research Center
- B-W Parkway crosses over approximately:
  - 8 Rivers and Streams and their Floodplains
  - 5 Sensitive Species Project Review Areas (SSPRA)
  - 14 Wetland areas including Wetlands of Special State Concern (WSSC)

Historic Resources

- National Register of Historic Places – Listed
- National Register of Historic Places – Eligible
- Maryland Inventory of Historic Places

National Register of Historic Places (NRHP) - Listed

- Baltimore-Washington Parkway
- Greenbelt National Register Historic District

National Register of Historic Places (NRHP) - Eligible

- Fort Lincoln Cemetery
- Beltsville Agricultural Research Center
- Beltsville Agricultural Research Center, Building #510
- D.C Children's Center – Forest Haven District
- Clark/Vogel House
- Sachs Residence

Maryland Inventory of Historic Places (MIHP)

- D.C. Boundary Marker NE #8
- Cheverly Historic Community
- Crawford's Adventure Spring
- Cronmiller Outbuilding
- Jessup Survey District
- M. Bannon House
- Race Road House
- Matthias Harman House
- Andrew Harman Cemetery
- Patapsco State Park
- Summerfield Benson House

Community Features

- Approximately 78 schools within the study area
- 33 Fire Stations (2 stations at BWI)
- 17 Libraries
- 18 Police Stations
- 31 Post Offices

Existing and Future Traffic Conditions

Todd Peterson, Jeff Lawrence
Consultant Team Task Leaders,
Traffic Analysis

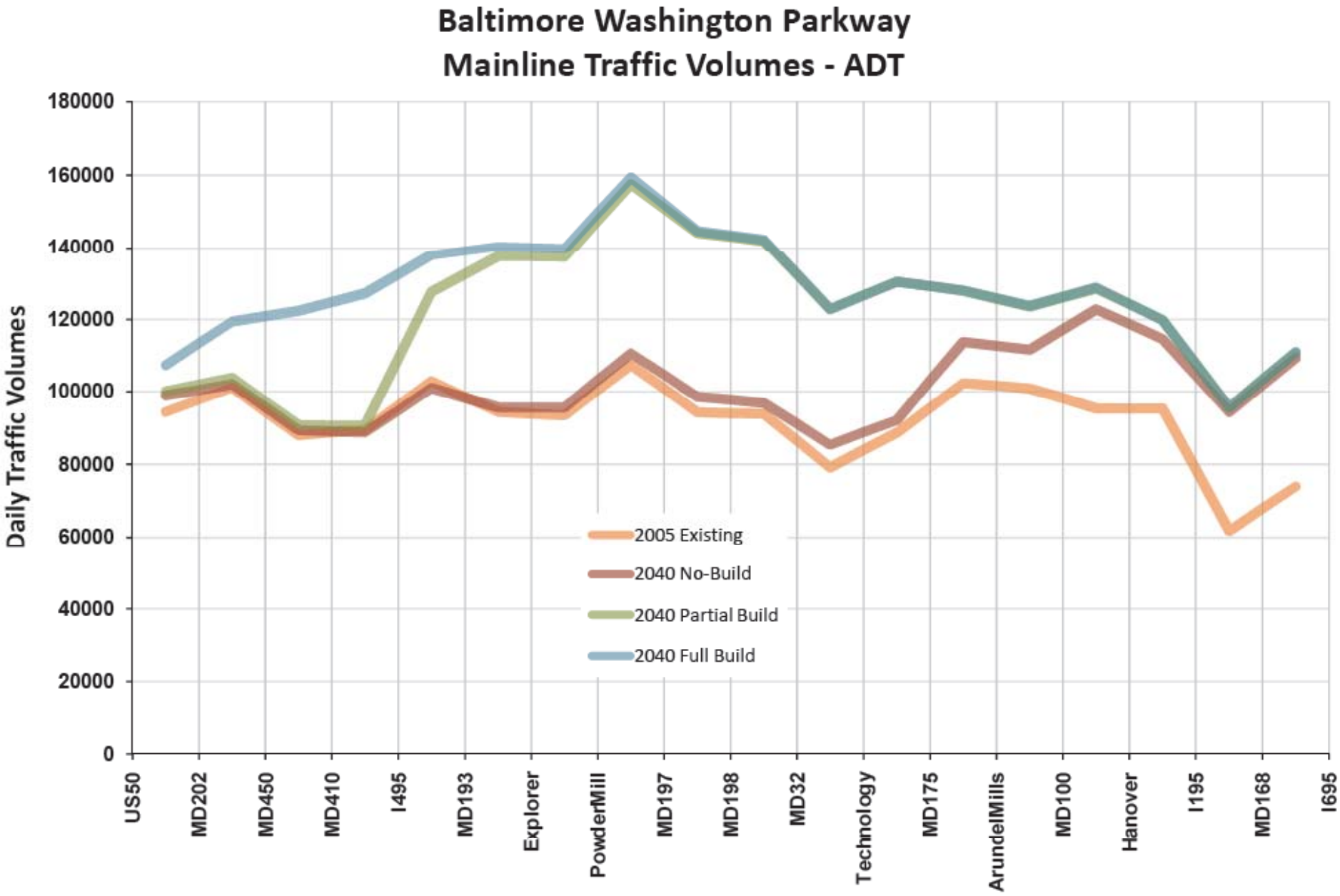
Traffic Analysis

Summary

- Methodology (MWCOG Model Output)
- 2005 Base-year volume
- 2040 Forecast year (No-build and Build)
  - 2040 Partial Build
  - 2040 Full Build
- HCS Analysis for freeway segments
- Peak-hour volumes for other analysis

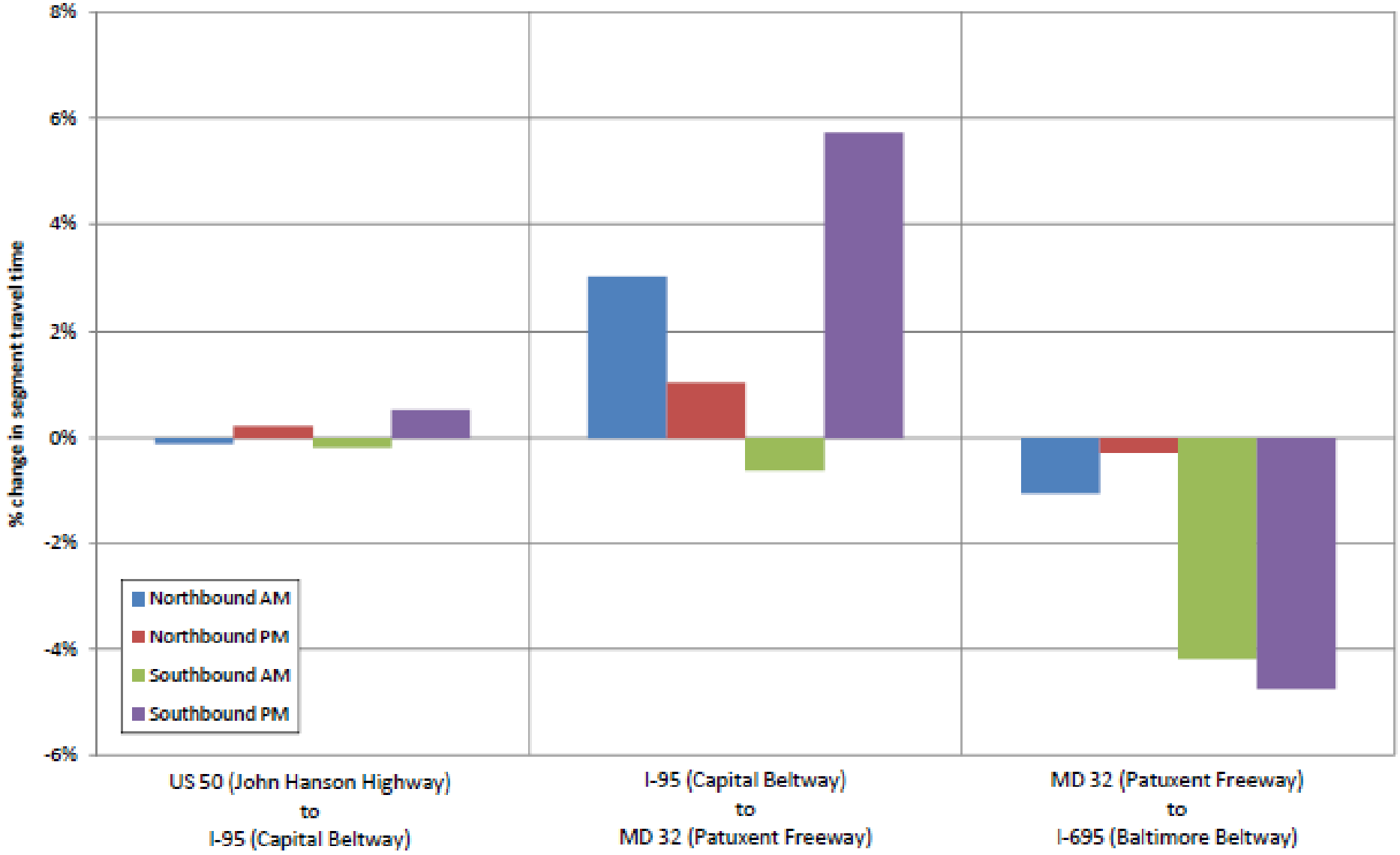
Lane Widening Alternatives

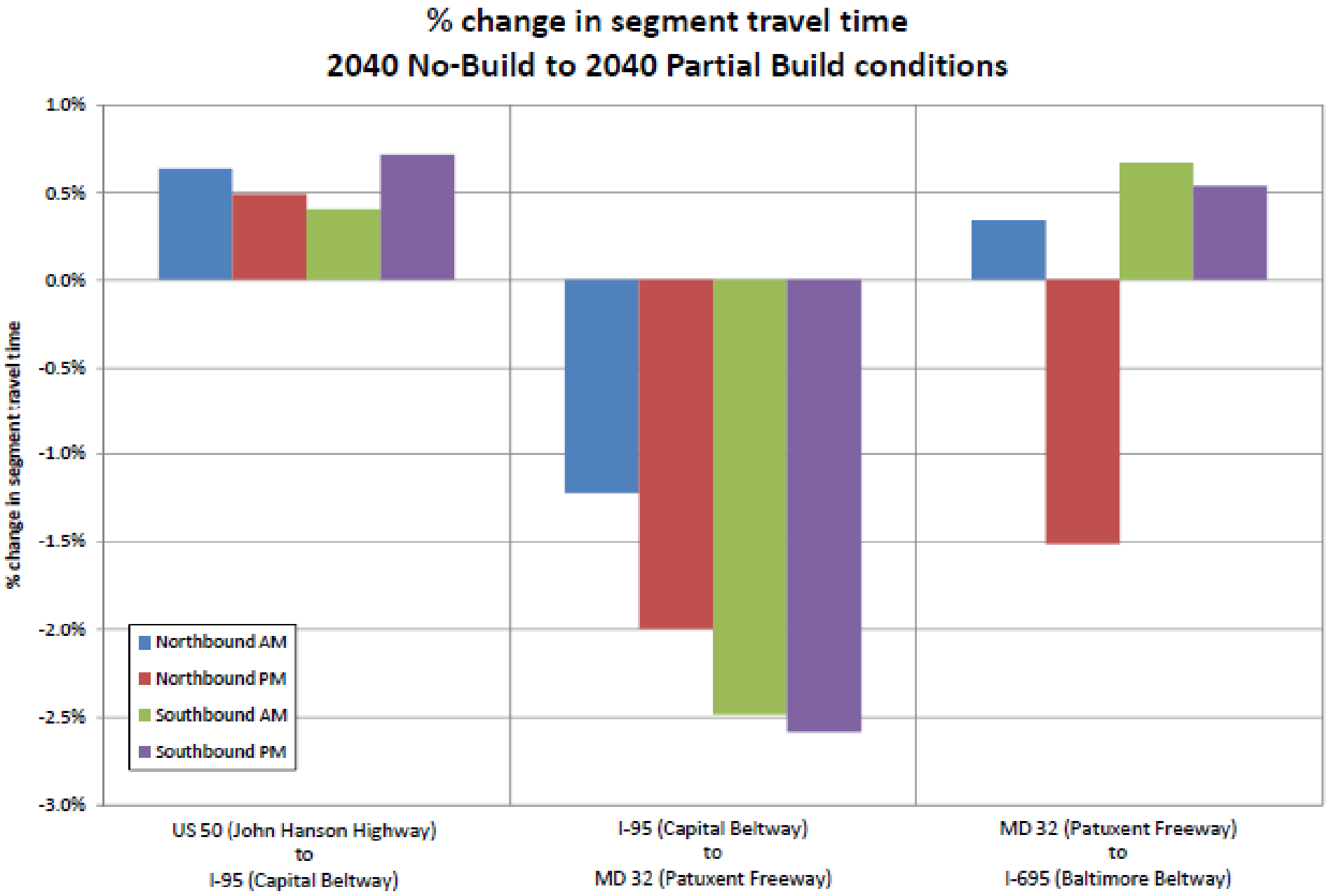
- 2005 Existing
  - Existing lane configurations
- 2040 No Build
  - Existing lane configurations
- 2040 Partial Build
  - US 50 to I-495 – existing lane configurations
  - I-495 to I-695 – widened three-lane section
- 2040 Full Build
  - US 50 to I-695 – widened three-lane section



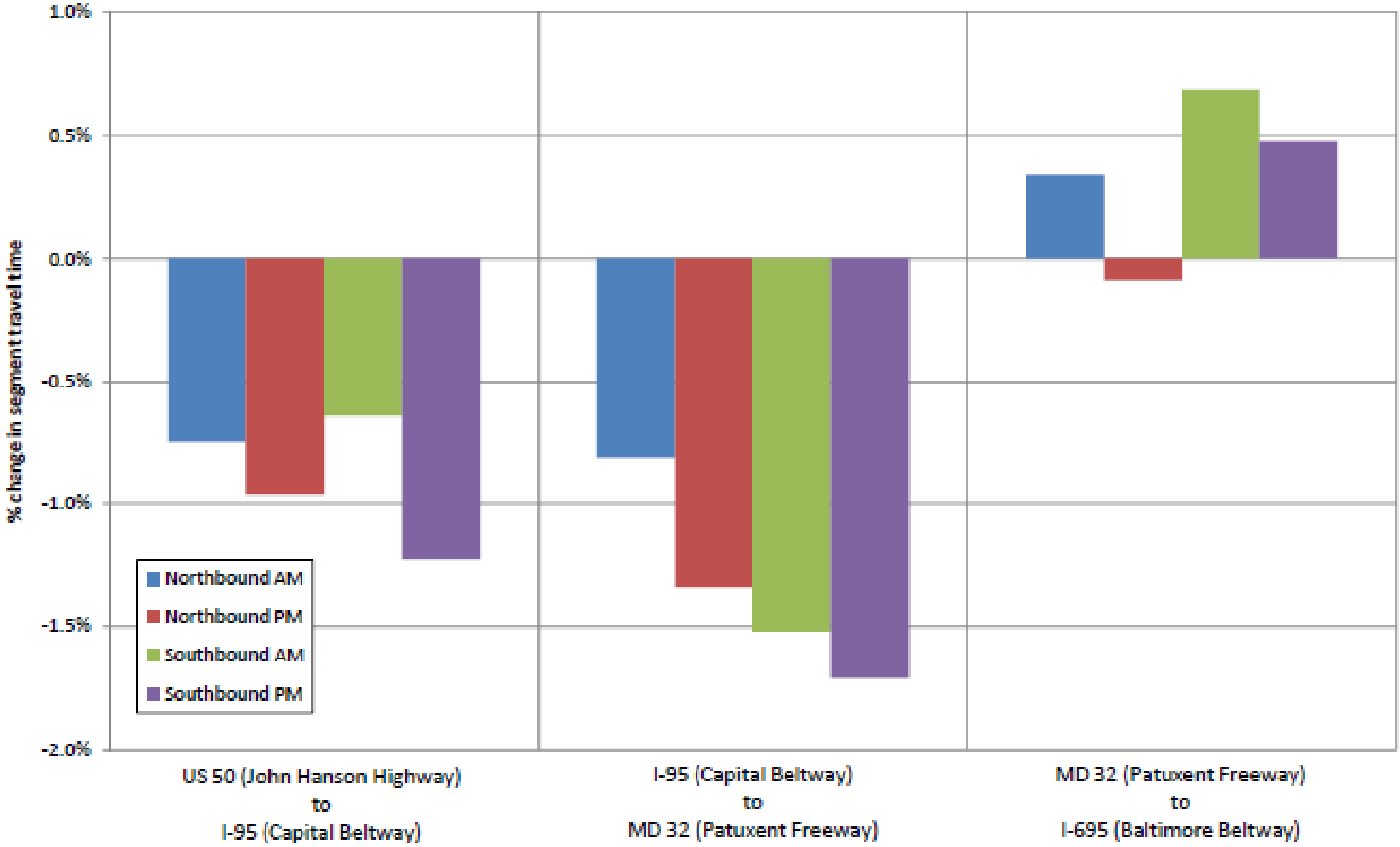
Source: Metropolitan Washington Council of Governments (MWCOG) Model version 2.2, Land Use Round 8.0

% change in segment travel time
2005 to 2040 No-Build conditions

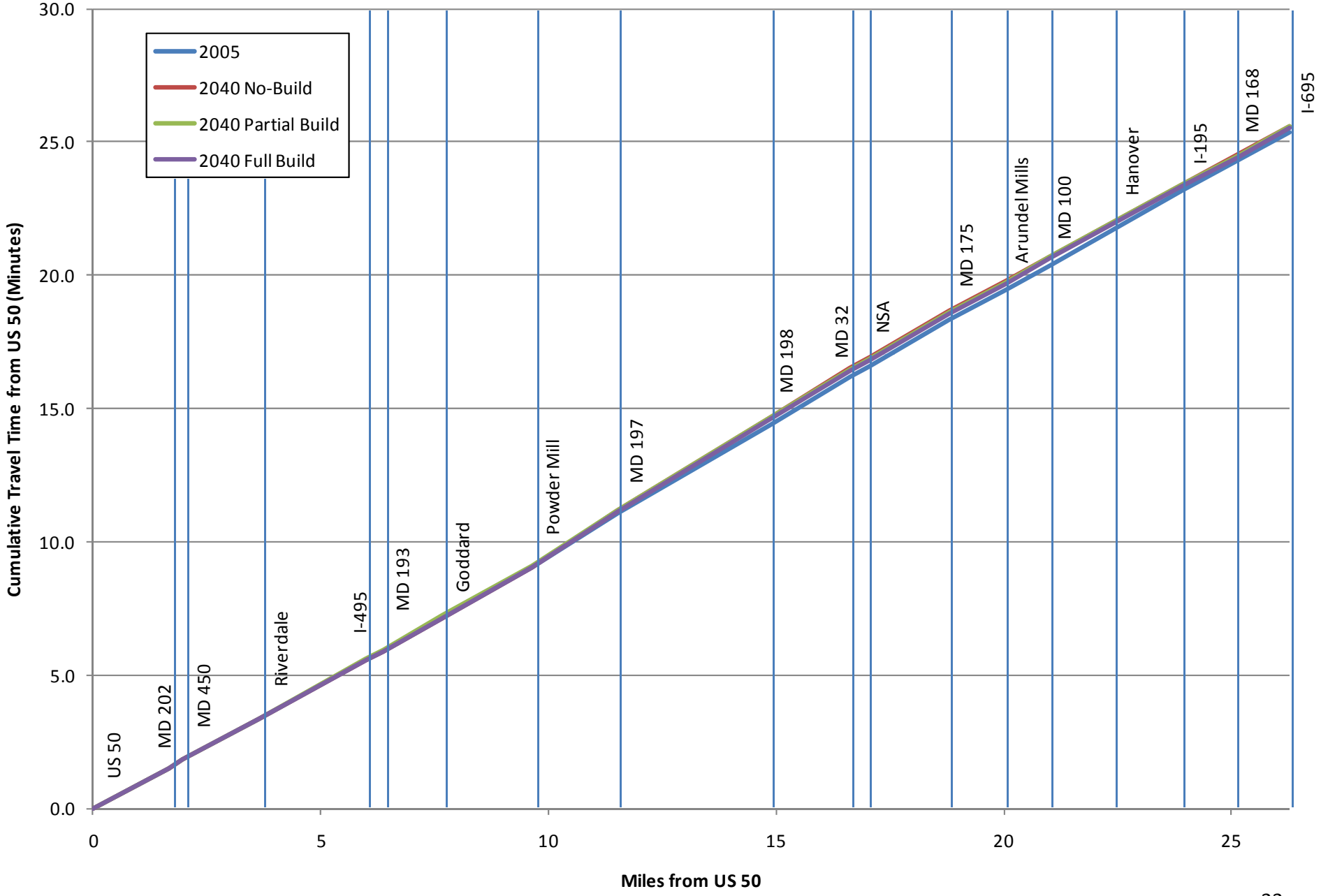



% change in segment travel time
2040 No-Build to 2040 Partial Build conditions
1.0%
0.5%
0.0%
-0.5%
-1.0%
-1.5%
-2.0%
-2.5%
-3.0%
% change in segment travel time
Northbound AM
Northbound PM
Southbound AM
Southbound PM
US 50 (John Hanson Highway)
to
I-95 (Capital Beltway)
I-95 (Capital Beltway)
to
MD 32 (Patuxent Freeway)
MD 32 (Patuxent Freeway)
to
I-695 (Baltimore Beltway)

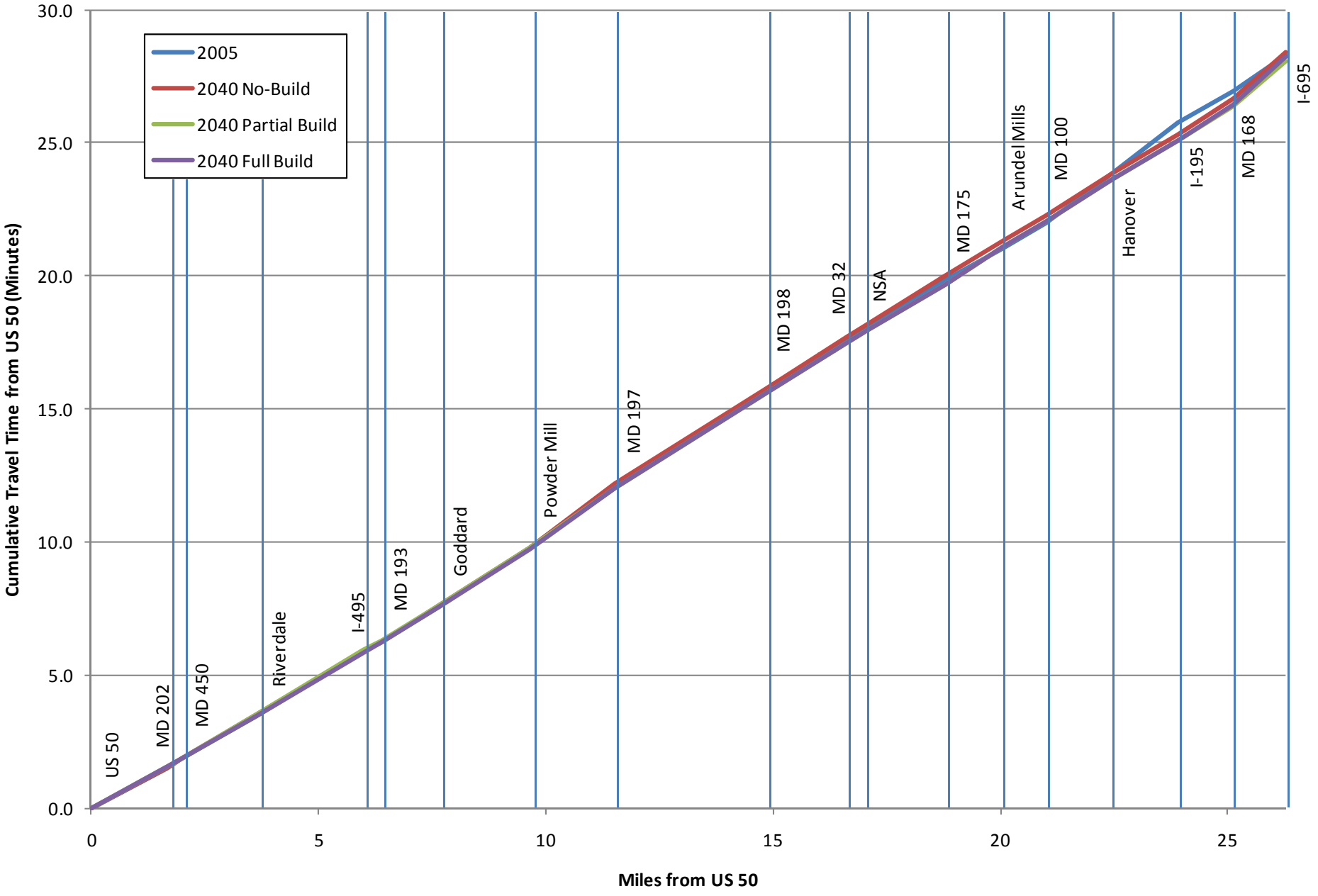
% change in segment travel time
2040 No-Build to 2040 Full Build conditions



