

**MARYLAND DEPARTMENT OF TRANSPORTATION**  
**Baltimore County Requests FY 2016**





October 30, 2014

KEVIN KAMENETZ  
*County Executive*

Honorable James T. Smith, Jr., Secretary  
Maryland Department of Transportation  
7201 Corporate Center Drive  
P.O. Box 548  
Hanover, MD 21076

Dear Secretary Smith:

Baltimore County thanks the Maryland Department of Transportation for its continuing support of its transportation priorities. Last year, Baltimore County received minimal funding support for just four of twelve of its FY 2015 transportation capital projects requested. For FY 2016, we are resubmitting the eight projects that were not funded last year and one additional study request related to port expansion on the Sparrows Point peninsula.

Again, the County submits its transportation requests for FY 2016 in priority order in the following three categories:

Major Transportation Capital Projects - State Investment Greater than \$10 Million,  
Minor Transportation Capital Projects - State Investment Less than \$10 Million; and,  
A Transportation Sidewalk Initiative Project.

I appreciate your consideration of our transportation projects and look forward to working with you to make funding for many of these transportation projects a reality.

Very Truly Yours,

A handwritten signature in black ink that reads "Kevin Kamenetz". The signature is written in a cursive style with a large, sweeping "K" and "C".

Kevin Kamenetz  
Baltimore County Executive

KK:yw

cc:           Honorable Martin O'Malley, Governor  
              Honorable Thomas V. Mike Miller, Jr., Senate President  
              Honorable Michael E. Busch, Speaker of the House  
              Baltimore County Senate Delegation  
              Baltimore County House Delegation

**MARYLAND DEPARTMENT OF TRANSPORTATION**  
**Baltimore County Requests FY 2016**

**Major Transportation Capital Projects (State investments greater than \$10 million)**

<b>PROJECT</b>	<b>STATE SHARE</b>	<b>WHY A PRIORITY</b>
1 Traffic Improvements: Construct a full Interchange at I-695 and Exit 44 (Broening Highway)	\$1M for extensive scoping study to determine cost of full Interchange	The existing partial Interchange will need to be upgraded to a full Interchange to maximize the potential of the redevelopment activities currently occurring at Sparrows Point, allow truck avoidance of the toll plaza and reduce truck traffic on Dundalk and Holabird Avenues impacting residential communities. This site will be a massive economic engine not only for Baltimore County but also for the State of Maryland. However, the existing ramp system that requires vehicles headed to the port and Sparrows Point to take a circuitous and expansive path must be reviewed.
2 Traffic Improvements: Reisterstown Road (MD 140) at Painters Mill Road & Hooks Lane	\$3M in funds for ROW recently allocated by MDOT. Request additional \$9M	State Highway Administration studies have consistently identified significant congestion along this corridor. This congestion is expected to increase with continued development of the Metro Center Transit Oriented Development and the Foundry Row Shopping Center. At the Painters Mill intersection, rather than simply widening Reisterstown Road, which involves contentious right-of-way challenges and costly expenditures, the County advocates for the design of parallel access roads on both sides of Reisterstown Road, including utilization of the east-side terminus of the signalized intersection at Painters Mill Road as well as land contiguous to the western edge of the Solo Cup Property. The County concurs with the Study proposing construction of an additional left turn lane on Hooks Lane turning south on Reisterstown Road. Also, as there is a "no turn on red" control, the right lane, presently dedicated to "right turn only" should also allow for through traffic crossing onto Reisterstown Road to Woodholme Avenue.
<b>Total - Major Transportation Capital Projects (State investments greater than \$10M)</b>		<b>\$10M +</b>

**Minor Transportation Capital Projects (State investments under \$10 million )**

<b>PROJECT</b>	<b>STATE SHARE</b>	<b>WHY A PRIORITY</b>
3 Streetscape Improvements: Liberty Road MD 26 (Phase 1 - Between Rolling Road and Courtleigh Drive)	\$5M	Baltimore County proposes a center lane boulevard streetscape on a heavily traveled commercial corridor to provide aesthetic treatment and enhanced pedestrian safety. Phase 1 is a one mile "greening project" that is primarily zoned residential and RO, and would soften the approach to the commercial core at Liberty and Old Court Roads. Phase 2 could be developed on the one mile segment between Courtleigh Drive and Old Court Road after the community can fully appreciate the completed Phase 1. The County successfully completed a similar boulevard "greening project" on the County portion of Greenspring Avenue between Old Court and Green Summit Roads, enhancing the approach to the Greenspring Quarry project.
4 Road Extension: Security Boulevard to Johnnycake Road (Development Opportunity Site)	\$4M	This project is included in Baltimore County capital budget and could jumpstart new economic development opportunities at the Johnnycake Road sites in the Federal Center at Woodlawn and would enhance access to the Red Line for County, State and Federal employees.
5 Streetscape Improvements: Frederick Road MD 144 (Frederick Road from Prospect Avenue to Brianwood Road) - Paradise Community	\$3M	Two years ago, local residents and property owners discussed ways to improve the Paradise Business Community. There have been significant improvements made to the greater Catonsville Commercial Corridor on Frederick Road outside of the Beltway, but more needs to be done for the vulnerable part of the Corridor inside the Beltway. Specifically, improvements would include sidewalks, landscaping, tree trimming, street lighting, and furniture that would help give Paradise a more cohesive appearance. The most important improvement would be the removal of the elevated tree planters that impede pedestrian traffic and block signage. The main building behind the planters has recently been purchased and a new streetscape could leverage/encourage reinvestment into this building and others along this section of the corridor. This area is in a Baltimore County Revitalization District and newly approved Maryland Sustainable Community.

