

BARRY GLASSMAN
HARFORD COUNTY EXECUTIVE



JENNY B. JARKOWSKI
DIRECTOR OF PLANNING & ZONING

April 1, 2021

Honorable Gregory Slater
Secretary of Transportation
Maryland Department of Transportation
7201 Corporate Center Drive
P.O. Box 548
Hanover, Maryland 21076

RE: Harford County Transportation Priorities

Dear Secretary Slater:

Harford County has established a list of transportation priorities that focuses on projects currently needed for the safe and efficient flow of all modes of transportation on the County's State Highway network. These projects are of various modes and are consistent with previous requests, long-term goals of the Maryland Transportation Plan, and regional and local plans. The needs of the County's three municipalities are reflected in these priority projects.

A total of 18 projects are listed and prioritized according to their importance to the County's transportation network and in which order we request funding from the Maryland Department of Transportation (MDOT). This list reflects an update of the County's FY 2021 Priority Letter dated March 11, 2020. Projects remain on our list year to year with little or no funding or advancement towards completion. Harford County asks that MDOT show more progress and coordination on our list than has been shown in the past. Projects represent the highest priorities based on four specific categories.

Capacity

Roadway improvements are important for the reduction of congestion. Congested corridors lead to higher accident rates, reduce the efficiency of the road network and negatively impact the economy. Strategic investment in modern transportation facilities produces many long term benefits. These benefits include traffic congestion relief, improved access to goods and services, better system reliability, increased economic development and improved air quality. Our specific Capacity projects are listed below:

- *US 1 Bypass @ MD 24 Interchange:* Harford County proposes that MDOT program funding to design and construct a second left turn lane onto MD 24 from US 1 Bypass – as identified in the 2015 Business US 1/MD 22 Multimodal Corridor Study Final Report.

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- *MD 24 Northbound Lane:* This proposal is to construct a third northbound travel lane on MD 24 from north of the I-95 interchange to north of Plumtree Road.
- *MD 543 @ I-95 Southbound Ramp:* Improvements to this interchange includes restriping northbound MD 543 to provide a second left turn lane with a receiving lane on the I-95 southbound ramp.
- *MD 22 Corridor (HCC to MD 155):* This project improves access, mobility and safety along the MD 22 corridor from Harford Community College to MD 155 – including mainline and intersection improvements from west of MD 136 to east of MD 155 – by implementing the recommendations within the 2012 MD 22 Multimodal Corridor Study.
- *MD 23 @ MD 146/Madonna Road Roundabout:* Harford County requests that MDOT program funding to acquire right-of-way, design, and construct a roundabout at this 4-way stop intersection.

Safety/Operations

Harford County is committed to enhancing the safety and operations on our roadways and intersections. The benefit of improved safety and operations included better flow of traffic, improved travel times, reduced crashes, and fewer vehicle conflicts. Our specific Safety/Operations projects are listed below:

- *MD 23 @ Grafton Shop Road Roundabout:* Numerous crashes have occurred at this intersection over the years. Therefore, Harford County requests that MDOT program funding to design and construct a roundabout to improve the overall safety at this intersection.
- *MD 7 @ Stepney Road Roundabout:* Harford County recommends that MDOT program funding to acquire right-of-way, design, and construct a roundabout to improve the safety and flow of traffic through this intersection.
- *Business US 1/MD 22 Access Management:* Consolidating access points and restricting turn movements along the Business US 1/MD 22 corridor can improve the movement of traffic, improve safety, and reduce vehicle conflict points – as identified in the 2012 MD 22 Multimodal Corridor Study and the 2015 Business US 1/MD 22 Multimodal Corridor Study.
- *US 40 @ Otsego Street/Ohio Street Intersection:* This intersection is significantly impacted by the domino effect of congestion on I-95, as well as the discount toll structure on the Hatem Bridge which encourages traffic diversions from I-95 to US 40. The impact is especially prevalent during peak hours, on a daily basis. A range of improvements to be considered would enhance traffic safety, reduce congestion, improve capacity, enhance air quality, pedestrian, and bicyclist safety, and provide greater community cohesion and quality of life. Improvements would include modifying the toll structure at the Hatem Bridge to primarily address local traffic needs for Harford and Cecil County,

as well as assuring access to health facilities for veterans. This could be well accommodated with the new electronic toll structure now in place and would be consistent with “congestion pricing” initiatives that have proven successful on a national level.

