

FALLS RD AND NORTHERN PKWY STUDY

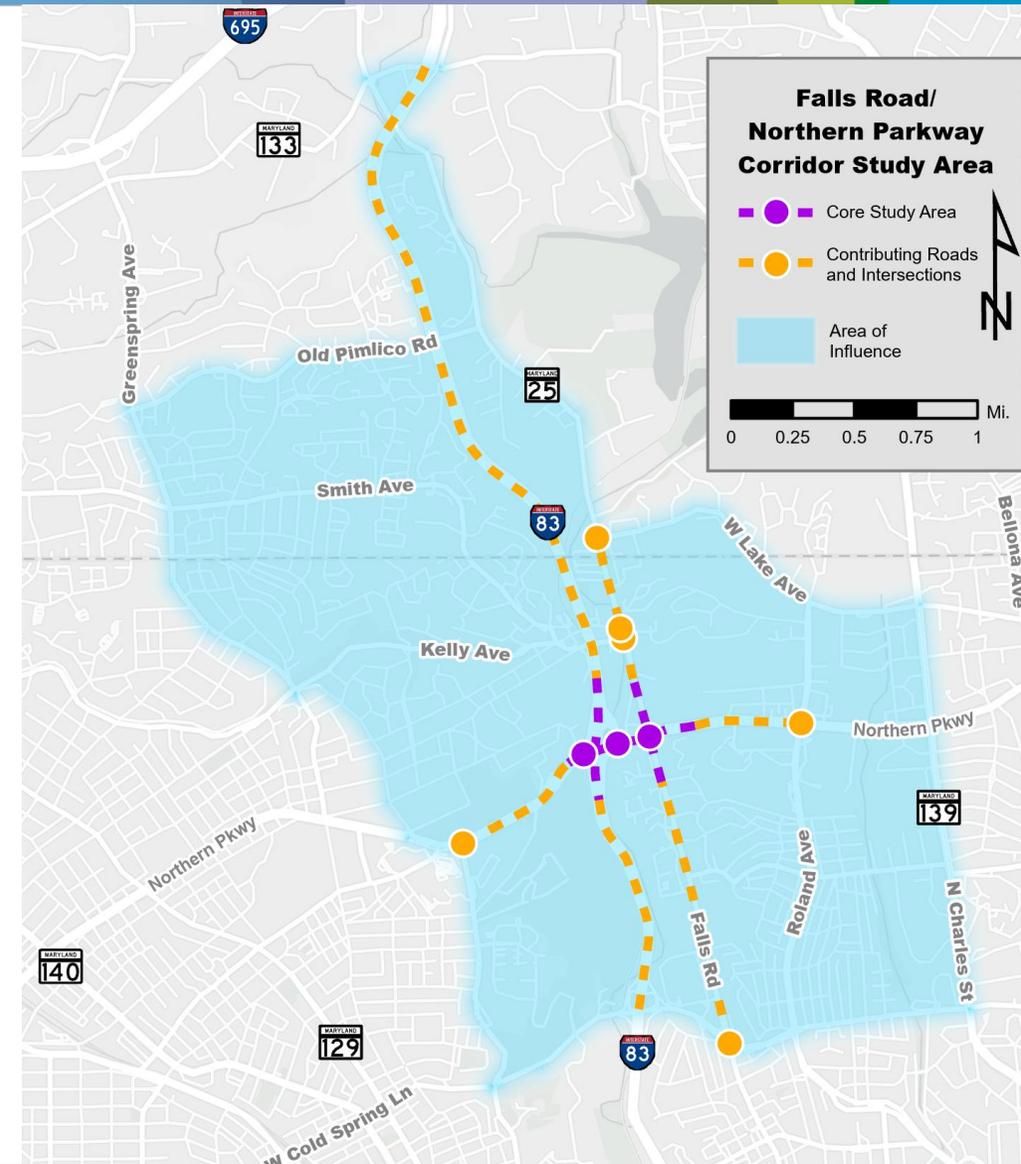
Frequently asked questions



FREQUENTLY ASKED QUESTIONS

Bicycle and Pedestrian Issues

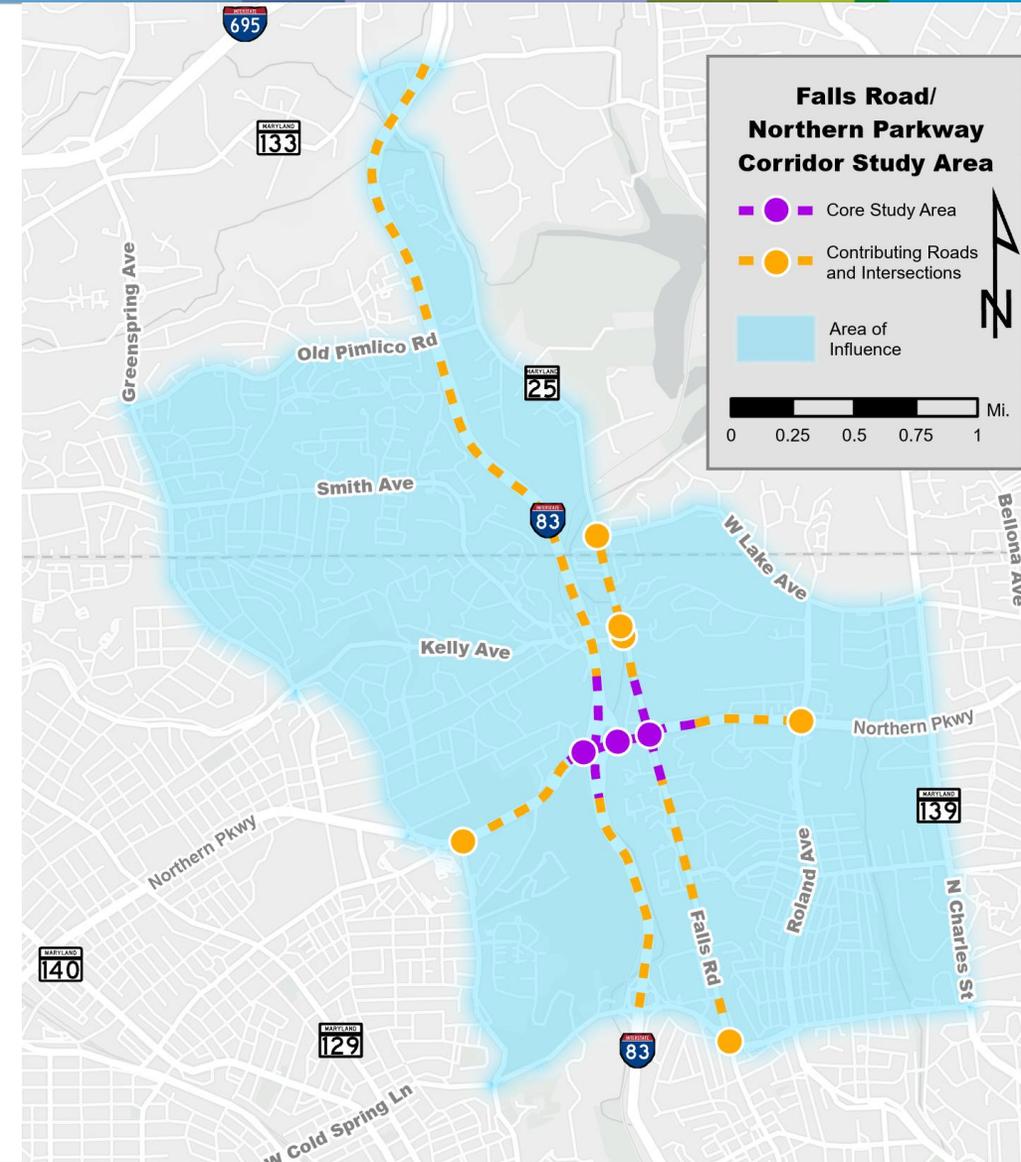
- **Please further describe the big jump concept.**
 - Please see <https://www.bikemore.net/bigjump> or <https://transportation.baltimorecity.gov/engineering-construction-projects/big-jump-project>.
- **Has a marked crosswalk at the corner of Falls and Mattfeldt been explored?**
 - The recommended improvements include signaling the intersection of Falls Road and Mattfeldt Avenue which would include a signalized pedestrian crossing.
- **What do you propose to do about the sidewalks that do not exist or need repair from Smith Ave to Lake Roland?**
 - This project conducted a comprehensive “state of good repair” assessment of the study area (including its sidewalks). The report recommends several specific locations where curb and sidewalk improvements should be prioritized, and the appendices include maps that identify all locations where sidewalks need repair.
 - There are continuous sidewalks on both sides of Falls Road between Smith Avenue and West Lake Avenue (approximately the Baltimore City/Baltimore County line). North of Lake Avenue, sidewalk construction would be the responsibility of Baltimore County, Maryland Department of Transportation State Highway Administration (MDOT SHA) or adjacent property owners).



