

Planning

DAVID R. CRAIG  
HARFORD COUNTY EXECUTIVE

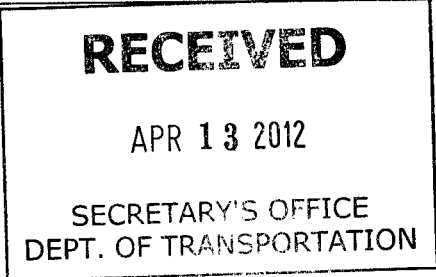


220 S. MAIN STREET  
BEL AIR, MD 21014

OFFICE OF THE COUNTY EXECUTIVE

April 5, 2012

Ms. Beverly K. Swaim-Staley  
Secretary of Transportation  
Maryland Department of Transportation  
7201 Corporate Center Drive  
P.O. Box 598  
Hanover, Maryland 21076



Re: Harford County Transportation Priorities

Dear Secretary Swaim-Staley:

Harford County would like to thank the Maryland Department of Transportation (MDOT) for the development of the FY 2012-2017 Consolidated Transportation Program (CTP). We have once again established a list of transportation priorities that focuses on immediate projects. These projects are of various modes and are consistent with previous requests, long-term goals of the Maryland Transportation Plan, and with regional and local plans. Coordination with the County's municipalities is reflected in these priority projects.

In order to meet the continued needs of BRAC related challenges, we believe the following projects should be considered the highest priority for the State due to their importance associated with BRAC and Aberdeen Proving Ground. Specifically, the intersection improvements of (listed by priority):

- MD 715/US 40/Old Philadelphia Road
- US 40/MD 159/MD 7
- MD 22/MD 132
- MD 22/MD 462
- MD 22/Beards Hill Road
- US 40/MD 155/MD 7A
- US 40/MD 22
- US 40/MD 543

In establishing our priorities, concerns continue to be raised regarding an improved east-west movement from Aberdeen Proving Ground to points west/north and south. Capacity enhancements to the MD 22 corridor from MD 543 to APG builds on past State and local studies to improve access, mobility and safety for passenger and freight traffic as well as connectivity for pedestrian, bicyclists and transit. A multimodal approach is needed to serve existing and future travel demand, while offsetting congestion and improving air quality. Specifically, improvements to the MD 22 corridor should include mainline and intersection improvements from west of Prospect Mill Road to east of Thomas Run/Schucks Road, mainline and intersection improvements from west of MD 136 to east of MD 155, bicycle and pedestrian upgrades, and better access management throughout the corridor where appropriate.

~ Preserving Harford's past, promoting Harford's future ~

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Increased traffic volumes continue to stress the roadway network in and around the Town of Bel Air. The dualization of the US 1 Bel Air Bypass has been an anticipated highway project for a number of years including improvements to the interchanges. In addition, an upgrade to the intersection of Business US 1/MD 24 inside the Town of Bel Air is included.

According to the MARC Growth and Investment Plan, growth on all MARC lines has been over 6% per year during the past decade. Capacity and parking constraints threaten the ability of the MARC system to meet demand with acceptable level and quality of service. Harford County's goal is for efficient and convenient transit and rail service that addresses local and regional needs. A new MARC Edgewood Train Station is a continued priority as well as a multimodal train station and TOD in Aberdeen. Priorities for the Edgewood Station include a new station with ADA access and MD 755 streetscape. Priorities for the Aberdeen TOD include a new station with additional parking, a green terrace to replace the pedestrian overpass and a US 40 "Green Boulevard".

Roundabouts are proposed at two locations – at MD 159/Old Philadelphia Road near the Perryman Peninsula and at MD 147/Connolly Road near the US 1 Bypass. Improving access to and from the Perryman Peninsula has been studied for several years. Alleviating congestion and improving safety and operations in and around the US 1 corridor has been a top priority.

We would like to thank the Maryland Department of Transportation for the continued support it has provided while meeting the transportation needs of the area. We are grateful for the completion of the I-95/MD 24/MD 924 interchange improvements.

If you have any questions or need any clarifications about our list of priorities please do not hesitate to contact us.

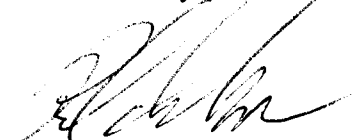
Cordially,



David R. Craig  
Harford County Executive



William K. "Billy" Boniface  
Harford County Council President



Del. Richard K. Impallaria  
Chairman, Harford County Delegation

CC: Aaron Tomarchio, Chief of Staff  
Robert B. Cooper, Director, Department of Public Works  
H. Hudson Myers, III, Deputy Director, Department of Public Works  
Jeffery M. Stratmeyer, Chief Engineer, Department of Public Works  
Cheryl L. Banigan, Chief Transportation and Traffic Engineering, Department of Public Works  
C. Pete Gutwald, Director, Department of Planning and Zoning  
Anthony S. McClune, Deputy Director, Department of Planning and Zoning

## **Project Questionnaire: Annual Request to Maryland DOT for Project Funding**

*Please provide the following information for each major capital project priority identified*

- 1) Name of Project: BRAC Intersections Improvements
- 2) Submitting Jurisdiction: Harford County
- 3) Location of the project (describe project limits and location, attach map if available and applicable): MD 715/US 40; US 40/MD 159/MD 7; MD 22/MD 132; MD 22/MD 462; MD 22/Beards Hill Road; US 40/MD 155; US 40 @ MD 22; US 40/MD 543 - See Attached Map
- 4) Anticipated cost and funding source (approximate if available): Total: \$118,100,000 - Federal and State; \$18 Million - MD 715/US 40 (Funded and Under Construction); \$31.7 Million - US 40/MD 159/MD 7 (Phase I Funded); \$9.6 Million (DAR Request) - MD 22/MD 132(Engineering Funded)); \$19.3 Million (DAR Request) - MD 22/MD 462 (Engineering Funded 35%); \$5.6 Million - MD 22/Beards Hill Road (Engineering Funded 35%); \$14.5 Million - US 40/MD 155; \$35 Million - US 40/MD 22; \$2.4 Million - US 40/MD 543
- 5) Description of project purpose and need (up to one paragraph): Purpose - The purpose is to provide operational and safety improvements to these priority intersections which provides access to Aberdeen Proving Grounds (APG). These improvements will allow the road network to handle traffic better and improve access and mobility for passenger, freight, transit, bicyclists and pedestrians. Need - Maryland has received thousands of new jobs and hundreds of families to APG and the Harford County Community as a result of BRAC (Base Realignment and Closure). Improving these critical intersections is the first step to improve safety and ease congestion. Construction is underway on the upgrade to the US 40/MD 715 interchange from a partial interchange to a full interchange. Construction is set to begin this year (2012) on phase one of the US 40/MD 7/MD 159 project.
- 6) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? Yes  No  Project located outside of MPO boundaries:
- 7) Is the project consistent with the local land use plans? Yes  No  Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: These intersection upgrades fulfill Harford County's goal of maintaining a safe and adequate road network that enhances mobility, strengthens the economy and protects the environment. The BRAC intersections are identified as priority transportation projects in the 2010 Harford County Transportation Plan.

- 8) In county priority letter? Yes  No
- 9) Smart Growth status and explanation: The project complies with principles of Smart Growth - all intersections are located inside the State designated Priority Funding Area and inside the County's Development Envelope.
- 10) Please indicate which of the following Maryland Transportation Plan goals and objectives are served by the requested project investment (mark each goal served by the project and relevant objectives within each goal)

**Goal: Quality of Service. Enhance users' access to, and positive experience with, all MDOT transportation services.**

- Objective: Enhance customer service and experience.
- Objective: Provide reliable and predictable travel time across modal options for people and goods.
- Objective: Facilitate coordination and collaboration with agency partners and stakeholders.

If checked, please describe how the project supports the goal and objectives: Travel times and delay for passengers and freight traffic accessing APG, the office and industrial park complexes in Aberdeen and Riverside, and the distribution centers on the Perryman Peninsula will be reduced.

**Goal: Safety and Security: Provide transportation assets that maximize personal safety and security in all situations.**

- Objective: Reduce the number and rate of transportation related fatalities and injuries.
- Objective: Secure transportation assets for the movement of people and goods.
- Objective: Coordinate and refine emergency response plans and activities.

If checked, please describe how the project supports the goal and objectives: These intersections serve the primary corridors and access points to APG. APG is vital to our nation's defense, providing testing, research and development. Therefore, improving access for employees is essential. Two (2) of the intersections (US 40/MD 7/MD 159 and US 40/MD 155/MD 7A) have been identified by SHA as secondary candidate safety improvement locations (CSIL). Another improvement (US 40/MD 715) upgrades an interchange from a partial interchange to full interchange and eliminates a dangerous u-turn movement.