6	Street Improvements: Harford Road MD 147 (City/County Line to Garnet Avenue) - Parkville Community \$200K	The recent sale of an underused Revenue Authority parking lot and its subsequent redevelopment as a Walgreens Pharmacy has generated renewed interest in the revitalization of Harford Road by the retail brokerage community as well as the businesses and residents along the corridor. The strategy is to capitalize upon this new development and use targeted improvements to leverage private reinvestment to improve building facades and attract new businesses into several significant vacancies. The improvements that have been identified include: tree/shrubbery infill, construction of several brick screening walls, community identification signage, installation of public art including a sculpture donated by Towson University, murals on blank walls, and treatment of utility poles. These enhancements will set the stage for a concerted outreach to property and business owners to upgrade their buildings and lease new spaces. The County will use \$100,000 from the sale of the lot to augment existing architectural and loan programs to incentivize improvements in Parkville. This area is in a Baltimore County Revitalization District and newly approved Maryland Sustainable Community.
7	Streetscape Improvements: Eastern Avenue MD 150 (Mace Avenue to MD 702) - Essex Community \$3M	The Eastern Avenue Streetscape project in downtown Essex is one of the oldest in the County and in need of significant upgrades. The wooden benches have rotted, trees have died leaving empty wells, sidewalks are in need of repair, etc. The public realm looks downtrodden and it is very difficult to encourage private reinvestment for improvements in buildings. A priority would be the downtown blocks and gateways into the older downtown "main street." Public investment could also jumpstart renewed business activism and involvement. This area is in a Baltimore County Revitalization District.
8	Street Improvements: Campbell Boulevard (MD 43) to Philadelphia Road (MD 7) to Mohrs Lane \$7M	This connection would not only provide another important link between MD 43 corridor and White Marsh Town Center, but it would also enhance Pulaski Highway as a location for new employment-related development (currently no east-west access to/from Pulaski Highway between Middle River Road and MD 43).
<b>Total - Minor Transportation Capital Projects (State investments under \$10M)</b>		<b>\$22.2M</b>
<b>Transportation Sidewalk Initiative Project</b>		
9	Kenwood Avenue - Sidewalks (Lillian Holt Road to Hazelwood Avenue) \$1M	The County portion of Kenwood Avenue has been completed for many years. The State's portion of Kenwood Avenue near Overlea High School has not been completed. The State recently approved funding for Overlea High School for capital school construction funding.
<b>Total - Sidewalk Initiative Projects</b>		<b>\$1M</b>
<b>Total FY 16 Request</b>		<b>\$23.2 M</b>