FREQUENTLY ASKED QUESTIONS

Falls Road “Road Diet”

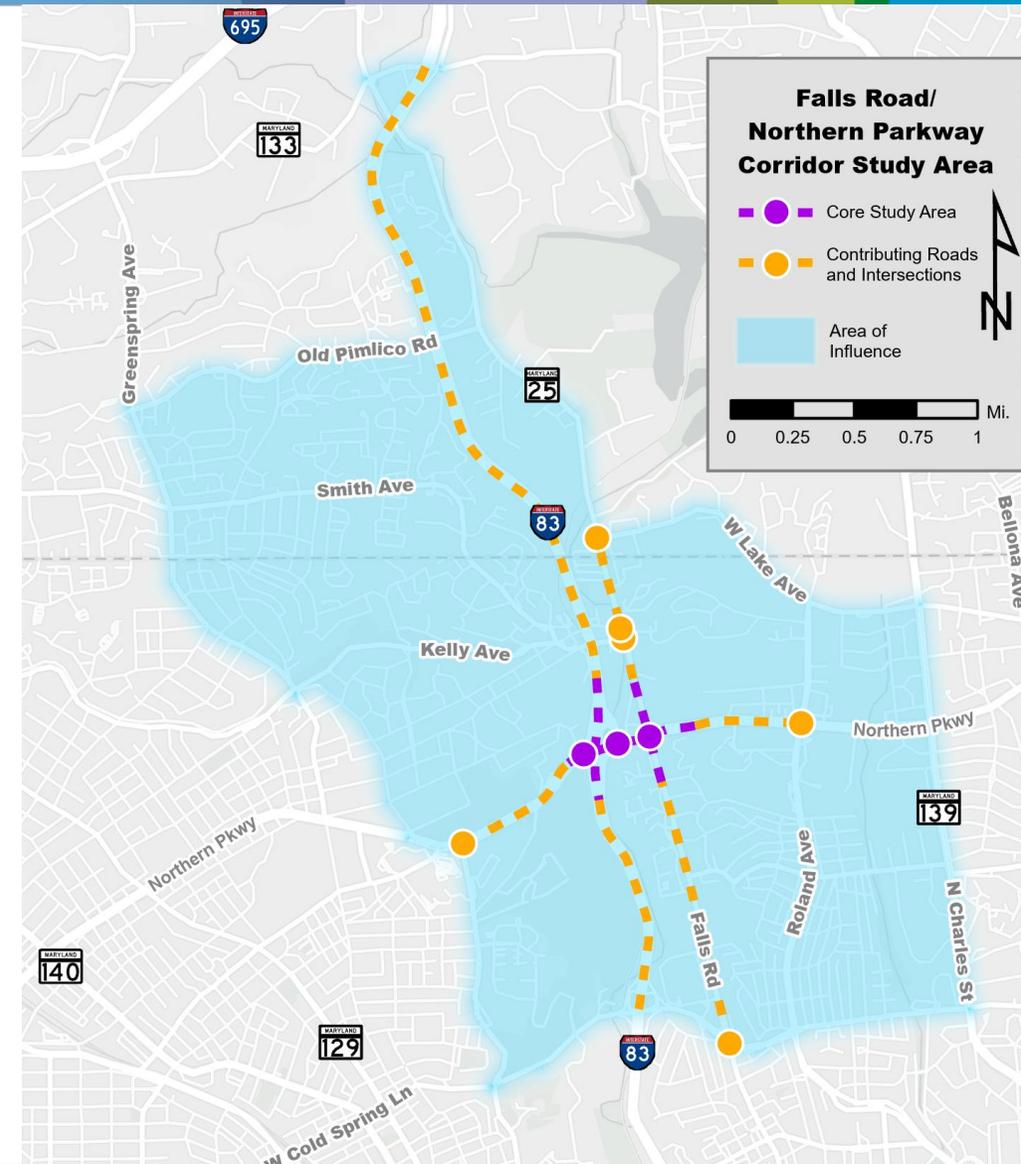
- **Under the road diet proposal, are there a median/additional crosswalk(s) across Falls contemplated between Northern and Cold Spring?**
 - A median and additional crosswalk(s) could be included at any number of locations along Falls between Northern Parkway and Cold Spring Lane if a road diet were to be implemented. Specific locations would be determined during the final design of the improvement.
- **Falls Rd is a heavily traveled road. Have you considered this when planning a road diet?**
 - Preliminary criteria such as annual average daily traffic and current travel speeds along Falls Road suggest that the segment between Cold Spring Lane and Northern Parkway is a candidate for a road diet. However, further traffic analysis that assesses intersection delay and gaps for turning vehicles in a road diet scenario would be necessary to determine whether a road diet is feasible for that segment.
- **Have you looked at the amount of traffic doing illegal U-turns in the middle of the street and cutting through Falls Road Terrace to go north towards Falls and Northern Parkway?**
 - There is no prohibition on left turns onto Elmwood Avenue which is then used to access Falls Road Terrace; a U-turn on Falls Road itself is not legal. Neither movement was apparent during rush hour field observations.