**Goal: System Preservation and Performance: Protect Maryland's investment in its transportation system through strategies to preserve existing assets and maximize the efficient use of resources and infrastructure.**

- Objective: Preserve and maintain the existing transportation network.

Objective: Maximize operational performance and efficiency of existing systems.

If checked, please describe how the project supports the goal and objectives: These intersection improvements demonstrate the commitment to investing resources in better roads and infrastructure. In 2008, MDOT performed a Traffic and Intersection Improvement Study for BRAC. The study included traffic counts, projected traffic volumes and level of service (LOS) at 47 intersections. The no build option projected each of these intersections to fail. Improvements are identified to mitigate the impact from BRAC at each intersection. The improvements at these priority intersections enhance the projected LOS which is a key measurement of effectiveness.

**Goal: Environmental Stewardship: Develop transportation policies and initiatives that protect the natural, community, and historic resources of the State and encourage development in areas that are best able to support growth.**

Objective: Coordinate land use and transportation planning to better promote Smart Growth.

Objective: Preserve and enhance Maryland's natural, community, and historic resources.

Objective: Support initiatives that further our commitments to environmental quality.

If checked, please describe how the project supports the goal and objectives: These intersections are projected to fail without being upgraded. Congestion leads to increased emissions and greenhouse gases. The proposed intersection improvements will help to alleviate congestion which in turn will help improve air quality.

**Goal: Connectivity for Daily Life: Support continued economic growth in the State through strategic investments in a balanced, multimodal transportation system.**

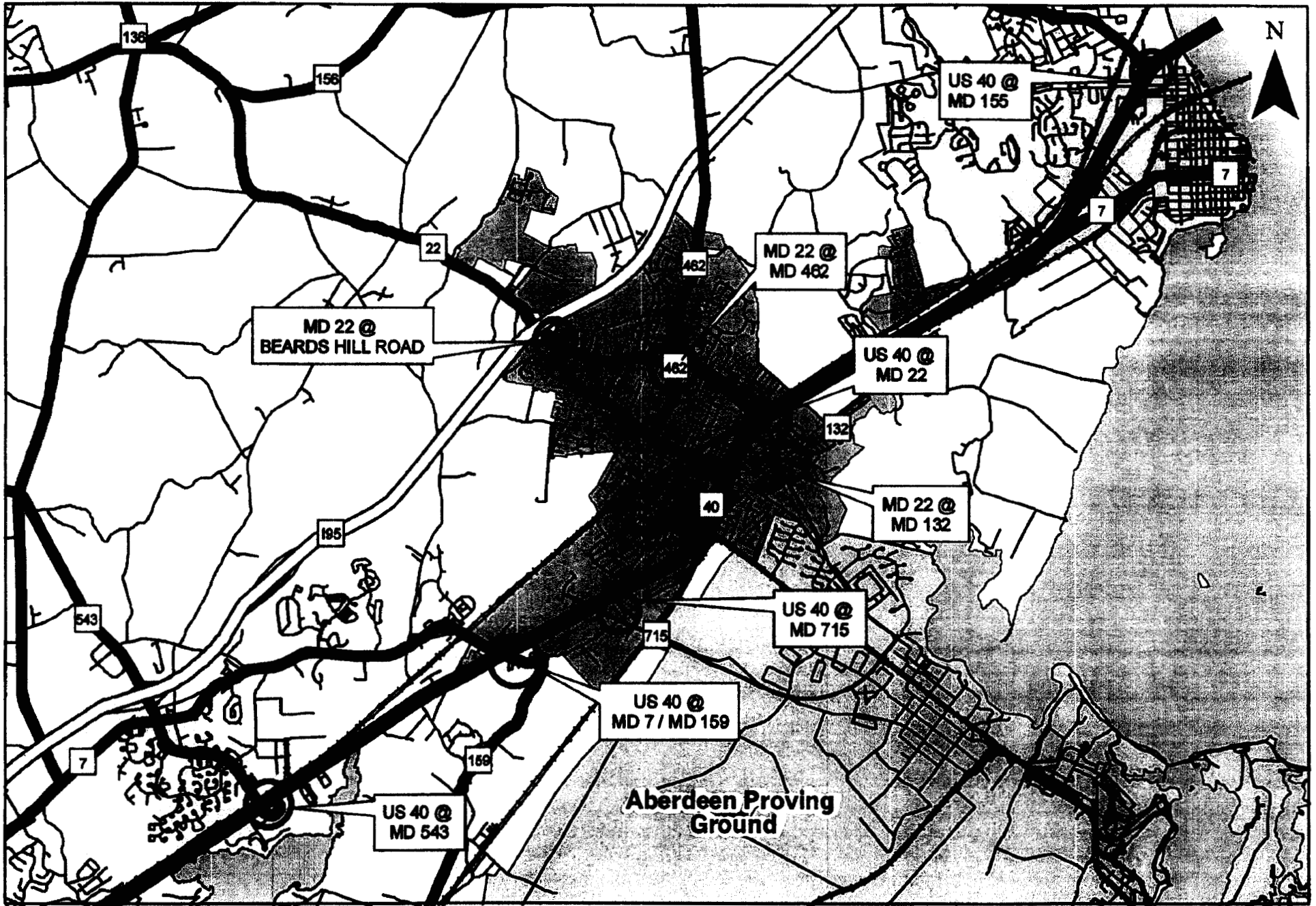
Objective: Provide balanced, seamless, and accessible multimodal transportation options for people and goods.

Objective: Facilitate linkages within and beyond Maryland to support a healthy economy.

Objective: Strategically expand network capacity to manage growth.

If checked, please describe how the project supports the goal and objectives: The US 40, MD 715 and MD 22 corridors are important local and regional links for passenger and freight and serve as gateways onto APG. Not only does improving these priority intersections improve access for employees and contractor at APG, in Perryman and in Aberdeen, but also connectivity for all commuters in the region.

11) Additional Comments/Explanation: The improvement to these intersections are essential to the transportation network's ability to handle the continued stress to the infrastructure leading to APG.



1 in = 1 miles

Source: Harford County Department of Planning and Zoning, 2012

**HARFORD COUNTY TRANSPORTATION PRIORITY  
CRITICAL INTERSECTION PROJECTS**



## **Project Questionnaire: Annual Request to Maryland DOT for Project Funding**

*Please provide the following information for each major capital project priority identified*

- 1) Name of Project: MD 22 from APG to MD 543
- 2) Submitting Jurisdiction: Harford County
- 3) Location of the project (describe project limits and location, attach map if available and applicable): From APG to MD 543 - See Attached Map
- 4) Anticipated cost and funding source (approximate if available): \$6 Million - MD 22 road and intersection improvements from west of Prospect Mill Road to east of Thomas Run/Schucks Road; N/A - MD 22 Road and Intersection Improvements from west of MD 136 to east of MD 155; N/A - Pedestrian and ADA upgrades throughout the corridor where applicable; N/A - Additional "Share The Road" signs throughout the corridor; N/A - Bus Stop amenities and queue jump capacity where applicable; N/A - Access Management upgrades near Thomas Run Station and Campus Hills.
- 5) Description of project purpose and need (up to one paragraph): Purpose: The purpose of this project is to build on the past studies and to improve access, mobility, and safety for passenger and freight traffic and connectivity for pedestrians, bicyclists and transit. The project may include additional travel lanes in sections of the corridor, auxiliary lanes, access management, traffic control devices, sidewalks, crosswalks and streetscaping. Need: Concerns continue to be raised regarding an improvement to the east-west movement in the County. BMC's travel forecast projects the MD 22 corridor to operate under congested conditions from MD 543 to US 40. Maryland has received thousands of new jobs and hundreds of families to APG and the Harford County Community as a result of BRAC. Upgrading this corridor will improve safety and ease congestion. A multimodal approach is needed to serve existing and future travel demand, while offsetting congestion and improving air quality.
- 6) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? Yes  No  Project located outside of MPO boundaries: \_\_\_\_\_
- 7) Is the project consistent with the local land use plans? Yes  No  Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: The MD 22 multimodal corridor improvement fulfills Harford County's goal of maintaining a safe and adequate road network that enhances mobility, strengthens the economy and protects the environment. MD 22 is identified as a priority transportation project in the 2010 Harford County

Transportation Plan. There is a current federally funded study on MD 22 looking at feasible and cost efficient improvement options to the transportation network which may result in new TDM strategies, transit upgrades, bicycle and pedestrian improvements, access management, and geometric improvements throughout the corridor.

8) In county priority letter? Yes  No

9) Smart Growth status and explanation: The sustainability of the roadway is stressed by the implementation of BRAC. This road serves nodes and activity centers inside the priority funding area, but also travels outside the priority funding area. The demand for road expansion outside the PFA is not essential.