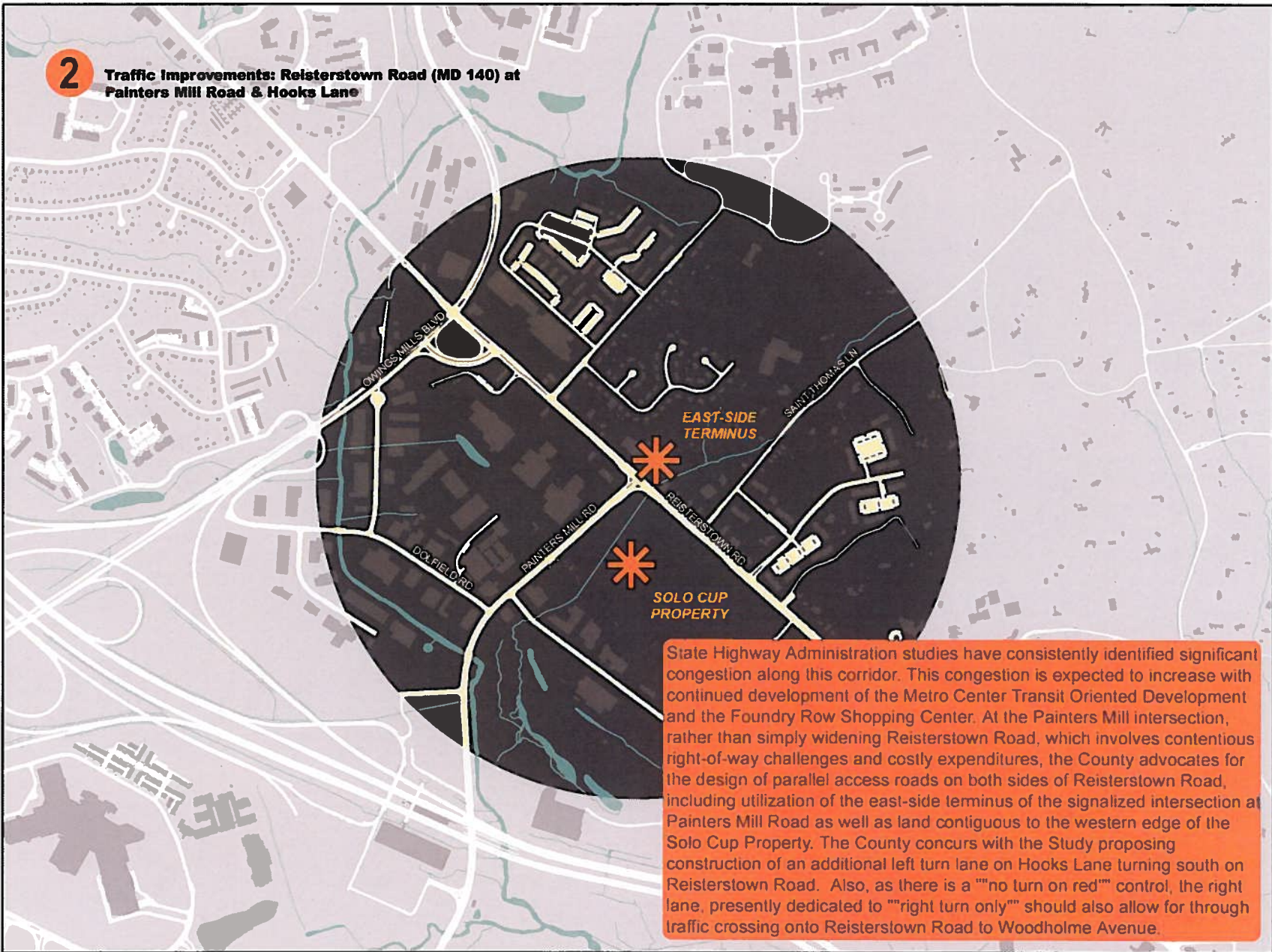
1

**Construct a full Interchange at I-695 and Exit 44 (Broening Highway)**



The existing partial Interchange will need to be upgraded to a full Interchange to maximize the potential of the redevelopment activities currently occurring at Sparrows Point. This site will be a massive economic engine not only for Baltimore County but also for the State of Maryland. However, the existing ramp system that requires vehicles headed to the port and Sparrows Point to take a circuitous and expansive path must be reviewed.

**2** Traffic Improvements: Reisterstown Road (MD 140) at Painters Mill Road & Hooks Lane



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3

**Streetscape Improvements: Liberty Road MD 26  
(Phase 1 - Between Rolling Rd and Courtleigh Dr)**



Baltimore County proposes a center lane boulevard streetscape on a heavily traveled commercial corridor to provide aesthetic treatment and enhanced pedestrian safety. Phase 1 is a one mile "greening project" that is primarily zoned residential and RO, and would soften the approach to the commercial core at Liberty and Old Court Roads. Phase 2 could be developed on the one mile segment between Courtleigh Dr and Old Court Rd after the community can fully appreciate the completed Phase 1. The County successfully completed a similar boulevard "greening project" on the County portion of Greenspring Ave between Old Court and Green Summit Roads, enhancing the approach to the Greenspring Quarry project.