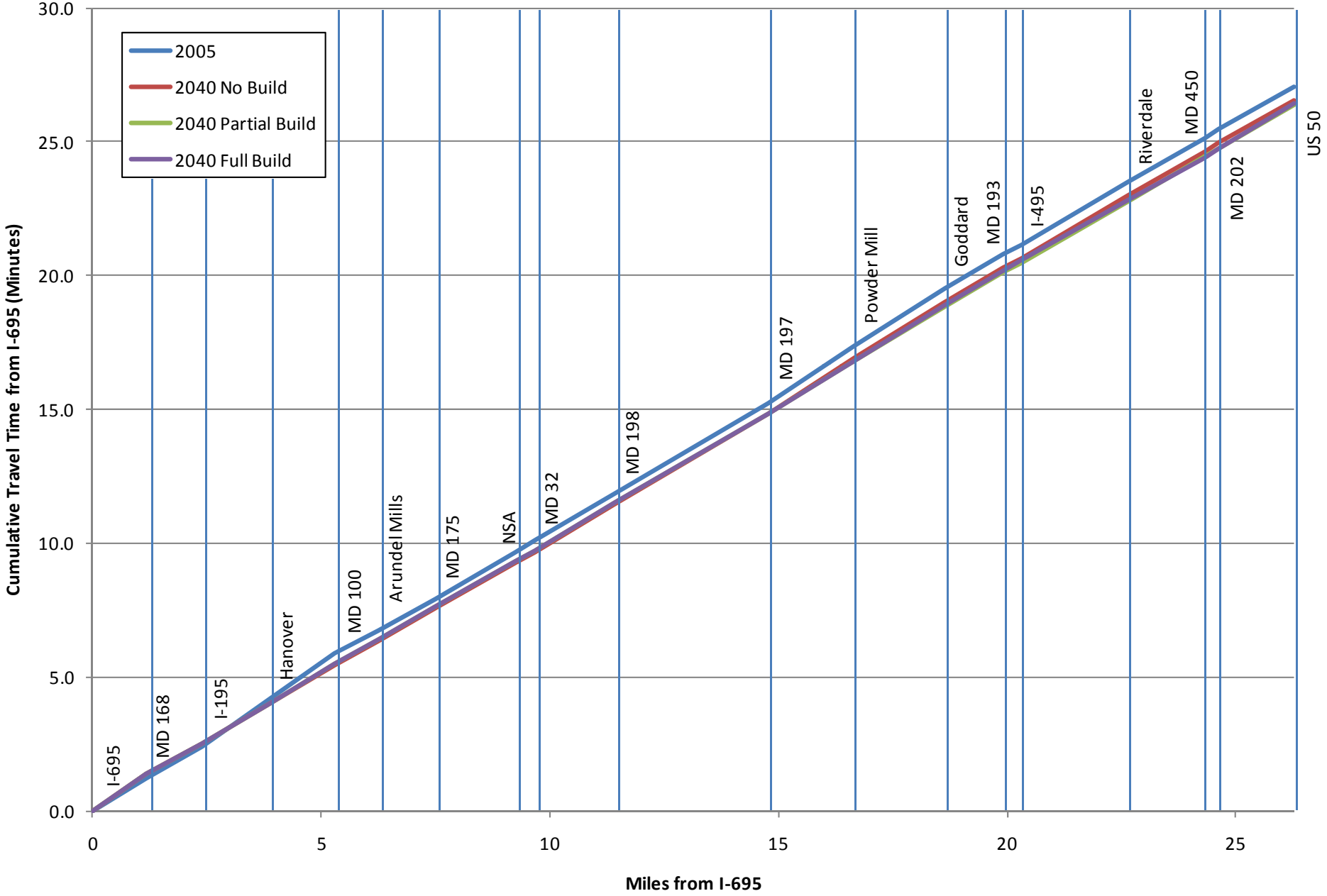
Corridor Travel Time - Northbound AM



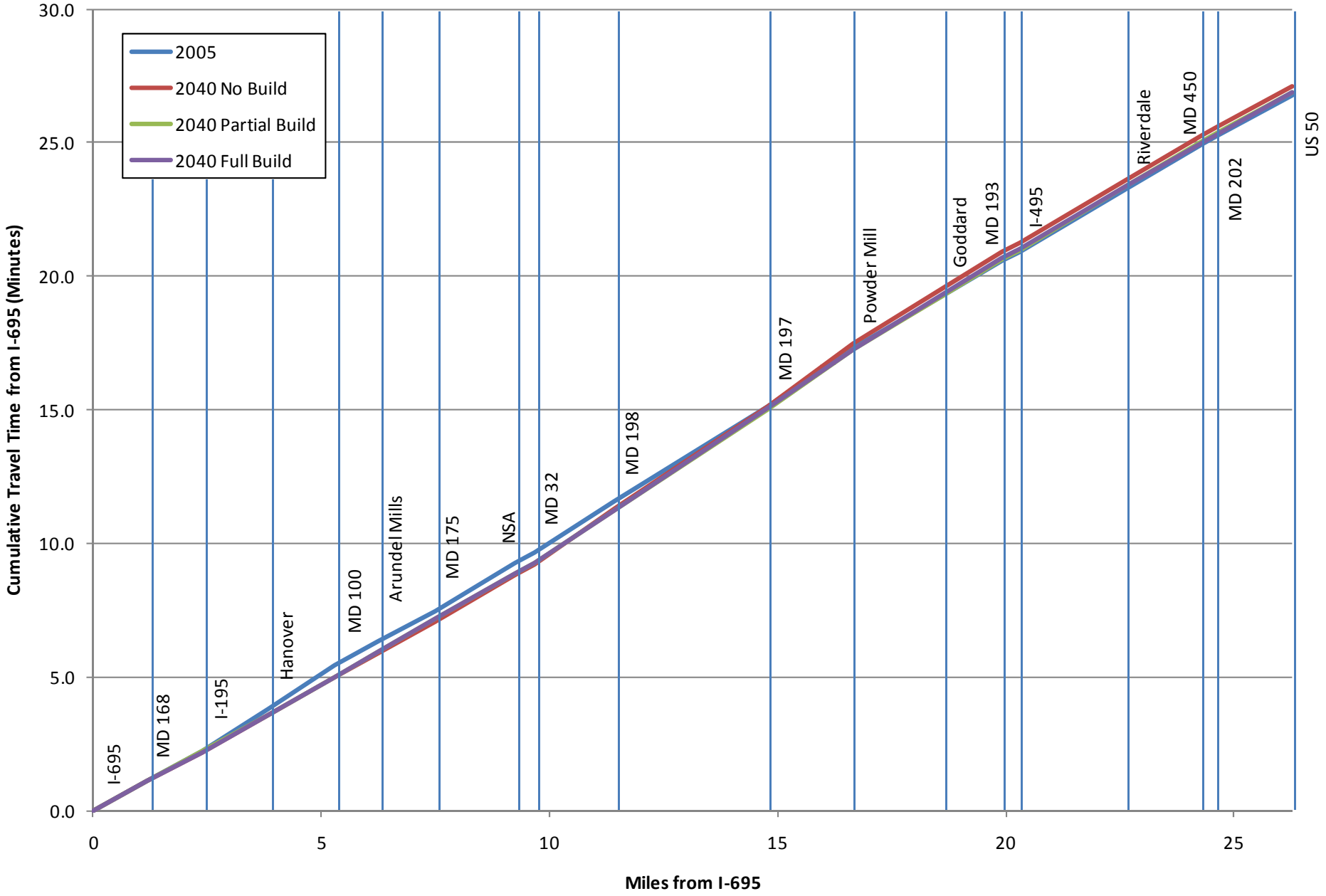
Corridor Travel Time - Northbound PM



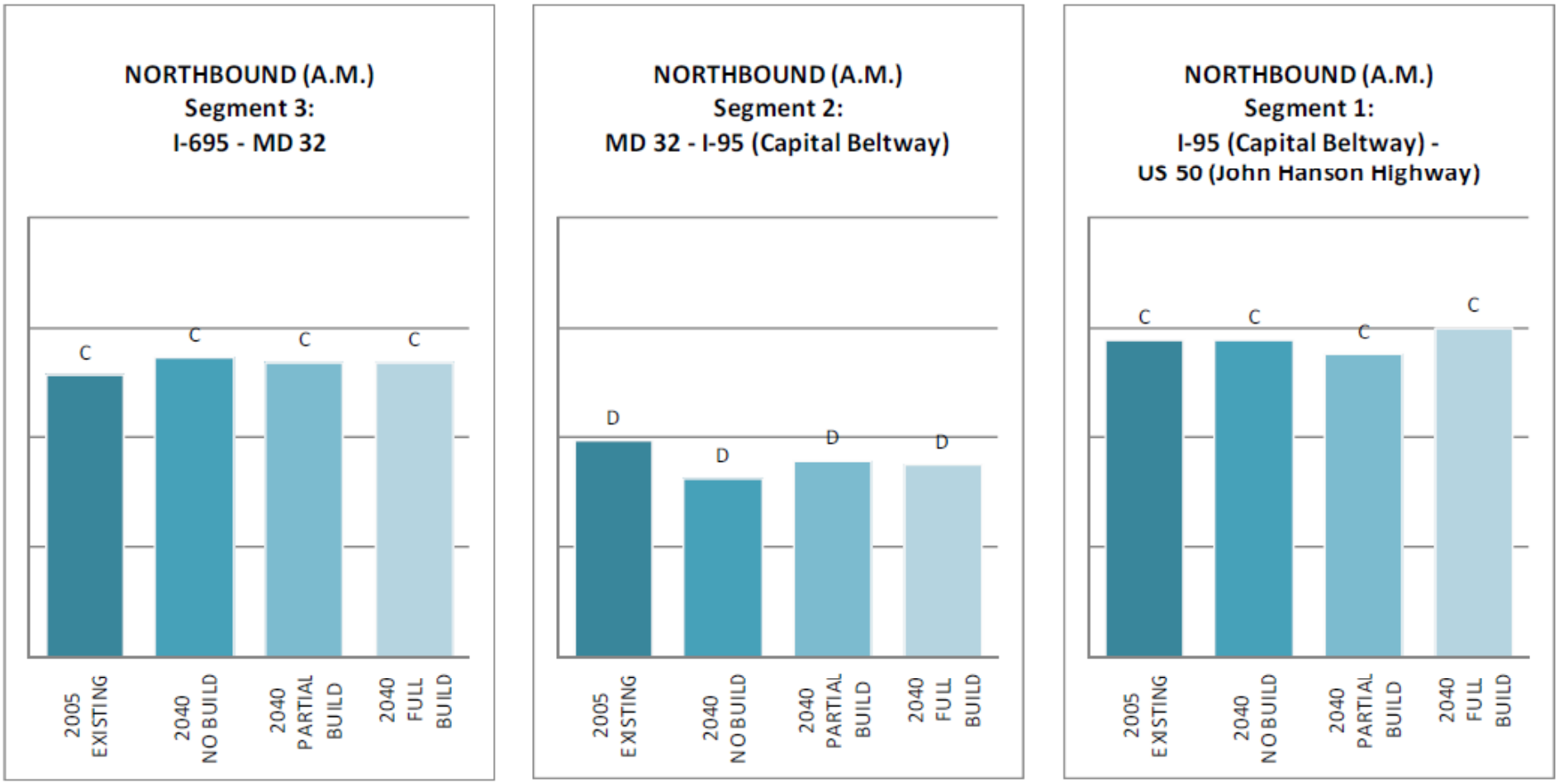
Corridor Travel Time - Southbound AM



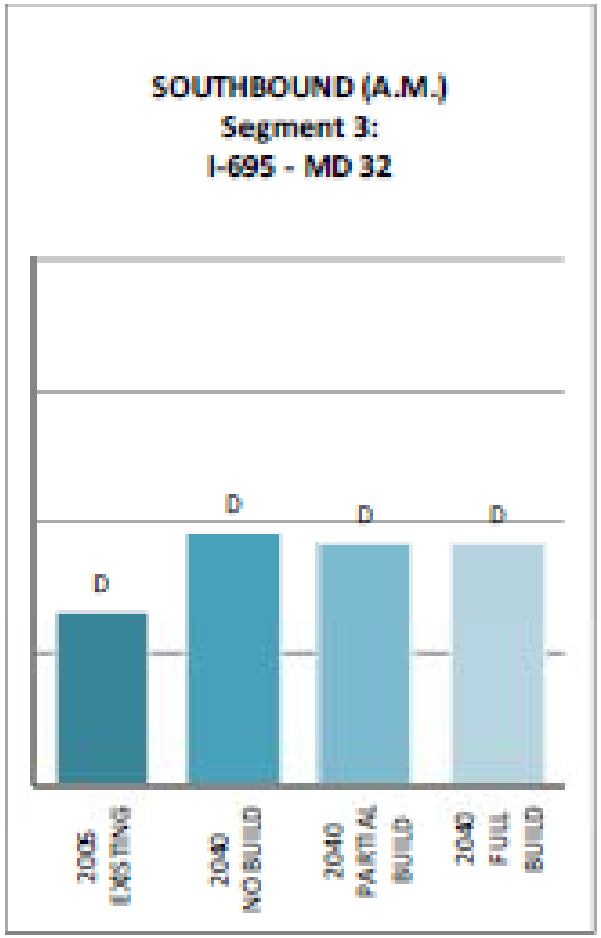
Corridor Travel Time - Southbound PM

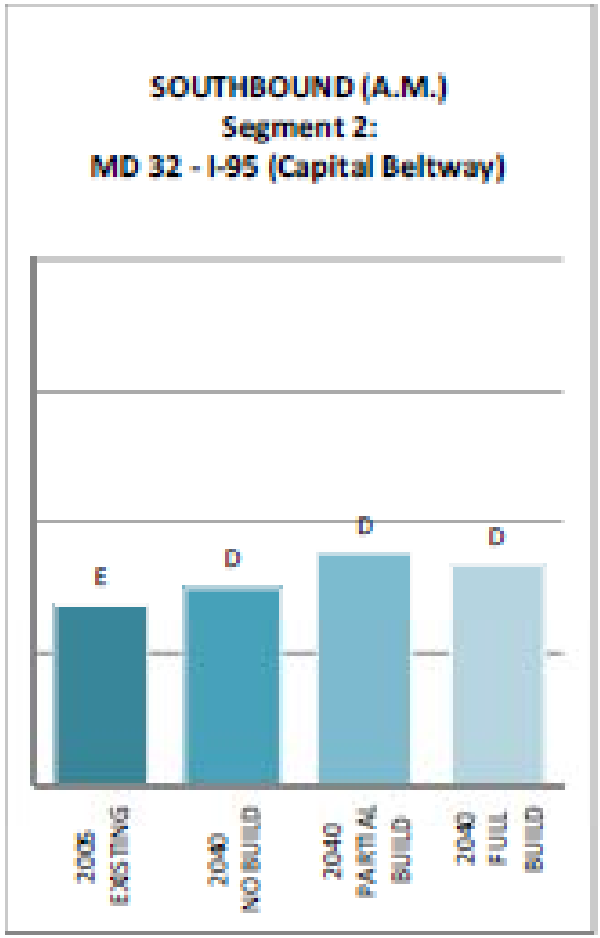


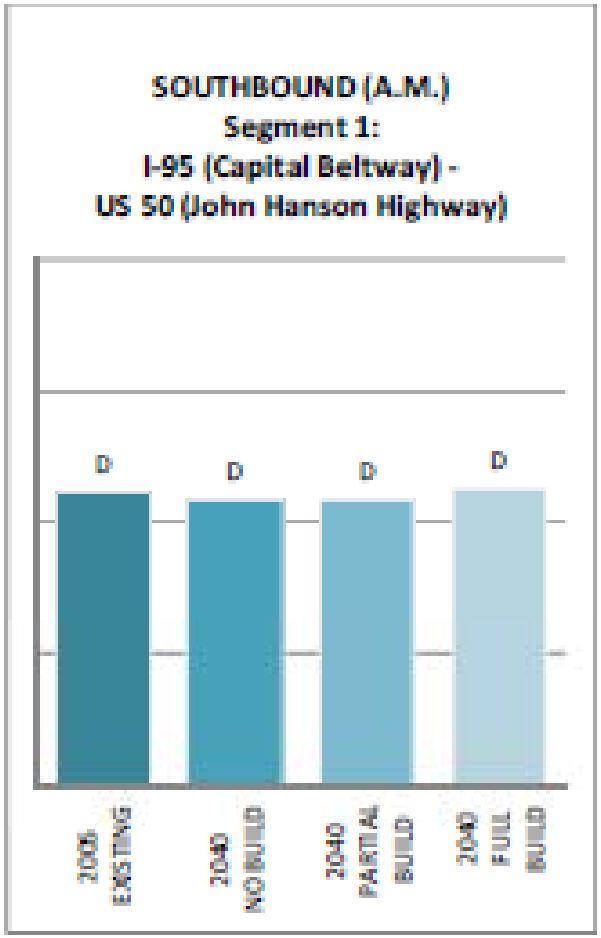
NORTHBOUND MD 295 SPEED COMPARISON AND LEVEL OF SERVICE (A.M. PEAK)



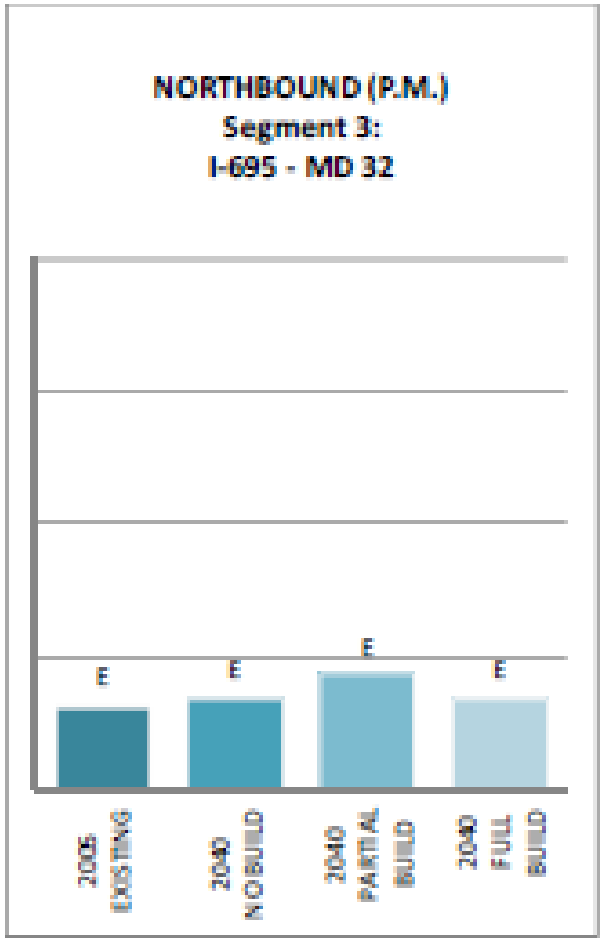
SOUTHBOUND MD 295 SPEED COMPARISON AND LEVEL OF SERVICE (A.M. PEAK)

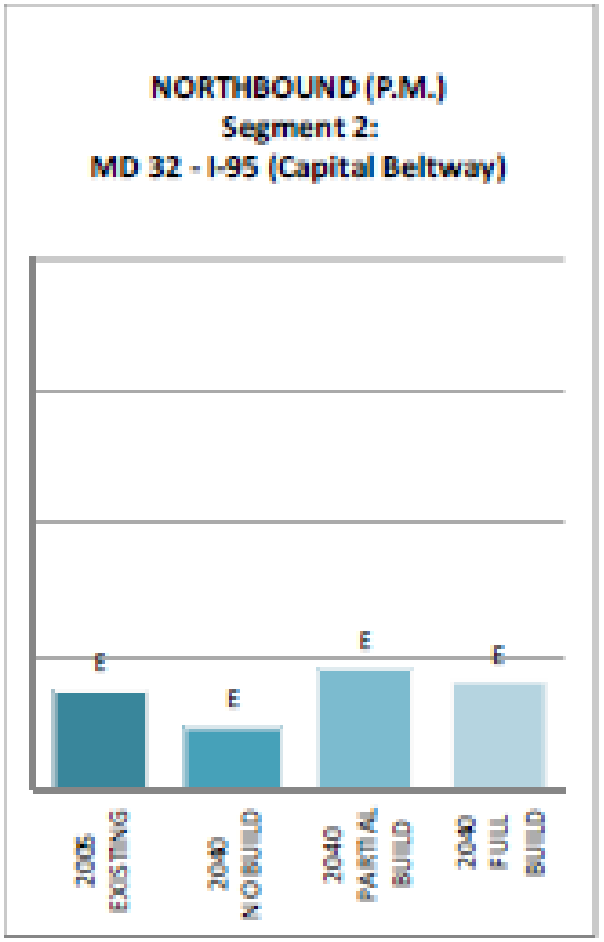


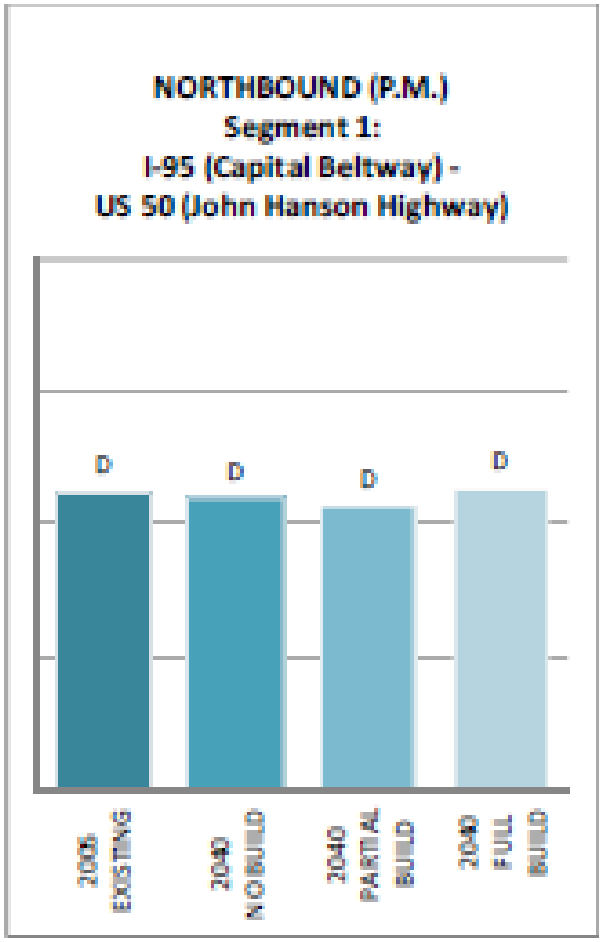




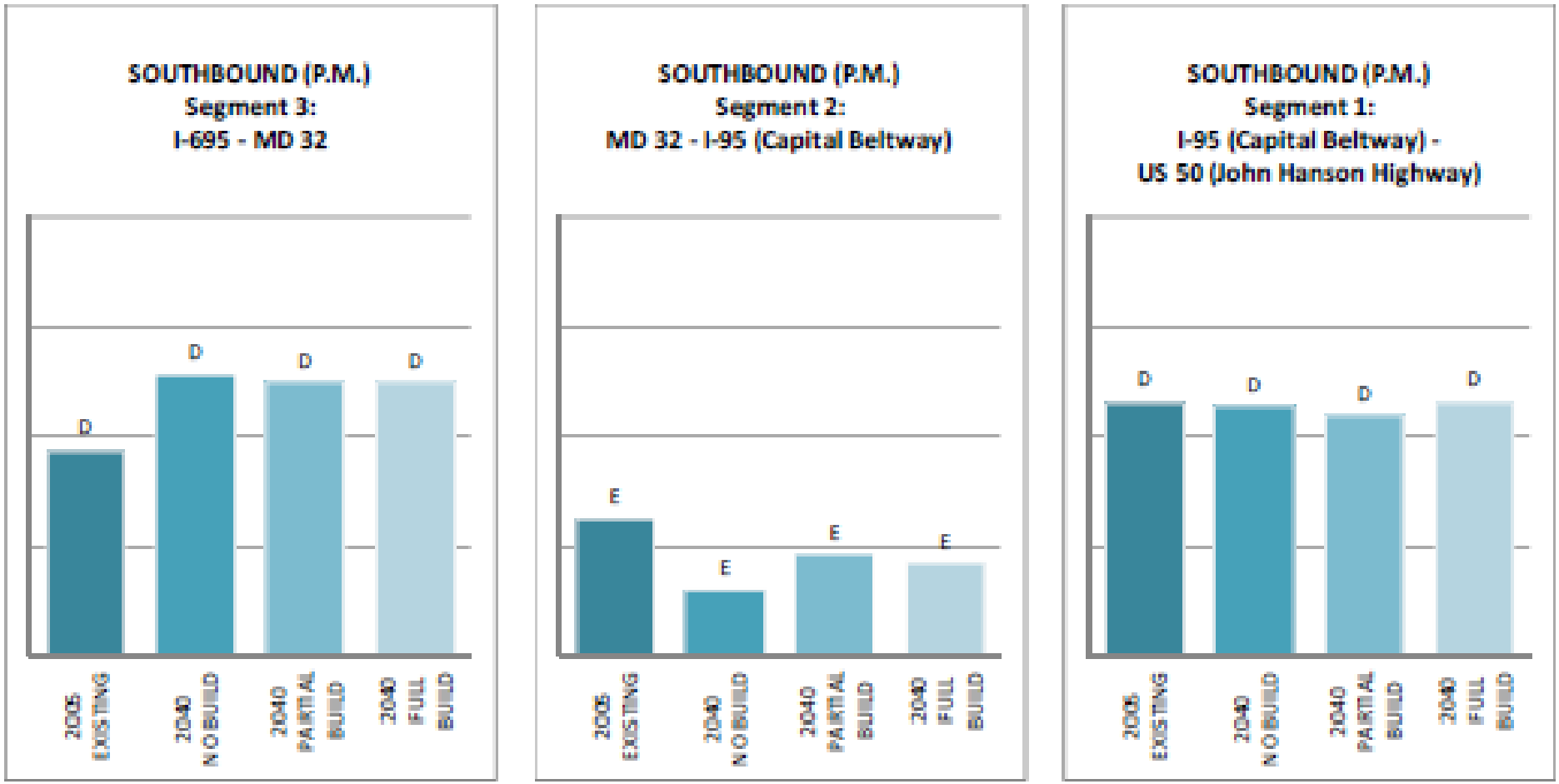
NORTHBOUND MD 295 SPEED COMPARISON AND LEVEL OF SERVICE (P.M. PEAK)







SOUTHBOUND MD 295 SPEED COMPARISON AND LEVEL OF SERVICE (P.M. PEAK)



Alternatives Development

Ken Briggs, Tim Ramey
Consultant Team Task Leaders,
Alternatives Development

Baltimore-Washington Parkway
WIDENING FEASIBILITY STUDY

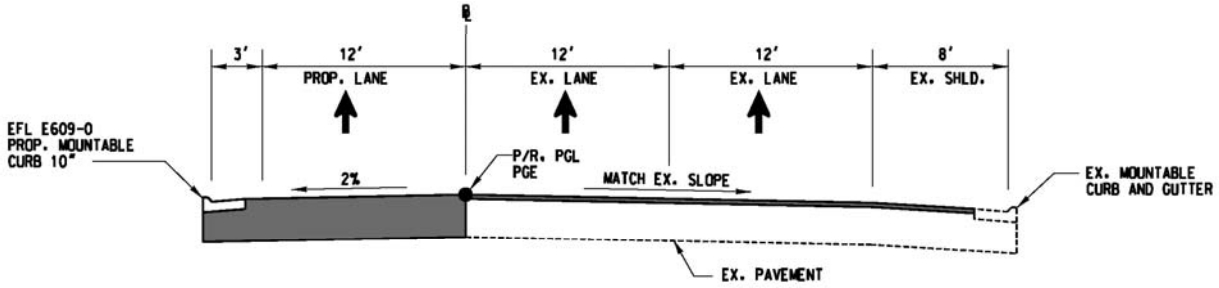
Alternatives Development

- Definition of impact types
- Widening cross section alternatives
- Initial engineering assessment

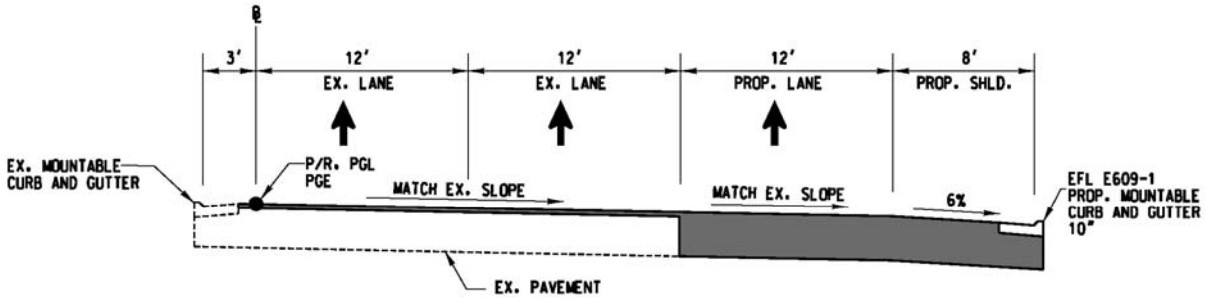
Definition of Impact Types

- *Direct Impacts* are full and/or partial takes to:
  - Residential, commercial and governmental and institutional properties
  - Natural environmental resources including wetlands, floodplains and streams
  - Parks and interchanges.
- *Quality of Life Impacts* are disturbances to:
  - A defined buffer area adjacent to properties and communities.
  - Impacts include noise, air, visual and aesthetic value.
  - These impacts will not be quantified at this level of study but will be assessed qualitatively.

NPS Alternatives



INSIDE WIDENING
PARKWAY
NOT TO SCALE



OUTSIDE WIDENING
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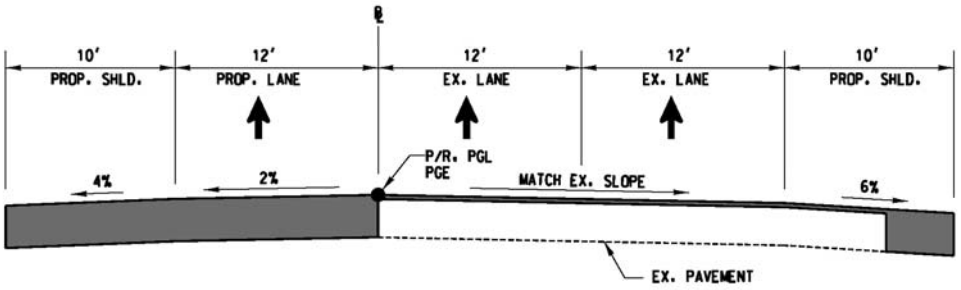
AASHTO/SHA Alternatives



INSIDE WIDENING
AASHTO
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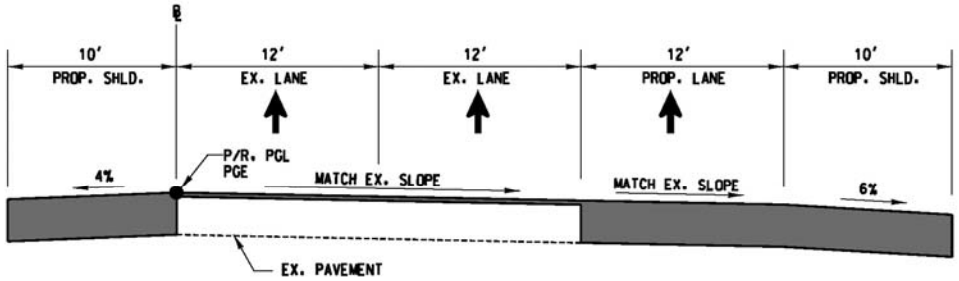

OUTSIDE WIDENING
AASHTO
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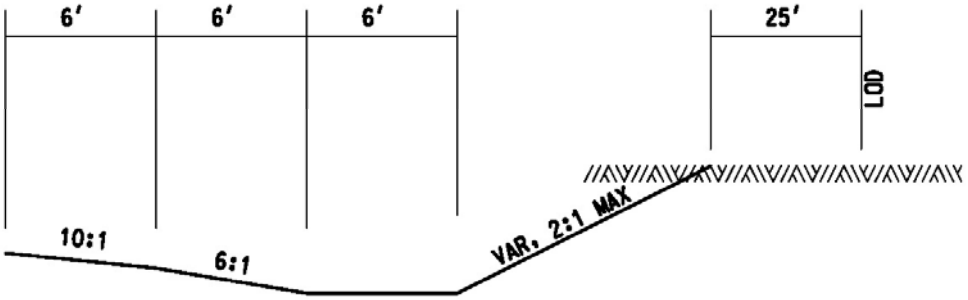
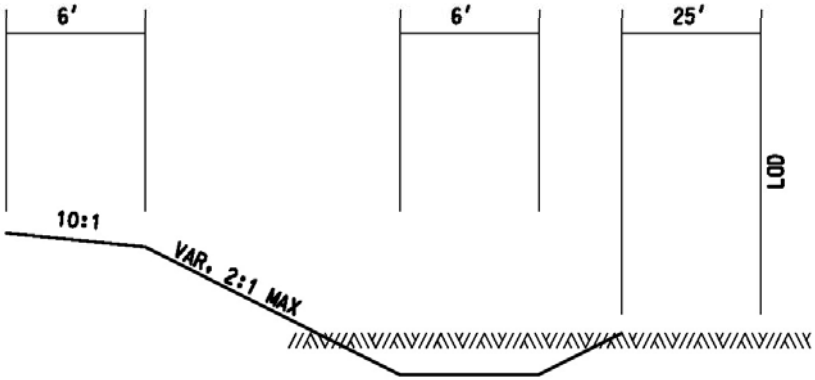
Environmental Site Design – Storm Water Management



CUT SLOPE
NOT TO SCALE



FILL SLOPE WITH DITCH
NOT TO SCALE

Baltimore-Washington Parkway
WIDENING FEASIBILITY STUDY

Widening Options

Four options were evaluated:

- AAHSTO/SHA Outside Widening Option
- AASHTO/SHA Inside Widening Option
- NPS Outside Widening Option
- NPS Inside Widening Option

Graphical Representation

- Only three options will be presented graphically:
  - AASHTO/SHA Inside Widening
  - NPS Inside Widening
  - AASHTO/SHA Outside Widening
- The difference between the proposed widths of the NPS and AASHTO/SHA outside widening options is approximately two feet, a difference that will not be visible at the scale of the graphical representation.

Widening Options

The next few slides summarize the graphical displays that are included as separate files as they were too large for this presentation.

Outside Widening

- US 50 Interchange - no changes proposed
- MD 450 (Annapolis Rd) interchange - changes to ramp gores
- MD 410 (Riverdale Rd) interchange - bridge widening; changes to ramp gores
- Riverdale Rd to Good Luck Rd - impact to floodplain at stream crossing
- Good Luck Rd to I-495 - impact to Greenbelt Park on east side of B-W Parkway; impact to floodplain at stream crossing

Outside Widening

- I-495 (Capital Beltway) Interchange - bridge widening; changes to ramp gores
- MD 193 (Greenbelt Rd) interchange - potential bridge replacement and reconstruction of complex interchange
- MD 193 to Explorer Rd - impact to residential property on east side of B-W Parkway
- Explorer Rd - potential bridge replacement
- Explorer Rd to Powder Mill Rd - impacts to environmentally sensitive areas

Outside Widening

MD 193 Bridge (Northbound)

Explorer Rd Bridge (Northbound)

Baltimore-Washington Parkway
WIDENING FEASIBILITY STUDY

Outside Widening

- Powder Mil Rd Interchange - bridge widening; changes to ramp gores
- Powder Mill Rd to MD 197 (Laurel Bowie Rd) - impacts to environmentally sensitive areas
- MD 197 Interchange - bridge widening; changes to ramp gores
- MD 197 to MD 198 - impacts to environmentally sensitive areas including Patuxent River crossing and commercial and institutional properties

Outside Widening

- MD 198 interchange - potential for reconstruction of complex interchange
- MD 198 to MD 32 - impacts to environmentally sensitive areas including Little Patuxent River crossing
- MD 32 interchange - geometric issues with loop-ramp; potential impacts to properties in northeast quadrant; potential for reconstruction of complex interchange
- MD 32 to MD 175 - impacts to environmentally sensitive areas
- MD 175 interchange - changes to ramp gores

Outside Widening

MD 198 Bridge (Northbound)

MD 32 (Northbound)

Baltimore-Washington Parkway
WIDENING FEASIBILITY STUDY

Inside Widening

- US 50 Interchange - no changes proposed
- MD 410 (Riverdale Rd) interchange - bridge widening
- Riverdale Rd to Good Luck Rd - impact to floodplain at stream crossing
- Good Luck Rd to I-495 - impact to floodplain at stream crossing

Inside Widening

- I-495 (Capital Beltway) Interchange - bridge widening
- I-495 to MD 193 - narrow median section*
- MD 193 (Greenbelt Rd) interchange - potential bridge replacement and reconstruction of complex interchange
- Explorer Rd - potential bridge replacement
- Explorer Rd to Powder Mill Rd - impacts to environmentally sensitive areas; narrow median section*

*Locations with a narrow median for the proposed AASHTO/SHA section will require some outside widening or a design exception for the use of a narrow shoulders in future phases of the study.

Inside Widening

- Powder Mil Rd Interchange - bridge widening
- Powder Mill Rd to MD 197 (Laurel Bowie Rd) - impacts to environmentally sensitive areas
- MD 197 Interchange - bridge widening
- MD 197 to MD 198 - impacts to environmentally sensitive areas including Patuxent River crossing; narrow median section*

*Locations with a narrow median for the proposed AASHTO/SHA section will require some outside widening or a design exception for the use of a narrow shoulders in future phases of the study.

Inside Widening

- MD 198 interchange - potential for reconstruction of bridge over B-W Parkway
- MD 198 to MD 32 - impacts to environmentally sensitive areas including Little Patuxent River crossing
- MD 32 interchange - narrow median section*
- MD 32 to MD 175 - impacts to environmentally sensitive areas

*Locations with a narrow median for the proposed AASHTO/SHA section will require some outside widening or a design exception for the use of a narrow shoulders in future phases of the study.

Issues Discussion

Marsha Kaiser
Consultant Team Task Lead,
Public Involvement

Baltimore-Washington Parkway
WIDENING FEASIBILITY STUDY

Next Steps

Greer Gillis
Consultant Team Project Manager

Baltimore-Washington Parkway
WIDENING FEASIBILITY STUDY

Next Steps

- Public Meeting 2 – City of Greenbelt Community Center; November 17th, 2011; 6:30-8:30 PM
- Final Existing Conditions Report
- Complete Alternatives Analysis
  - "Quality of Life" Impact Analysis
  - Cost Estimates
- TAC Meeting 3 - TBD
- Draft Congressional Report

Where to find more information

- Project Newsletter will sent out shortly.
- Website
  - Eastern Federal Lands – http://www.efl.fhwa.dot.gov
- Contact Information

Mr. Lewis G. Grimm, P.E.
Planning Team Leader
Eastern Federal Lands Highway Division
Federal Highway Administration
21400 Ridgetop Circle
Sterling, Virginia 20166
Tel: 703-404-6289 | Fax: 703-404-6217
E-mail: lewis.grimm@dot.gov

Ms. Greer Gillis, P.E.
Consultant Project Manager
Parsons Brinckerhoff
1401 K Street, NW, Suite 300
Washington, DC 20005
Tel: 202-661-5301
Fax: 202.661.5300
Email: gillis@pbworld.com

THANK YOU FOR YOUR PARTICIPATION

Baltimore-Washington Parkway
WIDENING FEASIBILITY STUDY

Maeyama, Eduardo

From: Maeyama, Eduardo
Sent: Wednesday, January 11, 2012 3:35 PM
Cc: Kaiser, Marsha; Gillis, Greer
Subject: Invitation to the Baltimore-Washington Parkway Widening Feasibility Study Technical Advisory Committee Meeting #3
Attachments: SHA_dist3_office_map.pdf

Dear Members of the Baltimore-Washington Parkway Technical Advisory Committee

The Federal Highway Administration Eastern Federal Lands Highway Division (FHWA-EFHLD) and its consultants, in partnership with the National Park Service (NPS) and the Maryland State Highway Administration (MDSHA), are continuing their work on the development of an initial feasibility study for the potential addition of a third lane in each direction along the Baltimore-Washington Parkway between New York Avenue (US Route 50) on the south and the Baltimore Beltway (I-695) on the north.

Since the second TAC Meeting on October 14th, 2011, the study team has conducted the second Public Meeting on November 17, 2011, and has continued to work on finalizing the draft report for the Baltimore Washington (BW) Parkway Widening Feasibility Study.

We respectfully request your participation in the study's third Technical Advisory Committee (TAC) meeting scheduled for Thursday, January 19, 2012 at 2:00 P.M. and concluding by 4:00 P.M. The meeting will be held at the Maryland State Highway Administration District 3 offices in Greenbelt, MD at 9300 Kenilworth Avenue, Greenbelt, MD 20768.

We would appreciate if you cannot personally attend, that you choose one representative from your organization to participate in the third TAC meeting. Your input is very valuable as we continue our work.

The courtesy of a response to this invitation is requested to ensure adequate representation from the TAC. To **RSVP** or to direct questions or comments, please contact, Ms. Greer Gillis, the Consultant Project Manager at (202) 661-5301 or by email at Gillis@pbworld.com ; Ms. Angela Jones, the Consultant Deputy Project Manager at (410) 527-4411 or by email at angela.jones@kci.com; or Mr. Lewis Grimm, Project Manager, FHWA - Eastern Federal Lands at (703) 404-6289 or by email at lewis.grimm@dot.gov.

Thank you in advance for your continuing interest and participation in this examination of an important transportation linkage between the Baltimore and Washington metropolitan areas.

Baltimore Washington Parkway Technical Advisory Committee Meeting #3
Date: January 19th, 2012
Time: 2:00 to 4:00 PM
Location: Auditorium of the MDSHA District 3 offices
9300 Kenilworth Avenue
Greenbelt, MD 20768
Please see attached map and directions

Eduardo S. Maeyama
Parsons Brinckerhoff
1401 K Street NW, Suite 701
Washington, DC, 20005
202-661-5329 (office)

maeyama@pbworld.com
www.pbworld.com

BW Parkway Widening Feasibiilty Study
Stakeholder Interviews

Category	Name	Title	Street Address	City	State	Zip	Phone	Email
US House of Representatives/Bill Author	Dutch Ruppersberger	Representative	2453 Rayburn House Office Building	Washington	DC	20515	(202) 225-3061	
Mayor of Greenbelt	Judith F. Davis	Mayor	25 Crescent Road	Greenbelt	MD	20770	(301) 474-8000	jdavis@greenbeltmd.gov
Greater Baltimore Committee	Donald C. Fry	President/CEO	111 South Calvert Street, Suite 1700	Baltimore	MD	21202	(410) 727-2820	info@gbc.org
Baltimore Metropolitan Council	Larry Klimovitz	Executive Director	1500 Whetstone Way, Suite 300	Baltimore	MD	21230	(410) 732-9563	lklimovitz@baltometro.org
Washington Council of Governments	Ron Kriby	Transportation Director	777 North Capital Street NE Suite 300	Washington	DC	20002	(202)962-3200	rkirby@mwcog.org
BWI Business Partnership	Linda Green	Executive Director	1302 Concourse Drive Suite 105	Linthicum Heights	MD	21090	(410) 859-1000	connect@bwipartner.org
Anne Arundel Economic Development Corporation	Robert Hannon	President/CEO	2660 Riva Road, Suite 300	Annapolis	MD	21401	(410) 222-7410	rhannon@aaedc.org
Howard County Economic Development Authority	Laura A. Neuman	Chief Executive Officer	6751 Columbia Gateway Drive, Suite 500	Columbia	MD	21046	(410) 313-6500	lneuman@hceda.org
Prince George's County Economic Development Corporatio	Gwen S. McCall	Interim President/CEO	1100 Mercantile Lane	Largo	MD	20774	(301) 583-4650	GSMcCall@co.pg.md.us
Maryland BRAC Subcabinet	Asuntha Chiang-Smith	Executive Director	45 Calvert Street	Annapolis	MD	21401	410-260-6116	achiangsmith@gove.state.md.us
Mayor of Cheverly	Michael Callahan	Mayor	6401 Forest Road	Cheverly	MD	20785	301 733-0248	

ATTENTION AREA RESIDENTS, COMMUTERS, EMPLOYERS, AND BUSINESS PEOPLE!!

The Federal Highway Administration (FHWA) Invites you to Join Us at the First Public Meeting for the...

Baltimore-Washington Parkway Widening Feasibility Study

JULY 13, 2011
6:30 P.M to 8:30 P.M
Meade Middle School
1103 26th Street
Ft. Meade, MD 20755

For more information:
Lewis Grimm | lewis.grimm@dot.gov
703.404.6289

This study will examine the feasibility of adding a third northbound and a third southbound lane to the Baltimore-Washington Parkway (MD Route 295) between its intersection with I-695 in the Anne Arundel County, MD and New York Avenue in the District of Columbia. During this meeting the project team will introduce the study and gather the public's input on study goals and objectives.

Baltimore-Washington Parkway
WIDENING FEASIBILITY STUDY

U.S. Department of Transportation
Federal Highway Administration

NATIONAL PARK SERVICE

Maryland Department of Transportation

SHA State Highway Administration
Maryland Department of Transportation

We look forward to seeing you there!

FHWA is committed to ensuring that no person is excluded from participation in, or denied the benefits of, its projects, programs, and services on the basis of race, color, national origin, or gender, as provided by Title VI of the Civil Rights Act of 1964 or on the basis of disability as provided by the Americans with Disabilities Act. If you need special accommodations or language assistance services (translation or interpretation) please contact Eduardo Maeyama at (202) 661-5329 or by email at Maeyama@pbworld.com at least five (5) days in advance of the meeting. These services will be provided free of charge.