10) Please indicate which of the following Maryland Transportation Plan goals and objectives are served by the requested project investment (mark each goal served by the project and relevant objectives within each goal)

**Goal: Quality of Service. Enhance users' access to, and positive experience with, all MDOT transportation services.**

Objective: Enhance customer service and experience.

Objective: Provide reliable and predictable travel time across modal options for people and goods.

Objective: Facilitate coordination and collaboration with agency partners and stakeholders.

If checked, please describe how the project supports the goal and objectives: The MD 22 corridor is a major east-west arterial in Harford County connecting the municipalities of Bel Air and points west with Aberdeen and provides direct access to APG. This project will reduce travel time and delay for all modes of transportation by improving freight and vehicular mobility, improving access to transit, and providing bicycle and pedestrian facilities and connections where appropriate.

**Goal: Safety and Security: Provide transportation assets that maximize personal safety and security in all situations.**

Objective: Reduce the number and rate of transportation related fatalities and injuries.

Objective: Secure transportation assets for the movement of people and goods.

Objective: Coordinate and refine emergency response plans and activities.

If checked, please describe how the project supports the goal and objectives: The MD 22 corridor serves commuters to APG, Harford Community College, the Town of Bel Air, and has interchanges at I-95 and US 40 to serve regional commuters. Major bottlenecks are located at intersections near APG, near the I-



95 interchange, near Harford Community College and in the Village of Churchville. The efficient movement of all modes of traffic through these choke points is at the core of this project.

**Goal: System Preservation and Performance: Protect Maryland's investment in its transportation system through strategies to preserve existing assets and maximize the efficient use of resources and infrastructure.**

Objective: Preserve and maintain the existing transportation network.

Objective: Maximize operational performance and efficiency of existing systems.

If checked, please describe how the project supports the goal and objectives: BMC's travel forecast projects the MD 22 corridor to operate under congested conditions from MD 543 to US 40. LOS is a key measurement in the performance of a roadway and the efficiency of personal throughput. Therefore, improvements are needed throughout this corridor for existing and future travel demands in order to offset congestion and improve air quality.

**Goal: Environmental Stewardship: Develop transportation policies and initiatives that protect the natural, community, and historic resources of the State and encourage development in areas that are best able to support growth.**

Objective: Coordinate land use and transportation planning to better promote Smart Growth.

Objective: Preserve and enhance Maryland's natural, community, and historic resources.

Objective: Support initiatives that further our commitments to environmental quality.

If checked, please describe how the project supports the goal and objectives: This project takes a multimodal approach to easing congestion by including bicycle and pedestrian accommodations, transit improvements.

**Goal: Connectivity for Daily Life: Support continued economic growth in the State through strategic investments in a balanced, multimodal transportation system.**

Objective: Provide balanced, seamless, and accessible multimodal transportation options for people and goods.

Objective: Facilitate linkages within and beyond Maryland to support a healthy economy.

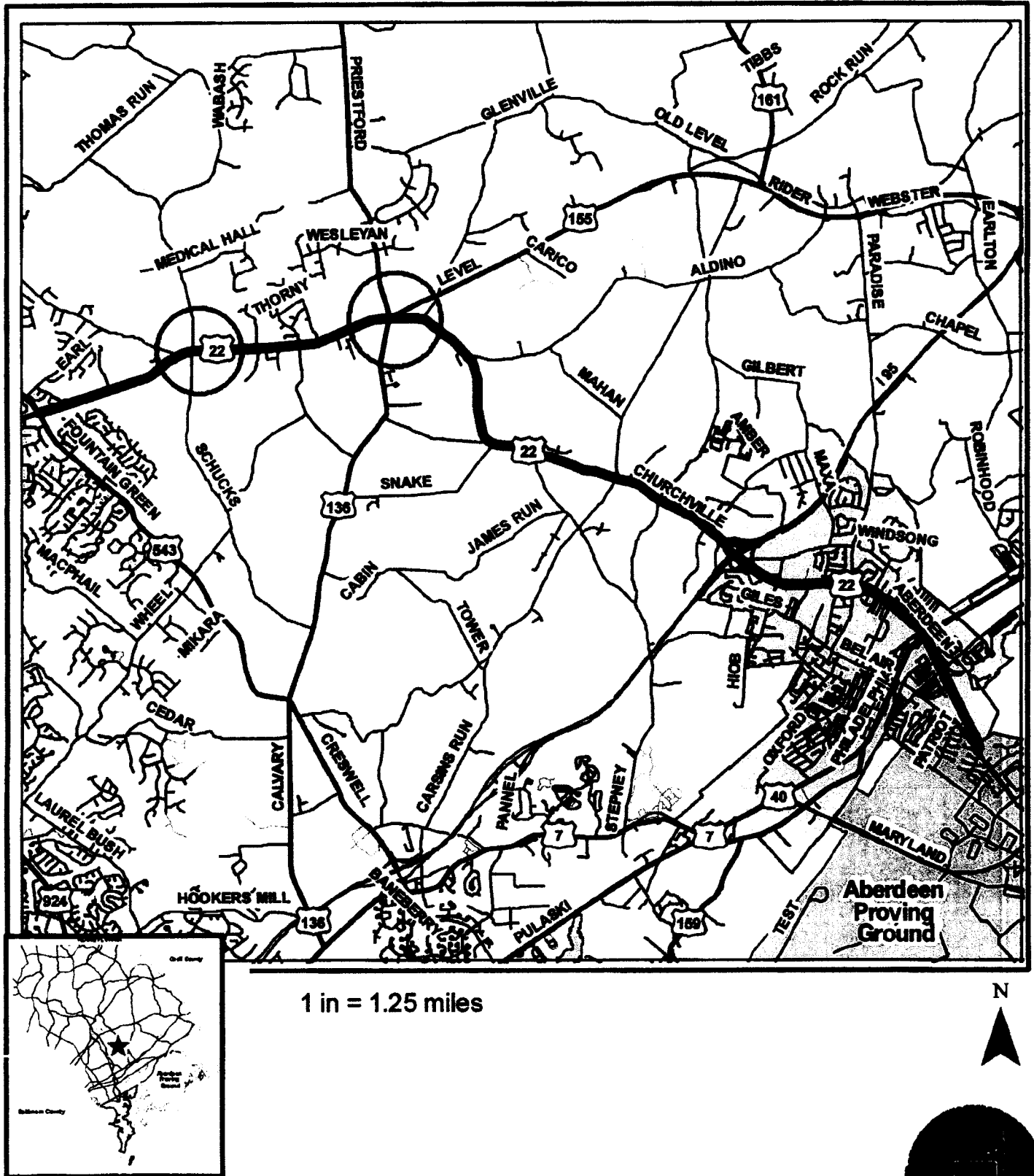
Objective: Strategically expand network capacity to manage growth.

If checked, please describe how the project supports the goal and objectives: Improving this corridor in a multimodal way will enhance the movement of people, goods and services. MD 22 serves as a gateway corridor for commuters and freight traffic to the Town of Bel Air, the City of Aberdeen, and APG. The corridor also serves the Village of Churchville, Harford Community College, the Ripken Stadium Complex and the Higher Education and Conference Center at HEAT. MD 22 links different modes of travel. The corridor is served by Harford Transit LINK and MTA. Park and Ride lots are located

near the I-95 interchange and at the Aberdeen Train Station on US 40 near the MD 22 interchange. In addition, many APG bicycle commuters use this route. MD 22 is a favorite route for recreational cyclists and a portion is a designated bikeway by the East Coast Greenway.

- 11) Additional Comments/Explanation: MD 22 capacity studies date back to the 1980s, including the evaluation of a bypass around the Village of Churchville and the State Highway Administration's widening project from the Town of Bel Air to MD 543. A federally funded study that is expected to be completed this summer takes a fresh approach to tackling the issues facing this corridor. Additional capital projects are expected to be identified once the study is complete.