**3**

**Streetscape Improvements:  
Liberty Road MD 26  
(Phase 1: Between Rolling Road and Courtleigh Drive BEFORE)**





**3**

**Streetscape Improvements:  
Liberty Road MD 26  
(Phase 1: Between Rolling Road and Courtleigh Drive AFTER)**



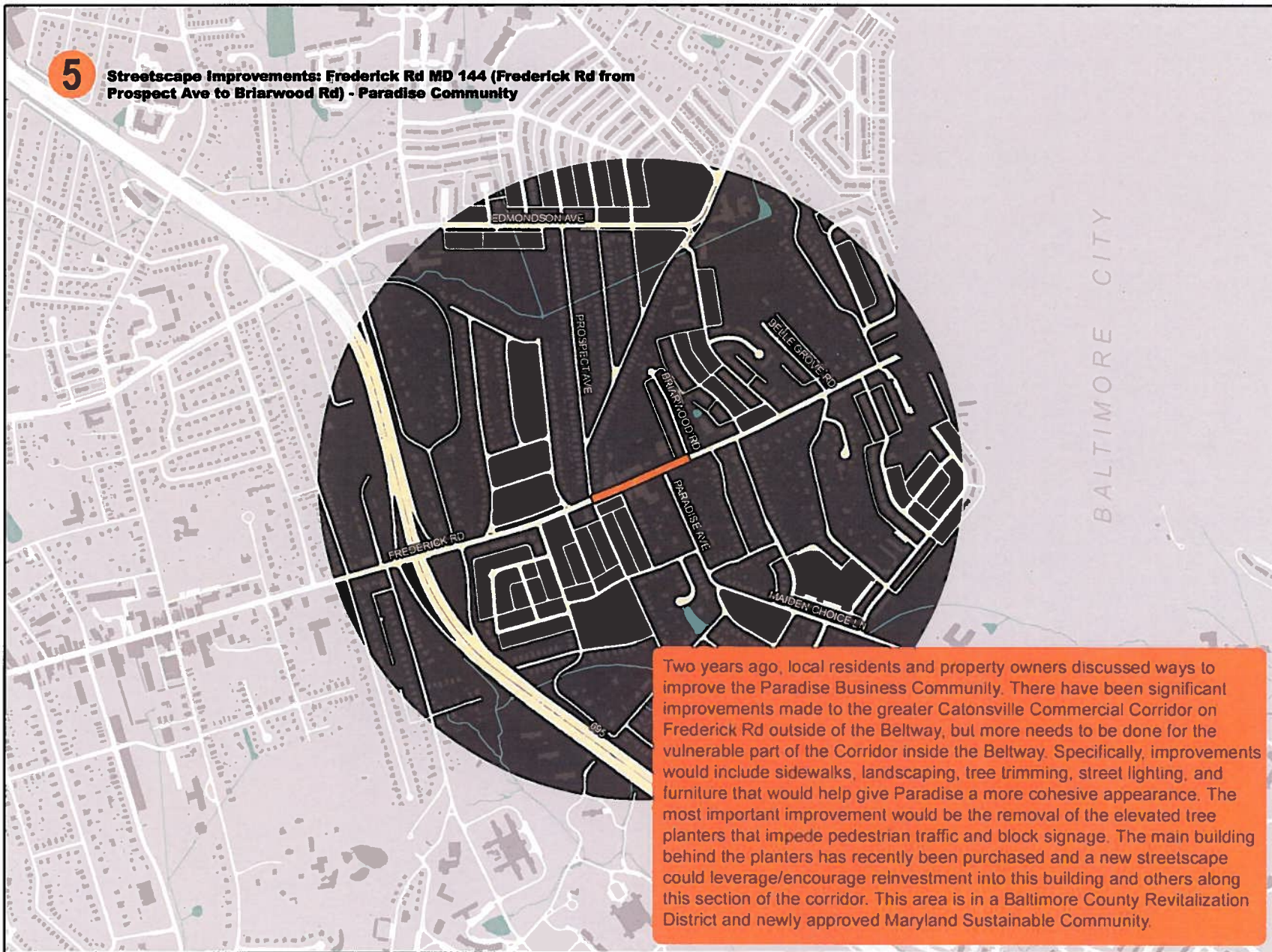
**4** Road Extension: Security Boulevard to Johnnycake Road  
(Development Opportunity Site)



This project is included in Baltimore County capital budget and could jump start new economic development opportunities at the Johnnycake Rd sites in the Federal Center at Woodlawn and would enhance access to the Red Line for County, State and Federal employees.

5

**Streetscape Improvements: Frederick Rd MD 144 (Frederick Rd from Prospect Ave to Briarwood Rd) - Paradise Community**



Two years ago, local residents and property owners discussed ways to improve the Paradise Business Community. There have been significant improvements made to the greater Catonsville Commercial Corridor on Frederick Rd outside of the Beltway, but more needs to be done for the vulnerable part of the Corridor inside the Beltway. Specifically, improvements would include sidewalks, landscaping, tree trimming, street lighting, and furniture that would help give Paradise a more cohesive appearance. The most important improvement would be the removal of the elevated tree planters that impede pedestrian traffic and block signage. The main building behind the planters has recently been purchased and a new streetscape could leverage/encourage reinvestment into this building and others along this section of the corridor. This area is in a Baltimore County Revitalization District and newly approved Maryland Sustainable Community.

5

**Streetscape Improvements**  
**Frederick Road MD 144 - Paradise Community**  
**(Frederick Road from Prospect Avenue to Briarwood Road B27-015)**