- *MD 23 @ MD 165 Intersection:* A single left turning vehicle blocks the entire southbound movement at this intersection. Therefore, Harford County requests that MDOT program funding to acquire right-of-way, design, and construct a southbound left turn lane at the 3-way traffic signal with MD 23 (East-West Highway).
- *Business US 1 @ MD 922/Hays Street Circulation Improvements:* This improvement eliminates the redundant right turn movement and closes two-way traffic on Business US 1 from MD 922/Hays Street to South Bond Street – as identified in the 2015 Business US 1/MD 22 Multimodal Corridor Study Final Report.
- *MD 165 @ Dooley Road Intersection:* Harford County recommends that MDOT program funds to analyze the safety and flow of traffic through this skewed intersection in order to determine a safety improvement to be constructed.

Transit

Transit ridership can be increased when citizens have safe and convenient access and when wait-times are reduced. Improving transit facilities are essential for encouraging shifts to transit, which reduces congestion and air pollution. Our specific Transit projects are listed below:

- *Aberdeen Train Station Improvements (Exterior and Parking):* Additional parking at the Aberdeen Train Station has been anticipated for several years. This project includes improvements to the exterior of the station, the MTA off-street gravel parking lot at the rear of the station located at the intersection of East Bel Air Avenue and Polk Street, sidewalk improvements, and roadway improvements on East Bel Air Avenue, Polk Street (formerly Taft Street) and APG Road.
- *Aberdeen MARC Train Station TOD:* Harford County requests that MDOT fund the environmental and engineering analysis of underground conditions for the transition of the existing underpass into the enhanced Station Square.

Bicycle/Pedestrian/Shared Use Path

Non-motorized connections enhance mobility and reduce congestion. Connecting neighborhoods and local destinations with sidewalks and pathways reduces vehicle miles traveled, alleviates congestion, improves safety and promotes active lifestyles. Our specific Bicycle/Pedestrian/Shared Use Path projects are listed below:

- *MD 22 bicycle and pedestrian upgrades:* This improvement adds all necessary traffic control striping and signage within the existing right-of-way along the MD 22 corridor as identified within the 2012 MD 22 Multimodal Corridor Study.

- *MD 24 Shared Use Path:* This project extends the existing shared use path south to Red Pump Road and north to MD 23.
- *US 40 Shared Use Path:* A plan is proposed which will evaluate the transportation and land use network along and adjacent to this corridor. A piece of this is a proposed shared use path adjacent to the US 40 roadway from the Aberdeen Train Station to the Hatem Bridge.
- *Bel Air to Harford Community College Trail:* An on-road and off-road trail is proposed which will connect the Town of Bel Air to the Harford Community College. Harford County requests that MDOT program funding to acquire right-of-way, design, and construct this trail connection.

We would like to thank MDOT for the continued support they have provided while meeting the transportation needs of the area. Construction of the improvements to the MD 22/Thomas Run Road/Schucks Road intersection, Phase II of the US 40/MD 7/MD 159 intersection and the MD 152/MD 147 intersection are complete. Segment 2 of the Ma & Pa Trail is currently under construction. MDTA's I-95 northbound ETL Project and a new Park and Ride Lot on Woodsdale Road at the MD 924/MD 24 interchange are also under construction. Engineering is underway for the MD 24 project through Rocks State Park. Design funding has also been approved for the US 1 Bypass/MD 24 interchange through the MDOT SHA Congested Intersection Program, for the construction of a third northbound MD 24 lane from I-95 to north of Singer Road with the MDTA I-95 ETL Project, for the Aberdeen Train Station through the Transportation Alternatives Program, and for the MD 24 Shared Use Path (Forest Hill section) through the Bicycle Retrofit Program.