Category	Contact Name	Title	Organization	Street Address	City	State	Zip	Phone	Email
Chamber of Commerce	Bob Burdon	President/CEO	Annapolis and Anne Arundel County Chamber of Commerce	49 Old Solomons Road, Suite 204	Annapolis	MD	21401	(410) 266-3960	rburdon@aaaccc.org
Chamber of Commerce	Keith Scott	President/CEO	Baltimore County Chamber of Commerce	102 West Pennsylvania Avenue, Suite 101	Towson	MD	21204	(410) 825-6200	kscott@baltcountychamber.com
Chamber of Commerce	Cathy Barrett	Chief Operating Officer	Baltimore Washington Corridor Chamber of Commerce	312 Marshall Avenue, Suite 104	Laurel	MD	20707	(301) 725-4000 x113	cathy.barrett@bwcc.org
Chamber of Commerce	Pamela J. Klahr	President	Howard County Chamber	5560 Sterrett Place, Suite 105	Columbia	MD	21044	(410) 730-4111 x107	president@howardchamber.com
Chamber of Commerce	Kathleen T. Snyder	President/CEO	Maryland Chamber of Commerce	60 West Street, Suite 100	Annapolis	MD	21404	(410) 269-0642	ksnyder@mdchamber.org
Chamber of Commerce	Rhonda L. Slade	President/CEO	Prince George's County Chamber of Commerce	4640 Forbes Boulevard, Suite 130	Lanham	MD	20706	(301) 731-5000 x710	rslade@pgcoc.org
Chamber of Commerce	Claire Louder	President/CEO	West Anne Arundel County Chamber of Commerce	8385 Piney Orchard Parkway	Odenton	MD	21113	(410) 672-3422	clouder@westcountychamber.org
Civic Associations	Dru Schmidt-Perkins	Executive Director	1000 Friends of Maryland	1209 North Calvert Street	Baltimore	MD	21202	(410) 385-2910	friends@friendsofmd.org
Civic Associations	Robert C. Embry, Jr.	President	Abell Foundation	111 S. Calvert Street, Suite 2300	Baltimore	MD	21202	(410) 547-1300	abell@abell.org
Civic Associations	Jamie Alberti	Program Coordinator	Alliance for the Chesapeake Bay	501 Sixth Street	Annapolis	MD	21403	(443) 949-0575	jalberti@allianceforthebay.org
Civic Associations	Jim Foster	President	Anacostia Watershed Society	The George Washington House, 4302 Baltimore Ave.	Bladensburg	MD	20710	(301) 699-6204	jfoster@anacostiaws.org
Civic Associations	Patti Sue Nolan	Administrator	Arbutus Business and Professional Association	P.O. Box 7357	Arbutus	MD	21227	(410) 242-9177	
Civic Associations	Larry Klimovitz	Executive Director	Baltimore Metropolitan Council	1500 Whetstone Way, Suite 300	Baltimore	MD	21230	(410) 732-9563	lklimovitz@baltometro.org
Civic Associations	Kevin Young	President	Berwyn District Civic Associatior	P.O. Box 535	College Park	MD	20740	(301) 474-3577	kc5018@yahoo.com
Civic Associations	Ari Goldberg Strassler	President	Boxwood Civic Associatior	114 Lastner Lane	Greenbelt	MD	20770	301-345-8755	
Civic Associations	Mary Cooksey	President	Brentwood Civic Association	3404 Webster Street	Brentwood	MD	20722	301-277-0203	
Civic Associations	William C. Baker	President	Chesapeake Bay Foundation	6 Herndon Avenue	Annapolis	MD	21403	(410) 268-8816	
Civic Associations			Church Road Civic Association	5104 Church Road	Bowie	MD	20720		
Civic Associations	Robert Day	President	College Park Estates Civic Association					(301) 982-7894	robwday@gmail.com
Civic Associations	Scott Bogren	Communications Director	Community Transportation Association of America	1341 G Street, NW	Washington	DC	20005	(202) 247-1921	bogren@ctaa.org
Civic Associations			Cool Springs Terrace Civic Association	8303 Rambler Drive	Adelphi	MD	20783		
Civic Associations	Tom Sadowski	President/CEO	Economic Alliance of Greater Baltimore	1 East Pratt Street, Suite 200	Baltimore	MD	21202	(410) 468-0100	
Civic Associations			Good Luck Civic Association	6310 Navel Avenue	Lanham	MD	20706		
Civic Associations	Donald C. Fry	President/CEO	Greater Baltimore Committee	111 South Calvert Street, Suite 1700	Baltimore	MD	21202	(410) 727-2820	info@gbc.org
Civic Associations			Greater Ferndale Community Civic Association	7205 B & A Blvd	Ferndale	MD	21061		
Civic Associations	Dale Grant	Chairman	Heather Hills Civic Association	12800 Helm Place	Bowie	MD	20716	301-464-0937	
Civic Associations	Jim Trent	President	Holmehurst Civic Association	4523 Woodgate Way	Bowie	MD	20720	301-352-0925	
Civic Associations	Monroe Dennis	President	Lakeland Civic Association	5112 Navahoe Street	College Park	MD	20740	(301) 474-6270	msdennis001@earthlink.net
Civic Associations	Ray Longwood		Maryland City Civic Associatior	P.O. Box 191	Laurel	MD	20725		
Civic Associations	Elizabeth Buxton	Director	Maryland Environmental Trust	100 Community Place	Crownsville	MD	21032	(410) 514-7903	ebuxton@dnr.state.md.us
Civic Associations			Maryland Highway Contractors Association	2408 Peppermill Drive #F	Glen Burnie	MD	21061	(410) 760-9505	
Civic Associations	Cindy Schwartz	Executive Director	Maryland League of Conservation Voters	9 State Circle	Annapolis	MD	21401	(410) 280-9855	info@mdlcv.org
Civic Associations	Scott A. Hancock	Executive Director	Maryland Municipal League	1212 West Street	Annapolis	MD	21401	(410) 268-5514	scotth@mdmunicipal.org
Civic Associations	Kathy Bryant	President	Old Town Civic Association						kbryant20740@yahoo.com
Civic Associations	Tyler Gearhart	Executive Director	Preservation Maryland	24 W. Saratoga Street	Baltimore	MD	21201	(410) 685-2886	PM@PreservationMaryland.org
Civic Associations	Fred Dorsey	President	Preservation of Howard County	P.O. Box 6512	Ellicot City	MD	21042	(410) 531-2460	fdorsey1130@verizon.net
Civic Associations			Presley Manor Civic Association	P.O. Box 507	Lanham	MD	20706		
Civic Associations			Prince George's County Civic Federation	10222 Chautauqua Avenue	Lanham	MD	20706		
Civic Associations	David W. Hoskins	Executive Director	Save Our Streams	IWLA National Office, 707 Conservation Lane	Gaithersburg	MD	20878	(301) 548-0150	executivedirector@iwla.org
Civic Associations			Seabrook Civic Association	9440 Worrell Avenue	Seabrook	MD	20706		
Civic Associations	Steve Caflisch	Transportation Chair	Sierra Club, Maryland Chapter	7338 Baltimore Avenue #111	College Park	MD	20740	(301) 654-3288	Steve.caflisch@Maryland.Sierraclub.org
Civic Associations			Terraces Civic Association	7100 Bridle Path Lane	Hyattsville	MD	20782		
Civic Associations	Jodi R. O'Day	Vice President and Regional Counsel	The Conservation Fund	401 Severn Avenue, Suite 204	Annapolis	MD	21403	(443) 482-2826	
Civic Associations	Nat Williams	State Director	The Nature Conservancy	5410 Grosvenor Lane, Suite 100	Bethesda	MD	20814	(301) 897-8570	pmarson@tnc.org
Civic Associations			Vanville Heights Civic Association	P.O. Box 793	Beltsville	MD	20704		
Civic Associations	Melissa Dastin		West Laurel Civic Association						pres@wlcaweb.org
Civic Associations	Robert Crecco		Westchester Civic Association	5942 Westchester Park Drive	College Park	MD	20740	301-345-9024	
Community and Home Owner	Dorothy Pierce	Manager	Allen Pond Townhouses HOA, c/o Comanco, Inc.	P.O. Box 3637	Crofton	MD	21114	301-261-6400 x141	144@comancoinc.com
Community and Home Owner	Robert Al Richardson	President	Amber Meadows II HOA	16407 Andrea Court	Bowie	MD	20716	301-390-7184	robertalrichardson@yahoo.com
Community and Home Owner	Bethany Lutskus	Manager	Archstone at Governors Green HOA	16501 Governor's Bridge Road	Bowie	MD	20716	301-352-7300	
Community and Home Owner	Tershia Knight	Manager	Ashleigh HOA, c/o D.H. Bader Management Services	14435 Cherry Lane Court	Laurel	MD	20707	301-953-1955 x22	tknight@dhbader.com
Community and Home Owner	Associations		Avondale Citizens' Association, Inc.	P.O. Box 5891	Hyattsville	MD	20782		avondale_md@yahoo.com
Community and Home Owner	Associations		Beacon Heights Citizens Association	P.O. Box 944	Riverdale	MD	20738		
Community and Home Owner	Steve Carpenter	President	Belair Greens HOA	14103 Westholme Court	Bowie	MD	20707	301-352-3210	fivecarpenters@aol.com
Community and Home Owner	Wanda McCullough	Manager	Belair Town HOA, c/o Potomac Valley Management Company	P.O. Box 4337	Largo	MD	20775	301-390-4090	wandam@pvmgt.com
Community and Home Owner	Marie Schablein	President	Belair Town II HOA	6906 Race Track Road	Bowie	MD	20715	301-464-3194	
Community and Home Owner	G. Ron Peake	President	Bowie Rsponsible Growth Coalition	15742 Ensleigh Lane	Bowie	MD	20716	301-352-0709	
Community and Home Owner	Gerald Seidel	President	Bowie Station HOA	13104 Bowie Station Court	Bowie	MD	20715	301-805-7030	seidelbowie@aol.com
Community and Home Owner	Morgan Gale	President	Calvert Hills Citizens Association	7017 Wake Forest Drive	College Park	MD	20740	(240) 481-7010	morgangale@comcast.net
Community and Home Owner	Tad Johnston	President	Canbury Woods HOA	P.O. Box 218	Hanover	MD	21076		board@canburywoods.org
Community and Home Owner	Associations		Cedar Ridge HOA	8602 Wandering Fox Trail	Odenton	MD	21113	(410) 695-1743	
Community and Home Owner	Russ Ideo	President	Citizens Association of South Bowie	P.O. Box 1604	Bowie	MD	20717	301-249-5017	rideo@verizon.net
Community and Home Owner	Iredia Hutchison	President	Collington Manor HOA	14504 Jones Bridge Road	Bowie	MD	20721	301-218-1778	ibhutch@msn.com
Community and Home Owner	Angelique Reese	President	Collington Ridge HOA	1134 Pewter Lane	Bowie	MD	20716		
Community and Home Owner	Sid Wise	President	Collington Station HOA	618 Jennings Mill Drive	Bowie	MD	20721	202-441-9027	
Community and Home Owner	Associations		Concerned Citizens of Seabrook Park Estates Civic Association	9227 Alcona Street	Lanham	MD	20706		
Community and Home Owner	Rick Bosley	President	Courts of Four Seasons HOA	P.O. Box 565	Gambrills	MD	21054		board@cofshoa.org
Community and Home Owner	Hayat Nasser	Manager	Covington Condos HOA, c/o Simmons Management Group	8911 60th Avenue, 2nd Floor	College Park	MD	20740	301-513-9300 x20	proptwo@simmonsmgmtgrp.com
Community and Home Owner	June Johnson-Jackson	Manager	Covington Knolls HOA, c/o American Community Management	9160 Red Branch Road, Suite E-6	Columbia	MD	21045	301-596-0307 x116	
Community and Home Owner	Joann Nasser	Manager	Covington Manors & Towns HOA, c/o Quiza Management LLC	6915 Laurel-Bowie Road, Suite 101	Bowie	MD	20715	301-805-1050 x329	
Community and Home Owner	Ginger Fitzpatrick	Manager	Covington Recreational Association, c/o Zalco Realty	8701 Georgia Avenue, Suite 300	Silver Spring	MD	20910	301-495-6600 x41	
Community and Home Owner	Associations		Crawfords Ridge Home Owners Association	P.O. Box 468	Odenton	MD	21113		
Community and Home Owner	Ruth Agnell	Manager	Derbyshire HOA, c/o Comanco, Inc.	P.O. Box 3637	Crofton	MD	21114	301-261-6400 x128	128@comancoinc.com
Community and Home Owner	Byron Smith	President	Devonshire (East Hampton) HOA	14816 Dunleigh Drive	Bowie	MD	20721	301-390-8712	president@devonshirehoa.com
Community and Home Owner	Matthew Funk	President	Enfield Chase Townhouse Association	15602 Emery Court	Bowie	MD	20716	301-218-4589	mpfunk@verizon.net
Community and Home Owner	G. Ron Peake	President	Ensleigh HOA	15742 Ensleigh Lane	Bowie	MD	20716	301-352-0709	srpeake@comcast.net
Community and Home Owner	Calvin Street	President	Enterprise Estates Civic Associatior	3606 Burleigh Drive	Mitchellville	MD	20721	301-464-3895	
Community and Home Owner	Jim Fausch	Manager	Essington HOA, c/o Comanco, Inc.	P.O. Box 3637	Crofton	MD	21114	301-261-6400	116@comancoinc.com

Category	Contact Name	Title	Organization	Street Address	City	State	Zip	Phone	Email
Community and Home Owner	Deborah Blue	President	Evergreen Estates HOA	3817 Envision Terrace	Bowie	MD	20716	301-218-0777	deborahblue@fcc.gov
Community and Home Owner	Cathy Knight	Manager	Evergreen Senior Community	3800 Enfield Chase Court	Bowie	MD	20716	301-218-5150	evergreen@hrehllc.com
Community and Home Owner	Richard Carlson	President	Fairview HOA	6200 Gabriel Street	Bowie	MD	20720	301-262-0889	
Community and Home Owner	Stanley Greenberg	Manager	Fairwood HOA, c/o Tidewater Property Management	3706 Crondall Lane #105	Owing Mills	MD	21117	877-836-9816	stanley@tidewaterproperty.com
Community and Home Owner	Harry Wolfe	President	Ferndale Community Club	15 Fifth Avenue North	Glen Burnie	MD	21061	(410) 766-9727	
Community and Home Owner	Associations		Forks of the Patuxent Improvement Association	P.O. Box 477	Odenton	MD	21113		
Community and Home Owner	Andrew Pruski	President	Four Seasons Community Association	P.O. Box 92	Gambrills	MD	21054		
Community and Home Owner	Karen Defazio	President	Glen Allen HOA	16117 Amethyst Lane	Bowie	MD	20716	301-249-7463	defazio@glenallen.org
Community and Home Owner	Lillian Becker	President	Glenn Dale Citizens Association	P.O. Box 235	Glenn Dale	MD	20769	301-352-7897	bhent@comcast.net
Community and Home Owner	Associations		Glenridge Citizens Association	P.O. Box 2781	Hyattsville	MD	20785		
Community and Home Owner	Associations		Good Luck Community Center	8601 Good Luck Road	Lanham	MD	20706		
Community and Home Owner	Linda Maximowicz	Manager	Graystone HOA, c/o Maximum Property Management	12800 9th Street	Bowie	MD	20720	301-262-2733	maximumpm@cs.com
Community and Home Owner	Kelly Pierce	Executive Director	Greater Bowie Chamber of Commerce	6911 Laurel-Bowie Road	Bowie	MD	20715	301-262-0920	kelly@bowiechamber.org
Community and Home Owner	Carol Bateman	Community Contact	Greater Elkridge Community Association	P.O. Box 8001	Elkridge	MD	21075	(410) 796-1030	
Community and Home Owner	Associations		Greater Odenton Improvement Association	P.O. Box 141	Odenton	MD	21113		
Community and Home Owner	Edward M. Scott	President	Grovehurst Homes, Inc. HOA	14309 Delcastle Drive	Bowie	MD	20721	301-873-1679	
Community and Home Owner	Roger Goll	President	Highbridge Civic Association	13314 Vanessa Avenue	Bowie	MD	20720	301-262-8589	
Community and Home Owner	Jeff Gatling	Manager	Highbridge Park HOA, c/o The Management Group Association	20440 Century Blvd, Suite 100	Germantown	MD	20874	301-948-6666 x11	jgatling@tmgainc.com
Community and Home Owner	Peggy First	President	Historic Old Bowie Merchants Association	13015 9th Street	Bowie	MD	20720	301-262-3743	
Community and Home Owner	Carl Whales	President	Huntington Crest HOA	8301 Triple Crown Road	Bowie	MD	20715	301-262-0886	cwales@alaska.com
Community and Home Owner	Bob Rapczynski	President	Huntington Heritage Society	8706 Maple Avenue	Bowie	MD	20720	301-464-0588	bobiksn@aol.com
Community and Home Owner	Natasha Barbour	President	Lake Village Manor HOA	2332 Mitchellville Road	Bowie	MD	20716	301-249-3821	
Community and Home Owner	Jhanna Levin		Laurel Main Street	409 Oak St, Ste 204	Laurel	MD	20725	301-725-7539	info@laurelexpress.org
Community and Home Owner	LaVerne Williams	President	Lewisdale Citizens Association	P.O. Box 5007	Hyattsville	MD	20782	301-422-4161	
Community and Home Owner	Barbara Murphy	Secretary/Treasurer	Long Ridge Citizens Association	12121 Long Ridge Lane	Bowie	MD	20715	301-262-0815	brbrannmrphy@aol.com
Community and Home Owner	Lisa Kelly	Manager	Longleaf HOA, c/o Legum & Norman	1300 Spring Street, Suite 201	Silver Spring	MD	20910	240-573-5773	lkelly@legumnorman.com
Community and Home Owner	Rudy Duke	President	Marleigh HOA	4301 Tavern Green Lane	Bowie	MD	20720	301-352-3513	
Community and Home Owner	Letea Williams	Manager	Meridian at Bowie HOA, c/o Riverstone Residential Group	3631 Elder Oaks Blvd.	Bowie	MD	20716	301-352-7002	
Community and Home Owner	William Snyder	President	Mill Branch Road HOA	2404 Mill Branch Road	Mitchellville	MD	20716	202-404-1376	william.snyder@nrl.navy.mil
Community and Home Owner	Gina Morris	Manager	Mount Oak Manor HOA, c/o D.H. Bader Management Services	14435 Cherry Lane Court, Suite 210	Laurel	MD	20707	301-953-1955 x15	gmorris@dhbader.com
Community and Home Owner	Associations		North Brentwood Citizens Association	P.O. Box 355	Brentwood	MD	20722		
Community and Home Owner	Mark Shroder	President	North College Park Citizens Association	4912 Nantucket Street	College Park	MD	20740	(301) 220-1450	ncpcivic@gmail.com
Community and Home Owner	Darren Borman	President	North Linthicum Improvement Association	P.O. Box 258	Linthicum Heights	MD	21090	(410) 636-5543	
Community and Home Owner	Anja Taylor	Manager	Northridge Recreation Association, c/o D.H. Bader Management Services	14435 Cherry Lane Court, Suite 210	Laurel	MD	20707	301-953-1955 x24	ataylor@dhbader.com
Community and Home Owner	Anja Taylor	Manager	Northridge/Darnell's Choice HOA, c/o D.H. Bader Management Services	14435 Cherry Lane Court, Suite 210	Laurel	MD	20707	301-953-1955 x24	ataylor@dhbader.com
Community and Home Owner	Anja Taylor	Manager	Northridge/Evans Overlook, c/o D.H. Bader Management Services	14435 Cherry Lane Court, Suite 210	Laurel	MD	20707	301-953-1955 x24	ataylor@dhbader.com
Community and Home Owner	Anja Taylor	Manager	Northridge/Evans Ridge HOA, c/o D.H. Bader Management Services	14435 Cherry Lane Court, Suite 210	Laurel	MD	20707	301-953-1955 x24	ataylor@dhbader.com
Community and Home Owner	Anja Taylor	Manager	Northridge/Hillmeade HOA, c/o D.H. Bader Management Services	14435 Cherry Lane Court, Suite 210	Laurel	MD	20707	301-953-1955 x24	ataylor@dhbader.com
Community and Home Owner	Anja Taylor	Manager	Northridge/Newsteps' Choice North HOA, c/o D.H. Bader Management Services	14435 Cherry Lane Court, Suite 210	Laurel	MD	20707	301-953-1955 x24	ataylor@dhbader.com
Community and Home Owner	Anja Taylor	Manager	Northridge/Newsteps' Choice South HOA, c/o D.H. Bader Management Services	14435 Cherry Lane Court, Suite 210	Laurel	MD	20707	301-953-1955 x24	ataylor@dhbader.com
Community and Home Owner	Anja Taylor	Manager	Northridge/Newsteps' Choice West HOA, c/o D.H. Bader Management Services	14435 Cherry Lane Court, Suite 210	Laurel	MD	20707	301-953-1955 x24	ataylor@dhbader.com
Community and Home Owner	Lynda Otte	President	Oakpond HOA	3060 New Oak Lane	Bowie	MD	20716	301-249-4831	
Community and Home Owner	Terri Troutman	President	Oakpond HOA (Not PG)	15418 N Platte Court	Bowie	MD	20716	301-306-3666	ttroutm1@csc.com
Community and Home Owner	David Perrotto	President	Old Stage HOA	4811 Briercrest Court	Bowie	MD	20720	301-262-6558	dfperrotto@comcast.net
Community and Home Owner	Gina Morris	Manager	Old Stage Knolls South HOA, c/o D.H. Bader Management Services	14435 Cherry Lane Court, Suite 210	Laurel	MD	20707	301-953-1955 x15	gmorris@dhbader.com
Community and Home Owner	June Johnson-Jackson	Manager	Palisades HOA, c/o American Community Management	9160 Red Branch Road, Suite E-6	Columbia	MD	21045	301-596-0307 x116	ljohnson_jackson@communitymanagers.com
Community and Home Owner	Keith Schrack	President	Parke West HOA	P.O. Box 678	Severn	MD	21144	(410) 761-4315	
Community and Home Owner	John Piper	President	Patuxent Riding HOA	5002 Patuxent Riding Lane	Bowie	MD	20720	301-464-5402	
Community and Home Owner	Frederick Tutman	President	Patuxent River Civic Association	18600 Queen Anne Rd.	Upper Marlboro	MD	20774	301-249-9761	fred@paxriverkeeper.org
Community and Home Owner	Jamie Reed	Manager	Peach Preserve Homeowners Association, c/o Quiza Management LLC	6915 Laurel-Bowie Road, Suite 101	Bowie	MD	20715	301-805-1051	jamie@quizamanagement.com
Community and Home Owner	Associations	Manager	Pin Oak Village Senior Community	16010 Excalibur Rd	Bowie	MD	20716	301-464-6830	
Community and Home Owner	Dave Ciccarelli	Manager	Pin Oak Village Townhouse Association, c/o Loudoun Management Associates, Inc.	P.O. Box 2070	Purcellville	VA	20134	540-751-1888 x10	
Community and Home Owner	Jeff Andrade	President	Piney Orchard Community Association	2400 Stream Valley Drive	Odenton	MD	21113	(410) 672-4273	
Community and Home Owner	Vincent Oliva	Manager	Princeton Square Townhouse Association, c/o Princeton Square HOA Inc.	3352 Old Washington Road	Waldorf	MD	20602	301-843-8111	
Community and Home Owner	Sue Smith	President	Quail Run Community Association	P.O. Box 431	Severn	MD	21144	(410) 551-0520	President@QuailRunHOA.org
Community and Home Owner	Jacqueline Grasette	President	Queen Anne West NW HOA	17001 Queen Anne Road	Upper Marlboro	MD	20774	301-218-0989	
Community and Home Owner	Dawn Wampler	President	Red Willow HOA	P.O. Box 1047	Bowie	MD	20715	301-809-9414	dawn.wampler@verizon.net
Community and Home Owner	Kimberly Simmons	President	Ridge Forest HOA	P.O. Box 724	Hanover	MD	21076		president@ridgeforest.org
Community and Home Owner	Darlene Marsh	President	Ridgeview Estates HOA	1236 Patriot Lane	Bowie	MD	20716	301-390-1159	
Community and Home Owner	June Johnson-Jackson	Manager	Rolling Hills HOA, c/o American Community Management	9160 Red Branch Road, Suite E-6	Columbia	MD	21045	301-596-0307 x116	ljohnson_jackson@communitymanagers.com
Community and Home Owner	Tim Reyburn	President	Russett Community Association	3500 Russett Common	Laurel	MD	20724	(301) 498-3897	
Community and Home Owner	James Gainor	President	Saddlebrook East HOA	7917 Orchard Park Way	Bowie	MD	20715		
Community and Home Owner	Mark Ibrahim	President	Saddlebrook West HOA	8014 River Field Court	Bowie	MD	20715	301-809-2699	
Community and Home Owner	Holly Groves	Manager	Seven Oaks Community Association	2210 Charter Oaks Blvd.	Odenton	MD	21113	(410) 672-2160	
Community and Home Owner	Cathy Overmyer	President	Severn Crest HOA	7808 Truitt Lane	Severn	MD	21144		cperseghin@hotmail.com
Community and Home Owner	Associations		Shelter Cove Community	537 Tranquil Court	Odenton	MD	21113		
Community and Home Owner	Sari McLeod	Manager	Somerset Park, c/o Complete Management Services	P.O. Box 882	Pasadena	MD	21122	410-255-4255	
Community and Home Owner	Cynthia Williams	President	Spring Meadows HOA	13918 Lake Meadows Drive	Bowie	MD	20720	301-464-0797	cwilliams2@doc.gov
Community and Home Owner	Craig B. Clinkscale	President	Stewart's Landing HOA	13605 Ulysses Court	Bowie	MD	20720	301-352-6381	craig@de-intl.com
Community and Home Owner	Craig Poma	President	Summerfield HOA	3767 Eight Penny Lane	Bowie	MD	20716	301-352-0003	
Community and Home Owner	Tershia Knight	Manager	Tall Oaks Crossing HOA, c/o D.H. Bader Management Services	14435 Cherry Lane Court	Laurel	MD	20707	301-953-1955 x22	tknight@dhbader.com
Community and Home Owner	John Butler	President	Ternberry HOA	16122 Parklawn Place	Bowie	MD	20716	301-249-3060	
Community and Home Owner	Dr. Jay Kilchenstein	President	The Crestwood Improvement Association	P.O. Box 114	Linthicum	MD	21090		
Community and Home Owner	Chris Salmi	President	The Provinces Community Association	Community Association Management, P.O. Box 579	Stevenson	MD	21153		

Category	Contact Name	Title	Organization	Street Address	City	State	Zip	Phone	Email
Community and Home Owner Associations			Village of Dorchester HOA	7551 Dorchester Road	Hanover	MD	21076	(410) 799-4430	
Community and Home Owner	J. Brockwell	President	Vistas at Bowie Condominium Association	15661 Easthaven Court	Bowie	MD	20716		
Community and Home Owner	Suchitra Balachandran	President	West College Park Citizens Association					(301) 935-0171	cp_woods@yahoo.com
Community and Home Owner	Barry Douglas	President	Westview HOA	5513 Lake Ridge Terrace	Bowie	MD	20720	301-464-9864	douglas12003@yahoo.com
Community and Home Owner	Marge Taylor	President	Woodland Bowie Condominium Association	15610 Everglad Lane, Unit 102	Bowie	MD	20716	301-860-0958	margetyl@aol.com
Community and Home Owner	Hayat Nasser	Manager	Woodland Lake Condominium, c/o Quiza Management LLC	6915 Laurel-Bowie Road, Suite 101	Bowie	MD	20715	301-805-1050 x312	hayat@quizamanagement.com
Community and Home Owner	Shirland Braxton	President	Woodmore Estates HOA	14700 Dolphin Way	Bowie	MD	20721	301-430-7299	
Community and Home Owner Associations			Woodmore Highlands Citizens Association	3312 Dunwood Crossings Drive	Bowie	MD	20721		
Community and Home Owner	Rafael A. Ocasio	President	Woodmore Highlands HOA	3304 Dunwood Ridge Terrace	Bowie	MD	20721	301-249-2953	trepucho@aol.com
Community and Home Owner	Rick Jordan	Manager	Woodmore North HOA, c/o Tidewater Property Management	3706 Crondall Lane #105	Owing Mills	MD	21117	877-836-9816	rjordan@tidewaterproperty.com
Community and Home Owner	Mark Cook	President	Yarrow Citizens Association	7326 Baylor Avenue	College Park	MD	20740	(240) 554-2231	yarrow20740@yahoo.com
County Agencies	George Cardwell	Transportation Planning	Anne Arundel County Office of Planning and Zoning	44 Calvert Street	Annapolis	MD	21401	(410) 222-7440 x7255	pzcard44@aacounty.org
County Agencies	Larry R. Tom	Planning and Zoning Officer	Anne Arundel County Office of Planning and Zoning	2664 Riva Road	Annapolis	MD	21401	(410) 222-7450	
County Agencies	Harvey Gold		Anne Arundel County Office of Planning and Zoning	2664 Riva Road	Annapolis	MD	21401		pzgold46@aacounty.org
County Agencies	Robert Hannon	President/CEO	Anne Arundel Economic Development Corporation	2660 Riva Road, Suite 300	Annapolis	MD	21401	(410) 222-7410	rhannon@aaedc.org
County Agencies			Baltimore County Department of Economic Development	400 Washington Avenue, Mezzanine, Mailstop 2M07	Towson	MD	21204	(410) 887-8000	
County Agencies	Dennis Wertz		Baltimore County Office of Planning	Courts Building, Mailstop 3402, 401 Bosley Avenue	Towson	MD	21204	410 887-3211	dwertz@baltimorecountymd.gov
County Agencies	Andrea Van Arsdale		Baltimore County Office of Planning	Courts Building, Mailstop 3402, 401 Bosley Avenue	Towson	MD	21204	410 887-3211	planning@baltimorecountymd.gov
County Agencies	Jeff Mayhew	Acting Director	Baltimore County Office of Planning	105 W. Chesapeake Avenue, Suite 101	Towson	MD	21204	(410) 887-3211	planning@baltimorecountymd.gov
County Agencies	Brian Muldoon	Planning Specialist	Howard County Department of Planning and Zoning	3430 Courthouse Drive	Ellicott City	MD	21043	(410) 313-4363	bmuldoon@howardcountymd.gov
County Agencies	Marsha McLaughlin	Director	Howard County Department of Planning and Zoning	3430 Courthouse Drive	Ellicott City	MD	21043	(410) 313-2350	planning@howardcountymd.gov
County Agencies	Laura A. Neuman	Chief Executive Officer	Howard County Economic Development Authority	6751 Columbia Gateway Drive, Suite 500	Columbia	MD	21046	(410) 313-6500	lneuman@hceda.org
County Agencies	Elizabeth McKinney	District Engineer	Prince George's County Department of Public Works and Transportation	9400 Peppercorn Place, Suite 300	Largo	MD	20774	(301) 883-5710	emckinney@co.pg.md.us
County Agencies	Dawit Abraham, P.E.	Associate Director	Prince George's County Department of Public Works and Transportation	9400 Peppercorn Place, Suite 420	Largo	MD	20774	(301) 883-5710	daabraham@co.pg.md.us
County Agencies	Gwen S. McCall	Interim President/CEO	Prince George's County Economic Development Corporation	1100 Mercantile Lane	Largo	MD	20774	(301) 583-4650	GSMcCall@co.pg.md.us
County Agencies	Fern Piret	Planning Director	Prince George's County Planning Department	14741 Governor Oden Bowie Drive	Upper Marlboro	MD	20772	(301) 952-3594	info@ppd.mncppc.org
County Agencies	Victor Weissberg			9400 Peppercorn Pl	Largo	MD	20774		vweissberg@co.pg.md.us
Elected Official	Brenda Reiber	Director of Community Services	Anne Arundel County	44 Calvert Street, 1st Floor	Annapolis	MD	21401	(410) 222-1795	EXREIB00@aacounty.org
Elected Official	Chris Trumbauer	Council Member, District 6	Anne Arundel County	44 Calvert Street, 1st Floor	Annapolis	MD	21401	(410) 222-1401	ctrumbauer@aacounty.org
Elected Official	Daryl Jones	Council Member, District 1	Anne Arundel County	44 Calvert Street, 1st Floor	Annapolis	MD	21401	(410) 222-1401	daryl.jones@aacounty.org
Elected Official	David Abrams	Director of Communications, Public Inforr	Anne Arundel County	44 Calvert Street, 1st Floor	Annapolis	MD	21401	(410) 222-1288	dabrams@aacounty.org
Elected Official	Derek Fink	Vice Chair, District 3	Anne Arundel County	44 Calvert Street, 1st Floor	Annapolis	MD	21401	(410) 222-1401	dfink@aacounty.org
Elected Official	Dick Ladd	Chair, District 5	Anne Arundel County	44 Calvert Street, 1st Floor	Annapolis	MD	21401	(410) 222-1401	dladd@aacounty.org
Elected Official	G. James Benoit	Council Member, District 4	Anne Arundel County	44 Calvert Street, 1st Floor	Annapolis	MD	21401	(410) 222-1401	jamie.benoit@aacounty.org
Elected Official	Jerry Walker	Council Member, District 7	Anne Arundel County	44 Calvert Street, 1st Floor	Annapolis	MD	21401	(410) 222-1401	jerry.walker@aacounty.org
Elected Official	JoAnne Gray	Assistant Administrative Officer	Anne Arundel County	44 Calvert Street, 1st Floor	Annapolis	MD	21401	(410) 222-1401	jgray@aacounty.org
Elected Official	John J. Grasso	Council Member, District 2	Anne Arundel County	44 Calvert Street, 1st Floor	Annapolis	MD	21401	(410) 222-1401	John.grasso@aacounty.org
Elected Official	John R. Leopold	County Executive	Anne Arundel County	44 Calvert Street	Annapolis	MD	21401	(410) 222-1821	jleopold@aacounty.org
Elected Official	Judy C. Holmes	Administrative Officer	Anne Arundel County	44 Calvert Street, 1st Floor	Annapolis	MD	21401	(410) 222-1401	jholmes@aacounty.org
Elected Official	Deborah Patchak	Administrator	Baltimore County	400 Washington Avenue	Towson	MD	21204	(410) 887-3196	countycouncil@baltimorecountymd.gov
Elected Official	Kevin Kamenetz	County Executive	Baltimore County	Historic Courthouse, 400 Washington Avenue	Towson	MD	21204	(410) 887-2450	kevin@baltimorecountymd.gov
Elected Official	Tom Quirk	Council Member, District 1	Baltimore County	754 Frederick Road	Catonsville	MD	21228	(410) 887-0896	council1@baltimorecountymd.gov
Elected Official	Bernard C. Young	City Council President	City of Baltimore	City Hall, 100 N. Holiday Street, Room 400	Baltimore	MD	21202	(410) 396-4804	CouncilPresident@baltimorecity.gov
Elected Official	Edward Reisinger	Council Vice President/District 10	City of Baltimore	City Hall, 100 N. Holiday Street, Room 511	Baltimore	MD	21202	(410) 396-4822	Edward.Reisinger@baltimorecity.gov
Elected Official	James B. Kraft	Council Member, District 1	City of Baltimore	City Hall, 100 N. Holiday Street, Room 503	Baltimore	MD	21202	(410) 396-4821	James.Kraft@baltimorecity.gov
Elected Official	Stephanie Rawlings-Blake	Mayor	City of Baltimore	City Hall, 100 N. Holiday Street, Room 250	Baltimore	MD	21202	(410) 396-3835	
Elected Official	David J. Deutsch	City Manager	City of Bowie	15901 Excalibur Road	Bowie	MD	20716	(301) 262-6200	ddeutsch@cityofbowie.org
Elected Official	Dennis Brady	At-Large Council Member	City of Bowie	15901 Excalibur Road	Bowie	MD	20716	(301) 262-6200	councilman.brady@verizon.net
Elected Official	Diane Polangin	District 2 Council Member	City of Bowie	15901 Excalibur Road	Bowie	MD	20716	(301) 262-6200	dpolangin@cityofbowie.org
Elected Official	G. Frederick Robinson	Mayor	City of Bowie	15901 Excalibur Road	Bowie	MD	20716	(301) 262-6200	mayor@cityofbowie.org
Elected Official	Henri Gardner	At-Large Council Member	City of Bowie	15901 Excalibur Road	Bowie	MD	20716	(301) 262-6200	hgardner@cityofbowie.org
Elected Official	Issac Trouth	District 4 Council Member	City of Bowie	15901 Excalibur Road	Bowie	MD	20716	(301) 262-6200	itrouth@cityofbowie.org
Elected Official	James Marcos	Mayor Pro Tem and District 1 Councilmer	City of Bowie	15901 Excalibur Road	Bowie	MD	20716	(301) 262-6200	jmarcos@cityofbowie.org
Elected Official	John Fitzwater	Assistant City Manager	City of Bowie	15901 Excalibur Road	Bowie	MD	20716	(301) 262-6200	jfitzwater@cityofbowie.org
Elected Official	Todd Turner	District 3 Council Member	City of Bowie	15901 Excalibur Road	Bowie	MD	20716	(301) 262-6200	tmturner@cityofbowie.org
Elected Official	Andrew M. Fellows	Mayor	City of College Park	4500 Knox Road	College Park	MD	20740	(301) 441-8141	afellows@collegeparkmd.gov
Elected Official	Chantal Cotton	Assistant to the City Manager	City of College Park	4500 Knox Road	College Park	MD	20740	(240) 487-3507	ccotton@collegeparkmd.gov
Elected Official	Christine Nagle	Council Member, District 1	City of College Park	4500 Knox Road	College Park	MD	20740	(240) 965-0214	cnagle@collegeparkmd.gov
Elected Official	Denise Mitchell	Council Member, District 4	City of College Park	4500 Knox Road	College Park	MD	20740	(240) 413-9911	dmitchell@collegeparkmd.gov
Elected Official	John E. Perry	Council Member, District 2	City of College Park	4500 Knox Road	College Park	MD	20740	(301) 345-7526	jperry@collegeparkmd.gov
Elected Official	Joseph L. Nargo	City Manager	City of College Park	4500 Knox Road	College Park	MD	20740	(240) 487-3501	jnagro@collegeparkmd.gov
Elected Official	Marcus Afzali	Council Member, District 4	City of College Park	4500 Knox Road	College Park	MD	20740	(240) 391-8241	mafzali@collegeparkmd.gov
Elected Official	Mark Cook	Council Member, District 3	City of College Park	4500 Knox Road	College Park	MD	20740	(240) 554-2231	markcook@collegeparkmd.gov
Elected Official	Patrick L. Wojahn	Council Member, District 1	City of College Park	4500 Knox Road	College Park	MD	20740	(240) 988-7763	pwojahn@collegeparkmd.gov
Elected Official	Robert T. Catlin	Council Member, District 2	City of College Park	4500 Knox Road	College Park	MD	20740	(301) 345-0742	rcatlin@collegeparkmd.gov
Elected Official	Stephanie E. Stullich	Council Member, District 3	City of College Park	4500 Knox Road	College Park	MD	20740	(301) 742-4442	sstullich@collegeparkmd.gov
Elected Official	David Moran	City Manager	City of Greenbelt	25 Crescent Road	Greenbelt	MD	20770	(301) 474-8000	dmoran@greenbeltmd.gov
Elected Official	Edward VJ Putens	Council Member	City of Greenbelt	25 Crescent Road	Greenbelt	MD	20770	(301) 474-8000	eputens@greenbeltmd.gov
Elected Official	Emmett V. Jordan	Mayor Pro Tem	City of Greenbelt	25 Crescent Road	Greenbelt	MD	20770	(301) 474-8000	ejordan@greenbeltmd.gov
Elected Official	Judith F. Davis	Mayor	City of Greenbelt	7728 Hanover Pkwy, #302	Greenbelt	MD	20770	(301) 474-8000	jfintakdavis@aol.com
Elected Official	Konrad Herling	Council Member	City of Greenbelt	25 Crescent Road	Greenbelt	MD	20770	(301) 474-8000	kherling@greenbeltmd.gov
Elected Official	Leta Mach	Council Member	City of Greenbelt	25 Crescent Road	Greenbelt	MD	20770	(301) 474-8000	lmach@greenbeltmd.gov
Elected Official	Michael McLaughlin	City Manager	City of Greenbelt	25 Crescent Road	Greenbelt	MD	20770	(301) 474-8000	mmclaughlin@greenbeltmd.gov
Elected Official	Rodney M. Roberts	Council Member	City of Greenbelt	38-M Ridge Rd	Greenbelt	MD	20770	(301) 474-8000	rmr38m@gmail.com
Elected Official	Silke Pope	Council Member	City of Greenbelt	25 Crescent Road	Greenbelt	MD	20770	(301) 474-8000	spope@greenbeltmd.gov
Elected Official	Jaime Fearer	Community Planner	City of Greenbelt						jfearer@greenbeltmd.gov
Elected Official	Carlos Lizanne	Council Member, Ward 4	City of Hyattsville	5820 Maryhurst Drive	Hyattsville	MD	20782	(301) 853-2938	clizanne@hyattsville.org
Elected Official	David Hiles	Council Member, Ward 2	City of Hyattsville	4105 Gallatin Street	Hyattsville	MD	20781	(240) 381-0050	dhiles@hyattsville.org
Elected Official	Douglas S. Dudrow	Council Member, Ward 1	City of Hyattsville	4202 Kennedy Street	Hyattsville	MD	20781	(301 699-9606	oconnor_one@verizon.net
Elected Official	Gregory E. Rose	City Administrator	City of Hyattsville	4310 Gallatin Street	Hyattsville	MD	20781	(301) 985-5006	grose@hyattsville.org