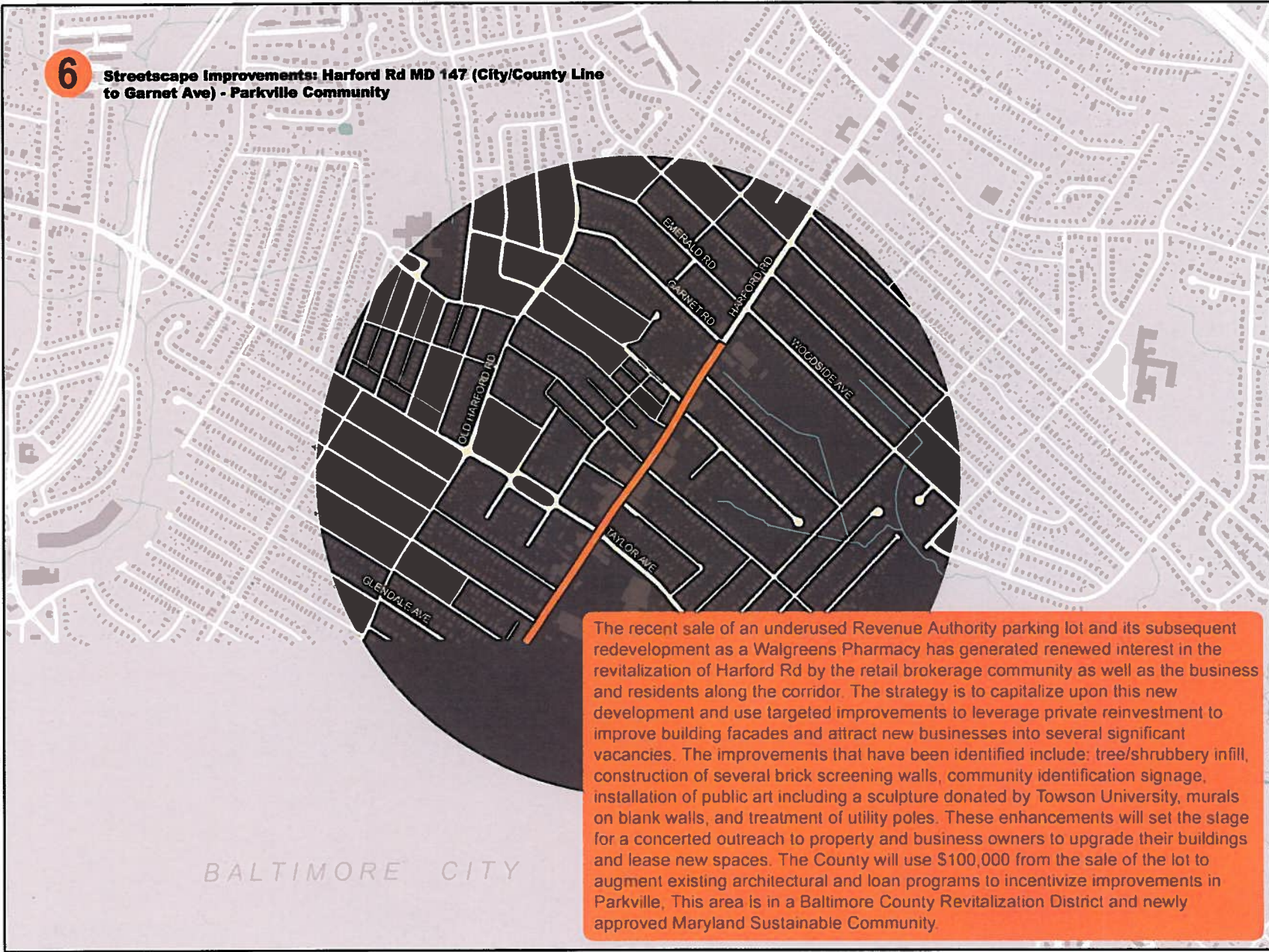
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**Streetscape Improvements:  
Frederick Road MD 144—Paradise Community  
(Frederick Road from Prospect Avenue to Briarwood Road AFTER)**



6

**Streetscape Improvements: Harford Rd MD 147 (City/County Line to Garnet Ave) - Parkville Community**



The recent sale of an underused Revenue Authority parking lot and its subsequent redevelopment as a Walgreens Pharmacy has generated renewed interest in the revitalization of Harford Rd by the retail brokerage community as well as the business and residents along the corridor. The strategy is to capitalize upon this new development and use targeted improvements to leverage private reinvestment to improve building facades and attract new businesses into several significant vacancies. The improvements that have been identified include: tree/shrubbery infill, construction of several brick screening walls, community identification signage, installation of public art including a sculpture donated by Towson University, murals on blank walls, and treatment of utility poles. These enhancements will set the stage for a concerted outreach to property and business owners to upgrade their buildings and lease new spaces. The County will use \$100,000 from the sale of the lot to augment existing architectural and loan programs to incentivize improvements in Parkville. This area is in a Baltimore County Revitalization District and newly approved Maryland Sustainable Community.