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

Cordially,




Barry Glassman
Harford County Executive



Patrick S. Vincenti
Harford County Council President



Senator Robert G. Cassilly
Harford County Senate Chair



Del. Teresa E. Reilly
Harford County Delegation Chair

BG/AR/lap

cc: Honorable J.B. Jennings
Honorable Jason C. Gallion
Honorable Lauren R. Arian
Honorable Richard K. Impallaria
Honorable Kathy Szeliga
Honorable Steve Johnson
Honorable Mary Ann Lisanti
Honorable Susan K. McComas
Honorable Michael Griffith
Honorable Andre V. Johnson
Honorable Joseph M. Woods
Honorable Tony "G" Giangordano
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Phyllis Grover, Director of Planning and Community Development, City of Aberdeen
Shane Grimm, Director of Planning, City of Havre de Grace
Kevin Small, Director of Planning, Town of Bel Air

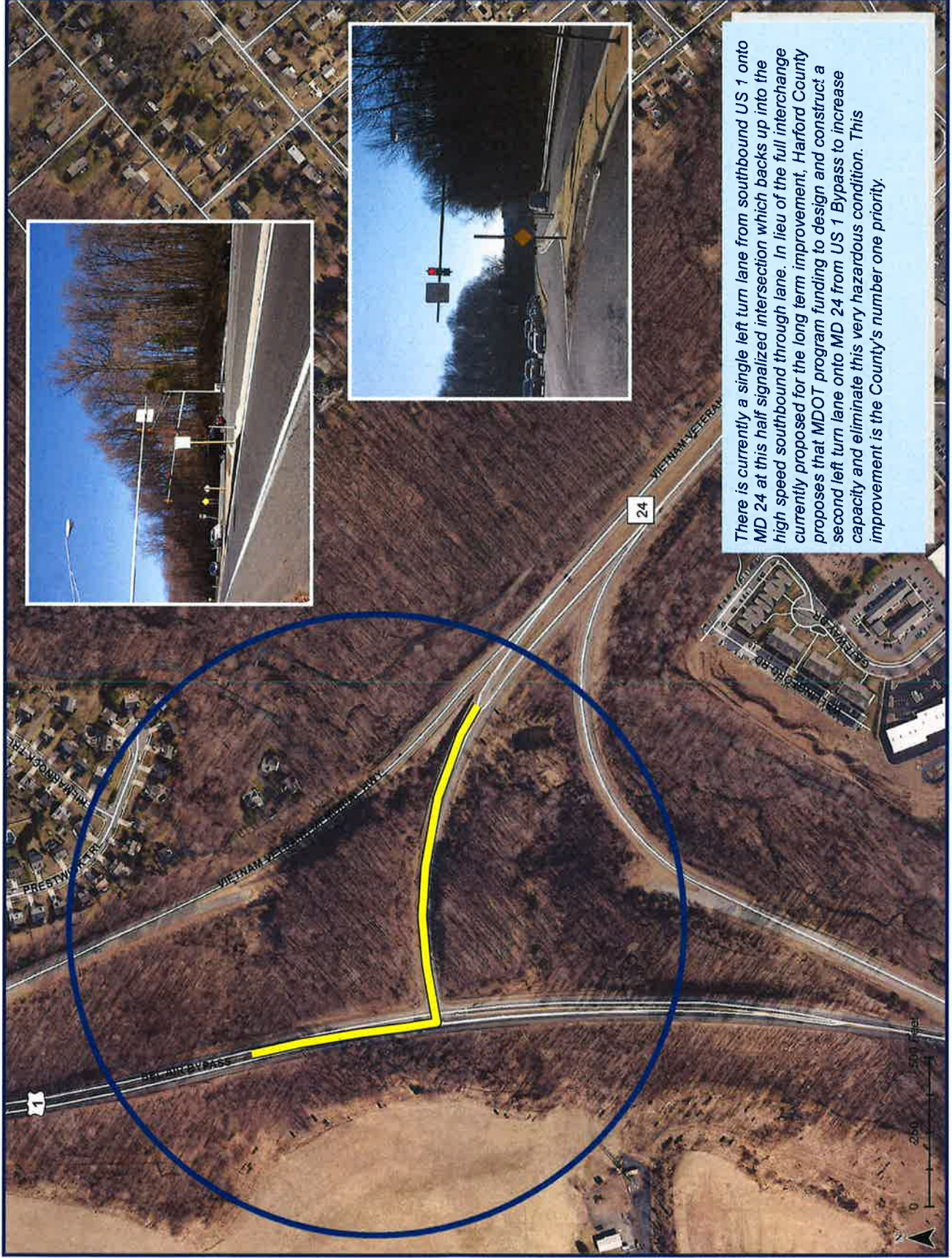


PRIORITY # 1

US 1 BYPASS @ MD 24 INTERCHANGE

CATEGORY - CAPACITY

ESTIMATED CONSTRUCTION COST - \$2,000,000



There is currently a single left turn lane from southbound US 1 onto MD 24 at this half signalized intersection which backs up into the high speed southbound through lane. In lieu of the full interchange currently proposed for the long term improvement, Harford County proposes that MDT program funding to design and construct a second left turn lane onto MD 24 from US 1 Bypass to increase capacity and eliminate this very hazardous condition. This improvement is the County's number one priority.