# HARFORD COUNTY TRANSPORTATION PRIORITY MD 22



## **Project Questionnaire: Annual Request to Maryland DOT for Project Funding**

*Please provide the following information for each major capital project priority identified*

- 1) Name of Project: US 1 Bel Air Bypass
- 2) Submitting Jurisdiction: Harford County
- 3) Location of the project (describe project limits and location, attach map if available and applicable): US 1 Bypass from MD 147/Business US 1 (Baltimore Pike) to Business US 1 (Conowingo Road) - See Attached Map.
- 4) Anticipated cost and funding source (approximate if available): \$200 Million - US 1 Bypass/MD 24 and US 1 Bypass/MD 24/MD 924
- 5) Description of project purpose and need (up to one paragraph): Purpose - The purpose of this project is to improve access, mobility, and safety for transit, passenger and freight traffic. The dualization of the Bel Air Bypass includes interchange improvements with MD 24 and MD 924. Project Planning has been completed. Need - Increased traffic volumes continue to stress the roadway network in and around the Town of Bel Air. BMC's travel forecast projects the US 1 corridor to operate under congested conditions from Hickory to I-695 in Baltimore County. This project will improve safety and operations of the corridor, ease congestion and improve air quality for existing and future travel demand.
- 6) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? Yes  No  Project located outside of MPO boundaries: \_\_\_\_\_
- 7) Is the project consistent with the local land use plans? Yes  No  Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: The US 1 Bel Air Bypass fulfills Harford County's goal of maintaining a safe and adequate road network that enhances mobility, strengthens the economy and protects the environment. The Bypass is identified as a priority transportation upgrade project in the 2010 Harford County Transportation Plan.
- 8) In county priority letter? Yes  No
- 9) Smart Growth status and explanation: Project is located inside the Priority Funding Area and the County's Development Envelope
- 10) Please indicate which of the following Maryland Transportation Plan goals and objectives are served by the requested project investment (mark each goal served by the project and relevant objectives within each goal)

**Goal: Quality of Service. Enhance users' access to, and positive experience with, all MDOT transportation services.**

Objective: Enhance customer service and experience.

Objective: Provide reliable and predictable travel time across modal options for people and goods.

Objective: Facilitate coordination and collaboration with agency partners and stakeholders.

If checked, please describe how the project supports the goal and objectives: This project will improve travel time and reduce delays for most commuters and freight traffic around Bel Air. Shoulder improvements will accommodate bicycles and sidewalks will be included where appropriate.

**Goal: Safety and Security: Provide transportation assets that maximize personal safety and security in all situations.**

Objective: Reduce the number and rate of transportation related fatalities and injuries.

Objective: Secure transportation assets for the movement of people and goods.

Objective: Coordinate and refine emergency response plans and activities.

If checked, please describe how the project supports the goal and objectives: The US 1/Bel Air Bypass serves commuters from northern Harford County to employment centers in Baltimore County, Baltimore City and other points south and west. The Bypass is mostly an undivided roadway. In addition to increasing the capacity of the road, a traffic barrier and shoulders has been installed to provide safety.

**Goal: System Preservation and Performance: Protect Maryland's investment in its transportation system through strategies to preserve existing assets and maximize the efficient use of resources and infrastructure.**

Objective: Preserve and maintain the existing transportation network.

Objective: Maximize operational performance and efficiency of existing systems.

If checked, please describe how the project supports the goal and objectives: BMC's travel forecast projects the US 1 Bypass to operate under congested conditions. LOS is a key measurement in the performance of a road and in the efficiency of personal throughput. Therefore, improvements are needed to address existing and future travel demands and to offset congestion and improve air quality. The strain on the road network around Bel Air will be eased because of the enhancements to the interchanges and the corridor.

**Goal: Environmental Stewardship: Develop transportation policies and initiatives that protect the natural, community, and historic resources of the State and encourage development in areas that are best able to support growth.**

Objective: Coordinate land use and transportation planning to better promote Smart Growth.

Objective: Preserve and enhance Maryland's natural, community, and historic resources.

Objective: Support initiatives that further our commitments to environmental quality.

If checked, please describe how the project supports the goal and objectives: This project includes improvements to the interchanges at MD 24 and MD 924 which will ease congestion and offset emissions.

**Goal: Connectivity for Daily Life: Support continued economic growth in the State through strategic investments in a balanced, multimodal transportation system.**

Objective: Provide balanced, seamless, and accessible multimodal transportation options for people and goods.

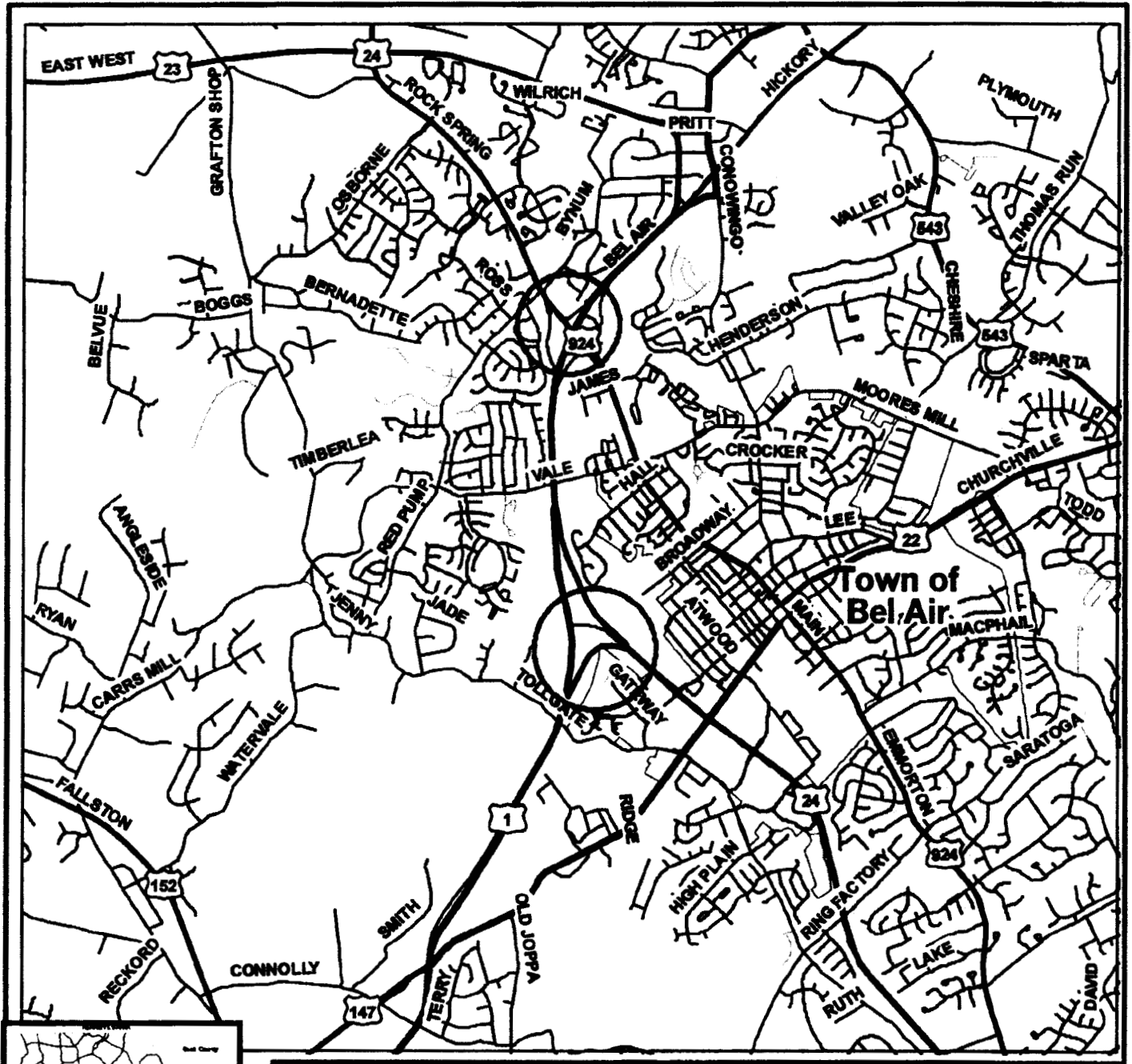
Objective: Facilitate linkages within and beyond Maryland to support a healthy economy.

Objective: Strategically expand network capacity to manage growth.

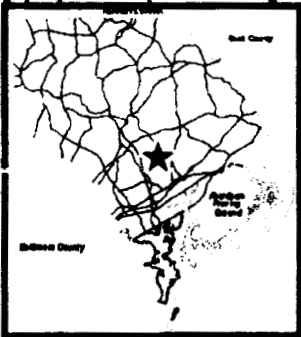
If checked, please describe how the project supports the goal and objectives: The improvement to the US 1 Bel Air bypass, including improvements to the interchanges, improves access to industrial parks, shopping centers and recreational facilities and for local and regional commuters throughout the road network. The bypass is served by an MTA commuter bus and a Park and Ride lot is located at the US 1/MD 24/MD 924 interchange. The Harford Mall near the US 1/MD 24 interchange is a transfer hub for Harford Transit LINK.

11) Additional Comments/Explanation: Project Planning is complete for the section of the Bel Air Bypass from MD 147 to US 1 (Conowingo Road) in Hickory and the project has gone through the NEPA process.