6

**Streetscape Improvements:  
Harford Road MD 147-Parkville Community  
(City/County Line to Garnet Avenue BEFORE)**



6

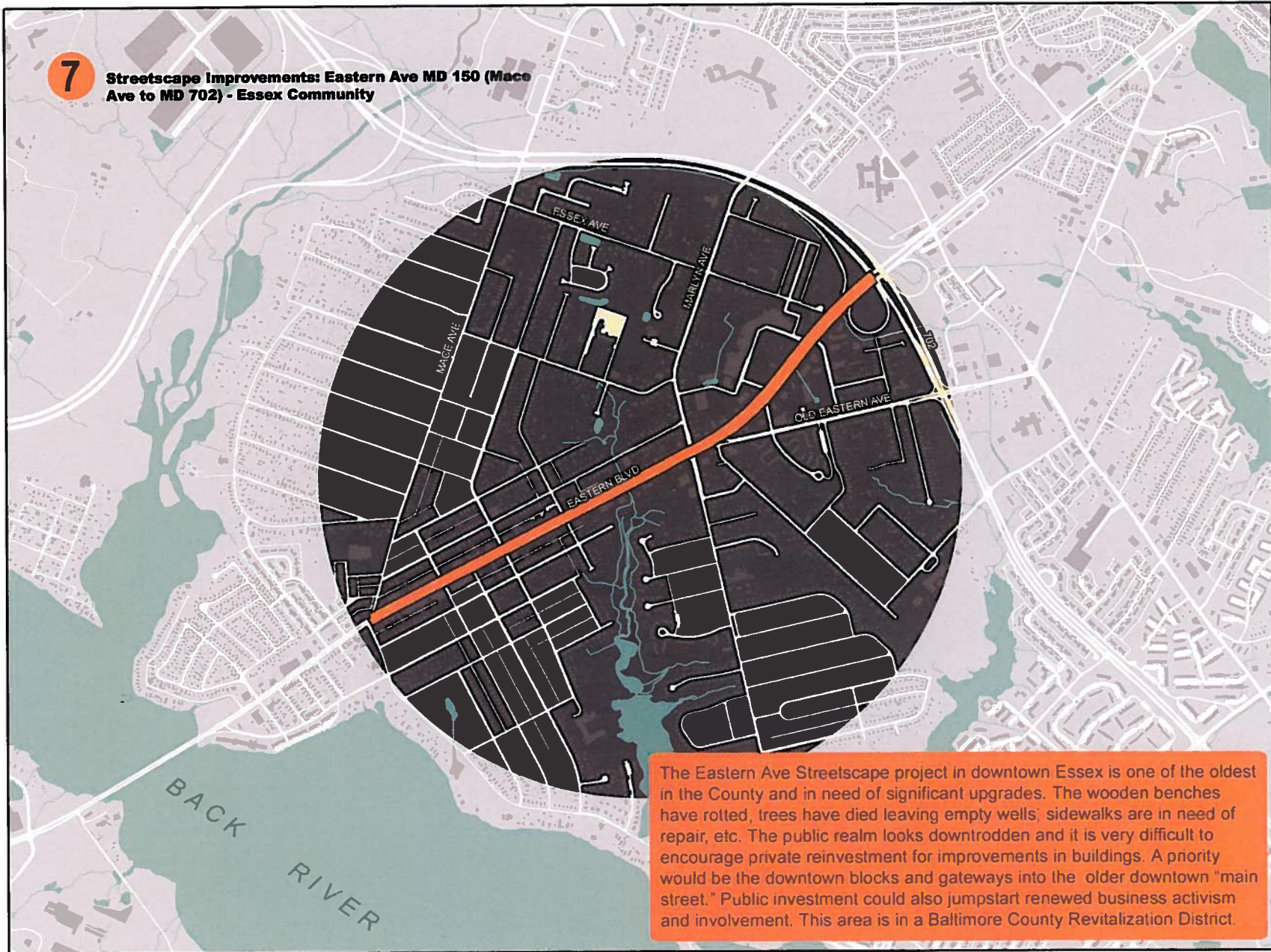
**Streetscape Improvements:  
Harford Road MD 147-Parkville Community  
(City/County Line to Garnet Avenue AFTER)**