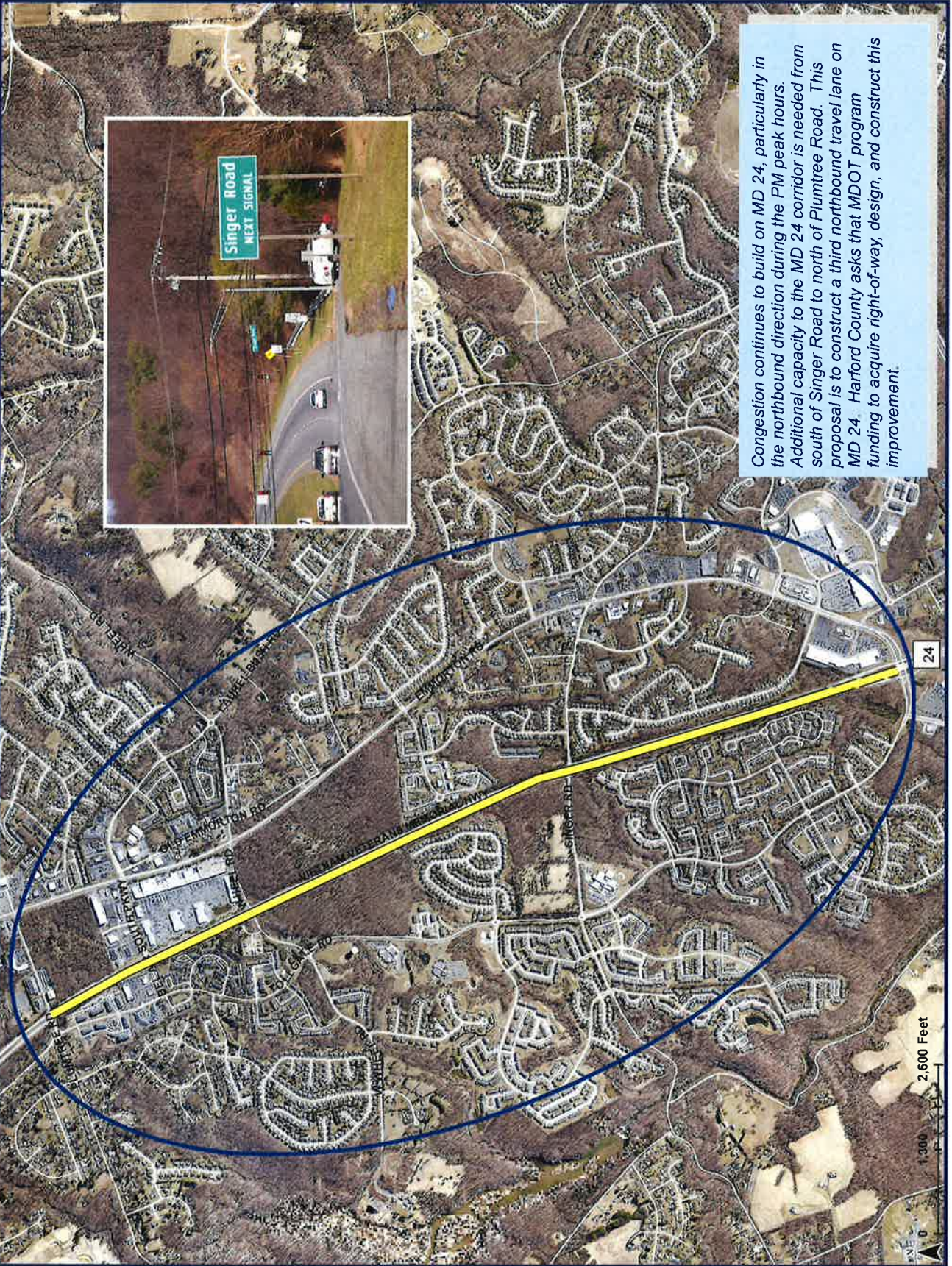


PRIORITY # 2

MD 24 NORTHBOUND LANE

CATEGORY - CAPACITY

ESTIMATED CONSTRUCTION COST - \$2,500,000



Congestion continues to build on MD 24, particularly in the northbound direction during the PM peak hours. Additional capacity to the MD 24 corridor is needed from south of Singer Road to north of Plumtree Road. This proposal is to construct a third northbound travel lane on MD 24. Harford County asks that MDOT program funding to acquire right-of-way, design, and construct this improvement.