# HARFORD COUNTY TRANSPORTATION PRIORITY US 1/BEL AIR BYPASS



1 in = 0.75 miles



## Project Questionnaire: Annual Request to Maryland DOT for Project Funding

*Please provide the following information for each major capital project priority identified*

- 1) Name of Project: Business US 1/MD 24
- 2) Submitting Jurisdiction: Harford County
- 3) Location of the project (describe project limits and location, attach map if available and applicable): Business US 1/MD 24 - See Attached Map
- 4) Anticipated cost and funding source (approximate if available): N/A - Business US 1/MD 24
- 5) Description of project purpose and need (up to one paragraph): Purpose - The Town of Bel Air has identified congestion management as a top priority. The purpose of this project is to improve access, mobility, and safety for transit, passenger and freight traffic at the congested commercial intersection inside the Town of Bel Air. Need - Increased traffic volumes continue to stress the roadway network in and around the Town of Bel Air. Poor pedestrian and bicycle access to and from shopping centers in this area is a concern. This project will improve safety and operations for all mode users, ease congestion at the intersection and improve air quality for existing and future travel demand.
- 6) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? Yes  No  Project located outside of MPO boundaries: \_\_\_\_\_
- 7) Is the project consistent with the local land use plans? Yes  No  Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: This project fulfills Harford County's goal of maintaining a safe and adequate road network that enhances mobility, strengthens the economy and protects the environment. This intersection has been identified as a priority transportation upgrade project in the Town of Bel Air Comprehensive Plan.
- 8) In county priority letter? Yes  No
- 9) Smart Growth status and explanation: This project is located inside the Priority Funding Area and the County's Development Envelope.
- 10) Please indicate which of the following Maryland Transportation Plan goals and objectives are served by the requested project investment (mark each goal served by the project and relevant objectives within each goal)

**Goal: Quality of Service. Enhance users' access to, and positive experience with, all MDOT transportation services.**



Objective: Enhance customer service and experience.

Objective: Provide reliable and predictable travel time across modal options for people and goods.

Objective: Facilitate coordination and collaboration with agency partners and stakeholders.

If checked, please describe how the project supports the goal and objectives: This project will improve travel time and reduce delays for most commuters and freight traffic in and around Bel Air. Improvements will include providing better bicycle and pedestrian access in this Bel Air commercial district.

**Goal: Safety and Security: Provide transportation assets that maximize personal safety and security in all situations.**

Objective: Reduce the number and rate of transportation related fatalities and injuries.

Objective: Secure transportation assets for the movement of people and goods.

Objective: Coordinate and refine emergency response plans and activities.

If checked, please describe how the project supports the goal and objectives: Upgrades to the Business US 1/MD 24 intersection will improve safety and operations for mode uses including bicycle and pedestrian movements near the mall and other retail services in this commercial district.

**Goal: System Preservation and Performance: Protect Maryland's investment in its transportation system through strategies to preserve existing assets and maximize the efficient use of resources and infrastructure.**

Objective: Preserve and maintain the existing transportation network.

Objective: Maximize operational performance and efficiency of existing systems.

If checked, please describe how the project supports the goal and objectives: Improvements are needed to address existing and future travel demands and to offset congestion and improve air quality. The strain on the road network around Bel Air will be eased by the improvement to this gateway intersection.

**Goal: Environmental Stewardship: Develop transportation policies and initiatives that protect the natural, community, and historic resources of the State and encourage development in areas that are best able to support growth.**

Objective: Coordinate land use and transportation planning to better promote Smart Growth.

Objective: Preserve and enhance Maryland's natural, community, and historic resources.

Objective: Support initiatives that further our commitments to environmental quality.

If checked, please describe how the project supports the goal and objectives: The improvements at this intersection improves air quality and creates a safer environment for pedestrians, bicyclists and motorists and shows a commitment to invest in existing communities which is a fundamental smart growth practice.

**Goal: Connectivity for Daily Life: Support continued economic growth in the State through strategic investments in a balanced, multimodal transportation system.**

Objective: Provide balanced, seamless, and accessible multimodal transportation options for people and goods.

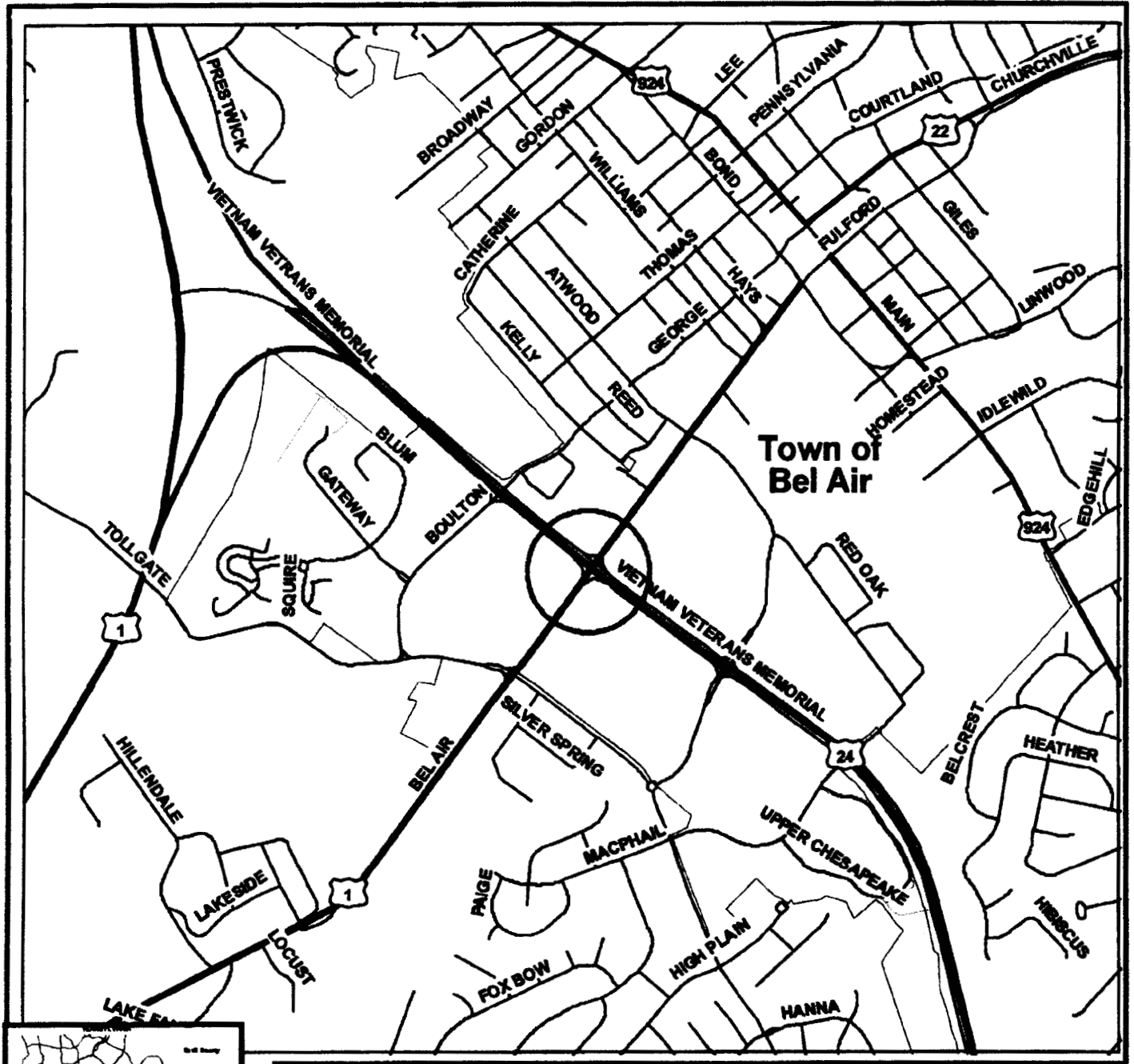
Objective: Facilitate linkages within and beyond Maryland to support a healthy economy.

Objective: Strategically expand network capacity to manage growth.

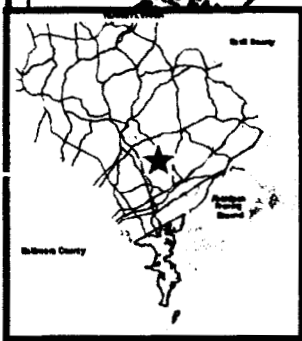
If checked, please describe how the project supports the goal and objectives: The improvement to the Business US 1/MD 24 commercial intersection inside the Town of Bel Air, improves access to this shopping district and for local and regional commuters throughout the road network. In addition, the Harford Mall located at this intersection is a transfer hub for Harford Transit LINK.

11) Additional Comments/Explanation: This intersection operates as a chokepoint in the road network and significantly impact the operation of MD 24 and US 1 as bypass routes.