Category	Contact Name	Title	Organization	Street Address	City	State	Zip	Phone	Email
Elected Official	Marc Tartaro	President, Ward 1	City of Hyattsville	4911 40th Place	Hyattsville	MD	20781	(301) 927-6425	mtartaro@hyattsville.org
Elected Official	Matthew D. McKnight	Council Member, Ward 3	City of Hyattsville	4013 Oglethorpe Street	Hyattsville	MD	20782	(301) 277-2320	mmcknight@hyattsville.org
Elected Official	Nicole Hinds Mofor	Council Member, Ward 5	City of Hyattsville	5015 36th Avenue	Hyattsville	MD	20782	(240) 533-2166	nhinds@hyattsville.org
Elected Official	Paula J. Perry	Council Member, Ward 4	City of Hyattsville	5704 30th Avenue	Hyattsville	MD	20782	(301) 853-3194	pjperry@hyattsville.org
Elected Official	Ruth Ann Frazier	Council Member, Ward 5	City of Hyattsville	5013 37th Avenue	Hyattsville	MD	20782	(301) 779-5428	rafrazier@hyattsville.org
Elected Official	Timothy P. Hunt	Council Member, Ward 3	City of Hyattsville	3407 Pennsylvania Avenue	Hyattsville	MD	20783	(301) 422-2047	thunt@hyattsville.org
Elected Official	Vincent Jones	Assistant City Administrator	City of Hyattsville	4310 Gallatin Street	Hyattsville	MD	20781	(301) 985-5000	
Elected Official	Marc Tartaro	Mayor	City of Hyattsville	4310 Gallatin Street	Hyattsville	MD	20781	(301) 985-5009	
Elected Official	William F. Tierney II	Vice President, Ward 2	City of Hyattsville	5215 42nd Place	Hyattsville	MD	20781	(301) 227-4620	
Elected Official	Craig A. Moe	Mayor	City of Laurel	8103 Sandy Spring Road	Laurel	MD	20707	(301) 725-5300 x2124	laurelmayor@laurel.md.us
Elected Official	Donna L. Crary	Ward 2 Council Member	City of Laurel	8103 Sandy Spring Road	Laurel	MD	20707	(301) 725-5300	laurelcouncil@laurel.md.us
Elected Official	Frederick Smalls	Ward 2 Council Member	City of Laurel	8103 Sandy Spring Road	Laurel	MD	20707	(301) 725-5300	laurelcouncil@laurel.md.us
Elected Official	Gayle W. Snyder	Ward 1 Council Member	City of Laurel	8103 Sandy Spring Road	Laurel	MD	20707	(301) 725-5300	laurelcouncil@laurel.md.us
Elected Official	Janis L. Robison	Ward 1 Council Member	City of Laurel	8103 Sandy Spring Road	Laurel	MD	20707	(301) 725-5300	laurelcouncil@laurel.md.us
Elected Official	Kristie Mills	City Administrator	City of Laurel	8103 Sandy Spring Road	Laurel	MD	20707	(301) 725-5300 x2203	CAdmin@laurel.md.us
Elected Official	Michael R. Leszcz	Council President, At-Large Member	City of Laurel	8103 Sandy Spring Road	Laurel	MD	20707	(301) 725-5300	laurelcouncil@laurel.md.us
Elected Official	Andrew C. Hanko	Mayor	City of New Carrollton	6016 Princess Garden Parkway	New Carrollton	MD	20784	(301) 577-0256	ahanko@new-carrollton.md.us
Elected Official	Duane H. Rosenburg	Council Member	City of New Carrollton	6016 Princess Garden Parkway	New Carrollton	MD	20784	(301) 441-3324	drosenberg@new-carrollton.md.us
Elected Official	Graham Waters	Assistant City Administrative Officer	City of New Carrollton	6016 Princess Garden Parkway	New Carrollton	MD	20784	(301) 459-6100 x1015	gwaters@new-carrollton.md.us
Elected Official	J. Michael Downes	City Administrative Officer	City of New Carrollton	6016 Princess Garden Parkway	New Carrollton	MD	20784	(301) 459-6100 x1011	jmdownes@new-carrollton.md.us
Elected Official	James A. Wildoner	Council Member	City of New Carrollton	6016 Princess Garden Parkway	New Carrollton	MD	20784	(301) 577-0992	jwildoner@new-carrollton.md.us
Elected Official	June D. Garrett	Council Member	City of New Carrollton	6016 Princess Garden Parkway	New Carrollton	MD	20784	(301) 459-6100	jgarrett@new-carrollton.md.us
Elected Official	Katrina R. Dodro	Council Member	City of New Carrollton	6016 Princess Garden Parkway	New Carrollton	MD	20784	(301) 513-9239	kdodro@new-carrollton.md.us
Elected Official	Richard Bechtold	Council Member	City of New Carrollton	6016 Princess Garden Parkway	New Carrollton	MD	20784	(240) 770-7581	
Elected Official	Aileen D. McChesney	Commission Chair/ Ward 1	Cottage City	3820 40th Avenue	Brentwood	MD	20722	(301) 779-2161	
Elected Official	Gary Styles	Commissioner Ward 3	Cottage City	3820 40th Avenue	Brentwood	MD	20722	(301) 779-2161	
Elected Official	Patricia Gross	Commissioner Ward 4	Cottage City	3820 40th Avenue	Brentwood	MD	20722	(301) 779-2161	
Elected Official	Richard Cote	Commissioner At-Large	Cottage City	3820 40th Avenue	Brentwood	MD	20722	(301) 779-2161	
Elected Official	William H. Hall, Sr.	Commissioner Ward 2	Cottage City	3820 40th Avenue	Brentwood	MD	20722	(301) 779-2161	
Elected Official	Matt Dernoga		Council Member Mary Lehman's Office						madernoga@co.pg.md.us
Elected Official	Calvin Ball	Council Chair, District 2	Howard County	3430 Courthouse Drive	Ellicott City	MD	21043	(410) 313-2001	cball@howardcountymd.gov
Elected Official	Courtney Watson	Council Member, District 1	Howard County	3430 Courthouse Drive	Ellicott City	MD	21043	(410) 313-2001	cwatson@howardcountymd.gov
Elected Official	Jen Terrasa	Council Vice Chair, District 3	Howard County	3430 Courthouse Drive	Ellicott City	MD	21043	(410) 313-2001	jterrasa@howardcountymd.gov
Elected Official	Ken Ulman	County Executive	Howard County	3430 Courthouse Drive	Ellicott City	MD	21043	(410) 313-2013	
Elected Official	Kevin Enright	Director, Office of Public Information	Howard County	Carroll Building, 3450 Court House Drive	Ellicott City	MD	21043	(410) 313-2022	kenright@howardcountymd.gov
Elected Official	Raymond S. Wacks	Administrator	Howard County	3430 Courthouse Drive	Ellicott City	MD	21043	(410) 313-2077	rwacks@howardcountymd.gov
Elected Official	Anne Healey	Delegate - District 22	Maryland House of Delegates	House Office Building, 6 Bladen Street, Room 350	Annapolis	MD	21401	(410) 841-3961	anne.healey@house.state.md.us
Elected Official	Anthony J. O'Donnell	Minority Leader	Maryland House of Delegates	House Office Building, 6 Bladen Street, Room 212	Annapolis	MD	21401	(410) 841-3314	anthony.odonnell@house.state.md.us
Elected Official	Barbara A. Frush	Delegate - District 21	Maryland House of Delegates	House Office Building, 6 Bladen Street, Room 160	Annapolis	MD	21401	(410) 841-3114	barbara.frush@house.state.md.us
Elected Official	Benjamin S. Barnes	Delegate - District 21	Maryland House of Delegates	House Office Building, 6 Bladen Street, Room 152	Annapolis	MD	21401	(410) 841-3046	ben.barnes@house.state.md.us
Elected Official	Cathleen M. Vitale	Delegate - District 33A	Maryland House of Delegates	House Office Building, 6 Bladen Street, Room 154	Annapolis	MD	21401	(410) 841-3510	cathy.vitale@house.state.md.us
Elected Official	Doyle L. Niemann	Delegate - District 47	Maryland House of Delegates	House Office Building, 6 Bladen Street, Room 203	Annapolis	MD	21401	(410) 841-3326	doyle.niemann@house.state.md.us
Elected Official	Frank S. Turner	Delegate - District 13	Maryland House of Delegates	House Office Building, 6 Bladen Street, Room 206	Annapolis	MD	21401	(410) 841-3246	frank.turner@house.state.md.us
Elected Official	Geraldine Valentino-Smith	Delegate - District 23A	Maryland House of Delegates	House Office Building, 6 Bladen Street, Room 209	Annapolis	MD	21401	(410)841-3101	geraldine.valentino@house.state.md.us
Elected Official	Guy J. Guzzone	Delegate - District 13	Maryland House of Delegates	House Office Building, 6 Bladen Street, Room 206	Annapolis	MD	21401	(410) 841-3471	guy.guzzone@house.state.md.us
Elected Official	James E. Malone, Jr.	Delegate - District 12A	Maryland House of Delegates	House Office Building, 6 Bladen Street, Room 251	Annapolis	MD	21401	(410) 841-3378	James.malone@house.state.md.us
Elected Official	James W. Hubbard	Delegate - District 23A	Maryland House of Delegates	House Office Building, 6 Bladen Street, Room 363	Annapolis	MD	21401	(410) 841-3103	james.hubbard@house.state.md.us
Elected Official	Jolene Ivey	Delegate - District 47	Maryland House of Delegates	House Office Building, 6 Bladen Street, Room 207	Annapolis	MD	21401	(410) 841-3478	jolene.ivey@house.state.md.us
Elected Official	Joseline A. Pena-Melnyk	Delegate - District 21	Maryland House of Delegates	House Office Building, 6 Bladen Street, Room 157	Annapolis	MD	21401	(410) 841-3502	joseline.pena.melnyk@house.state.md.us
Elected Official	Justin D. Ross	Delegate - District 22	Maryland House of Delegates	House Office Building, 6 Bladen Street, Room 151	Annapolis	MD	21401	(410) 841-3652	justin.ross@house.state.md.us
Elected Official	Kumar P. Barve	Majority Leader	Maryland House of Delegates	House Office Building, 6 Bladen Street, Room 361	Annapolis	MD	21404	(410) 841-3464	kumar.barve@house.state.md.us
Elected Official	Mary Ann Love	Delegate - District 32	Maryland House of Delegates	House Office Building, 6 Bladen Street, Room 165	Annapolis	MD	21401	(410) 841-3511	maryann.love@house.state.md.us
Elected Official	Michael E. Busch	House Speaker, District 30	Maryland House of Delegates	State House, H-101	Annapolis	MD	21401	(410) 841-3800	michael.busch@house.state.md.us
Elected Official	Michael G. Summers	Delegate - District 47	Maryland House of Delegates	House Office Building, 6 Bladen Street, Room 203	Annapolis	MD	21401	(410) 841-3340	michael.summers@house.state.md.us
Elected Official	Pamela G. Beidle	Delegate - District 32	Maryland House of Delegates	House Office Building, 6 Bladen Street, Room 161	Annapolis	MD	21401	(410) 841-3370	pamela.beidle@house.state.md.us
Elected Official	Shane E. Pendergrass	Delegate - District 13	Maryland House of Delegates	House Office Building, 6 Bladen Street, Room 241	Annapolis	MD	21401	(410) 841-3139	shane.pendergrass@house.state.md.us
Elected Official	Steven J. Deboy, Sr.	Delegate - District 12A	Maryland House of Delegates	House Office Building, 6 Bladen Street, Room 306	Annapolis	MD	21401	(410) 841-3328	steven.deboy@house.state.md.us
Elected Official	Tawanna P. Gaines	Delegate - District 22	Maryland House of Delegates	House Office Building, 6 Bladen Street, Room 416	Annapolis	MD	21401	(410) 841-3058	tawanna.gaines@house.state.md.us
Elected Official	Theodore J. Sophocleus	Delegate - District 32	Maryland House of Delegates	House Office Building, 6 Bladen Street, Room 162	Annapolis	MD	21401	(410) 841-3372	ted.sophocleus@house.state.md.us
Elected Official	Tony McConkey	Delegate - District 33A	Maryland House of Delegates	House Office Building, 6 Bladen Street, Room 216	Annapolis	MD	21401	(410) 841-3406	tony.mcconkey@house.state.md.us
Elected Official	James E. DeGrange, Sr.	Senator - District 32	Maryland State Senate	James Senate Office Building, 11 Bladen Street, Room 101	Annapolis	MD	21401	(410) 841-3593	james.degrange@senate.state.md.us
Elected Official	Douglas J. J. Peters	Senator - District 23	Maryland State Senate	James Senate Office Building, 11 Bladen Street, Room 121	Annapolis	MD	21401	(410) 841-3631	douglas.peters@senate.state.md.us
Elected Official	Edward J. Kasemeyer	Senator - District 12	Maryland State Senate	Miller Senate Office Building, 11 Bladen Street, 3 West Wing	Annapolis	MD	21401	(410) 841-3653	edward.kasemeyer@senate.state.md.us
Elected Official	Edward R. Reilly	Senator - District 33	Maryland State Senate	James Senate Office Building, 11 Bladen Street, Room 33	Annapolis	MD	21401	(410) 841-3568	edward.reilly@senate.state.md.us
Elected Official	James C. Rosapepe	Senator - District 21	Maryland State Senate	James Senate Office Building, 11 Bladen Street, Room 314	Annapolis	MD	21401	(410) 841-3141	jim.rosapepe@senate.state.md.us
Elected Official	James N. Robey	Senator - District 13	Maryland State Senate	James Senate Office Building, 11 Bladen Street, Room 120	Annapolis	MD	21401	(410) 841-3572	james.robey@senate.state.md.us
Elected Official	Nancy Jacobs	Minority Leader	Maryland State Senate	James Senate Office Building, 11 Bladen Street, Room 323	Annapolis	MD	21401	(410) 841-3158	nancy.jacobs@senate.state.md.us
Elected Official	Paul G. Pinsky	Senator - District 22	Maryland State Senate	James Senate Office Building, 11 Bladen Street, Room 220	Annapolis	MD	21401	(410) 841-3155	paul.pinsky@senate.state.md.us
Elected Official	Robert J. Garagiola	Majority Leader	Maryland State Senate	James Senate Office Building, 11 Bladen Street, Room 104	Annapolis	MD	21401	(410) 841-3169	rob.garagiola@senate.state.md.us
Elected Official	Thomas V. Mike Miller, Jr.	Senate President	Maryland State Senate	State House, H-107	Annapolis	MD	21401	(410) 841-3700	thomas.v.mike.miller@senate.state.md.us
Elected Official	Victor R. Ramirez	Senator - District 47	Maryland State Senate	James Senate Office Building, 11 Bladen Street, Room 303	Annapolis	MD	21401	(410) 841-3745	victor.ramirez@senate.state.md.us
Elected Official	Bill Updike	Council Member Ward 1	Mount Rainier	City of Mount Rainier City Hall, 1 Municipal Place	Mount Rainier	MD	20712	(301) 367-5649	updikew@yahoo.com
Elected Official	Bryan Knedler	Council Member Ward 2	Mount Rainier	City of Mount Rainier City Hall, 1 Municipal Place	Mount Rainier	MD	20712	(301) 985-6585	bknedler@aol.com
Elected Official	Ivy Thompson	Council Member Ward 2	Mount Rainier	City of Mount Rainier City Hall, 1 Municipal Place	Mount Rainier	MD	20712	(301) 985-6585	friendsforivy@gmail.com
Elected Official	Jimmy Tarlau	Council Member Ward 1	Mount Rainier	City of Mount Rainier City Hall, 1 Municipal Place	Mount Rainier	MD	20712	(301) 335-6099	jtarlau@cwa-union.org
Elected Official	Malinda Miles	Mayor	Mount Rainier	City of Mount Rainier City Hall, 1 Municipal Place	Mount Rainier	MD	20712	(301) 985-6585	mayormiles@gmail.com
Elected Official	Andrea Harrison	Council Member, District 5	Prince George's County	14741 Governor Oden Bowie Drive, 2nd Floor	Upper Marlboro	MD	20772	(301) 952-3864	councildistrict5@co.pg.md.us
Elected Official	Eric Olson	Council Vice Chair, District 3	Prince George's County	14741 Governor Oden Bowie Drive, 2nd Floor	Upper Marlboro	MD	20772	(301) 952-3060	Eolson@co.pg.md.us
Elected Official	Ingrid M. Turner, Esquire	Council Chair, District 4	Prince George's County	14741 Governor Oden Bowie Drive, 2nd Floor	Upper Marlboro	MD	20772	(301) 952-3094	IMTurner@co.pg.md.us
Elected Official	Leslie E. Johnson	Council Member, District 6	Prince George's County	14741 Governor Oden Bowie Drive, 2nd Floor	Upper Marlboro	MD	20772	(301) 952-3426	councildistrict6@co.pg.md.us
Elected Official	Mark E. Brady	Public Relations Manager and Chief Spol	Prince George's County	9201 Basil Court, Suite 452	Largo	MD	20774	(301) 883-7154	mebrady@co.pg.md.us
Elected Official	Mary A. Lehman	Council Member, District 1	Prince George's County	14741 Governor Oden Bowie Drive, 2nd Floor	Upper Marlboro	MD	20772	(301) 952-3887	MALehman@co.pg.md.us

Category	Contact Name	Title	Organization	Street Address	City	State	Zip	Phone	Email
Elected Official	Robert J. Williams Jr.	Administrator	Prince George's County	14741 Governor Oden Bowie Drive, 2nd Floor	Upper Marlboro	MD	20772	(301) 952-3238	
Elected Official	Rushern L. Baker, III	County Executive	Prince George's County	14741 Governor Oden Bowie Drive, 2nd Floor	Upper Marlboro	MD	20772	(301) 952-4131	countyexecutive@co.pg.md.us
Elected Official	Will Campos	Council Member, District 2	Prince George's County	14741 Governor Oden Bowie Drive, 2nd Floor	Upper Marlboro	MD	20772	(301) 952-4436	WACampos@co.pg.md.us
Elected Official	Anthony G. Brown	Lieutenant Governor	State of Maryland	100 State Circle	Annapolis	MD	21401	(410) 974-3901	
Elected Official	Martin O'Malley	Governor	State of Maryland	100 State Circle	Annapolis	MD	21401	(410) 974-3901	
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State and Washington, DC Ag	Jerry Smith	Regional Planner	Maryland State Highway Administration - Office of Planning and Preliminary Engineering	707 North Calvert Street	Baltimore	MD	21202	(410) 545-5675	jsmith@sha.state.md.us
State and Washington, DC Ag	Vaughn Lewis	Regional Planner	Maryland State Highway Administration - Office of Planning and Preliminary Engineering	707 North Calvert Street	Baltimore	MD	21202	(410) 545-5673	vlewis@sha.state.md.us
State and Washington, DC Ag	Kirk McClelland		Maryland State Highway Administration - Planning and Highway Development Office						kmcclelland@sha.state.md.us
State and Washington, DC Ag	Lisa Shemer		Maryland State Highway Administration - Travel Forecasting & Analysis Division, Office of Planning and Preliminary Engineering					(410) 545-5640	lshemer@sha.state.md.us
State and Washington, DC Ag	Subrat Mahapatra		Maryland State Highway Administration - Travel Forecasting & Analysis Division, Office of Planning and Preliminary Engineering						smahapatra@sha.state.md.us
State and Washington, DC Ag	Diane Ratcliff		Maryland Transit Administration						dratcliff@mta.maryland.gov
State and Washington, DC Ag	Mike Madden		Maryland Transit Administration						mmadden@mtamaryland.com
State and Washington, DC Ag	Ralign T. Wells	Administrator	Maryland Transit Administration	6 St. Paul Street	Baltimore	MD	21202	(410) 767-3943	rwells@mta.maryland.gov
State and Washington, DC Ag	Steve Hawtof	Purple Line Representative	Maryland Transit Administration					(443) 348-2017	shawtof@gfnet.com
State and Washington, DC Ag	Gerald Cichy	Executive Assistant to the Director	Maryland Transit Administration Transportation Planning	6 Saint Paul Street	Baltimore	MD	21202	(410) 767-8352	gcichy@mtamaryland.com
State and Washington, DC Ag	Dan Hardy		Maryland-National Capital Park and Planning Commission (M-NCPPC)						dan.hardy@mncppc-mc.org
State and Washington, DC Ag	Eric Foster		Maryland-National Capital Park and Planning Commission (M-NCPPC)						eric.foster@ppd.mncppc.org
State and Washington, DC Ag	Patricia Colihan Barney	Executive Director	Maryland-National Capital Park and Planning Commission (M-NCPPC)	6611 Kenilworth Avenue	Riverdale	MD	20737	(301) 454-1740	
State and Washington, DC Ag	Tom Masog	Transportation Planner	Maryland-National Capital Park and Planning Commission (M-NCPPC) - Prince George's Planning	14741 Governor Oden Bowie Drive	Upper Marlboro	MD	20772	(301) 952-5216	tom.masog@ppd.mncppc.org
State and Washington, DC Ag	Kierre McCune	Planner Coordinator	Maryland-National Capital Park and Planning Commission (M-NCPPC) - Prince George's Planning	14741 Governor Oden Bowie Drive	Upper Marlboro	MD	20772	(301) 952-3211	Kierre.Mccune@ppd.mncppc.org
State and Washington, DC Ag	Chad Williams		Maryland-National Capitla Park and Planning Commission (M-NCPPC)	14422 Old Mill Rd	Upper Marlboro	MD	20716		Chad.Williams@ppd.mncppc.org
State and Washington, DC Ag	Dusan Vuksan	Transportation Planning	Metropolitan Washington Council of Governments (MWCOG)	777 North Capital Street, NE, Suite 300	Washington	DC	20002	202-962-3279	dvuksan@mwcog.org
State and Washington, DC Ag	David Robertson	Executive Director	Metropolitan Washington Council of Governments (MWCOG)	777 North Capital Street, NE, Suite 300	Washington	DC	20002	(202) 962-3260	drobertson@mwcog.org
State and Washington, DC Ag	Elena Constantine	Department of Transportation Planning	Metropolitan Washington Council of Governments (MWCOG) - Transportation Planning Board (TPB)	777 North Capital Street, NE, Suite 300	Washington	DC	20002	(202) 962-3312	econstantine@mwcog.org
State and Washington, DC Ag	Michael Weil	Urban Planner	National Capital Planning Commission	401 9th St, NW, Suite 500	Washington	DC	20004	(202) 482-7253	michael.weil@ncpc.gov
State and Washington, DC Ag	Julia Koster		National Capital Planning Commission					(202) 482-7211	julia.foster@ncpc.gov
State and Washington, DC Ag	Nat Bottigheimer		Washington Metropolitan Area Transit Authority (WMATA)					202-962-2730	nbottigheimer@wmata.com
State and Washington, DC Ag	Richard Sarles	General Manager/CEO	Washington Metropolitan Area Transit Authority (WMATA)	600 5th Street, NW	Washington	DC	20001	(202) 962-1234	metronews@wmata.com

Baltimore-Washington Parkway
WIDENING FEASIBILITY STUDY

Sign-in Sheet

Public Meeting #1
Wednesday, July 20, 2011
6:30 – 8:30 PM
Meade Middle School

Name	Address	City, State, Zip	Email	Add Me to the Study Mailing List YES / NO
Lt. WARREN BOYER	6501 Greenbelt Rd	Greenbelt MD 20770	———	Y
Judith F. Davis	7728 Hanover Pkwy. #302	Greenbelt MD 20770	Jfintakdavis@aol.com	Y
Rodney M. Roberts	38-M Ridge Rd.	Greenbelt MD 20770	RMR38M@msn.com	Y
Jonathan Taylor		Greenbelt, MD 20770	jjhastaylor@verizon.net	
Teresa Spagnuolo	NASA-GSFC	Greenbelt, MD	teresa.r.spagnuolo@nasa.gov	Y
Fred Cunningham	National Park Service	Greenbelt Park	Fred_cunningham@nps.gov	Y
Frank Young	1900 Anacostia Dr. SE Washington, DC 20020		frank_young@nps.gov	Y
Jon Acuff	Greenbelt		———	N
Jennifer Riggs	375 W. Padonia Rd. [illegible]	Timonium, MD 21093	jennifer.riggs@mail.house.gov	N
Lindsay Bobian	707 N. Calvert st Baltimore MD 2120→		lbobian@sha.state.md.us	

(All information will be retained in confidence / no information will be shared with any other organization)

Baltimore-Washington Parkway
WIDENING FEASIBILITY STUDY

Sign-in Sheet

Public Meeting #1
Wednesday, July 20, 2011
6:30 – 8:30 PM
Meade Middle School

Name	Address	City, State, Zip	Email	Add Me to the Study Mailing List YES / NO
Mike McLaughlin	75 Crescent Rd	Greenbelt MD 20770	MMcLaughlin@greenbeltmd.gov	Yes
Bill Reans	PO Box 292 ~~Greenbelt~~	Greenbelt MD 20768	———	YES
Jodie Kulpa-Eppy	6220 Reatan Street	Berwyn Heights, MD 20740	MDMARMOT@YAHOO.COM	YES
Dawit Abraham	9400 Peppercorn Pl. Largo, MD · 20774	Largo, MD	daabraham@co.pg.md.us	Yes
Don Rau	8249 Riviera Dr.	Severn, MD	drau jr@ Yahoo.com	Yes
Tyson Byrne	2907 Country Lane	Ellicott City MD 21042	tbyrne@MDOT.State.MD.US	Yes
DUSAN VUKSAN	MWCOG		DVUKSAN@MWCOG.ORG	YES
David Alan Tibbetts	Greater Improvement & Acceleration Associates 209 Edge Creek Lane	Odenton, MD 21113-2684	datibbetts@annapolis.net	Yes
Bradley Smith	MDOT		bsmith9@mdot.state.md.us	Yes
Linda Greene	BWI Partnership	1302 Concourse ~~Drive~~ Linthicum MD 21090	lgreene@bwipartner.org	Yes

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Baltimore-Washington Parkway
WIDENING FEASIBILITY STUDY

Sign-in Sheet

Public Meeting #1
Wednesday, July 20, 2011
6:30 – 8:30 PM
Meade Middle School

Name	Address	City, State, Zip	Email	Add Me to the Study Mailing List YES / NO
Ellen Stodola	8204 Baltimore Ave.	College Park MD 20740	elle8816@yahoo.com	NO
RJ ELDRIDGE	6401 FOREST RD	CHEVERLY MD 20782	rj.eldridge@gmail.com	Yes
Sheila Salo	5607 Greenleaf Rd	Cheverly MD 20785	ssalo@capaccess.org	yes.
Matt Bischerano	9231 A Guilford Dr	College Park	—	No
Jean Friedberg			friedberg.jean@gmail.com	Y
Christian Obineme	10300 Balt. AVE ~~Beltsvi~~	Beltsville, MD ~~2075~~ 20705	Christian.Obineme@ars.usda.gov	✓

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Baltimore-Washington Parkway
WIDENING FEASIBILITY STUDY

Sign-in Sheet

Public Meeting #1
Wednesday, July 20, 2011
6:30 – 8:30 PM
Meade Middle School

Name	Address	City, State, Zip	Email	Add Me to the Study Mailing List YES / NO
Laila Riazi	3406 Belleview Ave	Cheverly MD 20785	lailariazi@gmail.com	Yes
David Thorpe	9 Cheverly Circle	Cheverly MD 20785	dcthorpe2000@yahoo.com	yes
HARRY Sinclair	7710 Buckingham Terrace	Cheverly	HSinclair-IT@Gmail.com	

(All information will be retained in confidence / no information will be shared with any other organization)

Comments from Public Meeting Activity:

General Comments:

- Include any incorporated municipality in TAC
- Include businesses (private sector) in outreach efforts and stakeholders.
- Include City of Laurel and Sierra Club (other environmental groups) in outreach efforts.

1. What do you like most about the B-W Parkway?

- Trees.
- Who it is named for.
- That it is a Parkway. Considered an "endangered species". Last of its kind.
- Natural Environment.
- Nice Gateway – Impressive .
- No Trucks/limited noise.
- Inner suburb access.
- Historic significance.
- Local Road.
- Nice alternative to I-95 and US 50.
- Access to BWI.
- Downtown access to both Baltimore and Washington, DC.
- Park setting.
- No trucks.
- Scenic.
- Takes you to work.
- Two-lanes each.
- Limited access.
- Stone work.
- Median greenery.
- Easy access to DC.
- Beltway to beltway.
- Good connectivity.
- Safety.
- Less volume.
- Not overly lit.

2. What do you like least about the B-W Parkway?

- Divides Greenbelt
- Divides Cheverly
- Congestion
- No pedestrian connections in Cheverly
- No bike paths along the Parkway.

- No animal underpasses.
- NPS has fewer funds to maintain versus SHA.
- Environmental degradation of the surrounding area (water, air).
- Lack of pervious surface/pavement.
- Trucks north of MD 175.
- Too many cars.
- Traffic back-up (recent).
- Misbehaving motorcyclists.
- Merging at US 50 and I-495.
- Limited pull-off shoulders.
- Pavement is in bad shape.
- Not enough mass transit.
- North of MD 175.
- Consideration of widening.
- Dark – lack of lighting.
- No rest area.

3. Is there anything about the B-W Parkway that you would like to change?

- More funds for NPS to maintain.
- Connectivity.
- Bike paths.
- Animal underpasses.
- Pervious pavement.
- Ability to handle more capacity while maintaining park-like setting.
    - Perhaps park pull-offs.
- Modern stormwater facilities.
- Restore trees that have been removed from the SHA maintained portion.
- Fix congestion between Laurel and Greenbelt – Existing bottleneck.
- Interchanges at US 50 and I-495.
- Improve pavement.
- Change shoulder width.
- Bike trails.
- Improve maintenance.
- Consider fixing guideways with connections.
- Encourage increased occupancy per vehicle.
- Create park and ride along corridor.
- Managed lanes.
- Pick up the trash.

4. Is there anything about the B-W Parkway that you would not like to change?

- Parkway experience.
- Retail park character.

- Fix the northern portion maintained by SHA to add park-like elements.
- Do not increase capacity.
- Keep to two lanes – do not widen.
- Keep trees.
- Keep same traffic flow rate.
- Two lanes each way.
- Park-like setting.
- Trees.
- Grass medians.
- Maintain access points.
- Maintain buffers.
- Keep it unlit.
- Wildlife corridors.