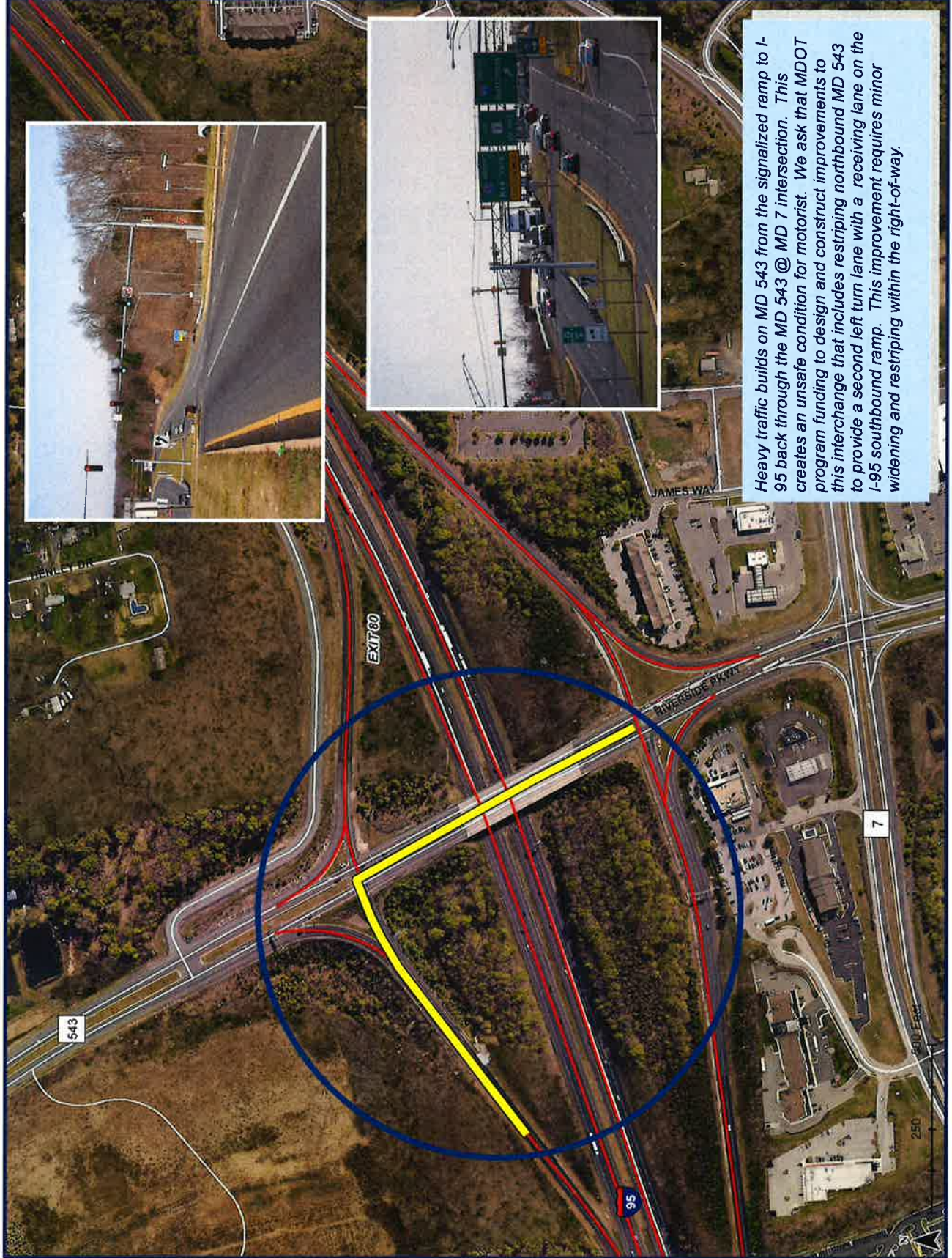


PRIORITY # 3

I-95 @ MD 543 INTERCHANGE

CATEGORY - CAPACITY

ESTIMATED CONSTRUCTION COST - \$500,000



Heavy traffic builds on MD 543 from the signalized ramp to I-95 back through the MD 543 @ MD 7 intersection. This creates an unsafe condition for motorists. We ask that MDOT program funding to design and construct improvements to this interchange that includes restriping northbound MD 543 to provide a second left turn lane with a receiving lane on the I-95 southbound ramp. This improvement requires minor widening and restriping within the right-of-way.