# HARFORD COUNTY TRANSPORTATION PRIORITY BUSINESS US 1 @ MD 24



1 in = 0.25 miles



## **Project Questionnaire: Annual Request to Maryland DOT for Project Funding**

*Please provide the following information for each major capital project priority identified*

- 1) Name of Project: MARC Edgewood Train Station
- 2) Submitting Jurisdiction: Harford County
- 3) Location of the project (describe project limits and location, attach map if available and applicable): MD 755 - See Attached Map
- 4) Anticipated cost and funding source (approximate if available): \$5.1 Million - New Train Station and ADA access improvements (Phase I Completed; Phase II Funded); \$2 Million - MD 755 Streetscape (Engineering Funded).
- 5) Description of project purpose and need (up to one paragraph): Purpose - The purpose of this project is to improve customer service by replacing the existing trailer, which serves as the train station, with a permanent structure. The project also provides improved ADA access and other site enhancements. Need - Current ridership and growth will be better accommodated in a permanent station facility. According to MARC Growth and Investment Plan, growth on all MARC lines has been over 6% per year during the past decade. Capacity and parking constraints threaten the ability of the MARC system to meet demand with acceptable level and quality of service.
- 6) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? Yes  No  Project located outside of MPO boundaries: \_\_\_\_\_
- 7) Is the project consistent with the local land use plans? Yes  No  Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: The Edgewood MARC Train Station project supports the County's goal for providing efficient and convenient transit and rail services that addresses local and regional needs. As a result, VMT will be reduced and air quality improved. The Edgewood MARC Train Station is identified as a priority in the 2010 Harford County Transportation Plan.
- 8) In county priority letter? Yes  No
- 9) Smart Growth status and explanation: The station is located inside the priority funding area and inside the County's development envelope.
- 10) Please indicate which of the following Maryland Transportation Plan goals and objectives are served by the requested project investment (mark each goal served by the project and relevant objectives within each goal)

**Goal: Quality of Service. Enhance users' access to, and positive experience with, all MDOT transportation services.**

Objective: Enhance customer service and experience.

Objective: Provide reliable and predictable travel time across modal options for people and goods.

Objective: Facilitate coordination and collaboration with agency partners and stakeholders.

If checked, please describe how the project supports the goal and objectives: The MARC Edgewood Train Station project will improve the character of the station and alleviate the existing constraints that limit the quality of service. Travel times will be more reliable and ridership comfort will be increased. Better service may increase ridership and reduce the need to expand roadways.

**Goal: Safety and Security: Provide transportation assets that maximize personal safety and security in all situations.**

Objective: Reduce the number and rate of transportation related fatalities and injuries.

Objective: Secure transportation assets for the movement of people and goods.

Objective: Coordinate and refine emergency response plans and activities.

If checked, please describe how the project supports the goal and objectives: The MARC Edgewood Train Station includes improvements to the ADA platform and an expanded parking area for commuters. Bicycle, pedestrian and bus links will be enhanced. Together, these upgrades improve the overall safety of the station. The train station is adjacent to the Edgewood Arsenal which is part of APG, the County's largest employer and key in our nation's defense.

**Goal: System Preservation and Performance: Protect Maryland's investment in its transportation system through strategies to preserve existing assets and maximize the efficient use of resources and infrastructure.**

Objective: Preserve and maintain the existing transportation network.

Objective: Maximize operational performance and efficiency of existing systems.

If checked, please describe how the project supports the goal and objectives: Currently a trailer is serving as the train station. The construction of a fixed station building will better serve passengers and improve customer service. The train station could also serve as a transfer point since it is also served by Harford Transit LINK.

**Goal: Environmental Stewardship: Develop transportation policies and initiatives that protect the natural, community, and historic resources of the State and encourage development in areas that are best able to support growth.**

Objective: Coordinate land use and transportation planning to better promote Smart Growth.

Objective: Preserve and enhance Maryland's natural, community, and historic resources.

Objective: Support initiatives that further our commitments to environmental quality.

If checked, please describe how the project supports the goal and objectives: Investing in this train station shows environmental and transportation sustainability. With the increases in ridership on the MARC lines, an improved station and expanded parking will better handle the existing and anticipated growth. An increase in transit ridership also means that less VMT.

**Goal: Connectivity for Daily Life: Support continued economic growth in the State through strategic investments in a balanced, multimodal transportation system.**

Objective: Provide balanced, seamless, and accessible multimodal transportation options for people and goods.

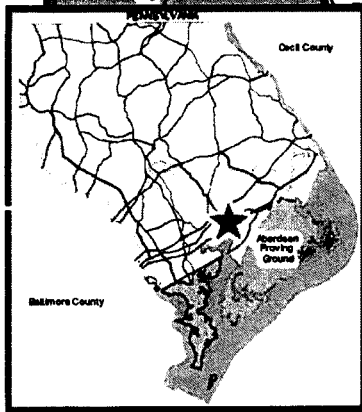
Objective: Facilitate linkages within and beyond Maryland to support a healthy economy.

Objective: Strategically expand network capacity to manage growth.

If checked, please describe how the project supports the goal and objectives: The Edgewood Train Station improvements support an overall sustainable transportation network that addresses the increase in commuting trips. The train station is accessed by MD 755. This corridor will be improved with a streetscape project that will tie the Edgewood Community to the train station and the Edgewood Arsenal (APG). The parking lot at the train station serves as a Park and Ride lot and is served by Harford Transit LINK.

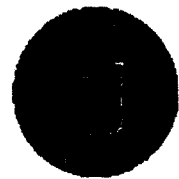
11) Additional Comments/Explanation: Issued a notice to proceed in September 2011

# HARFORD COUNTY TRANSPORTATION PRIORITY EDGEWOOD MARC TRAIN STATION (1/2 Mile Radius)



0 0.08 Miles

N



## **Project Questionnaire: Annual Request to Maryland DOT for Project Funding**

*Please provide the following information for each major capital project priority identified*

- 1) Name of Project: Aberdeen Multimodal Train Station/Transit Oriented Development (TOD)
- 2) Submitting Jurisdiction: Harford County
- 3) Location of the project (describe project limits and location, attach map if available and applicable): Existing location - US 40 @ MD 132/Bel Air Road - See Attached Map
- 4) Anticipated cost and funding source (approximate if available): \$46.2 Million - New Train Station; \$2.6 Million - Additional Parking; N/A - US 40 "Green Boulevard"; N/A - Replace the Pedestrian Overpass with an enhanced pedestrian underpass and a green, terraced plaza/amphitheater
- 5) Description of project purpose and need (up to one paragraph): Purpose - In 2008, Aberdeen was designated by the State as a Transit Oriented Development (TOD) location. Aberdeen Train Station has many assets and opportunities including proximity to APG, the I-95, US 40 and MD 22 corridors, downtown Aberdeen and established neighborhoods, and a growing population base. This project is initial step in supporting TOD in Aberdeen. Need - According to MARC Growth and Investment Plan, growth on all MARC lines has been over 6% per year during the past decade. Capacity and parking constraints threaten the ability of the MARC system to meet demand with acceptable level and quality of service. Maryland has received thousands of new jobs and hundreds of families to APG and the Aberdeen Community as a result of BRAC. BRAC provides growth and development opportunities that supports and complements a Multi-modal Train Station in Aberdeen
- 6) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? Yes  No  Project located outside of MPO boundaries: \_\_\_\_\_
- 7) Is the project consistent with the local land use plans? Yes  No  Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: The Aberdeen Multimodal Train Station/TOD project supports Harford County's goal for providing efficient and convenient transit and rail service that addresses local and regional needs. In addition, this project supports the reduction in vehicle miles traveled (VMT) and the improvement to air quality. Aberdeen TOD is identified as a priority project in the 2010 Harford County Transportation Plan.
- 8) In county priority letter? Yes  No



- 9) Smart Growth status and explanation: TOD is a key element of livable and sustainable communities. Utilizing the existing train station for the TOD is an example of smart growth.
- 10) Please indicate which of the following Maryland Transportation Plan goals and objectives are served by the requested project investment (mark each goal served by the project and relevant objectives within each goal)

**Goal: Quality of Service. Enhance users' access to, and positive experience with, all MDOT transportation services.**

- Objective: Enhance customer service and experience.
- Objective: Provide reliable and predictable travel time across modal options for people and goods.
- Objective: Facilitate coordination and collaboration with agency partners and stakeholders.

If checked, please describe how the project supports the goal and objectives: The Aberdeen Multimodal Train Station will enhance community character around the existing train station and improve regional access and local walking, bicycling and transit services. This project improves the level and quality of service provided to the users of the different modes served.

**Goal: Safety and Security: Provide transportation assets that maximize personal safety and security in all situations.**

- Objective: Reduce the number and rate of transportation related fatalities and injuries.
- Objective: Secure transportation assets for the movement of people and goods.
- Objective: Coordinate and refine emergency response plans and activities.