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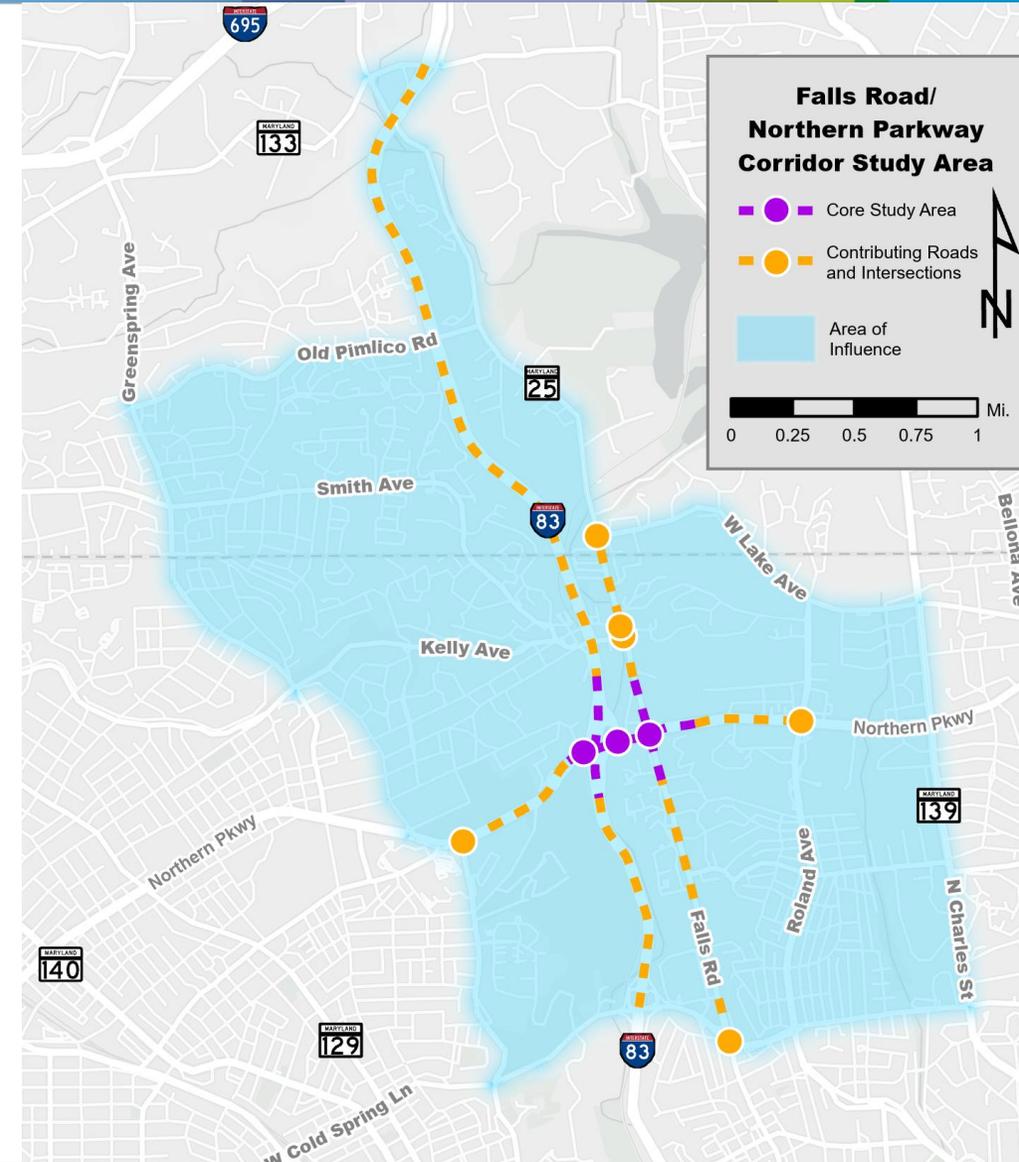
Northern Parkway/Falls Road Intersection Alternatives