5. What concerns do you have about the feasibility of widening the BW Parkway?

- If the B-W Parkway is widened, it would encourage sprawl.
- If constructed, resources/funds will not be available for transit.
- Impacts to trees/environment.
- If you build it, they will come. More cars on the road.
- Increase noise and pollution.
- Public transportation is a better alternative.
- Widen to the inside versus the outside as outside widening has the potential to impact homes and more trees.
- Have a B-W Parkway area Master Plan and committee to include all developments (transit, highways, and buildings) proposed for the area. Look at alternatives for larger area which would include multimodal transportation.
- Cumulative transportation and environmental impacts of all projects.
- Preserve our parkway.
- The impact on historic status and how to preserve historic status.
- First step towards actual widening. (Camel's noise under the tent)
- Environmental factors not considered.
- Cost.
- New widening consumed SOV's.
- Widening can't keep up with demand.
- Insufficient scope, time, and money to do through feasibility study.
- Not considering all options including transit and HOV.
- Feasibility study is not in-line with funding timeline.
- Open up lands for development.
- Impact on surrounding communities (runoff, noise, air quality, further bifurcating communities)

6. **What, if anything, do you think would improve the BW Parkway?**

- Public transit opportunities.
- Parallel bike lanes/paths.
- Flex-time for area facilities.
- Update stormwater facilities.
- More pedestrian overpasses.
- NPS emergency management equipment (tow trucks).
- Pick up litter.
- Improving US 50, I-495 and MD 410
- Nothing.
- Fixed guideway east and west of parkway.
- Maintenance.
- Emergency shoulders.
- Make 295 look like a parkway.
- Widening to the inside.
- Add more vegetation.
- Fewer cars.
- Lower speeds.
- Turn it into a toll road like the ICC.
- Address stormwater management.
- Vegetation maintenance: invasive species.
- Management of parkland adjacent communities.
- Improve safety by creating rest area(s).
- Partnership with communities along corridor.
- Pavement improvements.
- Funding for maintenance.
- Improve hospital access.

7. **Using the map and tissue paper, indicate where you think it may be relatively easy to add an additional North and/or South bound lane on the BW Parkway, and explain why.**
   (Green on tissue paper: Easy or beneficial to widen roadway. Locations listed below)

- Parkway should not be widened.
- Most of the Parkway is easy to widen due to plenty of right-of-way.
- At US 50 in MD – Add a third lane.
- On US 50 – Widen to eliminate a choke point.
- At MD 410/Riverdale Road: Improvements at the interchange including longer access lanes.
- At I-495: Better merge and exit lanes.
- At MD 197: More highway width and improve traffic flow at the interchange, mainly in the southbound direction.

8. **Using the map and tissue paper, indicate where you think it may be more difficult to add an additional North and/or South bound lane on the BW Parkway, and explain why.**
   (Blue on tissue paper: Sensitive Areas, Red on tissue paper: Not easy to widen. Locations listed below)

Blue:

- Near MD 198 there are wetlands.
- There is a Nature center near MD 202.
- US 50 environmental issues.
- Quincy Run water near MD 202.
- Anacostia watershed.
- Greenbelt Park.
- All tree areas.

Red:

- Baseball park at MD 210 – Greenbrier and Spellman
- Forest preserve at Greenbelt across from NASA.
- Scenic easement with a forest preserve further splitting Cheverly.
- Widening will increase want for noise barriers which will further disrupt animals and park atmosphere.
- Environmental degradation.

Comments and Questions from Public Meeting #1

July 20, 2011

For Project File / Record

- Concern expressed about additional impervious surfaces being introduced into the corridor and the effects on the environment, stormwater management.
- Would like to see ICC extended to the BW Parkway.
- Would like to see consideration of transit system expansion, in particular the proposed extension of the Metrorail Green Line to Fort Meade or the Airport.
- Need complementary comprehensive transit system of services and facilities, not just additional lanes on the Parkway.

Q and A during presentation

Q: How would the NPS parkway designation limit or otherwise affect the feasibility of a Parkway widening?

A: Marsha Kaiser (MK) Parkways have different design standards and other criteria from traditional freeways. Example cited was that no trucks are permitted on the Parkway.

A: Frank Young (FY) If lanes are added to the Parkway, it is no longer a Parkway. It is then a traditional freeway or highway.

A: Lewis Grimm (LG) – Each NPS facility, including Parkways, is designated by a distinct act of Congress that defines the basic purpose of the facility and its function.

Q: How is this project identifying and reaching out to stakeholders?

A: (MK) Interviews are being conducted, we have a TAC.

Q: Is Fort Meade a stakeholder?

A: (MK) Yes.

Q: Is the Town of Cheverly on the Stakeholder list?

A: (MK) No. It is not scheduled for an interview but is included on the study's mailing list.

Comment: The Mayor has expressed interest in being on that list.

Q: Are MPOs on the list of Stakeholders? They aren't listed on the slide.

A: (MK) Yes. They are being interviewed, are on the TAC, and their representative governments such as Prince George's County are participating through the TAC.

Q: Why aren't there more municipalities on the list of stakeholders? Why is this meeting held so far away from Prince George's County?

A: (MK) We will likely rotate locations of the three public meetings to maximize the accessibility for different parts of the corridor. Each meeting location will be a burden for some portion of the corridor.

Q/Comment – Concern expressed about the environmental implications of a widening and whether this study will be looking at those sufficiently.

A: (LG) – FHWA and NPS debated the appropriate level of detail for the narrowly scoped study definition.

Q: How far is the study team going to look for examples of best practices and experiences around the country to help inform this study?
A: (LG) We are keeping the focus of this study narrow for now. It is true that there is a lot to be learned from examples around the country, but that kind of research is beyond the scope of our current study.
Q: What happens to this study at the end? What is the product?
A: Submit a draft report to Congress by January 2012 with the final report submitted in Marsh 2012.
Q: What would happen if this study became an actual project?
A: (DH) Right now this isn't a project. It is only a study. The results of the study will inform what happens next. If we find it is too costly to widen the BW Parkway as defined, we won't do it.
Q: (Audience) – Wouldn't the next logical step be a NEPA study that examines the full range of needs and potential solutions?
A: Yes.

Baltimore-Washington Parkway
WIDENING FEASIBILITY STUDY

Sign-in Sheet

Public Meeting #2
Thursday, November 17, 2011
6:30 – 8:30 PM
Greenbelt Community Center

Name	Address	City, State, Zip	Email	Add Me to the Study Mailing List YES / NO
Lindsay Bobian	707 N Calvert St	Baltimore MD 21202	lbobian@chastate.md.gov	
David Rodgers	707 N. Calvert St	Baltimore MD 2202	drodgers1@chastate.md.us	
Charles Borders	1100 Third Dr. S.W.	Washington D.C.		
Chad Williams	14422 Old Mill Road	Upper Marlboro MD 20776	chad.williams@ppd.mncppc.org	Y
Dolores Garrett	6605 Oliver St Riverdale	MD 20737		
Harvey Gold	2664 Riva Road Annapolis MD 21401		pz gold 46@aa county.org	X
Rodney Roberts	38 M Ridge Rd Greenbelt MD 20770			
Ginny Mudrock	107 Plateau Pl. Greenbelt Md		ginny.Mudrock@yahoo.com	—
Jonathan Taylor	Greenbelt News Review	Greenbelt, MD		
Leta Mach	104 Ridgewood Ct Greenbelt		lmach@greenbeltmd.gov	

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Baltimore-Washington Parkway
WIDENING FEASIBILITY STUDY

Sign-in Sheet

Public Meeting #2
Thursday, November 17, 2011
6:30 – 8:30 PM
Greenbelt Community Center

Name	Address	City, State, Zip	Email	Add Me to the Study Mailing List YES / NO
David Prevar	419 Holly Dr #A	Annapolis, MD 21403	david.prevar@ars.usda.gov	Yes
Terry Benedik	7826 Hanover Pkwy #101	Greenbelt MD 20770		
Hal Cussoff	8786 Endless Ocean Way	Columbia MD 21045		
Patrick Gallahan	6404 45th PL	Riverdale MD 20737		
Darlene Squibb	1 Greenknolls Ct.	Greenbelt MD		Yes
Mara Hemmings	33N Ridge Rd	Greenbelt MD	bigsky_3@hotmail.com	Y
LD Rivens	City of Greenbelt			
Mary Zimmerman	4362 Taunton Dr	Beltsville MD 20705	rosapepe.liaison@inbox.com	
Gerald R. Cichy	1 HALIFAX COURT	ROCKVILLE, MD 20850-3009	GCICHY@MTA.MARYLAND.GOV	
Brian T. Gibbons	9133 Edmonston Terrace #304	Greenbelt 20770	BTPG22520@yahoo.com	

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Baltimore-Washington Parkway
WIDENING FEASIBILITY STUDY

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Name	Address	City, State, Zip	Email	Add Me to the Study Mailing List YES / NO
Victor Weissberg	9400 Peppercorn Pl. Largo, MD 20774		Vweissberg@co.pg.md.us	✓
Nicole DeWalld	3013 Glenmore Ave	Baltimore MD 21214		
JOHN PALMER	5818-16 AVE	RIVER DALE 20737		
Sheila Salo	5607 Greenleaf Rd Cheverly MD 20785		~~salo@cap~~ Sheila.salo@gmail.com	✓
Mike McLaughlin	25 Crescent Rd Greenbelt MD	Greenbelt	MMcLaughlin@GreenbeltMD.Gov	
Laila Riazi	3406 Belleview Ave Ward One Council Cheverly	Cheverly MD 20785	laila.riazi@gmail.com	yes
Matt Dernoga	Councilmember Mary Lehmann's office		madernoga@co.pg.md.us	yes
RJ ELDRIDGE	Cheverly Ave	cheverly	rj.eldridge@gmail.com	
Celia Craze	15 Crescent Rd St. 200 Greenbelt, MD 20770	Greenbelt, MD	ccraze@greenbeltmd.gov ✓	yes
CHRISTIAN OBINEME	10300 BALT AVE BELTS. MD 20705	BELTSVILLE	christian.obineme@ars.usda.gov	✓

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Name	Address	City, State, Zip	Email	Add Me to the Study Mailing List YES / NO
Norman Livsey	P.O. Box 332 Riverdale, MD 20738		nlivsey@comcast.net	Yes
Jodie Kulpa-Eddy	6220 Ruatan Street	Berwyn Heights, MD 20740	MDMARMOT@YAHOO.COM	YES
Darrell Mack	104 Periwinkle Ct	Greenbelt		no
JAIME FEARER	15 CRESCENT RD SUITE 200, GREENBELT, MD 20770		jfearer@greenbeltmd.gov	Yes
Bill Orleans	PO Box 292	Greenbelt 20768	—	Yes
Damien Ossi	14 Hillside Unit ~~20770~~	Greenbelt 20770	dossification@yahoo.com	~~no~~ Yes
Fred Cunningham	6565 Greenbelt Rd	Greenbelt MD 20770	Fred_Cunningham@NPS.gov	Yes
Keith Bounds	7601 Corporate Center Dr	Hanover, MD	KBounds@mdot.state.md.us	Yes
DEBBIE MCKINLEY	55H RIDGE ROAD	GREENBELT, MD 20770	ARTDECO19@SWBELL.NET	YES
Chris Sherman	1E Gardenway	Greenbelt MD		no

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Baltimore-Washington Parkway Widening Feasibility Study

Public Meeting #2 Group Comments

11/17/2011

1. **General Comments and Questions**
    - Prince George's Hospital bypass (reduce travel length for emergency vehicles trying to cross the Baltimore-Washington Parkway).
    - Need to look at wildlife crossings if study moves forward.
    - Are mitigation costs going to be considered?
    - Will bridges be replaced in kind (historic look)?
    - Are the MDE regulations/ ESD flexible?
    - Will a sensitivity analysis be performed on the assumptions?
    - For options where the median becomes small, has safety been considered?
    - Where BRAC populations are moving have transit/shuttle services been considered?
    - Bike path to Fort Meade.
    - Do SHA/AASHTO standards include lighting?
    - Will the draft Feasibility Study be available for Public comments?

2. **Do you think adding a general purpose lane (meaning same restrictions as today apply) to the Baltimore-Washington Parkway is a good idea, and why?**

    NPS Parkway Standard Inside Widening

    - No, use I-95.
    - No, adding additional lanes does not reduce congestion (find an alternative to adding lanes).
    - No, adding lanes won't make a difference.
    - No, because too many bridges will be impacted.
    - A "weak" maybe, not sure if extra lane will solve anything.
    - No, adding extra lane does not provide improvement in the long-term.

    NPS Parkway Standard Outside Widening

    - No.
    - Yes.
    - Yes, with caveats.

- Yes, while providing more space for access (acceleration and deceleration lanes).

AASHTO/SHA Standard Inside Widening

- Maybe – should be a managed lane.
- No, because it would increase demand and congestion.
- No, because it would increase demand, congestion, and environmental impacts.
- Yes, but widen by minimizing impacts.
- No, concerned about environmental impacts and congestion.
- No, there will be no relief system-wide (even by adding a lane).

AASHTO/SHA Standard Outside Widening

- No, the more you widen, the more expectation there will be that the problem would be solved (more expectation that highway widening is the solution to the problem in the Parkway).
- No, because it will cost too much money and too much damage to the environment while congestion remains the same.
- No, because this would not clean the air –this would encourage more traffic and more car use (clean air partners).
- No, building out the highway would beget traffic (build it, they will come).
- Would reconsider if the extra lanes are restricted to HOV or bus only.
- Would like to see the Green Line extended in its current alignment; but not in the middle of the parkway.
- Building the pavement is a simplistic solution to our problems. We should look at 21st century solutions – extend the Green Line.

3. Would adding one-lane be more reasonable to consider if the added lane were restricted to buses and carpools?

NPS Parkway Standard Inside Widening

- No, as there aren't enough people that take the bus or carpool to make a difference.
- No, carpool and bus system are difficult to use and are limited in range and availability in the current system.
- No, does not make a difference regardless of use of lane.
- No, carpool and bus systems are not effective in this area.
- No, it will require supplementary facilities (i.e. car park areas).

NPS Parkway Standard Outside Widening

- Yes.

- No.
- No, enjoy scenery.

AASHTO/SHA Standard Inside Widening

- Yes.
- Yes, but dedicated to transit/bus.
- No, pulling funds to look at other options.
- Yes but analyze improvements vs. impacts.
- Don't do what VA did to their lanes.
- Is this a prelude of connecting ICC to Baltimore-Washington Parkway?

AASHTO/SHA Standard Outside Widening

- No, because that [buses and carpools] can change at any time.
- It would be more reasonable, but would question other alternatives.
- No, because I don't think people use bus and carpools as they should. An education campaign would be needed, but still wouldn't feel it would work.
- Probably not. I don't think you would even create the demand. The solution would be to open it up – an eventuality. Nothing says that there will be more buses; a comprehensive transportation plan is needed.
- The purpose of this widening is not for congestion but for the connection of the ICC to the BW parkway; would the ICC connect to the parkway?

4. What are your concerns on the physical aspects with this option?

NPS Parkway Standard Inside Widening

- Historic aspect of aesthetics.
- Safety gap between opposite lanes.
- Safer due to reduced number of lanes, compared to Beltway.
- How close would two inside lanes be? Any safety requirements?
- Not sure.
- Aesthetic aspect of parkway can be affected.

NPS Parkway Standard Outside Widening

- Widening takes trees.
- Aesthetics impact.
- Loss of trees.

AASHTO/SHA Standard Inside Widening

- Less impacts to inside.
- Pedestrian bridge –Spellman –Greenbelt –would it need to be replaced?
- Even though inside widening –outside impacts are a concern.

AASHTO/SHA Standard Outside Widening

- Causes the physical division of the city – we are already divided physically, makes people feel disconnected.
- Spellman Overpass – children still run across parkway playing games, widening would not help.
- Tremendous amount of tree cutting on the outside lane.
- Apartment residents already complaining of noise. [Greenbriar]- visibility, would not see this.
- The expense, because you have to put up noise barriers.
- Aggravates connectivity within the town. Widening would make it that much worse and that much more difficult to solve.
- Sound barriers are a problem. Not pretty and a cost factor.
- Incredible traffic tie-ups that would happen due to construction.
- Quality of lights at night.
- Additional noise.
- Impacts on wildlife –increase the likelihood of deer/bears coming onto parkway.
- Important to have N-S contiguous trees for wildlife and bird migration. More breaks you have – more impacts to wildlife.
- Increasing the pavement will have a heat island effect.
- Relook at curb on NPS option. Look at shoulders and no curbs.

5. What are your concerns on the natural aspects with this option?

NPS Parkway Standard Inside Widening

- Impacts on wildlife.
- Impacts on trees which will affect shades, air quality, etc.
- Impacts on native species (trees); avoid invasive species.

NPS Parkway Standard Outside Widening

- Loss of trees.
- Impacts on wetlands.

- SSPRA.
- Impacts on streams.
- Impacts on natural resources.

AASHTO/SHA Standard Inside Widening

- Loss of trees, less with inside option.
- If parkway is turned over to state, does border of national park go away?

AASHTO/SHA Standard Outside Widening

- Increases in noise, light, and air pollution.
- Reduction in the tree canopy.
- DC is trying to increase its tree canopy; here we are trying to take it away from them.
- We have this highway mentality, but the real issue is global warming. It will lead to our down fall in society.
- We call this a parkway; keep the trees for the park.
- Perpetuates the thought of no global warming. Does make a difference.
- This is short sighted.
- Greenbelt has an easement with NPS in the Greenbelt Forest Preserve. Greenbelt cannot build on this easement. NPS should not build on Greenbelt's easements.
- Effect on wildlife.
- Effect on rare plants.
- No matter how good you are with construction barriers, construction related damage will occur.
- Would like to see more native trees planted. Get rid of grass and shrubs.

6. Are there other concerns, issues, or ideas about this option that you feel important to be mentioned in the report?

NPS Parkway Standard Inside Widening

- Concern that the widening that is already happening may affect decision on widening NPS sections.
- Concern for existing communities that are close to parkway.
- If forced to, pick one NPS inside widening is least impacting.
- Concern that even if a third lane is added congestion won't improve.
- Concern that widening is just the beginning of building out parkway corridor.

NPS Parkway Standard Outside Widening

- Lighting – limit lighting to maintain character.
- Consider other models (bike trails especially for BRAC).
- ESD/SWM – less sterile and more environmentally friendly designs.
- Create no-mow areas (meadows).
- Longer acceleration and deceleration lanes (Powder Mills, MD 197 @ 95, 695, 32 NB).
- Permeable shoulders.

AASHTO/SHA Standard Inside Widening

- Due date for public comment?
- BRAC –we should meet with them about project.

Questions and Answers from Public Meeting #2

November 17, 2011

Q: How wide are the shoulders associated with an AASHTO or NPS design? How wide are typical cars in relation to that width? Would there be sufficient room to change a tire?
A: AASHTO designs include 10 foot shoulders and NPS designs 8 foot shoulders. The typical car is about 6 feet wide. Additionally, parkway designs include more pavement than is marked and there is typically also a soft shoulder with a mountable curb that would allow for more space as needed to safely change a tire.

Q: Has a study been conducted about the effectiveness of HOV lanes as an alternative?
A: Study scope is restricted by what is in the legislation and therefore did not examine other alternatives.

Q: Did the traffic analysis consider telecommuting?
A: The traffic analysis used the travel forecasting model provided by the Metropolitan Washington Council of Governments used for the Constrained Long Range Transportation Plan. It was not adjusted with new or different assumptions.

Q: Why wasn't a more limited partial build alternative considered that would expand the ramps and widen the inside shoulders?
A: This would be an appropriate alternative to consider if the scope of the study were broader. We will identify possible alternatives for future consideration should this study progress into project planning in the future.

Q: When will you be able to report on costs?
A: Costs are not ready yet, but will be part of the final public meeting, which is anticipated for the January / February timeframe.

Q: Will you be accepting comments on the project website?
A: Yes. There is a form available on the project website for people to use to submit comments.

Q: Please explain the limitations of this study. The traffic analysis shows that three lanes would be insufficient. Why not expand the scope of the study?
A: This study is the first step in what might be a fairly extensive process of identifying and addressing mobility needs in this corridor.

Baltimore-Washington Parkway
WIDENING FEASIBILITY STUDY

Public Comment Form

Thank you for participating in the second public meeting of the Baltimore-Washington Parkway Widening Feasibility Study. Public opinion is a critical element of determining the feasibility of widening the Baltimore-Washington Parkway. Please take some time to tell us what you think about tonight's meeting and this study.

1. What did you like the most about tonight's public meeting?
    - Presentations.
    - Speakers available for questions.
    - Maps and displays.
    - A lot of informed and informative speakers.
    - Good graphics.
    - Good presentation of constraints

    What did you like the least?
    - Options Maps were not very different; perhaps the change is too small to capture at this scale. Green lines are hard to see.
    - The study itself. It is very limited, however, I do understand why.
    - On the community/public facilities display, Greenbelt Elementary School isn't shown and the Schrom Airport (shown on Hanover Parkway) hasn't been in use for 40 years.

2. Please provide your comments and/or feedbacks on the materials presented during tonight's meeting:
    - Handouts are good – concise, informative
    - Feasibility study maps are good
    - Is it possible to know who is on the Technical Advisory Committee (is this public information)?
    - I was initially quite concerned about this project. Our community (Eastpines) was cut in two with the initial construction of the Parkway. Nearly half of the front yards along 410 were taken to widen the road. Now those houses will be destroyed to build the Purple Line. So now we have the BW Parkway. The way things look tonight is encouraging, even though traffic itself will not improve as far as decreased volume on the road in 2040.
    - This study does not look at all potential options. It does not solve the traffic issues. Adding lanes through all the sensitive environmental and historic areas would be a loss of a treasure with no net improvement. This would clearly change the intended purpose of it being a "Parkway". Please do not spend my tax dollars on a project of such. As a resident of Greenbelt I value the preservation of the sensitive lands.

3. Would you like to be on the project mailing list? Circle: YES / NO

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Berwyn Heights, MD 20740-2326
mdmarmot@yahoo.com

Norman Livsey – President, Eastpines Citizens Association
P.O. Box 332
Riverdale, MD 20738
hlivsey@comcast.net

Jaime Fearer
15 Crescent Road, Suite 200
Greenbelt, MD 20770
JFearer@greenbeltMD.gov

Baltimore-Washington Parkway
WIDENING FEASIBILITY STUDY

Question Form

Thank you for participating in the second public meeting of the Baltimore-Washington Parkway Widening Feasibility Study. In order to facilitate an effective meeting process, we request everyone to hold your questions until the General Questions and Answers section that will take place at the end of the presentation. Please write down all your questions on this form to remind you of your questions and concerns during the General Questions and Answers section.

- Best to have one agency run the highway. Less chance for stalling blockages, etc. Should have pass-through areas for emergency vehicles + landing areas for choppers.
- HOV lanes would defeat the purpose of a 3rd lane.
- Jessup prison is gone?
- With more traffic, what will be done to keep deer from the highway?
- With inside choice, what is the closest both inside lanes will come?
- What sort of trees/plantings will be used? Native trees not invasive.
- Limits of disturbance… is this swale and such?

Baltimore-Washington Parkway
WIDENING FEASIBILITY STUDY

Baltimore-Washington

Parkway Chronicle

Feasibility Study of Widening the Baltimore-Washington Parkway is Under Way

The Federal Highway Administration (FHWA) Eastern Federal Lands Highway Division (EFLHD) has initiated a study to assess the feasibility of widening the Baltimore-Washington Parkway (Maryland Route 295). Specifically, the study will consider the costs and benefits of adding a third northbound and a third southbound lane along the Parkway from the interchange with I-695 in Anne Arundel County, Maryland to New York Avenue in the District of Columbia.

The study is the result of legislative language included in Fiscal Year 2010 Appropriations legislation sponsored by U.S. Congressman C. A. Dutch Ruppersberger, Maryland District 2, directing the FHWA to work with the National Park Service and the Maryland State Highway Administration (SHA) to determine the feasibility of such a widening. The study will include an assessment of the impact of the Base Realignment and Closure process on traffic throughout the Maryland Route 295 corridor between Baltimore, MD and Washington, DC.

Feasibility will be assessed against environmental, economic, and engineering factors and transportation system performance, as well as the specific concerns of Parkway users and other regional stakeholders. The study team intends to engage communities that surround the Parkway in the study process to identify their preferences and concerns related to a widening of the roadway and to share different design and operational concepts with them.

There will be three public meetings over the course of this 9-month study, with the first to be held on July 20, 2011. All interest parties are encouraged to attend and participate. The study team would like to hear from the public how they use the Parkway, what they like about the current roadway, what they would like to change, and their thoughts on the appropriateness of widening. Please join us!

Photo by: Adam Elmquist

Study Area Map

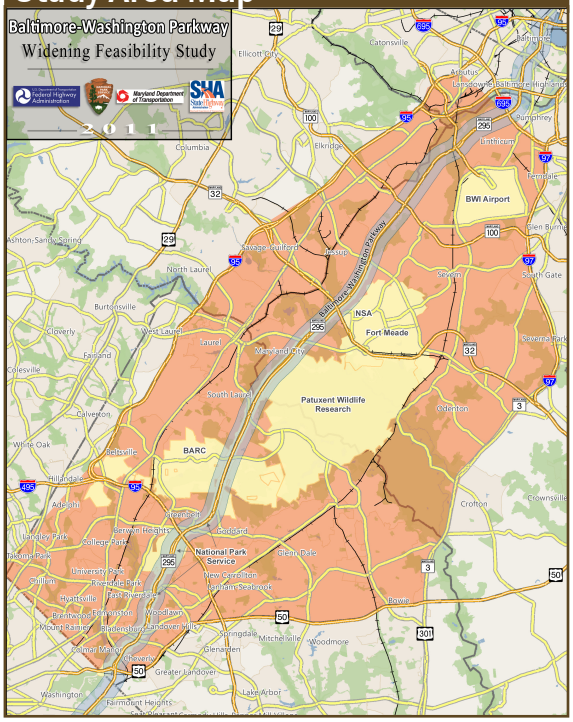


Photo from NPS website

Important Updates

1st Public Meeting is Coming Up! Get Involved!

July 20, 2011
6:30 p.m. - 8:30 p.m.

ATTENTION AREA RESIDENTS, COMMUTERS, EMPLOYERS, AND BUSINESS PEOPLE!!

The Federal Highway Administration (FHWA) invites you to join us at the first public meeting for the...

Baltimore-Washington Parkway Widening Feasibility Study

JULY 20, 2011
6:30 p.m. - 8:30 p.m.
Meade Middle School
1103 26th Street
Ft. Meade, MD 20755

Photo by: Alex Nitzman

This study will examine the feasibility of adding a third northbound and a third southbound lane to the Baltimore-Washington Parkway (MD Route 295) between its interchange with I-695 in Anne Arundel County, MD and New York Avenue in the District of Columbia. During this meeting, the project team will introduce the study and gather the public's input on study goals and objectives.

For more information:

Lewis Grimm | lewis.grimm@dot.gov
703.404.6289

FHWA is committed to ensuring that no person is excluded from participation in, or denied the benefits of, its projects, programs, and services on the basis of race, color, national origin, or gender, as provided by Title VI of the Civil Rights Act of 1964 or on the basis of disability as provided by the Americans with Disabilities Act. If you need special accommodations or language assistance services (translation or interpretation) please contact Eduardo Maeyama at (202) 661-5329 or by email at Maeyama@pbworld.com at least five (5) days in advance of the meeting. These services will be provided free of charge.

FHWA - Eastern Federal Lands Highway Division
21400 Ridgetop Circle
Sterling, VA 20166

U.S. Department of Transportation
Federal Highway Administration

NATIONAL PARK SERVICE

Maryland Department of Transportation

SHA State Highway Administration
Maryland Department of Transportation

ATTENTION AREA RESIDENTS, COMMUTERS, EMPLOYERS, AND BUSINESS PEOPLE!!

The Federal Highway Administration (FHWA)
invites you to join us at the second public meeting for the...

Baltimore-Washington Parkway Widening Feasibility Study

November 17, 2011
6:30 p.m. - 8:30 p.m.
Greenbelt Community Center
15 Crescent Road
Greenbelt, MD 20770

Photo by: Adam Elmquist

This study will examine the feasibility of adding a third northbound and a third southbound lane to the Baltimore-Washington Parkway between its interchange with I-695 in Anne Arundel County, MD and New York Avenue in the District of Columbia. During this meeting the project team will provide an update from the first public meeting, present the existing conditions summary, traffic analysis summary, and alternatives development.

For more information:

Lewis Grimm | lewis.grimm@dot.gov
FHWA – Eastern Federal Lands Highway Division
703.404.6289

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U.S. Department of Transportation Federal Highway Administration

NATIONAL PARK SERVICE

Maryland Department of Transportation

SHA State Highway Administration Maryland Department of Transportation

Baltimore-Washington Parkway WIDENING FEASIBILITY STUDY

Baltimore-Washington
Parkway Chronicle

Issue No. 2 | November 2011

The Circuitous Route to Building the Baltimore-Washington Parkway

In the 1920's, as automobile ownership became more affordable and suburbanization of cities began to occur, there was an increasing interest for new types of roadways that emphasized recreational and natural values. As a result of this growing demand, the National Park Service (NPS) issued the *Regulations and Procedures to Govern the Acquisition of Rights-of-way for Parkways* on February 8, 1935 by the Secretary of the Interior[1]. This was the first document to define a ***parkway*** characterized by the type of roadway as one that limits access only to non-commercial and recreational traffic. Other guidelines included the following general facility characteristics:

- Avoids unsightly roadside developments.
- Provides a buffer from abutting property through wider-than average right-of-way.
- Denies frontage or access rights.
- Eliminates major grade crossings.
- Encourages preservation of and access to natural scenery.
- Prefers construction on new sites to avoid already congested and built-up areas.
- Limits entrance and exit points to reduce traffic interruptions and increase safety.

It was during this timeframe that the concept of the Baltimore-Washington Parkway was first proposed as an element of a planned regional system of parkways providing access to the core of the national capital region. Unfortunately, shortly thereafter, the lagging economy dramatically tempered interest in recreational roadways, and the focus shifted to the improvement of roadways that provided greater speed, safety, and efficiency for general public and commercial users. Consequently, a roadway between Baltimore, MD and Washington, DC, based solely on its recreational value was deemed unrealistic. While the Baltimore-Washington Parkway project was stalled by several obstacles, travel on US Route 1 between Baltimore, MD and Washington, DC, grew dramatically resulting in a very crowded, unsafe, and undesirable travel experience. Pressures to relieve the traffic conditions on US Route 1 pushed the Maryland State Road Commission to release an initial plan in 1941 for a toll road between Baltimore, MD and Washington, DC, which conflicted with the proposed *parkway* plans[2]. The plans for a State toll road lost support with time, mainly due to Federal restrictions on tolling roads that go through federally owned lands, but the renewed interest in the Baltimore-Washington Parkway stressed the importance of planning to accommodate functionality as well as aesthetic and recreational value.

The 1940's brought an emphasis on roadway projects important to national defense, leading to the Federal Defense Highway Act of 1941, which provided funds for infrastructures that addressed primarily national defense needs. The Department of Commerce's Federal Works Agency (the agency that oversaw the Bureau of Public Roads (BPR), which would later become the Federal Highway Administration [FHWA]) restricted approval to road projects that were certified by Federal defense agencies as essential to national defense. Under these circumstances, the characteristics described by a *typical parkway* provided for a more functional defense roadway system connecting to Fort George G. Meade, one of the largest military bases in the United States, than the typical freeway or highway for the following reasons[3]:

1. It would be impermeable to air attack:
   - The parkway was designed to hug the natural contours of the landscape, which provided areas that would allow vehicles to detour and scatter to avoid possible air strikes.
   - The parkway provided greater landscape and plantings, which provided camouflage for vehicles seeking concealment.
2. The limited access designated on a *parkway,* also permitted easy closure to non-military traffic in times of emergency.

[1] United States Department of Interior, National Park Service, National Register of Historic Places Multiple Property Documentation Form, Section E - Statement of Historic Context, p2
[2] Historic American Engineering Record, Baltimore-Washington Parkway, HAER No. MD-129, p 50
[3] United States Department of Interior, National Park Service, National Register of Historic Places Multiple Property Documentation Form, Section E - Statement of Historic Context, p17

IMPORTANT UPDATES

2nd Public Meeting is Coming Up! Get Involved! (Details on the last page)
November 17, 2011
6:30 p.m. - 8:30 p.m.

The Circuitous Route to Building the Baltimore-Washington Parkway (Cont'd)

This focus on national defense led to a plan for the Baltimore-Washington Parkway that merged the functionality of modern freeways with the scenic parkway characteristics that addressed the aesthetic value and national defense needs. In 1945, the plans were finalized, which significantly differed from the initial plans. The northern section of the corridor, basically between Fort Meade and the City of Baltimore, was designated under the jurisdiction of the State of Maryland, and the typical public highway design standards of the time were applied. Additionally, as a State-owned roadway, it was built to accommodate commercial vehicles. The southern portion of the planned parkway remained under federal jurisdiction as much of the land was owned by Fort Meade and other federal agencies. A decision was made to abide by the parkway standards of the National Park Service which was granted ownership and operational/maintenance responsibilities for this portion of the corridor as well as the prohibition on commercial vehicles. The northern section of the corridor between Baltimore City and MD 175, a 12-mile section, began construction in 1946 and was opened in 1952. The construction of the southern section (18.8 miles between MD 175 and US 50) began in 1950 and was opened in 1954.

To ensure that the parkway maintained its primary purpose, Congressional legislation was approved in 1950 for the Baltimore-Washington Parkway[4]. The legislation states that it "… shall be regarded as an extension of the park system of the District of Columbia and its environs..." and "… that it shall be constructed, developed, administered, and maintained by the Secretary of the Interior, through the National Park Service…" in accordance with the National Park Service 1916 mission which protects natural and nationally significant historic resources by such means as will leave them unimpaired for the enjoyment of future generations. Further, it states that "[T]he Parkway shall be constructed, developed, operated and administered as a limited access road primarily to provide a protected, safe, and suitable approach for passenger-vehicle traffic to the National Capital and for an additional means of access between the several Federal establishments adjacent thereto and the seat of government in the District of Columbia." As one of the National Capital Parks, the Baltimore-Washington Parkway is also subject to additional legislation that gives direction to preserving the forests and natural scenery in and about Washington.

To avoid impairment of the above purposes of the Baltimore-Washington Parkway, the legislation specifically states that the Secretary of the Interior, in concurrence with the Secretary of Commerce, shall control the location, limit the number of access points, and regulate the use of said parkway by various classes or types of vehicles or traffic.

Finally, the Baltimore-Washington Parkway was entered onto the National Register of Historic Places (NRHP) in May, 1991, in the category of Transportation and noted for its landscape architecture.

[4] Public Law 643 – 81st Congress, Chapter 525 – 2D Session, H.R. 5990

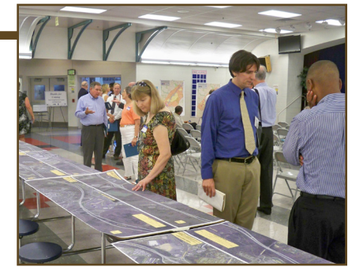
WHY ARE WE DOING THIS STUDY?

Nearly 60 years after the opening of the roadway, the Baltimore-Washington Parkway has become one of the most heavily traveled corridors in the Baltimore and Washington Metropolitan areas. Present day traffic volumes range between 80,000 and more than 100,000 vehicles per day. Along this corridor, Fort Meade is expected to expand as part of the Base Realignment and Closure (BRAC) process. The expansion of Fort Meade is anticipated to result in an increase of approximately 5,400 military, Department of Defense (DoD) civilians and contractor employees, as well as approximately 4,900 family members, all to be located on the Fort Meade campus. In addition, the Fort Meade expansion and the BRAC process is projected to add approximately 5,800 civilian jobs, over 4,000 jobs due to ongoing National Security Agency (NSA) expansion, and 1,000 jobs from other Army and DoD decisions, as well as over 10,000 jobs from proposed commercial development near the Fort Meade area which will incur related growth through and beyond the BRAC process (2011). The unanticipated expansion, timing, funding, and the unpredictable growth within the base parameter have been cited by the Maryland Department of Transportation as the main transportation challenges generated by BRAC.