If checked, please describe how the project supports the goal and objectives: Improvements to the existing train station include better lighting and ADA compliant platforms. The existing pedestrian tunnel will be replaced with a pedestrian crossing over the track and/or with a wider, more open crossing under the track which will open up to a green, terraced plaza/amphitheater. This will create a safer and more pleasant environment for transit commuters and the community at large.

**Goal: System Preservation and Performance: Protect Maryland's investment in its transportation system through strategies to preserve existing assets and maximize the efficient use of resources and infrastructure.**

- Objective: Preserve and maintain the existing transportation network.
- Objective: Maximize operational performance and efficiency of existing systems.

If checked, please describe how the project supports the goal and objectives: Over the years, Harford County and the City of Aberdeen have focused on revitalizing the US 40 corridor. Creating TOD at the

existing train station site will improve the site design with better access to the station and the different modes of transit, good pedestrian and bicycle linkages, parking improvements including parking garages, uniform streetscape with the creation of a green boulevard on US 40, and increased density – including infill development.

**Goal: Environmental Stewardship: Develop transportation policies and initiatives that protect the natural, community, and historic resources of the State and encourage development in areas that are best able to support growth.**

Objective: Coordinate land use and transportation planning to better promote Smart Growth.

Objective: Preserve and enhance Maryland's natural, community, and historic resources.

Objective: Support initiatives that further our commitments to environmental quality.

If checked, please describe how the project supports the goal and objectives: TOD is a growth management and sustainability tool that encourages revitalization, thus preserving open space and natural resources and reducing sprawl. The creation of safe, walkable and bike friendly communities near transit helps to enhance the quality of life by promoting a reduction in air and water pollution and the reduction of emissions related to climate change.

**Goal: Connectivity for Daily Life: Support continued economic growth in the State through strategic investments in a balanced, multimodal transportation system.**

Objective: Provide balanced, seamless, and accessible multimodal transportation options for people and goods.

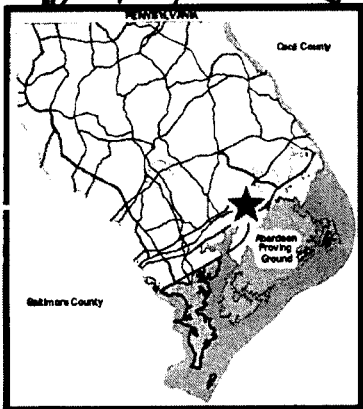
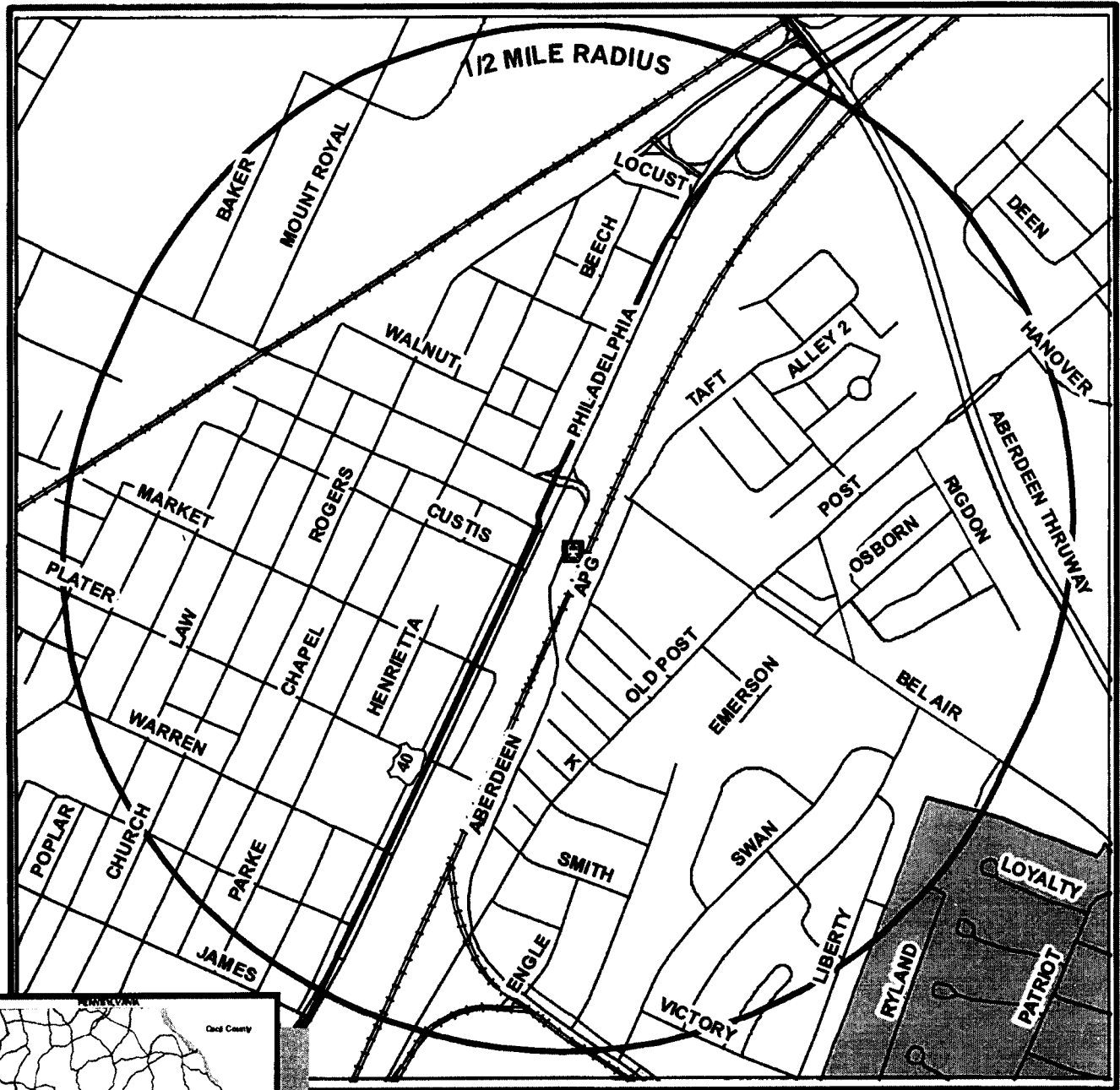
Objective: Facilitate linkages within and beyond Maryland to support a healthy economy.

Objective: Strategically expand network capacity to manage growth.

If checked, please describe how the project supports the goal and objectives: The Aberdeen Multimodal Train Station supports an overall sustainable transportation network that addresses increase in commuting trips associated with BRAC. The station is served by AMTRAK, an MTA commuter bus and Harford Transit LINK. Reconnecting the station with downtown Aberdeen and with the neighborhood to the east which has been cut off since the 1980s is a vital component of the plan. This includes improving all non-motorized access to the train station and connections within the designated TOD area.

11) Additional Comments/Explanation: Last fall, consultants working for MDOT and the City of Aberdeen unveiled plans for the Aberdeen Train Station.

# HARFORD COUNTY TRANSPORTATION PRIORITY ABERDEEN MULTIMODAL TRAIN FACILITY



0 0.08 Miles



N



## **Project Questionnaire: Annual Request to Maryland DOT for Project Funding**

*Please provide the following information for each major capital project priority identified*

- 1) Name of Project: Roundabouts
- 2) Submitting Jurisdiction: Harford County
- 3) Location of the project (describe project limits and location, attach map if available and applicable): MD 159/Old Philadelphia Road; MD 147/Connolly Road - See Attached Maps.
- 4) Anticipated cost and funding source (approximate if available): N/A - MD 159/Old Philadelphia Road (\$448,000 allocated State and Federal funds in the CTP for Improvement Project Study to provide improved access); \$2.3 Million - MD 147/Connolly Road (\$505,000 allocated developer funds in escrow to use towards a roundabout at this location).
- 5) Description of project purpose and need (up to one paragraph): Purpose - Roundabouts are proposed at two locations; on MD 159 near the access to the Perryman Peninsula and on MD 147 near the US 1 Bypass. Providing improved access to and from the Perryman Peninsula has been studied for several years. Development along the US 1 corridor has cause delays at surrounding intersections within the road network. The purpose of these two roundabout projects is to provide operational and safety improvements to these intersections. These improvements allow the road network to handle traffic better and improve access and mobility for passenger, freight, transit, bicyclists and pedestrians. Need - Improving these critical intersections is the first step to improve safety and ease congestion. The roundabouts will improve traffic circulation by controlling the access and egress from the side streets in a safe and efficient manner. Developer funds are currently in a County escrow account for the MD 147/Connolly Road intersection and will be used to towards this improvement.
- 6) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? Yes  No  Project located outside of MPO boundaries: \_\_\_\_\_
- 7) Is the project consistent with the local land use plans? Yes  No  Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: These roundabouts fulfill Harford County's goal of maintaining a safe and adequate road network that enhances mobility, strengthens the economy and protects the environment. Developer funds are vested and available to be used towards the construction of a roundabout at MD 147/Connolly Road and the MD 159 improvement will include the transfer of the road to the County after construction.