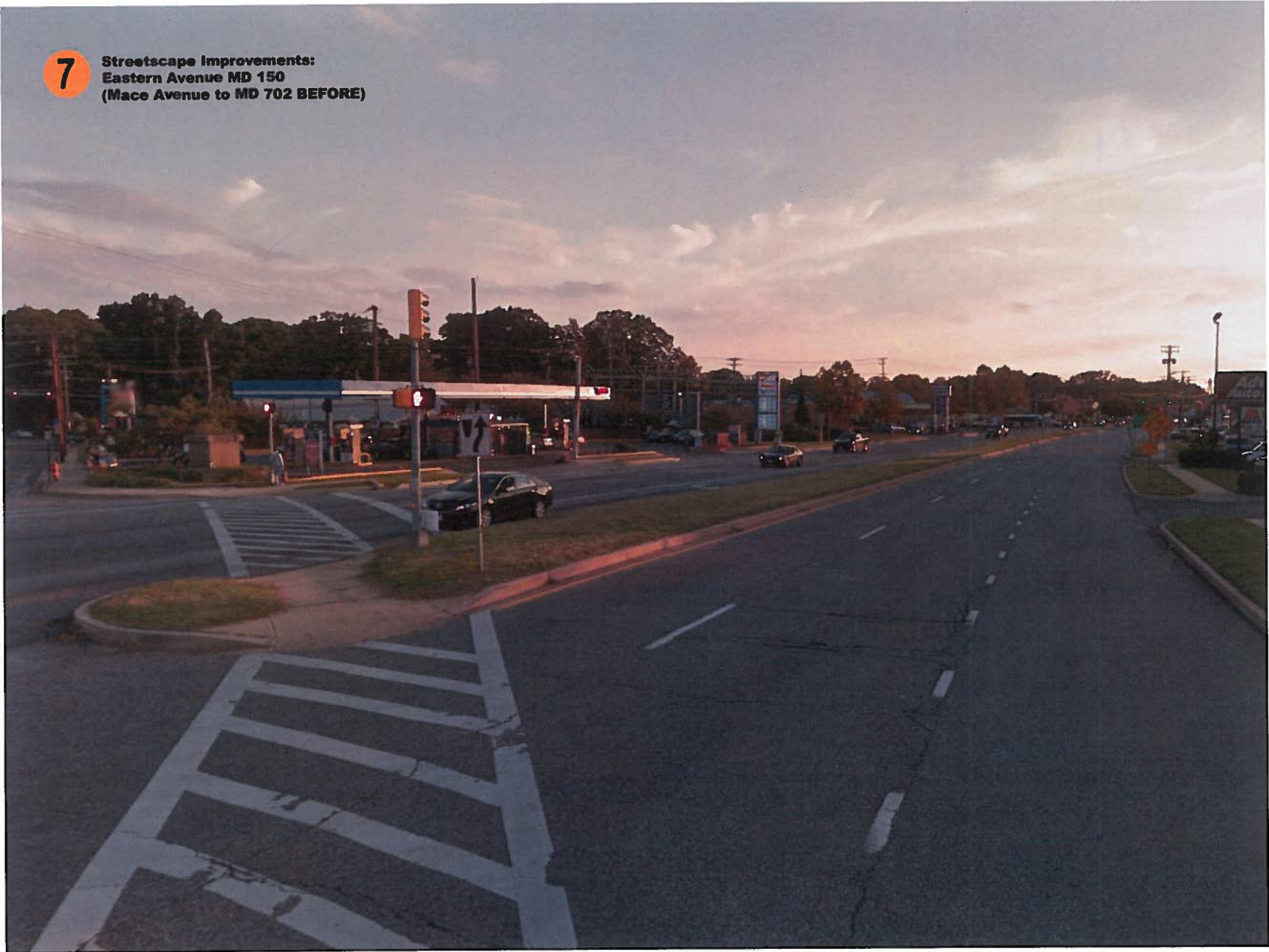
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**Streetscape Improvements: Eastern Ave MD 150 (Mace Ave to MD 702) - Essex Community**



The Eastern Ave Streetscape project in downtown Essex is one of the oldest in the County and in need of significant upgrades. The wooden benches have rotted, trees have died leaving empty wells, sidewalks are in need of repair, etc. The public realm looks downtrodden and it is very difficult to encourage private reinvestment for improvements in buildings. A priority would be the downtown blocks and gateways into the older downtown "main street." Public investment could also jumpstart renewed business activism and involvement. This area is in a Baltimore County Revitalization District.