In anticipation of the expected increase in travel demand that would be associated with these BRAC related actions in addition to other anticipated residential, commercial and industrial growth and development in the corridor, the United States Congress has requested the conduct of an initial feasibility study to examine the effects of adding a third travel lane in each direction along the Baltimore-Washington Parkway between US Route 50 at the District of Columbia line on the south and the Baltimore Beltway (I-695) on the north. As an initial feasibility study, this effort is seeking to assess the feasibility of this action from several perspectives. These include: potential changes in traffic volume, travel time and congestion levels with and without the proposed improvements; the capital and operating costs associated with a widened Baltimore-Washington Parkway; the potential impacts of any such action on adjacent communities and natural environmental areas; and institutional considerations on facility ownership and administration. This study was initiated in the spring of 2011 and is scheduled for completion within about one year.

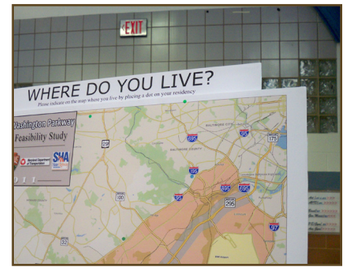
One concern of this study is that adding additional lanes is contrary to the above parkway purposes and could destroy the characteristics that NPS values for the Baltimore-Washington Parkway as well as the justification for placement on the NRHP. Also, it raises questions of the appropriateness of the parkway remaining under NPS stewardship.

Recap: First Public Meeting



The first Public Meeting for the Baltimore-Washington Parkway Widening Feasibility Study took place on July 20, 2011, at the Meade Middle School in Fort Meade, MD. The purpose of the meeting was to introduce the study to the general public and other stakeholders, and obtain their input and feedback regarding the existing conditions and study goals. Approximately 40 people attended this first Public Meeting providing valuable feedback for the study. The comments received have been summarized into the following major themes:

- Preserve the aesthetic, historic, and natural values of the Parkway
- Determine community and environmental impacts of a potential widening
- Allow direct connectivity between Washington and Baltimore
- Reduce traffic congestion
- Maintain the existing two-lanes in each direction to preserve the Parkway character; widening will not resolve congestion in the corridor
- Consider lack of alternative mobility options along the corridor (transit, bicycle, and pedestrian)
- Remove the barrier that the Parkway creates to the environment and community connectivity along the corridor



Since the First Public Meeting

After gathering and reviewing the feedback received at the first Public Meeting, the study team has:

- Evaluated existing and future year travel demand conditions in the corridor, including an assessment of traffic congestion (levels of service and operational conditions)
- Identified four potential widening options for the parkway
- Performed a preliminary engineering assessment of the four options
- Conducted additional outreach to local community and business stakeholders

The four widening options under consideration are:

- Inside widening based on the National Park Service park roads and parkway design standards and guidelines.
- Outside widening based on the National Park Service standards and guidelines.
- Outside widening based on the highway design standards and guidelines developed by the American Association of State Highway and Transportation Officials and the Maryland State Highway Administration (AASHTO/SHA).
- Inside widening based on the AASHTO/SHA standards and guidelines.

The study team presented an initial description of the major findings from this analysis to the members of the study's Technical Advisory Committee (TAC) in mid-October for their consideration for their review and comment. A summary of these preliminary findings will be presented at the second public meeting on November 17, 2011.

Technical Advisory Committee Meeting

Date: January 19, 2012 Technical Advisory Committee Meeting Number: 3
Location: SHA District 3 Office - Greenbelt, Maryland

Meeting Notes

Welcome and Introductions

- Lewis Grimm, FHWA-EFLHD project manager of the study, welcomed Technical Advisory Committee (TAC) members to the meeting.
- The members of the study team and the TAC introduced themselves to the meeting group.
- The purpose of the meeting is to share and obtain input on the outcomes of Public Meeting #2 held on November 17, 2011 at the Greenbelt Community Center, the impact analyses and cost estimates (capital and operations & maintenance [O&M]), and the progress and content of the Draft Congressional Report.
- The general study scope of work, process and schedule was briefly reviewed as was the agenda for this third meeting of the TAC.

Recap: Public Meeting #2

- Marsha Kaiser, the consultant team lead for the public involvement tasks, provided an overview of the public meeting that was held on November 17, 2011. Over 40 people attended, ranging in composition from citizens to local elected officials and representatives of stakeholder groups.
- Marsha Kaiser described that the public meeting's main objective was to present the different widening options considered in the study and to obtain feedback on each of the options from the public.
- The consultant team summarized the public comments by general themes, which was presented to the TAC members.

TAC Comments and Questions were as follows:

1) Question from a member of the TAC: Was managed lanes or HOV lanes considered in any of the options? Response: No, the scope of the legislation, hence the study, does not ask to consider the different type/mode of use of the potential additional lanes. But the report will provide a text suggesting that if the study does move forward from the feasibility stage, the options must consider different usage of the lanes and mobility options.

Study Area Overview

- Greer Gillis, consultant team Project Manager, provided a recap overview of the study area.

Transportation Impacts

- Greer Gillis provided a brief summary of the traffic impacts evaluated in this study and provided the description that was presented to the public on November 17th.

2) Question from a member of the TAC: Will the study indicate a major increase in traffic volumes into DC? Response: The study shows that there are numerical increases in volume for the 2005-baseline, 2040-No Build, and 2040-Partial Build scenarios. There is a greater increase in volume in the 2040-Full Build option. But overall, considering the residential and employment growth in the region expected for 2040, the increase in traffic volume entering the District is not dramatic and it is an increase that may be attributed to the population growth of the area and not completely on the change in capacity of the Parkway.

Physical Effects

- Angela Jones, deputy project manager of the consultant team, provided a brief recap of the different widening options considered.

Environmental and Cultural Resource Impacts

- Ken Briggs, consultant team Engineering Lead, provided a summary of the environmental and cultural resource impacts that were attributed to each widening options.

3) Comment from a member of the TAC: Include the words "Standards" next to the table headings "AASHTO" and "NPS" on slides 18-20.
4) Question from a member of the TAC: Would it be important to clarify whether the property/ environmental impacts are direct or indirect, and perhaps ensure that the property impacts are put in context so that the public understands the extent of the potential impacts? Response: Due to the high level of this feasibility study and the extent of unknowns that exist at this level, it is difficult to provide an accurate assessment of the direct and indirect impacts. The report provides a description on what the study considered as "direct" impacts, which were accounted for differently than the "quality of life" (indirect) impacts. The property impacts listed are direct impacts resulting from grading. However, the property impacts are narrow sliver takes and there are no relocations. It is anticipated that if more detailed studies are conducted these direct impacts can be reduced or eliminated. Also, during the public meeting, each of the property impacts were presented with aerial mapping of the location of the impacts, to help the public understand that most of the potential land impacts were correlated with minimal slivers of land along the Parkway right-of-way, rather than impacts on the property (housing or building).
5) Comment from a member of the TAC: It is important to emphasize the feasibility nature of this study and that due to the high level of the study; the described impacts are not necessarily all or nothing scenarios. It may also be useful to add a footnote on the property impact slide of the presentation providing a disclaimer that the potential impacts are land-only impacts and not property (buildings or structures).
6) Question from a member of the TAC: For either of the inside widening options, are there considerations for any type of structure/barriers between the opposite lanes? Response: Yes, depending on the median width and slope grading barriers were included as required.
7) Comment from a member of the TAC: It may be important to include an extra line item to describe the need for additional structures (such as the barriers, or retaining walls) as possible impacts (under the Constructability Impacts slide). These structures can be significant in impacting not only the functionality of the Parkway but also important elements such as the view shed. Response: It was agreed that this level of detail would not be included.

Capital and O&M Cost Estimates

- Ken Briggs provided a summary and explanation of the cost estimates and the procedures followed to provide the capital costs of the widening options.
- It was presented to the TAC members that the report will provide conservative estimates for the O&M costs, but that the team is still researching and developing an estimate process through resources from the NPS and SHA.
- The TAC members were also requested to provide feedbacks to the study team on good ways to estimate O&M costs.

8) Comment from a member of the TAC: Include the words "Standards" next to the table headings "AASHTO" and "NPS" on slide 21.
9) Comment from a member of the TAC: Include a footnote explaining that there will be additional mitigation costs for streams and wetlands that will have to be considered if the study moves forward in the future. Forest impacts were the largest impact and mitigation costs for reforestation was included in the estimate.

10) Comment from a member of the TAC: Be sure to label the costs in FY 2012 or 2011 (whichever applies) dollar values.
11) Comment from a member of the TAC: NPS and the study team are coordinating to provide maintenance budget data that could help develop an O&M cost estimate relevant to the NPS.
12) Comment from a member of the TAC: SHA agreed to coordinate with the study team to help develop O&M cost estimates for the sections of the study relevant to SHA.
13) Comment from a member of the TAC: It was noted that law-enforcement cost for the corridor is approximately USD $ 3.4 million per year.

Draft Congressional Report

- Greer Gillis provided a brief description and summary of the structure and the contents of the draft Congressional Report.

14) Question from a member of the TAC: NCPC representative was unsure if it was appropriate to provide their concerns on meeting planning policies at the feasibility level of the study. Response: The team stated that they welcomed all comments from the agencies about their concerns of how a potential widening of the Parkway could meet or be in conflict with the agency's policies. It was stated that all concerns from the agencies will be documented in the report, and it was requested to all agencies to submit their concerns and comments in regards to jurisdictional policies to the study team by email.
15) Comment from a member of the TAC: It was suggested to include the term "Policy" in the title of the Draft Congressional Report heading "Ownership and Management", to remind the importance of Policy compliance of different agencies.
16) Comment from a member of the TAC: It was suggested to reconsider the title of the headings used in the sections of the Draft Congressional Report. It was commented that the headings did not clearly spell out what each section encompassed.
17) Comment from a member of the TAC: It was observed that if the study moved forward and the potential widening of the Parkway materialized further, many jurisdictions and agencies needed to reconsider their long-range plans. Currently, none of the agencies have the potential widening of the Parkway included in their long-range plan.

Attachments (Materials distributed at meeting)

- Agenda
- PowerPoint Presentation
- Outline of the Draft Congressional Report
- List of Meeting Attendees

Technical Advisory Committee (TAC) Meeting #3

Thursday, January 19, 2012
2:00 – 4:00 PM

SHA District 3 Auditorium

AGENDA

I. Welcome and Study Overview (Lewis Grimm, FHWA)

II. Recap: Public Meeting #2 (*Marsha Kaiser, Parsons Brinckerhoff)*

III. Study Area Overview *(Greer Gillis, Parsons Brinckerhoff)*

IV. Transportation Impacts *(Greer Gillis, Parsons Brinckerhoff)*

V. Physical Effects *(Angela Jones, KCI)*

VI. Environmental and Cultural Resource Impacts *(Ken Briggs, KCI)*

VII. Capital and O&M Costs Estimates *(Ken Briggs, KCI)*

VIII. Draft Congressional Report (*Greer Gillis, Parsons Brinckerhoff*)

IX. General Discussion

X. Next Steps *(Lewis Grimm, FHWA)*

XI. Meeting Adjournment

Baltimore-Washington Parkway Widening Feasibility Study
Technical Advisory Committee (TAC) Meeting #3
Thursday, January 19, 2012
2:00 a.m. to 4:00 p.m.
SHA District 3 Auditorium

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		Congressman Steny Hoyer's Office		
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Baltimore-Washington Parkway
WIDENING FEASIBILITY STUDY

Technical Advisory Committee (TAC) Meeting #2
Friday, October 14, 2011
10:00 a.m. to 1:00 p.m.
MDSHA Greenbelt Office

✓	Name	Organization	Phone	E-Mail

Technical Advisory Committee (TAC) Meeting #3

Thursday, January 19, 2012

2:00 PM – 4:00 PM

Auditorium of the MDSHA District 3 offices

Greenbelt, MD

Baltimore-Washington Parkway
WIDENING FEASIBILITY STUDY

U.S. Department of Transportation
Federal Highway Administration

NATIONAL PARK SERVICE

Maryland Department of Transportation

SHA State Highway Administration

Agenda

- Welcome and Study Overview
- Recap: Public Meeting #2
- Study Area Overview
- Transportation Impacts
- Physical Effects

Agenda

- Environmental and Cultural Resources Impacts
- Capital Cost Estimates
- Draft Congressional Report
- General Discussion
- Next Steps

Study Overview

- Enabling Legislation
- Study Focus
- Study Partners
- Study Scope, Process, and Schedule
- Additional Information

Enabling Legislation

"The Committee directs the FHWA's Office of Federal Lands Highways to work with the National Park Service and the Maryland State Highway Administration to determine the feasibility of adding a third northbound and a third southbound lane for Maryland Route 295/Baltimore Washington Parkway from the intersection with Interstate 695 to New York Avenue in the District of Columbia."

FY 2010 Consolidated Appropriations Bill
December 16, 2009

Baltimore-Washington Parkway
WIDENING FEASIBILITY STUDY

Study Focus

- The study focuses on five aspects of feasibility, as follows:
  - **Transportation impacts** – the influence of additional lane capacity on mainline operations.
  - **Physical effects** – effects of various approaches to accomplish widening, considering a variety of typical sections and/or design standards (i.e. SHA vs. NPS).
  - **Environmental impacts** – identification of considerations that would have to be dealt with in the NEPA process
  - **Political / Public impacts** – implications of widening as it pertains to the interests of various stakeholders including agencies with ownership interest, regional planners, and the public
  - **Ownership and Management** – impacts of ownership and management of the Parkway and the implications of a potential widening on these factors

Study Partners

- Study Sponsors


- Technical Advisory Committee (TAC)
  - State Agencies, Federal Agencies, Local Governments
- Study Area Residents and Businesses

Scope, Process, and Schedule

- Draft Feasibility Study Final Report to Congress completed this month!

Task Name	2011									2012		
	April	May	June	July	August	September	October	November	December	January	February	March
1.0 Study Management												
2.0 Data Collection												
3.0 Public Involvement/Participation												
4.0 Travel Demand Model Development												
5.0 Alternatives Development												
6.0 Alternatives Analysis												
7.0 Draft Feasibility Study Final Report												
8.0 Final Feasibility Study Reports												

- Where we are today: January 19, 2012

Baltimore-Washington Parkway
WIDENING FEASIBILITY STUDY

Public Meeting #2 Overview

- Public Meeting #2 - November 17, 2011
  - Greenbelt Community Center, Greenbelt, MD
  - Over 40 people participated in the 2nd Public Meeting.
  - Presented the existing conditions and the four widening options that were considered at last TAC meeting

Summary of Comments by Themes

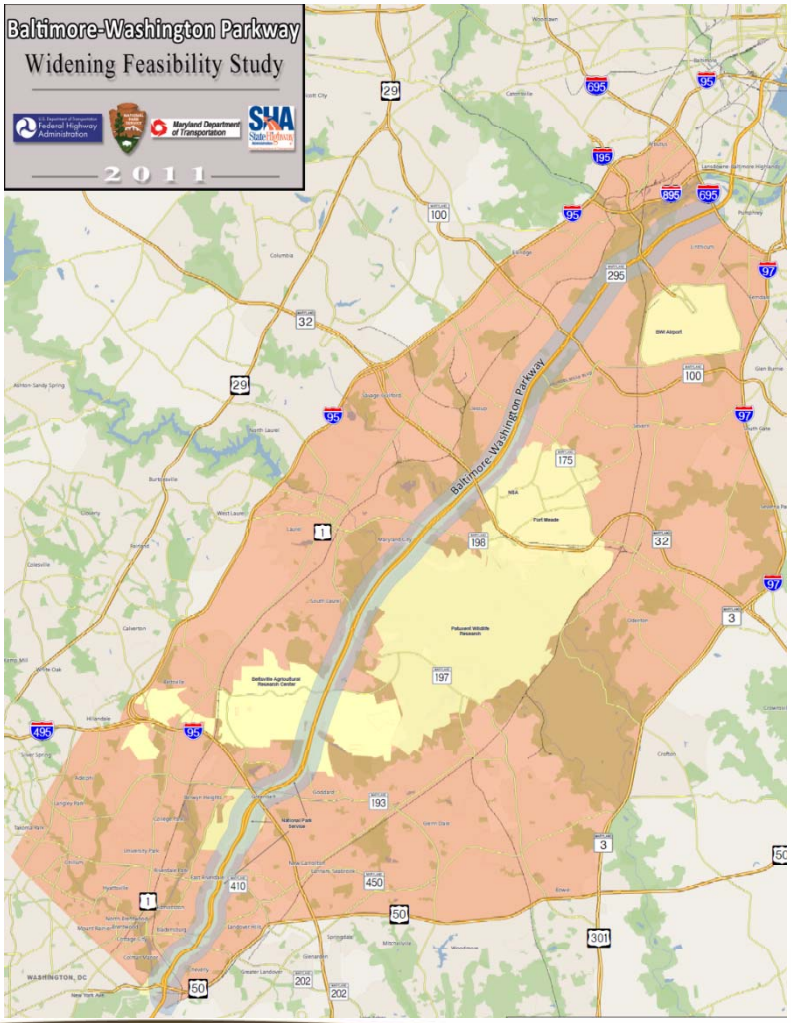
- Widening the Parkway, regardless of the use of the additional lane, does not provide a long-term solution to congestion.
- The addition of an extra lane will only increase demand and promote greater environmental impacts.
- Alternative mobility options along the corridor (e.g. extend the Green Line alignment) need consideration.
- Widening may have negative safety implications (e.g. possible degradation in safety due to extra lane and limited gap/clearance between opposite lanes).

Summary of Comments by Themes

- Widening will have negative community impacts (e.g. noise, aggravate barrier within divided communities).
- The aesthetic, historic, and natural values of the Parkway need preserved.
- Concerned for natural and environmental impacts caused by widening (e.g. impacts on wildlife, trees, air quality, light pollution, heat island effect).

Study Area Boundaries

- Interstate 695 to the north
- New York Ave/U.S. Route 50 to the south
- MD Route 3 and Interstate 97 to the east
- Interstate 95 to the west



Baltimore Washington Parkway Study Corridor

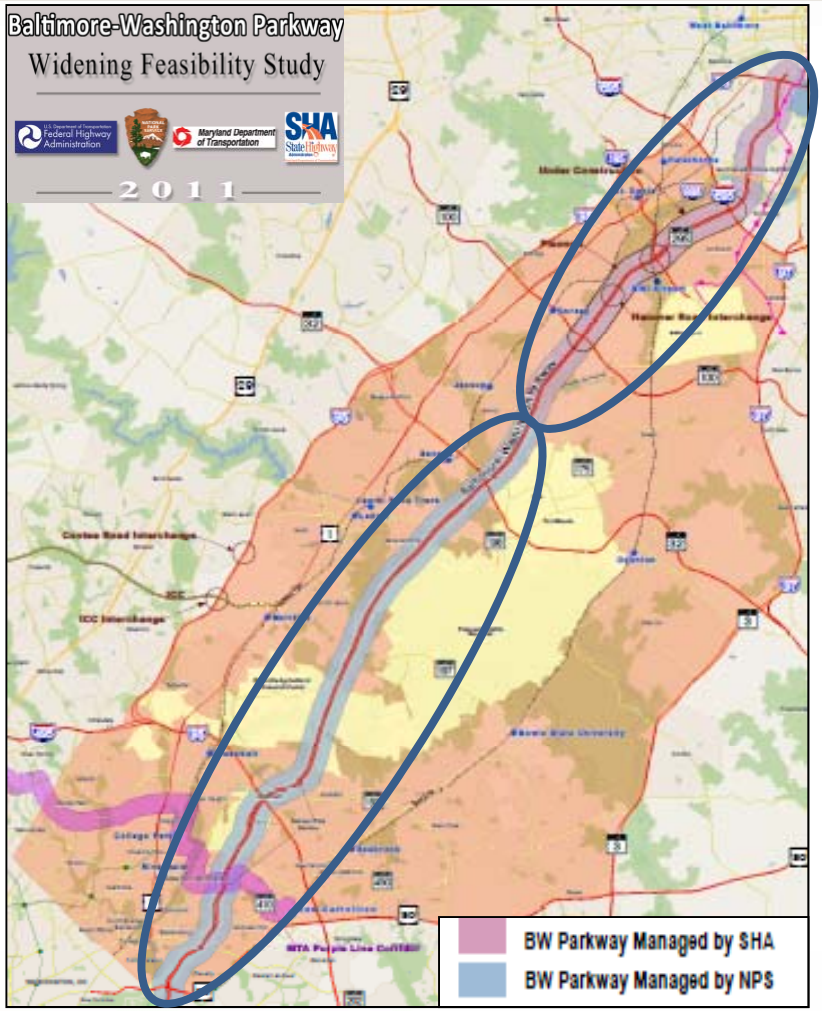
Study Area

Baltimore-Washington Parkway
WIDENING FEASIBILITY STUDY

Map Source: B-W Parkway Widening Feasibility Study – Study Area Map

Facility Ownership and Management

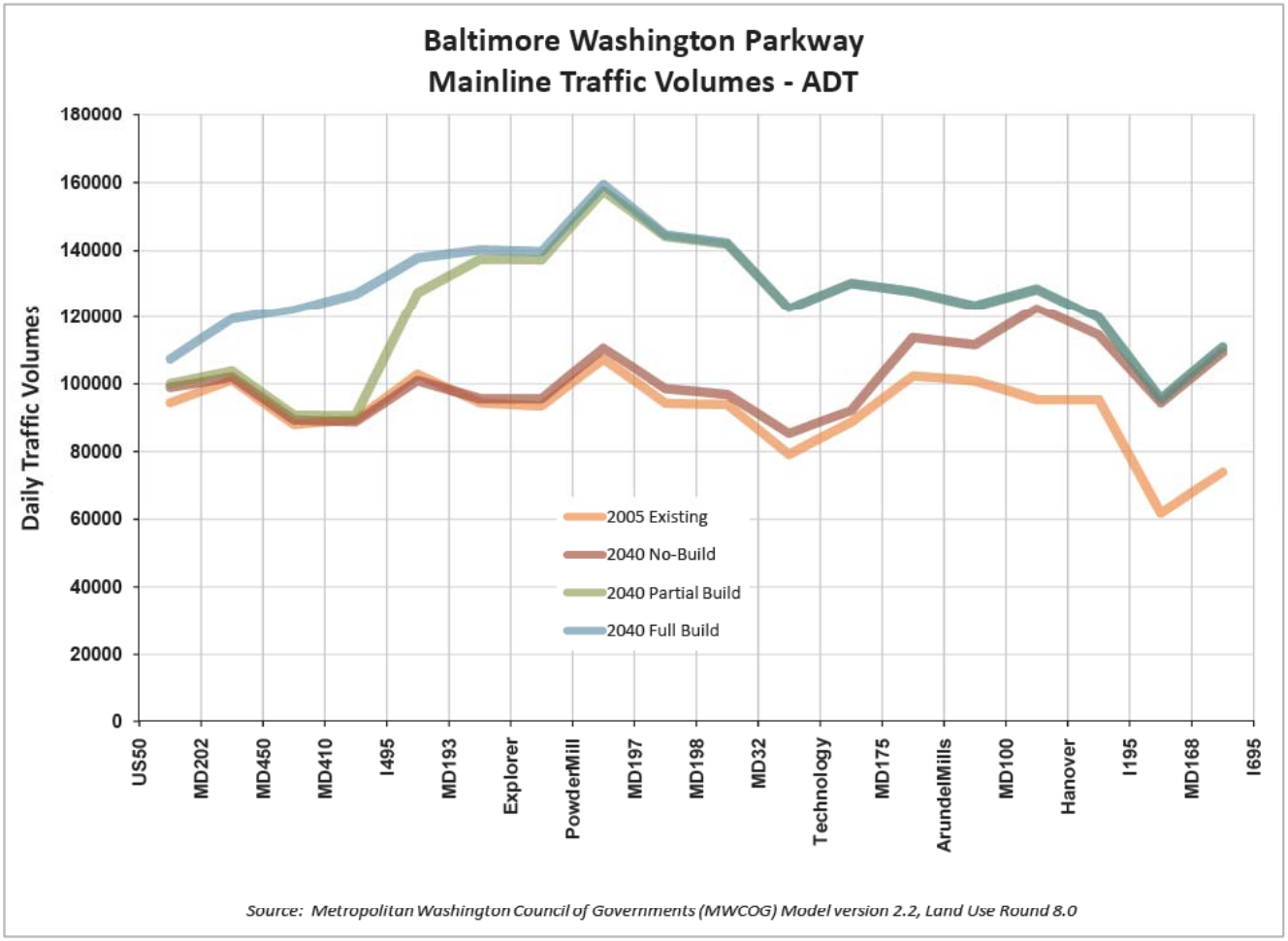
- B-W Parkway owned & operated by SHA between Baltimore City and MD 175 and NPS between MD 175 and New York Ave/US 50 split.
- NPS Section is 6 lanes from US 50 to MD 450 and 4 lanes from MD 450 to MD 175.
- SHA is currently widening MD 295 from 4 to 6 lanes between I-195 and I-695.
- SHA is planning to widen MD 295 from 4 to 6 lanes between MD 100 and I-195.



Baltimore-Washington Parkway
WIDENING FEASIBILITY STUDY

Map Source: B-W Parkway Widening Feasibility Study Major - Transportation Routes Map

Mainline Traffic Volumes



Source: Metropolitan Washington Council of Governments (MWCOG) Model version 2.2, Land Use Round 8.0

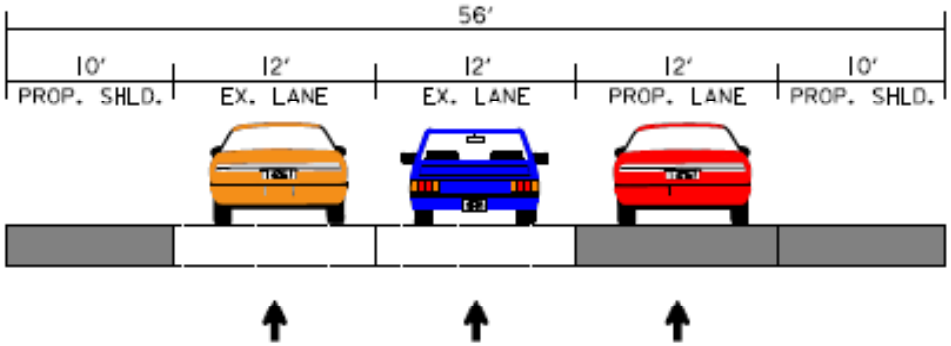
Traffic Analysis Summary

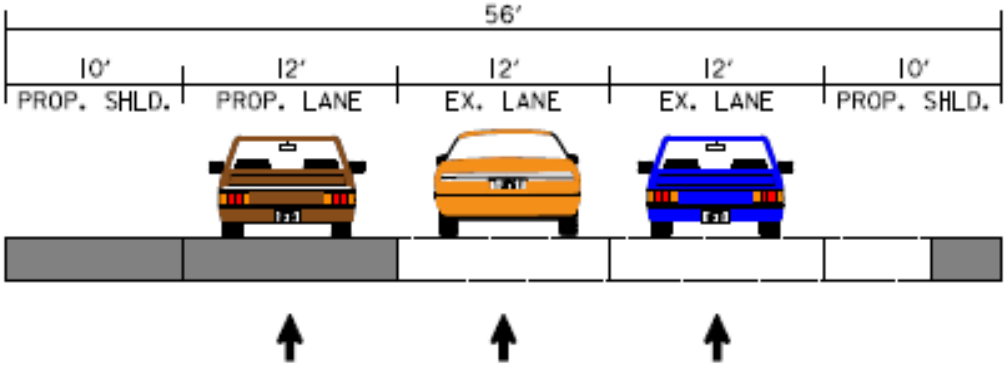
- A widened Parkway will carry more traffic
- A widened Parkway will not necessarily be less congested than experienced today
- Therefore, we can move more vehicles through the corridor, but at similar levels of congestion as observed today

AASHTO Options

Drawings not to scale

AASHTO Outside Widening Option





AASHTO Inside Widening Option

LEGEND

EXISTING PAVEMENT

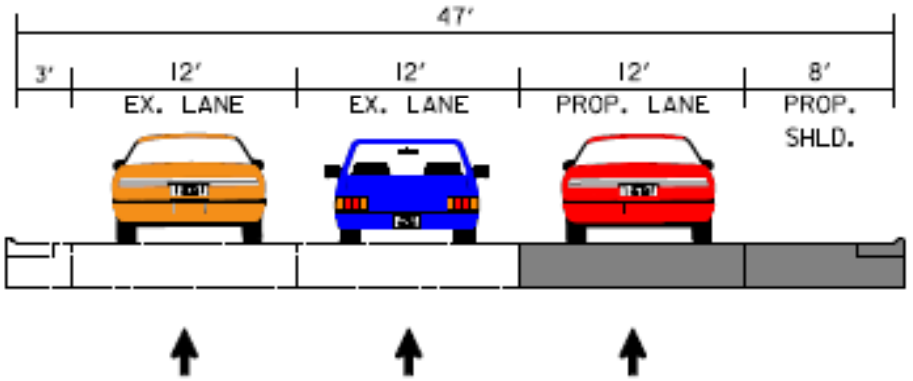
PROPOSED PAVEMENT

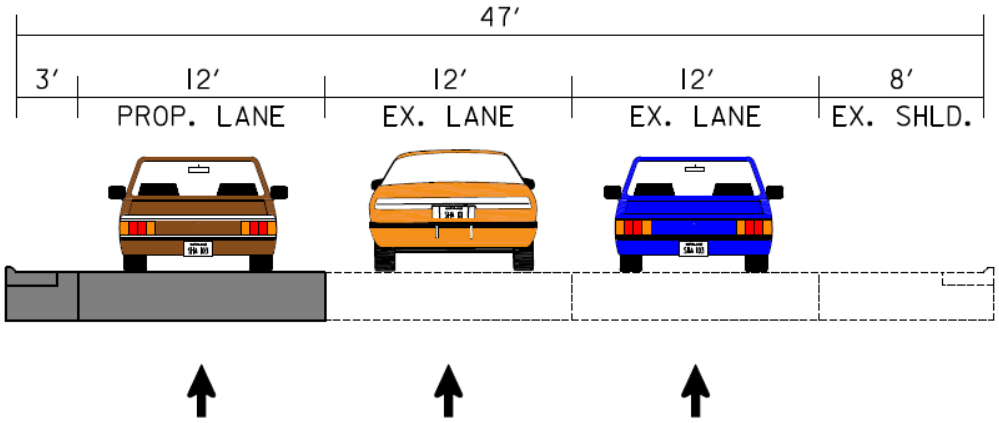
Baltimore-Washington Parkway
WIDENING FEASIBILITY STUDY

NPS Options

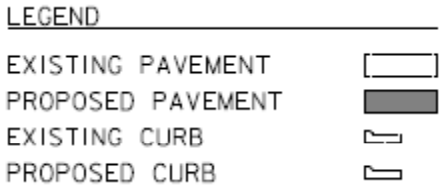
Drawings not to scale

NPS Outside Widening Option





NPS Inside Widening Option



Constructability Impacts

CONSTRUCTABILITY IMPACTS	AASHTO		NPS	
Widening Options	Outside	Inside	Outside	Inside
Major Interchange Reconstruction* (Each)	11	2	11	2
Bridge Replacement Only (Each)	7	5	7	4
Bridge Widening** (Each)	7	6	7	6

*Includes Bridge Replacement and Ramp Reconfiguration
** Baltimore Washington Parkway Bridges

Note: Direct impacts are approximate based on a high level engineering analysis. Should the study progress beyond this point, a more detailed determination of direct impacts can be made.

Potential Property Impacts

POTENTIAL PROPERTY IMPACTS	AASHTO		NPS	
Widening Options	Outside	Inside	Outside	Inside
Residential (Each)	13-14	0-1	13-14	0
Commercial (Each)	2	1	2	0
Institutional (Each)	1-2	0-1	1-2	0

Note: Direct impacts are approximate based on a high level engineering analysis. Should the study progress beyond this point, a more detailed determination of direct impacts can be made.

Potential Environmental and Cultural Impacts

POTENTIAL ENVIRONMENTAL AND CULTURAL IMPACTS	AASHTO		NPS	
Widening Options	Outside	Inside	Outside	Inside
Forest Impacts, Inside Existing ROW (Percent of total acres*)	35%	26%	25%	9%
Wetland Area Crossings (Each)	18	6	18	0
Stream/Rivers/Floodplain Areas (Each)	6	6	6	6
Sensitive Species Areas (Each)	5	5	5	5
Potential Historic Properties (Each)	4	2	4	2
Potential Park Properties (Each)	2	1	2	1

* Total Forest Area Inside Existing ROW is approximately 678 acres.
Forest Impacts Outside Existing ROW are minimal.

Note: Direct impacts are approximate based on a high level engineering analysis. Should the study progress beyond this point, a more detailed determination of direct impacts can be made.

Estimated Capital Costs

COSTS ($ Million)	AASHTO		NPS	
Widening Options	Outside	Inside	Outside	Inside
Construction Costs	$ 450	$ 326	$ 427	$ 274
Preliminary Engineering (10%)	$ 45	$ 33	$ 43	$ 27
Construction Support* (15.5%)	$ 70	$ 51	$ 66	$ 42
TOTAL COST	**$ 565**	**$ 410**	**$ 536**	**$ 343**

* Construction support covers inspection, field offices, testing and other support costs incurred by the owner during construction.

Note: Capital costs estimates developed using the Maryland Department of Transportation SHA 2011 Highway Construction Cost Estimating Manual

Draft Congressional Report

- Study Background
- Study Focus
- Alternatives Definition
- Transportation Impacts
- Physical Effects
- Environmental Effects
- Public and Political Considerations
- Ownership and Management
- Conclusions

General Discussion

Next Steps

- Finalize O&M Costs
- Discuss Ownership and Management
- Hold Third Public Meeting
  - February 16, 2012, Greenbelt Community Center
- Obtain Final Comments on Feasibility Study
- Submit Final Congressional Report

Where to find more information

- Website
  - Eastern Federal Lands – http://www.efl.fhwa.dot.gov
- Contact Information

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THANK YOU FOR YOUR PARTICIPATION

Baltimore-Washington Parkway
WIDENING FEASIBILITY STUDY

Technical Advisory Committee (TAC) Meeting #3

Thursday, January 19, 2012
2:00 – 4:00 PM

SHA District 3 Auditorium

Outline for Congressional Report

Report Section and Length	Content for the Section
Study Background – ½ page	• Summary of Study Purpose • Description of Legislative Language/Mandate for the Study • Legislative Purposes and Significance of the Parkway • Agency Participants
Study Focus – 1 page	• Study Area Description – map and text • Corridor Characteristics – study area division (management and ownership) • Feasibility Criteria (overview of transportation impacts, physical effects, environmental impacts, political/public impacts or consideration; ownership and management)
Alternatives Definitions – 2 pages (including graphics)	• Typical Sections / Photos / Differentiate the Options
Transportation Impacts - 1 page (including graphics)	• Basic discussion on volumes and operations improvements. Discuss what the existing base conditions are and then the anticipated future conditions. Extract in a summarized fashion from the traffic and travel demand modeling report.
Physical Effects –1 page (including photos or graphics)	• *General discussion* of required bridge, interchange and other major reconstruction; No need to identify specific locations. Limited discussion only. Quantify number of places where major reconstruction might be necessary, for example. Concentrate on changes to interchange, bridges, roadway. The costs changes will also be associated with the physical impacts. Any special type of materials needed to be done per NPS standards will be included. • Capital Costs Summary
Environmental Effects – 1 page (including matrix and photos)	• Very basic discussion of resources that would be affected. • Any historic structures that are impacted – its associated historic impacts will be discussed.
Public/Political Considerations – 1 page	• 1-2 paragraphs on approach – what we did to get public input and share information; how many people participated. • Very basic discussion of major issues that arose from the discussions and implications of the input moving forward. Include points of common ground, general points of concerns that were raised, and any degree of agreement or acceptance. • 1 or 2 photos from our public meetings and at least one of a TAC meeting. Display a graphic or text box listing TAC agencies represented.
Ownership and Management – ½ page	• From Impairment White Paper – summarize what constitutes a Parkway from NPS website and how a transition to a 6 lane roadway might impair that basic constitution.