8) In county priority letter? Yes  No

9) Smart Growth status and explanation: The project complies with principles of Smart Growth - both intersections are located inside the State designated Priority Funding Area and inside the County's Development Envelope.

10) Please indicate which of the following Maryland Transportation Plan goals and objectives are served by the requested project investment (mark each goal served by the project and relevant objectives within each goal)

**Goal: Quality of Service. Enhance users' access to, and positive experience with, all MDOT transportation services.**

Objective: Enhance customer service and experience.

Objective: Provide reliable and predictable travel time across modal options for people and goods.

Objective: Facilitate coordination and collaboration with agency partners and stakeholders.

If checked, please describe how the project supports the goal and objectives: Providing roundabouts at these intersections will improve travel times for commuters and freight traffic and will lessen congestion on the side streets. The MD 159 roundabout will improve access to APG and the distribution centers in Perryman. Likewise, the MD 147 roundabout will allow for a better flow of traffic in the vicinity of the US 1 commercial corridor.

**Goal: Safety and Security: Provide transportation assets that maximize personal safety and security in all situations.**

Objective: Reduce the number and rate of transportation related fatalities and injuries.

Objective: Secure transportation assets for the movement of people and goods.

Objective: Coordinate and refine emergency response plans and activities.

If checked, please describe how the project supports the goal and objectives: Roundabouts are proven to prevent and reduce the severity of intersection crashes because traffic enters and exits through right turn movement only. Slower travel speeds occur at a roundabout compared to other types of intersections. The MD 159 corridor is a primary access point to APG which is the County's largest employer and is vital to our nation's defense, providing testing, research and development.

**Goal: System Preservation and Performance: Protect Maryland's investment in its transportation system through strategies to preserve existing assets and maximize the efficient use of resources and infrastructure.**

Objective: Preserve and maintain the existing transportation network.

Objective: Maximize operational performance and efficiency of existing systems.

If checked, please describe how the project supports the goal and objectives: The construction of roundabouts at these intersections enhance the projected LOS which is a key measurement of effectiveness. Without signalization and stop control devices, traffic will continue to flow which increases person throughput. In addition, the maintenance and operation of a roundabout is substantially less than a traffic signal.

**Goal: Environmental Stewardship: Develop transportation policies and initiatives that protect the natural, community, and historic resources of the State and encourage development in areas that are best able to support growth.**

Objective: Coordinate land use and transportation planning to better promote Smart Growth.

Objective: Preserve and enhance Maryland's natural, community, and historic resources.

Objective: Support initiatives that further our commitments to environmental quality.

If checked, please describe how the project supports the goal and objectives: Currently, the MD 147/Connolly Road intersection fails and the MD 159/Old Philadelphia Road intersection is projected to fail without being upgraded. Congestion leads to increased emissions and greenhouse gases. The roundabouts are environmentally friendly because they reduce air pollution and fuel consumption by requiring fewer complete stops and hard accelerations.

**Goal: Connectivity for Daily Life: Support continued economic growth in the State through strategic investments in a balanced, multimodal transportation system.**

Objective: Provide balanced, seamless, and accessible multimodal transportation options for people and goods.

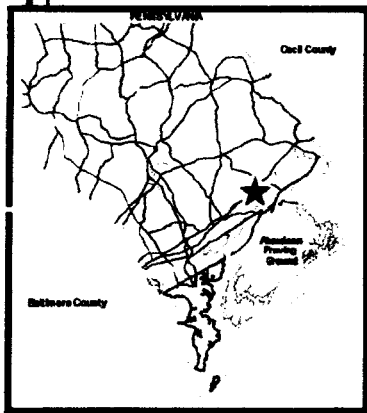
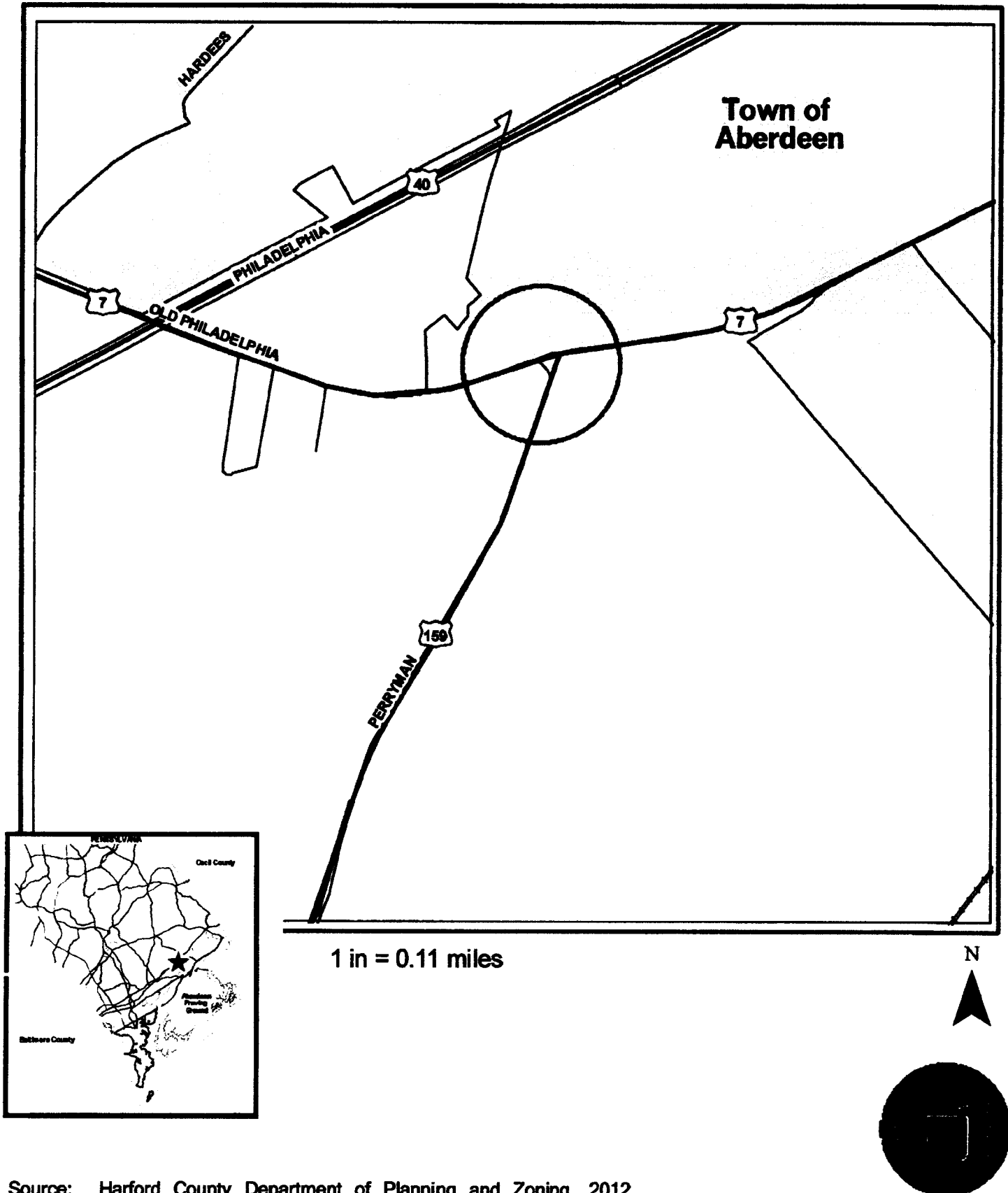
Objective: Facilitate linkages within and beyond Maryland to support a healthy economy.

Objective: Strategically expand network capacity to manage growth.

If checked, please describe how the project supports the goal and objectives: Relieving congestion around the Town of Bel Air and improving access to the Perryman Peninsula are critical to strengthening the County's road network. These intersection improvements are important to local and regional passenger and freight traffic.

11) Additional Comments/Explanation: Harford County has received more than \$500,000 from developers to be used towards the construction of a roundabout at the MD 147/Connolly Road intersection.

# HARFORD COUNTY TRANSPORTATION PRIORITY MD 159 @ OLD PHILADELPHIA ROAD



# HARFORD COUNTY TRANSPORTATION PRIORITY MD 147 @ CONNOLLY ROAD