- **Would the Jug handle or median U-Turn significantly improve the traffic flow through the intersection?**
 - In order to be effective at improving traffic flow through the intersection of Falls Road and Northern Parkway, left turns would be completely restricted. Even then, only in the eastbound Northern Parkway direction would a jug handle or median U-turn be potentially effective; however, there are several other safety and constructability considerations that make these alternatives difficult to accomplish.
- **Was the option of a right-only right lane at the intersection from east-bound Northern to go south on Falls looked at, paired with a road diet in front of the Exxon for their frontage on Northern?**
 - The traffic analysis indicates that three through lanes eastbound on Northern Parkway are necessary to accommodate existing and future travel demand.
- **I am not clear on the status of the additional interchanges. Are they on the table for possible consideration?**
 - This study does not recommend any additional interchanges along I-83 between Northern Parkway and Ruxton Road.



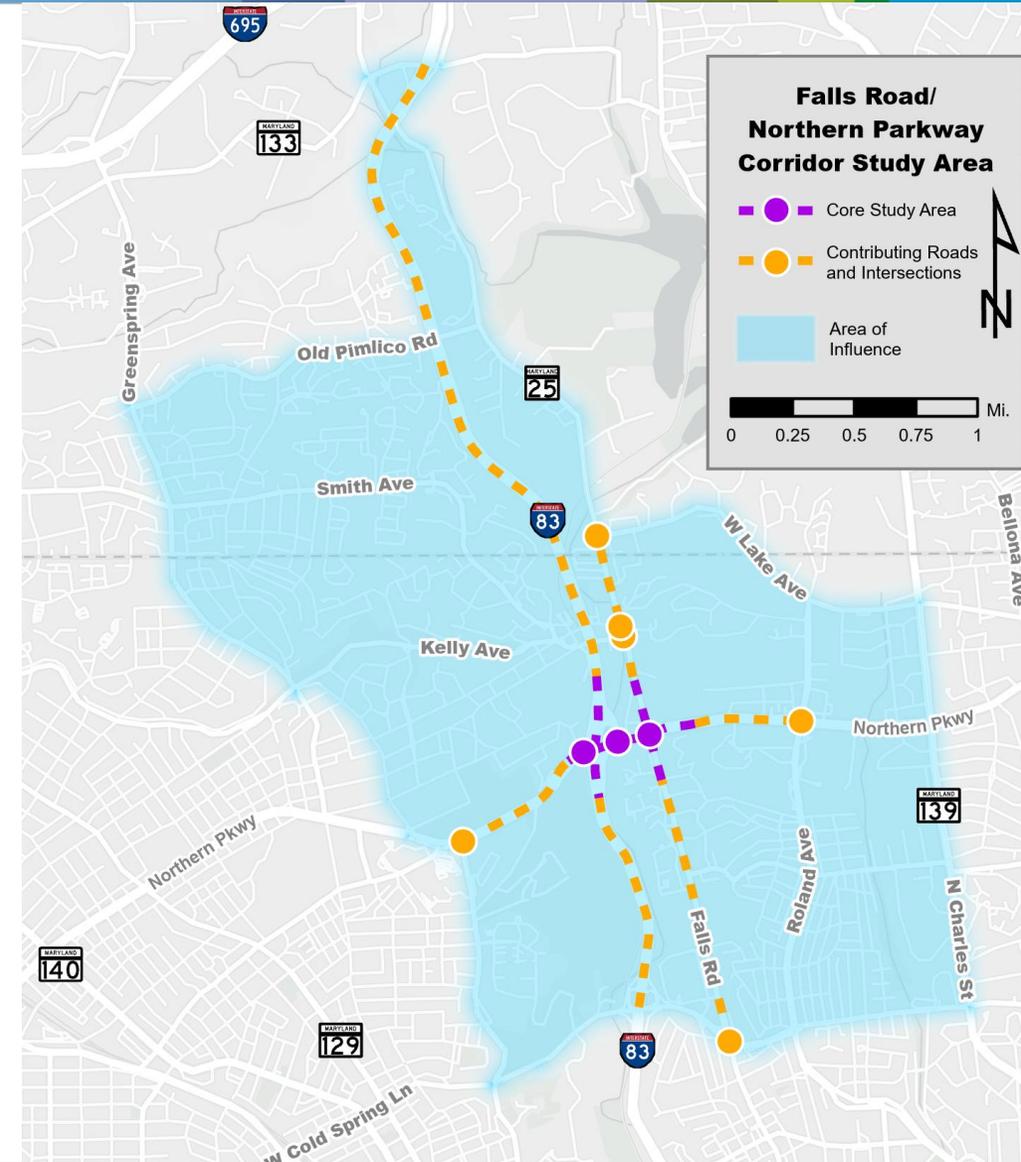
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- **Why is the left turn light for cars going westbound on Northern Parkway turning onto south Falls Road so much shorter than the left turn from eastbound Northern Parkway onto northbound Falls Road? Can the former be made longer?**
 - The revised signal progression as a result of the alternating merge would balance out all of the turning movements.
- **Are there accidents coming down the hill westbound on Northern Parkway?**
 - Accidents on this segment of Northern Parkway were primarily rear-end collisions typical of congested urban areas.
- **There is often a long line of cars on the access road from southbound Falls Road turning right onto westbound Northern Parkway. There is often a game of "chicken" between those cars and the cars going westbound on Northern Parkway that are trying to take the ramp to go north on I-83. How are you going to address this?**
 - The westbound "choice lane" proposed in this study would provide an additional lane for vehicles on Northern Parkway to enter the ramp, which would reduce the amount of merging that needs to take place and create additional room for all vehicles on that segment, including those trying to merge left to go west on Northern Parkway.