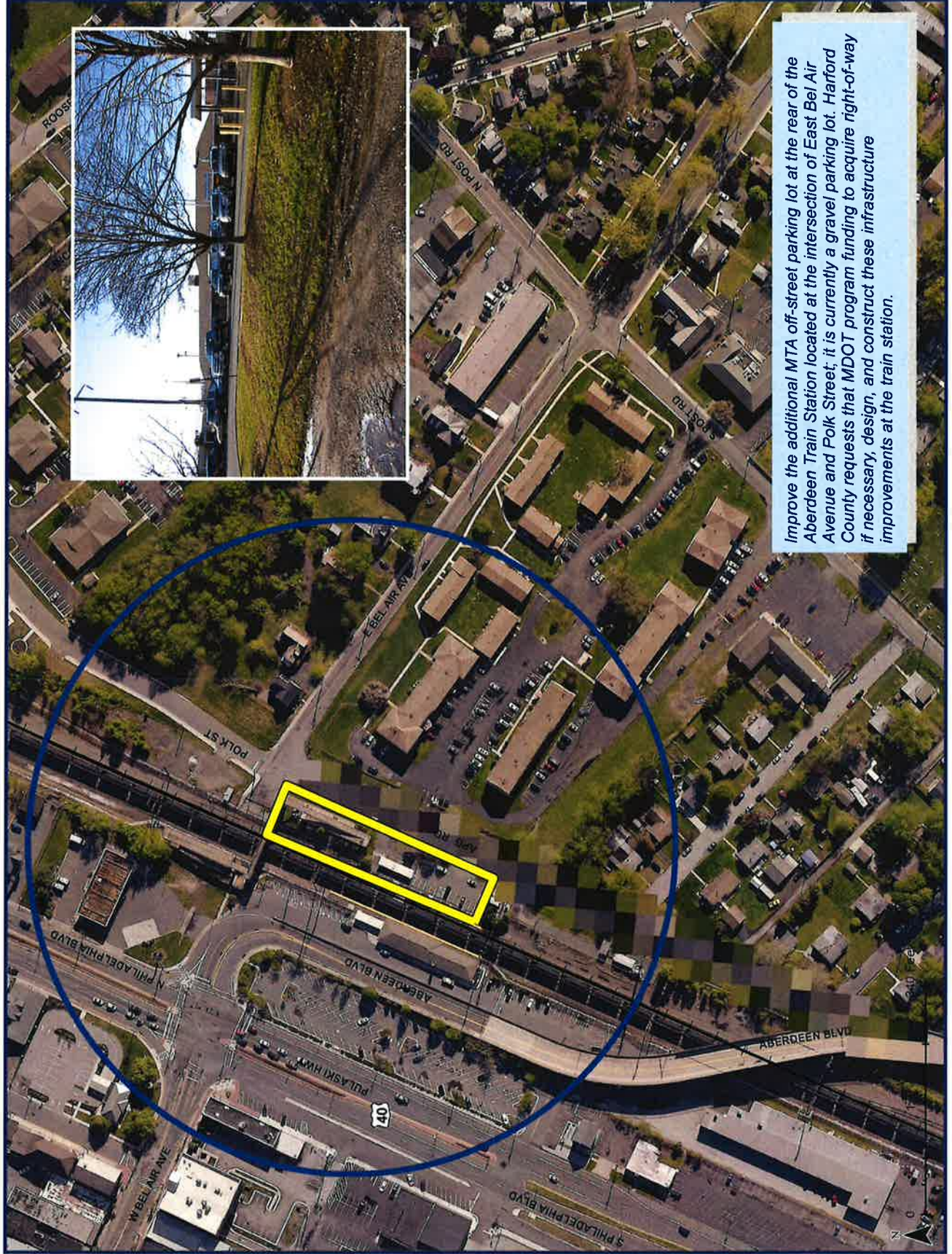


PRIORITY # 4

ABERDEEN TRAIN STATION

CATEGORY - TRANSIT

ESTIMATED CONSTRUCTION COST - \$2,600,000



Improve the additional MTA off-street parking lot at the rear of the Aberdeen Train Station located at the intersection of East Bel Air Avenue and Polk Street; it is currently a gravel parking lot. Harford County requests that MDOT program funding to acquire right-of-way if necessary, design, and construct these infrastructure improvements at the train station.