**7** Streetscape Improvements:  
Eastern Avenue MD 150  
(Mace Avenue to MD 702 BEFORE)

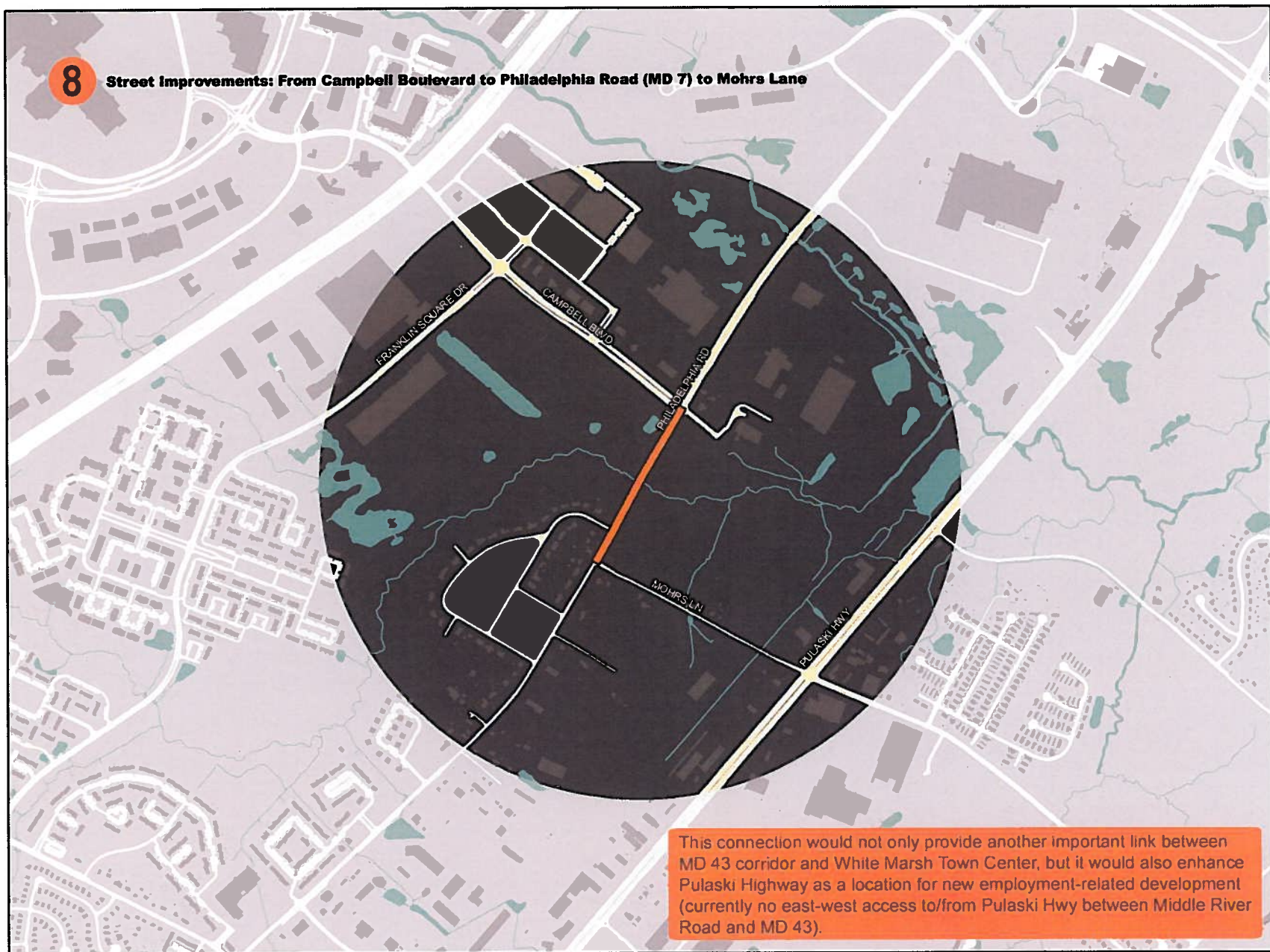


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**Streetscape Improvements:  
Eastern Avenue MD 150  
(Mace Avenue to MD 702 AFTER)**



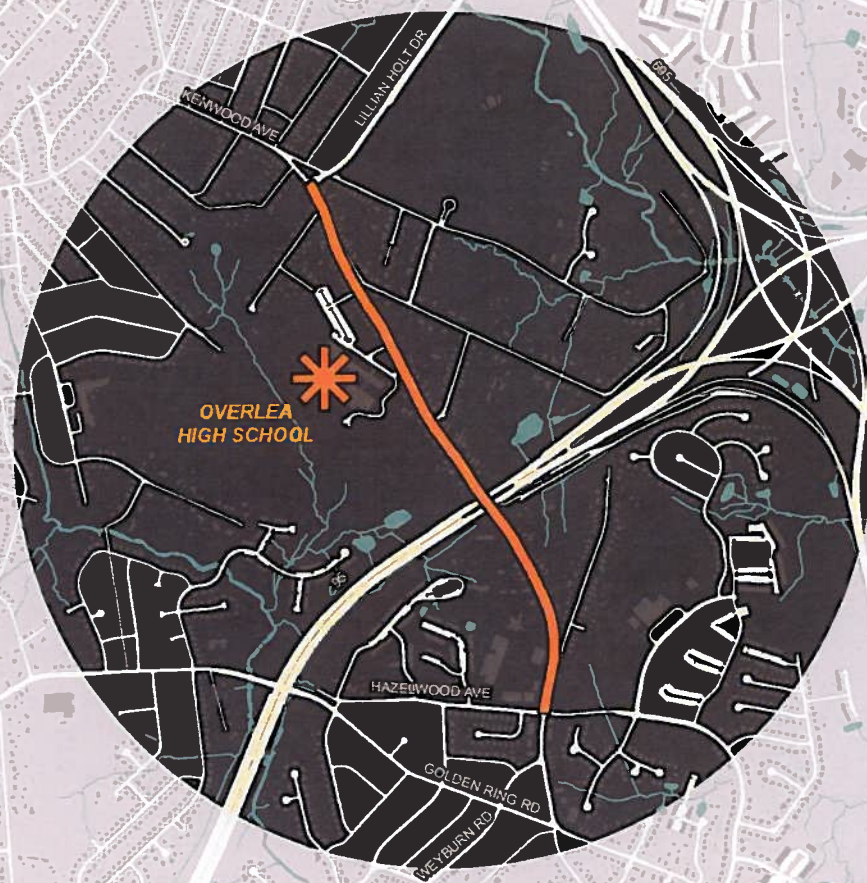
**8** Street Improvements: From Campbell Boulevard to Philadelphia Road (MD 7) to Mohrs Lane



This connection would not only provide another important link between MD 43 corridor and White Marsh Town Center, but it would also enhance Pulaski Highway as a location for new employment-related development (currently no east-west access to/from Pulaski Hwy between Middle River Road and MD 43).

**9 Kenwood Avenue - Sidewalks  
(Lillian Holt Road to Hazelwood Avenue)**

BALTIMORE CITY



The County portion of Kenwood Ave has been completed for many years. The State's portion of Kenwood Ave near Overlea High School has not been completed. The State recently approved funding for Overlea High School for capital school construction funding.