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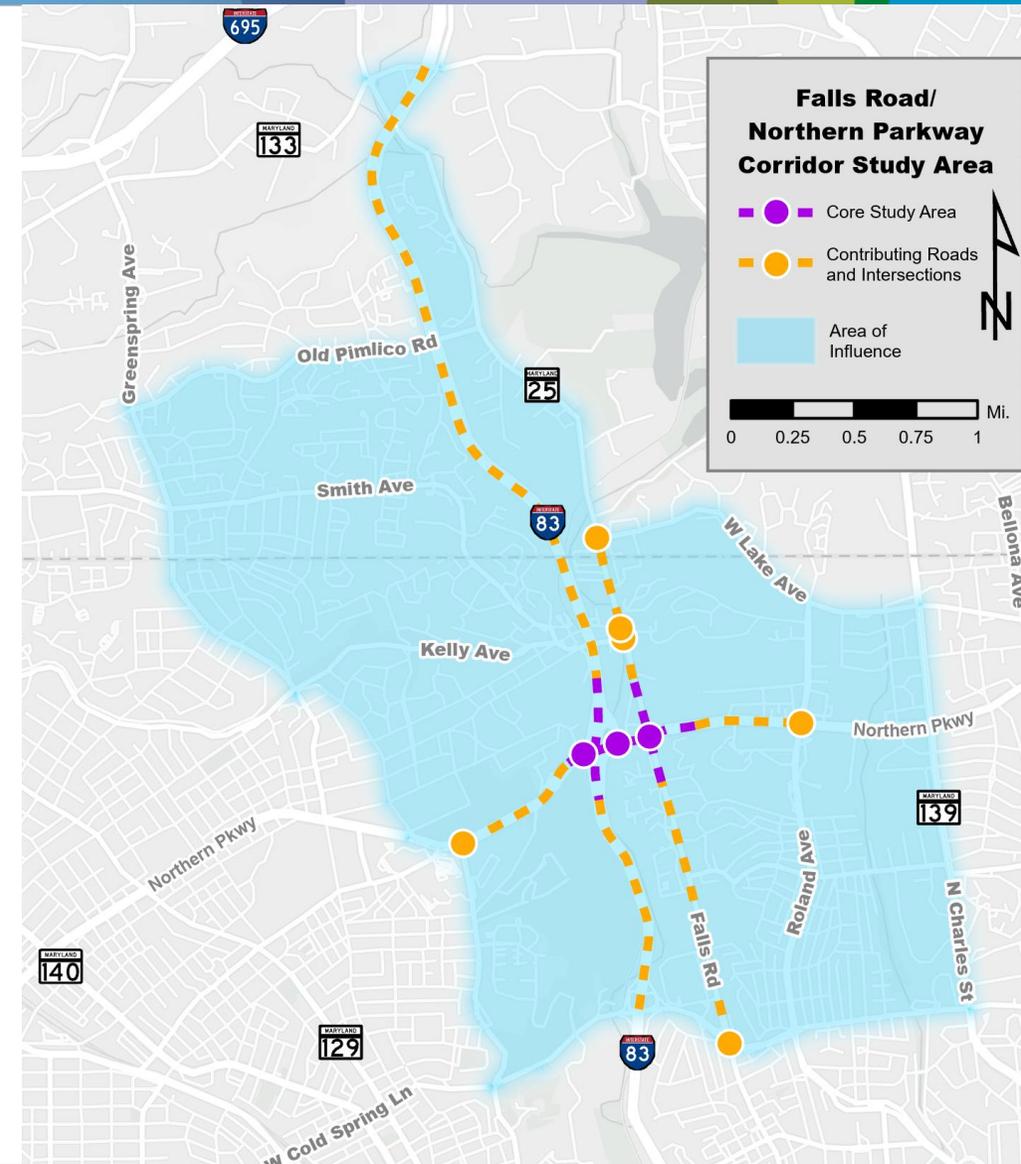
- **Would the right most choice lane be able to proceed while the light is allowing left hand turns from Northern Parkway onto the ramp?**
 - The traffic signal would prohibit all movements from westbound Northern Parkway onto the ramp during the eastbound left turn phase.
- **Did you address the challenges of entering and exiting the Clarks Hill Road entrance into the Poplar Hill neighborhood, right across the marijuana dispensary, off Falls Road?**
 - This issue had not been previously raised. DOT will review the issue.



FREQUENTLY ASKED QUESTIONS

Additional Development in the Study Area

- **Did the traffic study model the potential impact of a large, additional apartment complex at the corner of the Falls Road and Northern Parkway intersection (Overlook project)?**
 - The traffic model actually “double counts” the potential Overlook project by directly loading in the number of peak hour trips generated by the proposed apartment complex AND in the abstract by reflecting the regional travel demand growth rate.
- **Did you consider, as a part of your recommended alternative, the increase in traffic associated with any additional development at Belvedere Towers?**
 - The traffic model actually “double counts” the potential Overlook project by directly loading in the number of peak hour trips generated by the proposed apartment complex AND in the abstract by reflecting the regional travel demand growth rate.
- **Did this study consider potential development at Pimlico?**
 - To the extent that there would be net additional traffic generated at Pimlico, it is accounted for in the underlying traffic model.



FREQUENTLY ASKED QUESTIONS

What happens now that the Final Study Report is published on the DOT Website?

- **Is the public given an opportunity to comment of the Final Report**
 - Yes. The public comment period on the Final Report is open through April 5, 2021. All comments are reviewed by DOT and incorporated into the report for review by the DOT Administration.
- **How will the public know if the recommendations are to be implemented?**
 - DOT will update the website on decisions made by the DOT Administration on project development. The communities within the study area will be engaged in additional discussions during the project development phase.