Public Meeting

Date: February 16, 2012 Public Meeting Number: 3 3

Location: Greenbelt Community Center - Greenbelt, Maryland

Meeting Notes – Comments from Public Meeting Participants

- Historical property inventory needs thorough examination.
- Parkway widening may not solve congestion as much as the extension of the Metro system or other options – yet the impacts of widening are tremendous to the Parkway.
- Widening not feasible; aesthetics and spirit of the Parkway would be destroyed.
- Disturbing the Parkway will be a travesty to the recognition of Gladys Spellman or the beauty the Parkway provides, especially in the fall.
- Leadership of policy makers needs to transition towards developing a non-automobile society.
- The Parkway is a unique feature of the transportation network – money would be better spent if it is invested in MARC.
- Widening of Parkway encourages growth outside developed area.
- Money invested on highways diverts resources from ability to fund transit.
- Question: Would a copy of the Power Point presentation be available to the public?
  Response: A copy of the presentation will be uploaded onto the project website for public access.
- Question: Are comments allowed outside of the meeting?
  Response: Yes, they are encouraged.
- Question: Where is the traffic going if it's not widened (referring to future traffic conditions)?
  Response: Traffic will travel on already congested parallel facilities such as I-95, and Route 1.
- Question: Is there anything that was looked at to improve congestion at MD 197?
  Response: Comments related to spot improvements not relevant to the widening of the Parkway are not considered in this feasibility study, but are being documented and forwarded to the relevant agencies.
- Question: You project an increase in employment -where does the projection come from?
  Response: They are the best estimates that the local governments developed and have been compiled by the Metropolitan Washington Council of Governments (MWCOG) and the Baltimore Metropolitan Council (BMC).
- Question: On the corridor, there are historic resources such as the remnants of the Birmingham Manor and Iron Hill, are they included in the historic resource research
  Response: If the properties fall under the study area it will be documented as element of historic value.
- Question: What's the right-of-way of the Parkway?
  Response: The width of the right-of-way varies quite a bit throughout the corridor. If there is a

specific location of interest, a member the study team can provide further information after the public meeting.

- Metro expansion of then green line will be most appropriate.
- Baltimore-Washington Parkway widening can turn into a new I-495 or I-95 with no natural and historic value.
- More transportation options to bypass the Baltimore-Washington area are needed.
- Question: What are the next steps?
  Response:
  - The next steps might not go any further than this study.
  - The subject of the study may be added to state long-range plan, which would require an extensive process and additional studies to follow.
- Question: When and how will the report be available to the public?
  Response: The report will be available after the report has been submitted to Congress in March. It will be to the public by:
  - Mailing List
  - Website
  - Press Release

Baltimore-Washington Parkway
WIDENING FEASIBILITY STUDY

Public Meeting #3

Thursday, February 16, 2012
6:30 – 8:30 PM

Greenbelt Community Center
15 Crescent Road
Greenbelt, MD 20770

MEETING AGENDA

I. Sign-in and Open House [6:30 – 7:00 PM]

II. Welcome and Presentation [7:00 PM]

• **Welcome and Study Overview**	**Lewis Grimm, P.E.** *Planning Team Leader* *Eastern Federal Lands Highway Division* *Federal Highways Administration*
• **Public Involvement Process and Comment Themes**	**Marsha Kaiser** *Public Involvement Task Leader* *Consultant Team*
• **Facility Ownership and Management** • **Traffic Analysis Summary** • **Widening Options**	**Angela Jones, P.E.** *Deputy Project Manager* *Consultant Team*
• **Impact Analysis** • **Cost Estimates**	**Ken Briggs, P.E.** *Engineering Task Leader* *Consultant Team*
• **Feasibility Study Conclusions** • **Draft Congressional Report**	**Lewis Grimm, P.E.** *Planning Team Leader* *Eastern Federal Lands Highway Division* *Federal Highways Administration*
• **Public Questions & Comment**	**Marsha Kaiser** *Public Involvement Task Leader* *Consultant Team*

III. Adjournment [8:30 PM]

PLEASE DIRECT COMMENTS OR QUESTIONS TO:

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Email: gillis@pbworld.com

BWP Widening Feasibility Study Public Meeting #3 - Sign In Sheet				
Thursday, February 16, 2012				
Name	Address	City, State, Zip	Email	Mailing List
Chad Williams	14741 Governor Oden Bowie Drive	Upper Marlboro, MD, 20772	chad.williams@ppd.mncppc.org	Already on/Yes
Madhusudan Joshi	13722 Engleman Drive	Laurel, MD 20708	mcjoshi@gmail.com	Yes
Mort Friedman	8506 Good Luck Rd	Lanham, MD 20706	mortfriedman@msn.com	Yes
Janea Ortiz	115 Hanover Road	Reisterstown, MD 21136	orjan@yahoo.com	Yes
David Prevar	419 Holly Drive	Annapolis, MD 21403	david.prevar@urs.usda.gov	Yes
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Leta Mach	104 Periwinkle Ct	Greenbelt, MD 20770	lMach@greenbeltmd.gov	
Damien Ossi	14-L Hillside Road	Greenbelt, MD 20770	dossification@yahoo.com	Yes
Gwen Turnbull	45 Ridge Rd Unit G	Greenbelt, MD 20770	gwen_t@mac.com	Yes
Fred Cunningham				
Jamie Fearer		Greenbelt, MD 20770	jfearer@greenbeltmd.gov	Yes
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Jane Athey		Laurel, MD		Yes
Ken Skrivseth		Laurel, MD	kaskal@aol.com	Yes
Brian Compere			bcompere@terpmail.umd.edu	No
Jean Snyder		Greenbelt, MD	jeanasnyder15@comcast.net	
Paul Bartels	2806 Belleview Ave	Cheverly, MD 20785	pbartels@ausa.org	Yes
Shera Thompson	7303 Trescott Ave	Takoma Park, MD 20912	sherayvonnehiggs@yahoo.com	Yes
Rodney Roberts	City Council			
Jon Shao		Laurel, MD		
Matt Johnson	7929 Mandan Road #102	Greenbelt, MD 20770	mcjohnson85@gmail.com	Yes
Bob Snyder	12-A Hillside Road	Greenbelt, MD 20770		
Jonathan Taylor			Greenbelt News Review	
Bobby Phipps	6605 Patterson St	Riverdale, MD 20737	bobby20737@hotmail.com	Yes
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Jeff Lemieux	92 Ridge Road	Greenbelt, MD 20770	jlemieux@ahip.org	Yes
Ben Fischler	14 V4 Ridge Road	Greenbelt, MD 20770		Yes
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Jean Friedberg	Howard County	21044	friedberg.jean@gmail.com	
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Phil Morningstar				
Emmett Jordan				
Mike Callahan		Cheverly, MD	MHCallaham@gmail.com	

Public Meeting #3

Thursday, February 16, 2012

6:30 – 8:30 PM

Greenbelt Community Center

15 Crescent Road

Greenbelt, MD 20770

Baltimore-Washington Parkway
WIDENING FEASIBILITY STUDY

U.S. Department of Transportation
Federal Highway Administration

NATIONAL PARK SERVICE

Maryland Department of Transportation

SHA State Highway Administration

Welcome

Lewis Grimm, P.E.
Federal Highway Administration,
Eastern Federal Lands Highway Division,
Project Manager

Baltimore-Washington Parkway
WIDENING FEASIBILITY STUDY

Agenda

- Presentation (7:00PM)
  - Welcome
  - Study Overview
  - Public Involvement Process and Comment Themes
  - Existing Study Area
  - Options Development
  - Impacts Analysis
  - Cost Estimates
  - Feasibility Study Conclusions
  - Draft Congressional Report
  - Public Questions and Comments
- Adjournment (8:30 PM)

Enabling Legislation

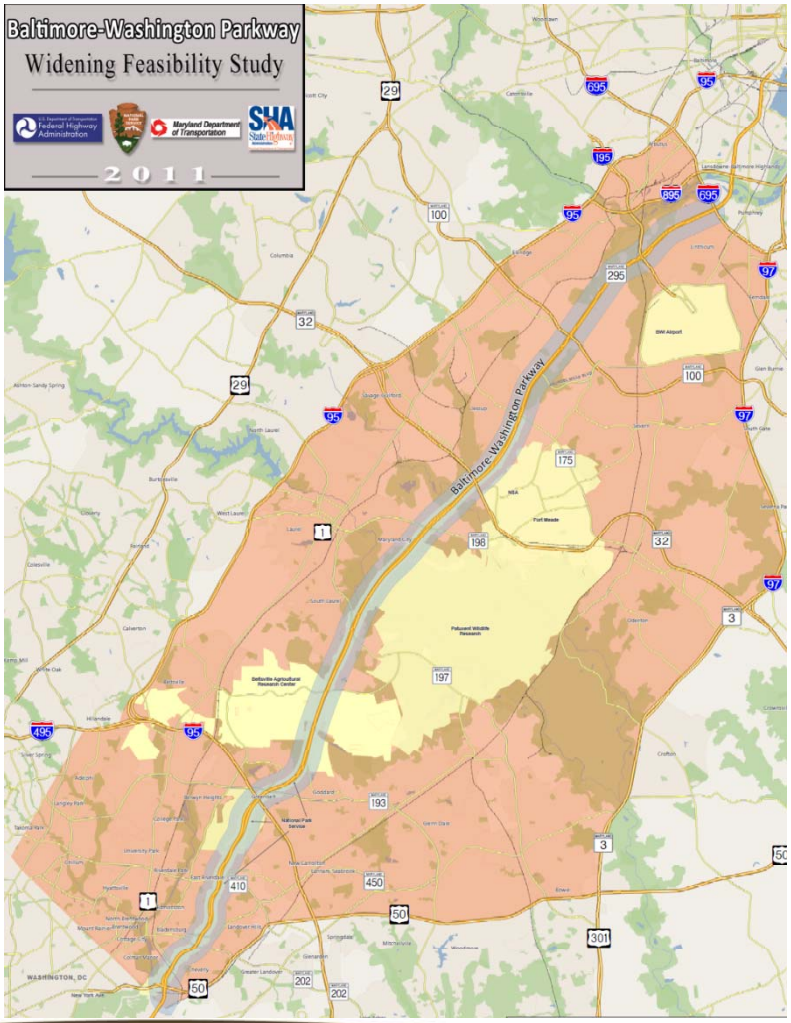
"The Committee directs the FHWA's Office of Federal Lands Highways to work with the National Park Service and the Maryland State Highway Administration to determine the feasibility of adding a third northbound and a third southbound lane for Maryland Route 295/Baltimore Washington Parkway from the intersection with Interstate 695 to New York Avenue in the District of Columbia."

FY 2010 Consolidated Appropriations Bill
December 16, 2009

Baltimore-Washington Parkway
WIDENING FEASIBILITY STUDY

Study Area Boundaries

- Interstate 695 to the north
- New York Ave/U.S. Route 50 to the south
- MD Route 3 and Interstate 97 to the east
- Interstate 95 to the west



Baltimore Washington Parkway Study Corridor

Study Area

Baltimore-Washington Parkway
WIDENING FEASIBILITY STUDY

Map Source: B-W Parkway Widening Feasibility Study – Study Area Map

Study Focus

- The study focuses on five aspects of feasibility, as follows:
  - **Transportation impacts** – the influence of additional lane capacity on mainline operations.
  - **Physical effects** – effects of various approaches to accomplish widening, considering a variety of typical sections and/or design standards (i.e. SHA vs. NPS).
  - **Environmental impacts** – identification of considerations that would have to be dealt with in the NEPA process.
  - **Political / Public impacts** – implications of widening as it pertains to the interests of various stakeholders including agencies with ownership interest, regional planners, and the public.
  - **Ownership and Management** – impacts of ownership and management of the Parkway and the implications of a potential widening on these factors.

Study Partners

- Study Sponsors

- Technical Advisory Committee (TAC)
  - State Agencies, Federal Agencies, Local Governments
- Study Area Residents and Businesses

Scope, Process, and Schedule

- Draft Feasibility Study Final Report to Congress developed and under FHWA/NPS review

Task Name	2011									2012		
	April	May	June	July	August	September	October	November	December	January	February	March
1.0 Study Management												
2.0 Data Collection												
3.0 Public Involvement/Participation												
4.0 Travel Demand Model Development												
5.0 Alternatives Development												
6.0 Alternatives Analysis												
7.0 Draft Feasibility Study Final Report												
8.0 Final Feasibility Study Reports												

- Where we are today: February 16, 2012

Public Involvement Process

- Technical Advisory Committee Meetings
- Stakeholder Interviews
- Three Public Meetings
  - Public Meeting #1 – July 20, 2011
  - Public Meeting #2 – November 17 2011
  - Public Meeting #3 – February 16, 2012

Previous Public Meetings

- Public Meeting #1 - July 20, 2011
  - Meade Middle School, Fort Meade, MD.
  - Introduced the study to the public and other stakeholders.
  - Approximately 40 people participated in the 1st Public Meeting.
- Public Meeting #2 - November 17, 2011
  - Greenbelt Community Center, Greenbelt, MD.
  - Over 40 people participated in the 2nd Public Meeting.
  - Presented the existing conditions and the four widening options that were considered at the October 14, 2011 TAC Meeting.

Summary of Comments by Themes

- Direct connectivity between Washington and Baltimore; other North-South alternatives are limited in the area.
- Alternative mobility options along the corridor (e.g. extend the Green Line alignment) need considerations.
- An open mind towards the study is needed by all.
- Congestion and its impact on economic development opportunities (and vice versa).

Summary of Comments by Themes

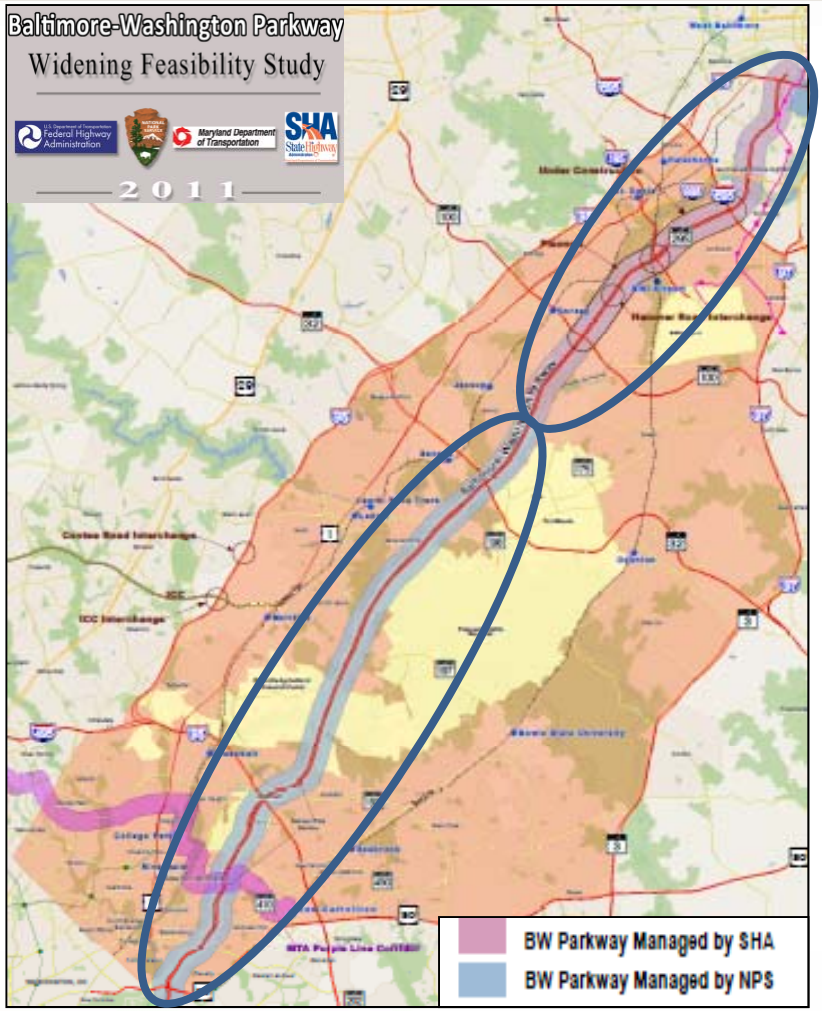
- The addition of an extra lane will only increase demand and promote greater impacts.
- Widening the Parkway, regardless of the use of the additional lane, does not provide a long-term solution to congestion.
- Widening may have negative safety implications (e.g. possible degradation in safety due to extra lane and limited gap/clearance between opposite lanes).
- Widening will have negative community impacts (e.g. noise, aggravate barrier within divided communities).

Summary of Comments by Themes

- The aesthetic, historic, and natural values of the Parkway need to be preserved.
- Concerned for natural and environmental impacts caused by widening (e.g. impacts on wildlife, trees, air quality, light pollution, heat island effect).
- The environment is an important component but should not be an overriding element.

Facility Ownership and Management

- B-W Parkway owned & operated by SHA between Baltimore City and MD 175 and NPS between MD 175 and New York Ave/US 50 split.
- NPS Section is 6 lanes from US 50 to MD 450 and 4 lanes from MD 450 to MD 175.
- SHA is currently widening MD 295 from 4 to 6 lanes between I-195 and I-695.
- SHA is planning to widen MD 295 from 4 to 6 lanes between MD 100 and I-195.



Baltimore-Washington Parkway
WIDENING FEASIBILITY STUDY

Map Source: B-W Parkway Widening Feasibility Study Major - Transportation Routes Map

Traffic Considerations

- Local Land Use, Population and Employment Projections

	2005	2040	growth
Population	6,262,508	8,613,982	**38%**
Employment	3,700,075	5,457,004	**47%**

- Traffic Forecasts
  - From 2005 to 2040, up to 34% increase in north-south trips between Baltimore and Washington, D.C.

Estimated Traffic Volumes

Source: Metropolitan Washington Council of Governments (MWCOG) Model version 2.2, Land Use Round 8.0

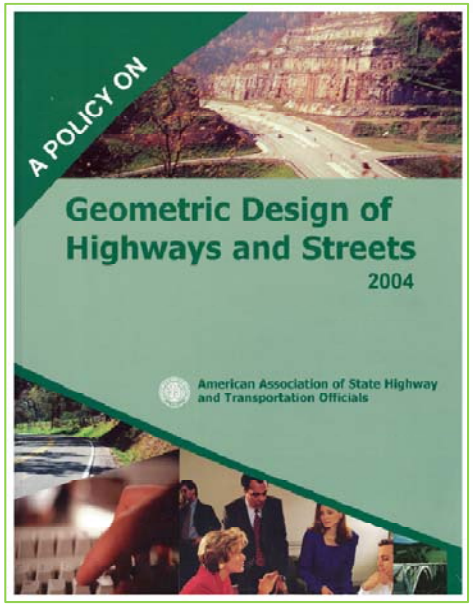
Traffic Analysis Summary

- A widened Parkway will carry more traffic.
- A widened Parkway will not necessarily be less congested than experienced today.
- Therefore, we can move more vehicles through the corridor, but at similar levels of congestion as observed today.

Widening Options

Four options were evaluated:

- AASHTO Outside Widening Option
- AASHTO Inside Widening Option
- NPS Outside Widening Option
- NPS Inside Widening Option



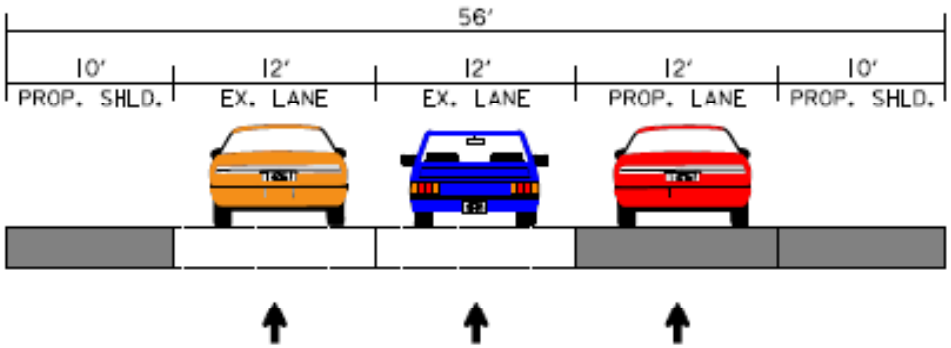
AASHTO Standards

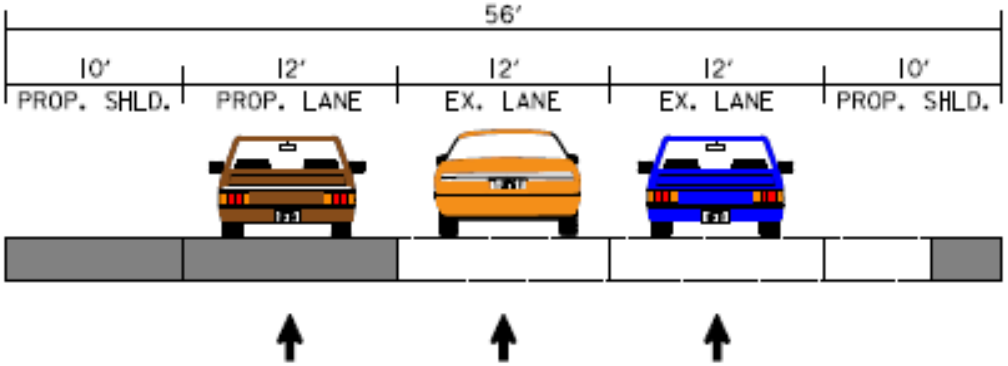
NPS Standards

AASHTO Options

Drawings not to scale

AASHTO Outside Widening Option





AASHTO Inside Widening Option

LEGEND

EXISTING PAVEMENT

PROPOSED PAVEMENT

AASHTO Outside Widening Option

"Before" and "After" Conditions

"Before"

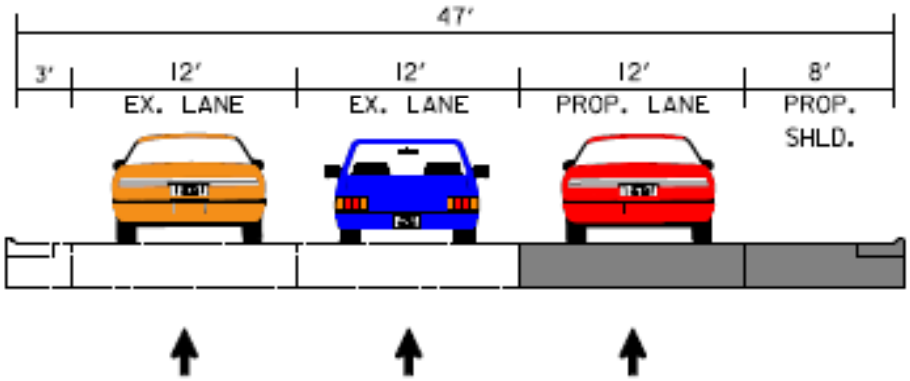
"After"

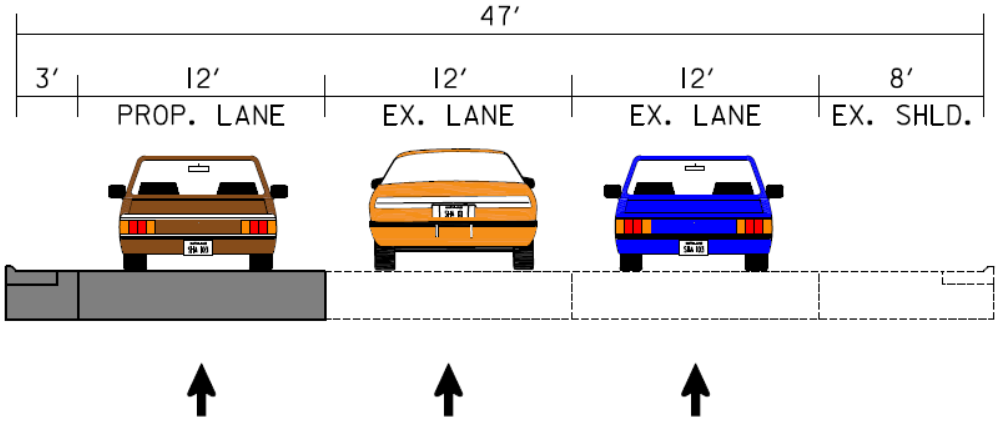
Baltimore-Washington Parkway
WIDENING FEASIBILITY STUDY

NPS Options

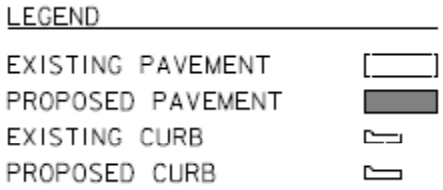
Drawings not to scale

NPS Outside Widening Option





NPS Inside Widening Option



NPS Inside Widening Option

"Before" and "After" Conditions

"Before"

"After"

Baltimore-Washington Parkway
WIDENING FEASIBILITY STUDY

Definition of Impact Types

- *Direct Impacts* are full and/or partial takes to:
  - Residential, commercial and governmental and institutional properties.
  - Natural environmental resources including wetlands, floodplains and streams.
  - Parks and interchanges.
- *Quality of Life Impacts* are disturbances to:
  - A defined buffer area adjacent to properties and communities.
  - Impacts include noise, air, visual and aesthetic value.
  - These impacts will not be quantified at this level of study but will be assessed qualitatively.

Constructability Impacts

CONSTRUCTABILITY IMPACTS	AASHTO Standards		NPS Standards	
Widening Options	Outside	Inside	Outside	Inside
Major Interchange Reconstruction* (Each)	11	2	11	2
Bridge Replacement Only (Each)	7	5	7	4
Bridge Widening** (Each)	7	6	7	6

*Includes Bridge Replacement and Ramp Reconfiguration
** Baltimore Washington Parkway Bridges

Note: Direct impacts are approximate based on a high level engineering analysis. Should the study progress beyond this point, a more detailed determination of direct impact, such as the possible need for additional structures (such as the barriers or retaining walls), should be assessed.

Potential Property Impacts

POTENTIAL PROPERTY IMPACTS	AASHTO Standards		NPS Standards	
Widening Options	Outside	Inside	Outside	Inside
Residential (Each)	13-14	0-1	13-14	0
Commercial (Each)	2	1	2	0
Institutional (Each)	1-2	0-1	1-2	0

Note: Direct impacts are approximate based on a high level engineering analysis. Should the study progress beyond this point, a more detailed determination of direct impacts can be made. These impacts represent minimal slivers of land along the Parkway right-of-way, rather than impacts to property (housing or building).

Potential Environmental and Cultural Impacts

POTENTIAL ENVIRONMENTAL AND CULTURAL IMPACTS	AASHTO Standards		NPS Standards	
Widening Options	Outside	Inside	Outside	Inside
Forest Impacts, Inside Existing ROW (Percent of total acres*)	35%	26%	25%	9%
Wetland Area Crossings (Each)	18	6	18	0
Stream/Rivers/Floodplain Areas (Each)	6	6	6	6
Sensitive Species Areas (Each)	5	5	5	5
Potential Historic Properties (Each)	4	2	4	2
Potential Park Properties (Each)	2	1	2	1

* Total Forest Area Inside Existing ROW is approximately 678 acres.
Forest Impacts Outside Existing ROW are minimal.

Note: Direct impacts are approximate based on a high level engineering analysis. Should the study progress beyond this point, a more detailed determination of direct impacts can be made.

Estimated Costs

COSTS (2011 Dollars in Millions)	AASHTO Standards		NPS Standards	
Widening Options	Outside	Inside	Outside	Inside
Construction Costs	$ 450	$ 326	$ 427	$ 274
Preliminary Engineering (10%)	$ 45	$ 33	$ 43	$ 27
Construction Support* (15.5%)	$ 70	$ 51	$ 66	$ 42
TOTAL COST	**$ 565**	**$ 410**	**$ 536**	**$ 343**

* Construction support covers inspection, field offices, testing and other support costs incurred by the owner during construction.

Note: Capital costs estimates developed using the **Maryland Department of Transportation SHA 2011 Highway Construction Cost Estimating Manual**. There will be additional mitigation costs that will have to be considered if the study moves forward in the future.

Other Estimated Cost Factors

Right of Way Costs:

- Identified impacts - only potential encroachments into narrow slivers of land adjacent to the Parkway boundary.
- Majority, if not all, of the land impacts could be mitigated if study moves forwards.
- Consequently, no costs for Right of Way acquisition included in the study.

Other Estimated Cost Factors

Operations and Maintenance Costs (O & M):

- Would likely increase by approximately $300,000 - $400,000 annually.
- Estimated by applying increased lane miles and structure areas to unit prices taken from the 2011 National Park Service O&M budget.
- Includes labor and materials for typical parkway maintenance items.

Other Estimated Cost Factors

Construction Costs for Park Aesthetics:

- Additional landscaping and aesthetic treatment of structures costs included.
- Decorative concrete/stone treatment costs included for NPS options.
- Aesthetic architectural treatments of piers and abutments included in bridge costs.
- Landscaping cost increased to account for plantings indicative of a parkway.

Conclusions

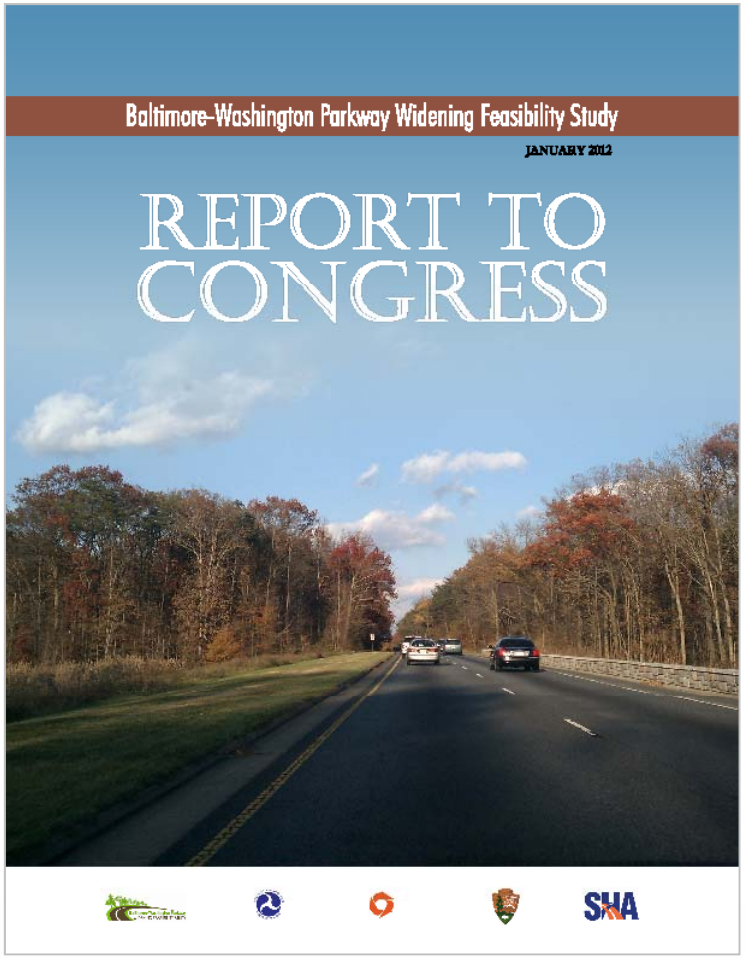
- This feasibility study has a limited scope of work:
  - Evaluate feasibility of adding a north and a south bound general purpose lane for a minimum three-lanes in each direction.
  - Assess transportation impacts of additional capacity on mainline operations.
  - Examine the physical effects of applicable design approaches.
  - Appraise the environmental considerations to be dealt with in future studies.
  - Identify public and political concerns of various stakeholders including agencies with ownership interest, regional planners, and the public.
  - Assess impacts on ownership and management of the Parkway.

Conclusions

- If the study moves forward, a more comprehensive evaluation should consider:
  - The transportation needs within the context of the existing and future network of transportation facilities and services in the entire Baltimore to Washington travel corridor.
  - A wider array of modal and user options addressing traffic and transportation needs on the Parkway itself and within the larger Study Corridor.
  - A detailed examination of the effects on the natural, socio economic, cultural, and built environments, through a proactive public and agency process.
  - Incorporation of a context sensitive solutions approach to addressing the needs and developing design and engineering recommendations.
  - Implications of impairment on the status of the B-W Parkway as one of the region's premier National Park resources.

Next Steps

- Summarize Meeting # 3 Comments
- Finalize and Submit Report to Congress



Baltimore-Washington Parkway
WIDENING FEASIBILITY STUDY

Content of Report to Congress

- Study Background and Focus
- Alternatives Definition
- Transportation Impacts
- Physical Effects
- Environmental Analysis and Effects
- Public and Political Considerations
- Ownership and Management Consideration
- Conclusions
- Appendix of Supporting Technical Information

Public Questions and Comments

Baltimore-Washington Parkway
WIDENING FEASIBILITY STUDY

Where to find more information

- Website
  - Eastern Federal Lands – http://www.efl.fhwa.dot.gov
- Contact Information

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THANK YOU FOR YOUR PARTICIPATION

Baltimore-Washington Parkway
WIDENING FEASIBILITY STUDY

Appendix I – Official Comments to Baltimore-Washington Parkway Widening Feasibility Study

Fort Meade Regional Growth Management Committee

Proposal for the Baltimore-Washington Parkway Widening Project

This proposal calls for the consideration of a managed lane widening solution, and describes the benefits that the approach might generate.

PROPOSAL

Congressman Ruppersberger has sponsored a feasibility study for the potential widening of the National Park Service segment of the Baltimore-Washington Parkway. The RGMC has attended two public hearings on the study, and has prepared this proposal as its contribution to the process.

The Parkway and MD-32 are the two primary limited access highways carrying Fort Meade traffic. The potential widening of the Baltimore-Washington Parkway – one of the region's most congested roadways – appears to offer significant benefits for Fort Meade and other major employers in the corridor. Unfortunately, such potential benefits have not been fully considered.

The RGMC membership has formally adopted a two-part strategy to address gaps in regional roadway capacity: (1) Support improvements in roadway capacity where funding is available; (2) Develop, support and promote solutions that reduce the need for roadway capacity by allowing for greater system throughput.

The widening of the Parkway could potentially serve both parts of the RGMC transportation strategy - i.e., adding capacity and providing for greater system throughput. However, the current study does not address the viability of a managed lane option, with the potential for providing transit and high occupancy vehicle priority service. Assuming that a decision may ultimately be made to widen the Parkway, the RGMC proposes that additional feasibility work be performed to allow consideration of the following options:

1. New Capacity. The roadway becomes three lanes in both directions for its entire length, with current parkway standards applied to retain the parkway character, which is valued by local communities and travelers alike.

2. Managed vs. Open Lane. The inside lane in either direction be constructed and operated as either an open lane or a "Managed Lane" with first priority for buses and carpools. Managed lane concepts such as this are being applied with great success throughout the country and within the region. Following are three possible configurations for a managed lane option that might be explored:

    a. High Occupancy Vehicle (HOV). Reserved during peak periods for vehicles with at least two or three occupants, with increases in minimum occupancy over time as required, to ensure free flow in the managed lane.

    b. High Occupancy Toll (HOT). Similar in practice to HOV, but imposing a toll on all vehicles as a means to pay back the construction costs of the third lane.

    c. Express Toll. Allowing access by any vehicle willing to pay the toll; setting a market-driven toll to ensure free flow at all times. This approach provides an opportunity for single occupant vehicle (SOV) traffic to use remaining capacity in the third lane by paying a market-driven toll.

The remainder of this document outlines the prospective benefits of these optional approaches.

BENEFITS

The project as defined above appears to offer six main benefits:

1. New Capacity. It adds regional capacity in an area where additional capacity is sorely needed. While the focus of the RGMC is Fort Meade with its workforce of 56,000, it should be noted that express toll lanes would greatly benefit several

other federal installations along the Baltimore-Washington Parkway (e.g., NASA Goddard).

2. Job Creation. The Department of Defense at Fort Meade is the State's largest employer. The proposal would greatly improve the reach of Fort Meade agencies and their personnel acquisition efforts into the highly qualified workforce areas of Northern Virginia and the Maryland suburbs of Washington, D.C. It would improve transportation access for existing and prospective employees of NSA, DISA and other Fort Meade agencies.

3. Higher Throughput Potential. Limiting use of the third lane to sustain speed limit performance during peak periods would provide a powerful incentive for the expanded use of carpools, vanpools and buses. The typical vanpool serving Fort Meade carries 9 persons, and buses carry 40. Compared with a lane-mile of highway carrying 1,500 persons per hour in single occupant vehicles, an express lane fully loaded with vanpool vehicles could carry 13,500 persons per hour – and more with equivalent bus capacity as part of the traffic mix.

4. Self-Financing. Tolling the new capacity would generate revenue, and could thereby enable recovery of a significant share of its cost. The full project, or the toll management portion of it, could conceivably be done as a P3.

5. Side Benefits. The additional roadway capacity, combined with pooling, has the potential to improve quality of service on the non-tolled portion of the Parkway and on I-95 as well by providing users of the Parkway an option to SOV transport, thus relieving the load on area highways.

6. Quality of Service. The managed lane approach would afford all users a high level of service reliability in accessing key points along the Baltimore-Washington corridor with no or reduced threat of delay. This benefit would attract customers who place value on time and reliability.

Extending the feasibility analysis as proposed herein could be accomplished at little additional cost, and would likely lead to a solution that would garner enthusiastic

support from all Baltimore-Washington Parkway stakeholders – users, local residents, employers, and taxpayers.

Point of Contact:

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Regional Transportation Coordinator
Fort Meade Regional Growth Management Committee
410-992-5050
friedberg.jean@gmail.com

DRAFT 01/20/2012

Baltimore-Washington Parkway Widening Feasibility and Other Considerations

The following are observations made by Gerald R. Cichy, P.E., AICP, of the Maryland Transit Administration (MTA), BRAC Coordinator for MTA, and a MTA participant on the study Technical Advisory Committee (TAC). These comments do not represent official MTA comments at this time, and were updated on January 20, 2012 following the third TAC Meeting on January, 19, 2012.

It is fully recognized the Baltimore-Washington Parkway has been expertly maintained, improved and managed by the NPS Units responsible for its operation, and is an asset to the Washington Region.

QUESTIONS TO BE ADDRESSED

1. What is the status, function and significance of the BWP in the NPS National Parkway System?
2. Should the BWP be expanded fully to the six lane cross section from a functional stand point?
3. Is it physically and environmental feasible to expand the number of lanes on the BWP?
4. Is it best to do the expansion, inside, outside, or a combination?
5. What will the use of ASSHTO standard do to the character of the BWP?
6. Will the use of ASSHTO standard, result in full truck use on the BWP?
7. Would the designation of the new lanes as HOV lanes for ridesharing and buses make the expansion more compatible?
8. What ways can improvements be funded, and would the designation of any new lanes or the full facility as a toll a managed facility provide a way to fund both the NSP and State sections.
9. What would be the best way to manage improvements to the facility, NPS/FHWA, joint FHWA/SHA/MdTA, Design-Build, Public-Private Partnership (3P), or other?
10. In addition to the report on feasibility, what key consideration need to addressed and decided before proceeding further.

1. What is the status, function and significance of the BWP in the NPS National Parkway System?

Even prior to this study, past discussions have included whether the BWP should remain in the NPS National Parkway system, and the possible transfer of the Baltimore-Washington Parkway to the State of Maryland.

Paralleling the development of the Westchester County Parkways between 1913 and the 1930's and subsequently the Merritt Parkway in Connecticut, "Congress began to apply the "parkway" idea locally in the District of Columbia (Ref: NPS Expansion in the 1930's).

The Rock Creek and Potomac Parkway was a first effort in the Washington area, followed by the Mount Vernon Memorial Parkway, renamed the George Washington Memorial Parkway. The GW Parkway was later extended to I-495, the American Legion Bridge on the Virginia side, and from Canal Road in DC to I-495, later named the Clara Barton Parkway.

The NPS Parkway System added the Suitland Parkway in 1944, and the BWP between 1950 and 1954. The Shirley Memorial Highway was also initially constructed as a four lane road which had parkway appearance, before being designated I-95/I-395 later and becoming a 10 lane interstate freeway.

Prior to World War II and following the WWII, US Route 1 in Maryland was the primary access to Washington from the Northeast, and US Route 1 in Virginia from the South. The war related growth of traffic to Federal and Military facilities in Washington, DC was instrumental in the funding and construction of both the BWP Parkway and Shirley Highway as safer and quicker routes to Washington. Continued growth in traffic to Washington and Federal moves to the suburbs saw the construction of I-95 in Maryland, and conversion of Shirley Highway to Interstate I-95 and later re-designated I-395 in Virginia.

With the continued growth of traffic on the BWP, there is a question of how does the BWP continue to fit into the NPS Washington Area and even National Parkway System. How does the BWP rank with the GW Parkway and parkways of such national significance such as the Colonial Parkway to Williamsburg, the Blue Ridge Parkway, and the Natchez Trace?

2. <u>Should the BWP be expanded to the full six lane cross section from a functional standpoint?</u>

Thus, if the BWP is to remain an important part of the NPS Washington area or National Parkway System as a scenic parkway, should it be widened to six lanes while still retaining the parkway character? The southern section of the BWP has been widened to six lanes and has retained parkway character. The sections of the GW Parkway, between National Airport and the 14th Street Bridge, and between Key Bridge and Spout Run, function as six lane sections

while still retaining parkway character. These examples show that the use of NPS standards can ensure retention of the parkway character.

From a traffic standpoint, the widening to six lane will likely result in diverted and induced traffic that will absorb the added capacity. However the widening may allow for some compression of the rush period, and provide new capacity between Baltimore and Washington into the future, as the area continues to grow, particularly the DoD functions at Fort Meade.

For through traffic on I-95, the use of the BWP results in at least a 5 mile saving in distance verses staying on I-95 between Baltimore and Washington. The BWP will continue to remain an attractive alternative to I-95 for buses and passenger vehicles.

If the BWP is accepted more as a commuter road for increased traffic, is any widening better served with ASSHTO standards. Would this make for a safer road, or encourage higher speeds, and where the parkway character is lost?

3. Is it physically and environmental feasible to expand the number of lanes in the NPS section of the BWP?

The studies performed by FHWA and consultant team generally looked at four options in analyzing the widening of the BWP. The options are; (1) NPS Standards inside; (2) NPS Standards outside; (3) ASSHTO Standards inside; and (4) ASSHTO Standards outside. The ASSHTO Standards would generally match the improvements completed and open to traffic by SHA on state section between I-695 (Baltimore Beltway) and I-195 (BWI Access Road), and understudy between I-195 and MD Route 175, the southern end of State ownership and operations.

In applying ASSHTO standards inside or outside; safety and operations would be the more controlling factors, where trucks might be allowed if under Maryland State control. In applying NPS standards inside or outside; preservation of the parkway environment and retaining safety would be the dominant factors. Historic, environmental and community preservation and impacts would remain considerations under all options. It would appear that the study to date demonstrates that all options are physically feasible.

4. Is it best to do the expansion, inside, outside, or as a combination?

The best option for maintaining the quality parkway environmental may be a combination of NPS inside and outside lane additions. Where the parkway right-of-way is wide, an outside

widening would be feasible while retaining a sustainable wooded buffet, with the existing median width. There are places along the parkway where the right-of-way is narrow, with close residential and institutional development. Here an inside widening where safely feasible would retain as out of the outside wooded buffer as possible. Utilization of existed bridge underpasses could determine whether to widen inside or outside, as SHA has done on their northern section, consistent with safety.

5. What will the use of ASSHTO standards do to the parkway character of the BWP?

SHA in its widening project, from I-695 to I-195, at the Arundel Mills Interchange, and as proposed to MD175 has tried to preserve some of the parkway qualities with increased landscaping and tree preservation. However, would the use of ASSHTO standard minimize or totally change the present parkway character?

6. Will the use of ASSHTO standards, more likely result in full truck use of the BWP?

If ASSHTO standards are applied, by NPS/FHWA or SHA, which would provide a design that could more fully and safely accommodate trucks. Would this generate greater pressure to open the BWP to trucks, rather than just autos, buses and small trucks/commercial vehicles as may be allowed?

If the NPS section is widened from 4 to 6 lanes with ASSTHO standards, would the southern existing six lane section be also modified with ASSHTO standards as may require possible inside and outside shoulder improvements?

With widening to ASSHTO standards, would the “hidden” Maryland Route 295 designation be made explicit with MD295 signage being added?

Previously under Sec. 139, if a road is access controlled and generally met Interstate ASSHTO standards (looked and smelled like) if could be added to the Interstate System. Segments that did not fully meet those standards could be designated Interstate Travel-Way. Beyond MD 295 designation, would I-295 designation from I-695 through Maryland and DC to I-95/I-495 at the Woodrow Wilson Bridge be possible.

Knowledgeable I-95 north-south travelers know the that traveling on the BWP is 5 mile shorter than staying on I-95 between Baltimore and the I-95/I-495 Capital Beltway North, and an additional 5 miles shorter staying on the BWP to Kenilworth Avenue/Anacostia Freeway, than going around the Capital Beltway through Prince Georges County.

The is some understanding that if an acceptable truck alternative is reasonably available, them the State of Maryland can prohibit trucks on the a widened NPS section of the BWP.

Truck access extension to MD32 to serve the NSA special entrance, and/or MD32 serving both NSA Main Entrance, the FGGM Mapes and east-west movement, or even to MD198 could be logical partial adjustment of truck restrictions.

7. Would the new lanes as HOV or managed lanes for carpools, vanpools and buses make the expansion more compatible?

Proceeding with any widening to six lanes will require meeting various environmental, historic and community considerations. Abutting or impacted property owners and residents, real or as perceived may express opposition to any proposed widening of the BWP.

Others will say investment of "limited transportation resources" should be used for recommend improvements in bus transit, MARC Commuter Rail service, ridesharing opportunities and biking/walking trails, rather than another road widening. With present or planned improvements, there would be 24 to 32 freeway or arterial lanes (US29 4/6, I-95 8, US1 4/6, BWP 4/6, I-97/MD3/US50 4/6) between Baltimore and Washington, "What will another two lanes do?"

For the BRAC (Base Realignment and Closure) at Fort George G. Meade (FGGM), a combined effort (June 2, 2010 MOU) has been made to develop a TDM Plan (Transportation Management Plan). The plan calls for greater carpooling, vanpooling, MTA Commuter Bus, CMRT Local transit, CMRT Subscription Bus, tele-commuting, added MARC Rail Service, DoD Shuttles from MARC and Metro stations, and BWIP "MeadeRide". This effort is directed at getting FGGM, BRAC Agencies (DISA, DMA, DAA) NSA, DoD Contractors out of their SOVs.

Thus suggestions have been made that any new BWP lanes be HOV lanes set aside for ridesharing and buses. If HOV lanes are placed in the center, HOV ramps to local arterial such as MD198 and MD175 could be constructed.

8. What ways can improvements be funded, and would the designation of new lanes or the full facility as a toll-managed facility provide a way to fund both the NSP and SHA sections of the BWP?

Given the constraint on the Federal Government, if a decision is made to widen the NSP section of BWP, ways to fund it need to be identified and explored. The designation of the HOV lanes or

toll-managed lanes could be an option that could be jointly used to fund both the NPS section and the SHA section south to MD175. HOV ramps to MD175 AND MD198 could also be funded under this option. Adjustments in the NSA interchange to serve the National Business Park (SB right Turn), and the NASA Interchange to also provide additional access to the City of Greenbelt could be included in such a funding package.

9. What would be the best way to manage improvements to the facility?

With the State initiation and Public acceptance of managed toll lanes on the ICC, this option could be applied to the widening of the BWP, perhaps as a joint NPS/FHWA/SHA/MdTA project or P3 (Public-Private Partnership) as being done in Virginia.

In 1972, MDOT conducted the Western Prince Georges Transportation Study, which identified a connection between I-95/ICC and the BWP/MD197 area. The MdTA completion of the ICC to US1 would connect to Muirkirk MARC Station, and Muirkirk Road to the BWP/MD197 Interchange.

10. In addition to the report recommendation on "Is it feasible?"; what key considerations need to be addressed and decided before proceeding further?

It is likely that the study feasibility report will state that the widening of the NPS section to six lanes is feasible and possible, if simply considering the southern section that is six lanes.

A decision matrix outlining key considerations could help. A decision flow might be:

A. Is the BWP an integral and importation part of the Washington area and National Parkway System that should be retained?
B. If so, the case for NPS standards, operation and management is made.
C. With NSP Parkway Standards, should the NSP section be widened, and what options.
D. If NPS Parkway standards, how can the project be funded?
E. If not integral, ASSHTO standards with parkway characteristics could be a consistent option with the SHA section and DC connecting roadways.
F. With HOV/Toll-Managed Lanes can revenue support the NSP/FHWA action or joint NPS/FHWA/SHA/MdTA?
G. Under selected options, define and complete environmental, historic, community and transportation planning, analysis and ROD.
H. Set funding, lead entity, and schedule for improvement.

Cheverly

March 1, 2011

The Honorable Donna Edwards
318 Cannon House Office Building
Washington, DC 20515

Dear Congresswoman Edwards,

I am writing on behalf of the Cheverly Town Council, to voice our concerns regarding the recently funded study to widen the Baltimore Washington Parkway to three lanes. As you well know the Parkway bisects the Town of Cheverly, and it is a primary roadway to our residents.

We certainly understand why this study is being conducted, since our residents are constantly caught in the daily traffic jams. However, we have many concerns about how this project might affect our town. Please understand these impacts are real; for example the National Park Service recently had to buy 3 homes directly abutting the Parkway because the storm water run-off constantly flooded their basements. These are issues we face today prior to the widening.

We are not opposed to the study moving forward. However, we want to ensure that the municipalities abutting the Parkway are included in the study and they have the opportunity to voice their concerns. We expect that those responsible for conducting the study would involve Cheverly early in the process to outline the components of the study. That way we can ensure that we participate at the appropriate points.

We would also like to ensure the study includes a comparison to other transportation options that might address the problem.

Thanks for your attention to this issue; I look forward to hearing from you.

Regards

Mike Callahan

Mike Callahan
Mayor
Town of Cheverly

CC: Andrea Harrison, County Councilwoman
Rushern Baker, County Executive
Fred Cunningham, National Park Service
47th Delegation
Congressman Dutch Ruppersberger
John Pocari, Assistant Secretary of Transportation
Judith F Davis, Mayor of Greenbelt

National Capital Planning Commission

401 9th Street, NW North Lobby, Suite 500 Washington, DC 20004 Tel 202.482.7200 Fax 202.482.7272 www.ncpc.gov

IN REPLY REFER TO:
NCPC File No. 7352

February 13, 2012

Greer Johnson Grillis, P.E.
Project Manager – BW Parkway Widening Feasibility Study
Parsons Brinckerhoff
1401 K Street, NW, Suite 300
Washington, DC 20005

Re: Baltimore-Washington Parkway Widening Feasibility Study

Dear Mr. Grillis:

Thank you for inviting the National Capital Planning Commission (NCPC) to participate as a member of the Technical Advisory Committee for the Baltimore-Washington Parkway (B-W Parkway) Widening Feasibility Study. We understand the purpose of the study is to assess the feasibility of adding a third northbound and a third southbound lane to the Parkway, between I-695 and New York Avenue, and that further review will be necessary under the National Environmental Policy Act (NEPA) should the project move forward.

As background, The National Capital Planning Act of 1952 establishes NCPC as the central planning agency for the Federal Government, responsible for the preservation of the important historical and natural features of the National Capital Region (NCR). According to the Act, two of NCPC's core functions include the preparation and adoption of a Comprehensive Plan for federal activities in the NCR and the review of all federal development projects and programs for consistency with the Comprehensive Plan. As such, since a portion of the Feasibility Study area is located on federal land in the NCR (Prince George's County), any future project resulting from the study will require NCPC review. Furthermore, we recommend that you consider the policies contained in the Comprehensive Plan as you prepare the feasibility study.

While we understand the current study is limited to determining the feasibility of widening the Parkway and is not an actual development proposal, we wish to note the important ecological and historic significance the B-W Parkway holds in the National Capital Region. This importance is reflected in several of NCPC's Comprehensive Plan policies, including the following:

- Maintain wildlife refuge areas in the region as critical natural open space and protect these areas from potential adverse impacts from surrounding developments, including major highway or other transportation projects. (Preservation and Maintenance policies # 6)

- Maintain parkways as scenic landscape corridors, and protect their historic aspects. (Parkways policy # 1)

- Protect the character of the historic parkways in the region through the careful planning of public and private development within their viewsheds (The Historic Plan of Washington, D.C. policies # 20)

In addition, the following excerpt is taken directly from the Parks and Open Space Element of the Comprehensive Plan, which highlights the significance of the B-W Parkway (and the development pressures on the region's parkways) to the National Capital Region:

> "Visual and physical encroachment on and adjacent to parkways is an important challenge threatening the scenic and pastoral qualities of parkways in the National Capital Region. In recent years, development adjacent to parkways has threatened to encroach on – and, in some cases already has encroached on – the viewsheds from parkways and associated parklands. Continued development pressures could result in more structures that are visible from the roadway [B-W Parkway]. In addition to buildings, demand for new Metrorail lines and parkway interchanges due to development pressures continues to threaten the scenic views and vistas of the parkways…Likewise, another challenge is protecting the historic designed landscape and parkway qualities from being compromised by the application of federal freeway design standards. Safety is important, but a balance must be achieved to preserve the scenic qualities and design character of historic parkways."

Consequently, any future roadway improvements that would result in physical modifications to the Parkway would likely be closely scrutinized for consistency with these particular Comprehensive Plan policies as well as others that pertain to addressing the region's long-term transportation needs through alternative modes of travel. In addition, to assist our review, and to meet the requirements of NEPA and NCPC's Environmental and Historic Preservation Practices and Procedures, future improvements would need to be analyzed in much greater detail than what is currently underway.

NCPC staff appreciates the opportunity to submit these comments and we look forward to our continued involvement in the remainder of the study. If you have any questions about these comments please contact Michael W. Weil at (202) 482-7253 or michael.weil@ncpc.gov.

Sincerely,

Shane L. Dettman, AICP
Acting Director, Urban Design and Plan Review

Gillis, Greer

From: Ken [kaskal@aol.com]
Sent: Sunday, February 19, 2012 5:14 PM
To: lewis.grimm@dot.gov; Gillis, Greer
Cc: kskriv@gmail.com; director@laurelhistoricalsociety.org; karenlub@aol.com
Subject: Historical Sites along the Baltimore Washington Parkway

Mr Grimm and Ms Gillis,

I was at the meeting in Greenbelt last week regarding possible widening of the Baltimore Washington Parkway. I brought up the existence a Snowden family historical site along the Baltimore Washington Parkway that I thought should be included in your study for archaeological and historic purposes. This is a followup to that meeting in support of your report preparations.

One of the Snowden families, including at least one of the Richard Snowdens, built and lived in the Birmingham Manor, located on a rise, or high ground about half a mile north of the Patuxent River bridge along the parkway. Just east and south of the Manor site is the Snowden family graveyard with several 19th century graves at least, including Louisa Snowden Capron, the wife of Horace Capron who in 1835 founded the cotton mill in what became the town of Laurel. The graveyard is in Patuxent Research Refuge. But the Birmingham Manor site and its associated slave quarter sites and outbuilding sites may all be on current Baltimore Washington Parkway right-of-way.

The Snowden family had a number of other homes in the area, including Montpelier Mansion, a well known site administered by the National Park Service. For further information on the Snowden family, more detailed information can be obtained from the Friends of Montpelier and the associated historical files that they have.

The Birmingham Manor was built in approximately 1688 - 1690, and it was destroyed by fire in 1891. The Baltimore Washington Parkway apparently runs right through the site of the Birmingham Manor, and as far as I know there has not been any significant archaeological investigation there. No doubt there are slave quarter sites and outbuildings yet to be located in that vicinity. There are loose bricks from the house at ground level, on the top of a rise immediately on the east side of the Parkway. There is an old photograph of the manor available but I do not have it to send right now.

One the west side of the Parkway there is another important site, that of an Iron Works dating to the 18th century plus a grist and saw mill site, adjacent to the Patuxent River on the north side of the river. There is stone construction in that vicinity from the Iron Works. The site is evidently close to the Parkway on the west side, and just north of the Patuxent River. I have not seen this site personally but a photo of the stone work appeared in the Laurel News Leader newspaper some years ago, taken by John Calder Brennan.

Best regards,
Ken Skrivseth, volunteer at the Laurel Historical Society

The Laurel Historical Society has a website at www.laurelhistory.org and the director can be reached by email as well.

Baltimore-Washington Parkway
WIDENING FEASIBILITY STUDY

Public Comment Form

Thank you for participating in the first public meeting of the Baltimore-Washington Parkway Widening Feasibility Study. Public opinion is a critical element of determining the feasibility of widening the Baltimore-Washington Parkway. Please take a minute or two to tell us what you think about tonight's meeting and this study.

1. What did you like the most about tonight's public meeting?

   What did you like the least?

2. What are the five most important issues to you with regards to this feasibility study? Please rank these issues from 1 to 5, with 1 being the most important and 5 being the least importance.

	Aesthetics/ appearance of the Parkway
3	Traffic / transportation network efficiency
1	Reduction in traffic congestion; more reliable travel time
	Preserving the park-like character of the Parkway
2	Access to jobs and destinations (including BRAC)
	Availability of land / right-of-way
	Preservation of natural resources
	Preservation of cultural resources
	Protecting communities and community resources
	Other _____

Comments / Explain:
As a commuter who uses the BW Parkway every workday to get to my job, I think the widening of the road is a brilliant and long-overdue idea. Anyone who routinely uses it can attest to the daily traffic jams, which are not only stressful on people, but also wasteful thanks to idling engines burning gas and untold thousands of hours of lost time that commuters could be spending on more worthwhile pursuits than sitting in their cars. Looking at the ultra-wide median strips and expanses of trees on either side of the Parkway, it's very clear that the road could be widened to three or even four lanes without bothering anyone or sacrificing a significant amount of wild space.

Reality check:

- The people who are against expanding the BW Parkway will get used to it within a couple months, and soon no one will remember what it was like before.
- Bulldozing some trees on either side of the road to make room for new lanes will destroy only a tiny fraction of those forested areas. No one uses those areas anyway since they're so close to the road—people hike and camp much deeper in.
- If it came down to it, the vast majority of BW Parkway commuters would probably support sacrificing much of the road's "parklike" appearance if doing so meant less congestion and faster travel times.

3. Would you like to be on the project mailing list? Circle: *YES* / NO

Name: Eddie Germino

Street Address: 5001 Quebec St.

State/Zip: College Park, MD 20740

Adding a third northbound and southbound lane to the Baltimore Washington Parkway is not feasible. The aesthetics and spirit of the parkway will be destroyed.

As the presenters at the February 16, 2012 public meeting showed, adding these lanes will not reduce travel time.

The area surrounding the BW Parkway is some of the last pristine green space in the State. This area is home to the Patuxent Wildlife Refuge and the many beautiful animals that live there. Disturbing the surrounding area with construction and impervious surface will have negative effects on these species.

Adding the extra lanes is not a sustainable growth solution. It will add noise and air pollution. What this State needs is additional funding to be put into a variety of mass transit options. We need to encourage smart growth, not sprawl.

Have you ever driven up and down the BWI Parkway during the fall? Its breath-taking beauty makes us Marylanders proud to call this our home. This is an area worth saving. The crisp reds, yellows, orange and brown leaves are like paint on nature's canvas. Often you can see many types of birds, including hawks and eagles flying above. The current stone walls lining the parkway were especially designed by the National Park Service to help maintain the aesthetic beauty of this corridor.

Sincerely,

Jonathan Shao

Gillis, Greer

From: Ben Fischler [brf57@yahoo.com]
Sent: Tuesday, February 21, 2012 6:50 AM
To: lewis.grimm@dot.gov
Cc: Gillis, Greer
Subject: Baltimore-Washington Parkway: Questions from Third Public Meeting

Dear Mr. Grimm:

Thank you for conducting an informative meeting last week. I would like to provide written comments as soon as my work schedule allows, but this morning I have two quick questions:

1) In the meeting you repeatedly requested more public written comments. What email address is best for people to use for submitting comments? When asked at the meeting you pointed to the two email addresses I have sent this email to.

2) Another attendee wrote a thoughful and positive blog about the meeting that can be read at:
http://greenbelt.patch.com/blog_posts/public-meeting-hosted-on-bw-parkway-expansion-study
In this blog, Mr. Lemieux states:
"The FHA presentation was led by Lewis Grimm, the planning team leader, who explained that the parameters of the earmark only allowed a study of adding lanes to the parkway, and that the study did not therefore consider other possible means of improving transportation along the Baltimore-Washington corridor."
Is thought you said something different: that Congressman Ruppersburger told you to consider all options for the Parkway, but limited consideration of the entire Baltimore-Washington corridor. So, please tell me whether I misheard you or Mr. Lemieux misheard you?

Thanks,
Ben Fischler
brf57@yahoo.com
14-V4 Ridge Road, Greenbelt, MD 20770

CITY OF GREENBELT

25 CRESCENT ROAD, GREENBELT, MD. 20770-1886

December 21, 2010

Mr. Victor Mendez, Administrator
Federal Highway Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Administrator Mendez:

The City of Greenbelt has recently learned that $1 million has been approved for the Federal Highway Administration (FHWA) for a to determine the feasibility of adding a third lane to both the northbound and southbound directions of Maryland Route 295/Baltimore-Washington Parkway between Interstate 695 and New York Avenue.

The City recognizes that the Parkway is crowded, but believes there are alternatives other than building new or expanding existing roadways to address congestion. The City also strongly believes that widening the Parkway will change the very nature of the roadway from a parkway to an interstate.

The Baltimore-Washington Parkway is currently an important part of the region's green space, as well as part of its transportation network.

Besides the change in the character of the roadway, the City has other concerns about expanding the Parkway which include:

- Enabling further regional sprawl and reliance on motor vehicles rather than reinvesting in existing neighborhoods and existing mass transit infrastructure;
- Additional noise and pollution created by the vehicles utilizing the additional capacity; and
- Underutilization of available developable areas such as around Metrorail stations that could provide both smart-growth and transit oriented projects.

Studying the expansion of a roadway such as the Baltimore-Washington Parkway is only one way to address growing demands to move about the region. Will this study look at other alternatives that would reduce this demand? Alternatives could include, but not be limited to, incentivizing development around existing infrastructure, expanding mass transit between Baltimore and Washington, providing commuter shuttle service from key residential centers such as Greenbelt, Laurel, Columbia, etc., and enhancing bicycle and pedestrian opportunities.

The City Council of Greenbelt is very concerned that a feasibility study will not look at whether the Parkway should even be considered for expansion at all and whether there are viable alternatives, but only whether it can be expanded from an engineering and construction perspective.

The Council requests that the FHWA come to Greenbelt in late January to conduct a public meeting to explain:

- Why the study has been requested;
- What the study's purpose is; and
- If the study will examine the feasibility of alternatives other than widening the Parkway to achieve the same purpose.

Please have someone contact Cindy Murray, City Clerk, at 301.474.8000 or cmurray@greenbeltmd.gov to schedule the meeting.

Sincerely,

Judith F. Davis

Judith F. Davis
Mayor

JFD:amb
cc: City Council 12-23-10
Honorable C.A. Dutch Ruppersberger
Honorable Steny Hoyer
Honorable Barbara Mikulski
Honorable Benjamin Cardin
Honorable Paul Pinsky
Honorable Tawanna Gaines
Honorable Anne Healey
Honorable Justin Ross
Honorable Ingrid Turner
Honorable Mary Lehman
Honorable Rushern Baker
Honorable Cheye Calvo
Honorable Andrew Fellows
Honorable Andrew Hanko
Celia Craze, Director of Planning & Community Development
Ron Kirby, Metropolitan Washington Council of Governments

U.S. Department
of Transportation
**Federal Highway
Administration**

Office of the Administrator

1200 New Jersey Avenue, SE
Washington, D.C. 20590

January 14, 2011

In Reply Refer To:
HFPD

The Honorable Judith F. Davis
Mayor of Greenbelt
Greenbelt, MD 20770-1886

Dear Mayor Davis:

Thank you for your letter regarding your concerns about the planned study of the feasibility of widening the Baltimore-Washington Parkway to six lanes.

The Federal Highway Administration's Eastern Federal Lands Highway Division (EFLHD) initiated the study this month. As requested in the congressional report, the study will cover the feasibility of adding a lane in each direction to the Maryland Route 295/Baltimore-Washington Parkway from its intersection with I-695 (Baltimore Beltway) to New York Avenue in the District of Columbia. The congressional report also asked us to assess the impact of the Base Realignment and Closure process on traffic in the corridor.

Our EFLHD is working with the National Park Service's National Capital Region Office, the Maryland State Highway Administration, the Metropolitan Washington Council of Governments (MWCOG), the Baltimore Metropolitan Council, and the Maryland-National Capital Park and Planning Commission to decide on the details of the study. The EFLHD has identified three major areas of analysis:

- An examination of present day and future year traffic volumes in the study corridor with and without implementation of the proposed mainline widening of the parkway. We will consider how travelers in the corridor can be accommodated if the parkway retains its present configuration of two travel lanes in each direction, as well as what would happen if we added one travel lane in each direction as described in the legislation. All future-year traffic forecasts will use the most recent population and employment forecasts for the region developed by MWCOG through its comprehensive planning process.

- An examination of the basic engineering feasibility and estimated cost associated with the possible addition of a third mainline travel lane to the parkway over the defined project limits. We will estimate the initial capital improvement costs and the continuing operations and maintenance costs over the next 20-25 years.

- The identification of the full range of environmental impact factors that would need to be examined in greater detail if any further study of the mainline widening concept moves forward. While we will not conduct a formal environmental impact assessment as an element of this initial feasibility study, we will identify factors to be examined and the general timing and cost associated with such an activity. These factors would include consideration of the types of concerns you expressed as well as alternative solutions for meeting traffic demand in the corridor.

You asked us to conduct a public meeting in Greenbelt in late January. As the shape of the study becomes more clear, we will reach out to stakeholders, the public, and local jurisdictions, including Greenbelt.

Division Engineer Melisa L. Ridenour of EFLHD (703-404-6201) is available if you would like further information on the study.

Sincerely,

Victor M. Mendez
Administrator

CITY OF GREENBELT

25 CRESCENT ROAD, GREENBELT, MD. 20770-1886

April 10, 2012

Mr. Victor Mendez, Administrator
Federal Highway Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Administrator Mendez:

At its meeting of March 12, 2012, the Greenbelt City Council voted unanimously to oppose any widening of the Baltimore-Washington Parkway.

The City appreciates the work that the Federal Highway Administration and its consultants have done over the past year in conducting a study of the feasibility of widening the Baltimore-Washington Parkway. Many Greenbelt residents and most of the City Council participated in the three public meetings.

Based on the study's outcomes presented at the February 16, 2012, meeting, the Council found that:

1. The projected cost is too high at between $343 and $565 million depending on the alternative.

2. The environmental impacts are too great. Again, depending on the alternative, widening could impact up to 35% of the adjacent 678 acres of woodland.

3. While widening may provide short-term relief, the traffic analysis done as part of the study indicates congestion will return to current levels in a matter of years.

4. The historic, aesthetic and natural values of the Parkway will be destroyed.

In the City Council's view, these impacts are too great. Any funds for such a project would be better used for enhancing and developing other forms of public transit to serve the area. These could include enhanced train service between Baltimore and Washington and the communities in between, extending the Metrorail system north from Greenbelt, expanding bus service in the corridor, etc.

The City requests that it receive a copy of the report that is to be submitted to Congress and appreciates the opportunity to have participated in this study.

Sincerely,

Judith F. Davis

Judith F. Davis
Mayor

/amb

cc: City Council
Honorable Steny Hoyer
Honorable Barbara Mikulski
Honorable Benjamin Cardin
Honorable Paul Pinsky
Honorable Tawanna Gaines
Honorable Anne Healey
Honorable Justin Ross
Honorable Rushern Baker
Honorable Ingrid Turner
Honorable Mary Lehman
Honorable Cheye Calvo, Berwyn Heights
Honorable Walter James, Jr., Bladensburg
Honorable Michael H. Callahan, Cheverly
Honorable Andrew M. Fellows, College Park
Honorable Lee P. Walker, Landover Hills
Honorable Craig A. Moe, Laurel
Honorable Andrew Hanko
Honorable Vernon Archer, Riverdale Park
Celia Craze, Director of Planning & Community Development
Ron Kirby, Metropolitan Washington Council of Governments
Lewis G. Grimm, P.E., FHA
Greer Gillis, P.E., Parson Brinkerhoff
Joseph Spence, BARC
Fred Cunningham, NPS, Greenbelt Park
Greenbelt News Review

U.S. Department of Transportation
Federal Highway Administration

Office of the Administrator

1200 New Jersey Ave., SE
Washington, D.C. 20590

April 24, 2012

In Reply Refer To:
HFPD

The Honorable Judith F. Davis
Mayor of Greenbelt
Greenbelt, MD 20770-1886

Dear Mayor Davis:

Thank you for your letter informing me of the Greenbelt City Council's findings on the study requested by Congress of the feasibility of widening the Baltimore-Washington Parkway to six lanes.

As you know, the Eastern Federal Lands Highway Division, which conducted the study, sought input from State and local officials as well as the public for views on the widening proposal. Based on past contacts, including a meeting with you during the initial stages of work, we are aware of Greenbelt's concerns, and we appreciate receiving the City Council's findings. I would also like to thank you and other Greenbelt officials for your willingness to host the second and third of the three public information meetings held in connection with the feasibility study.

We will include your letter in the Report to Congress along with other official comments received on the parkway widening feasibility study.

Sincerely,

Victor M. Mendez
Administrator

Appendix J - Study Team

Study Team

Federal Highway Administration, Eastern Federal Lands Highway Division

Lewis Grimm, P.E., Planning Team Leader	Project Manager
Jack VanDop, Senior Technical Specialist	Project Management Team
Alazar Feleke, P.E., PMP, Highway Design Manager	Project Management Team

National Park Service, National Capital Region

Charles Borders, Branch Chief, Transportation	Project Management Team
David Hayes, Regional Planner and Transportation Liaison	Project Management Team

Consultant Team

Parsons Brinckerhoff, Inc.

Greer Gillis, P.E.	Project Manager
Hal Kassoff	Principal In Charge
Jerry Jannetti, P.E.	Senior Advisor
Tim Ramey, P.E.	Alternatives Development Task Lead
Don Ainsworth, P.E.	Alternatives Development Team
Romy De La Cruz, P.E.	Alternatives Development Team
Marsha Kaiser	Public Involvement Task Lead
Jennifer Weeks	Public Involvement Team
Eduardo Maeyama, EIT	Public Involvement Team
Mark Cheskey	Existing Conditions Task Lead
Stephanie Foell	Existing Conditions Team
Henry Ward, RPA	Existing Conditions Team
Crystal Saunders Hancock	Existing Conditions Team
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John Winkel	Graphics Designer

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Jeremy Betz, P.E.	Alternatives Development Team
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Glenda Larson	Public Involvement Task Lead
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Tiffany Winters	Existing Conditions Team
Shubha Adhikari	Existing Conditions Team
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