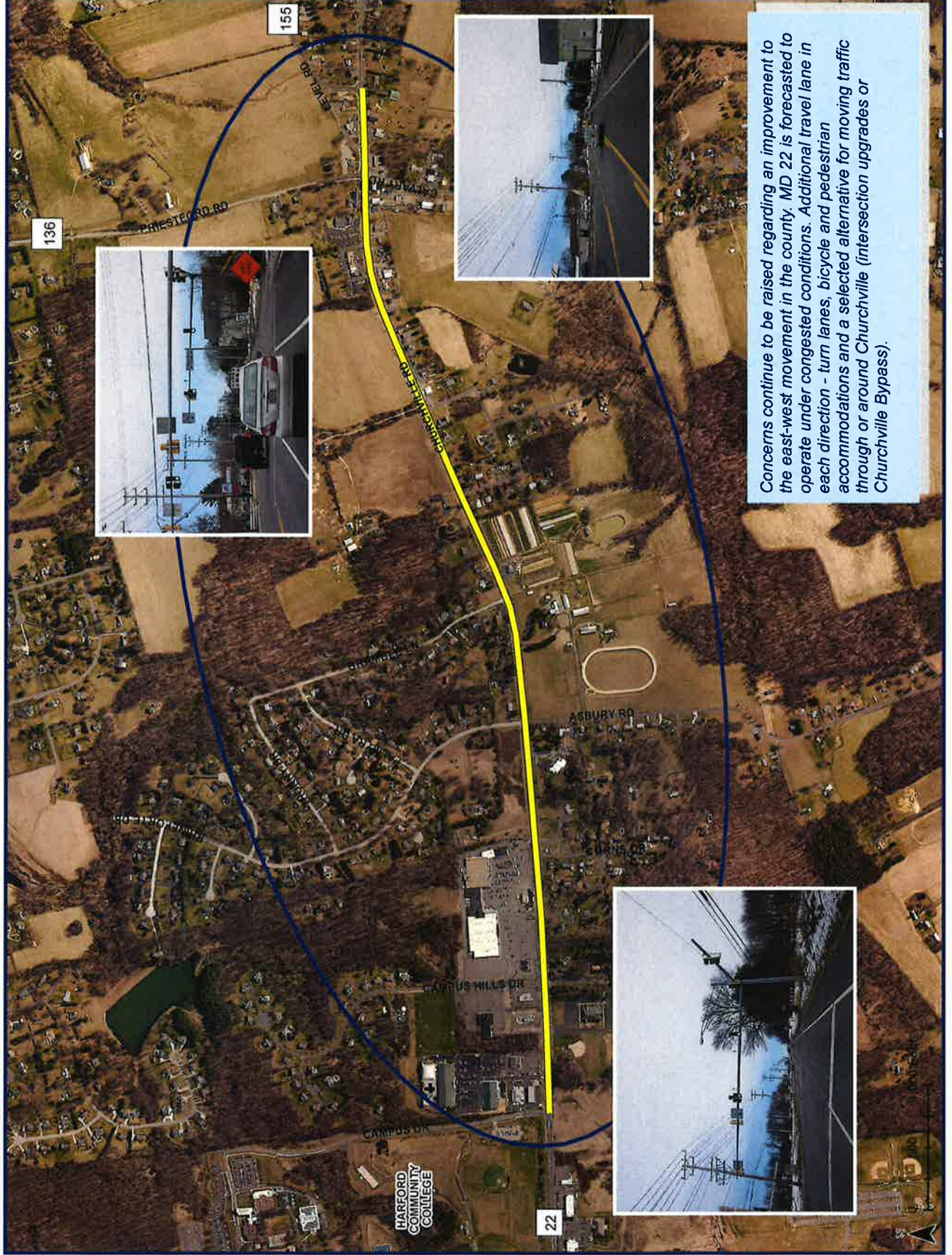


PRIORITY # 5

MD 22 CORRIDOR

CATEGORY - CAPACITY

ESTIMATED CONSTRUCTION COST - \$110,000,000- \$150,000,000



Concerns continue to be raised regarding an improvement to the east-west movement in the county. MD 22 is forecasted to operate under congested conditions. Additional travel lane in each direction - turn lanes, bicycle and pedestrian accommodations and a selected alternative for moving traffic through or around Churchville (intersection upgrades or Churchville Bypass).



PRIORITY # 6

MD 23 @ GRAFTON SHOP ROUNDABOUT

CATEGORY - SAFETY/OPERATIONS

ESTIMATED CONSTRUCTION COST - \$1,000,000



The safety of travel in our communities is of high priority. Numerous crashes have occurred at this intersection over the years. Therefore, Harford County requests that MDOT program funding to design and construct a roundabout to improve the overall safety at this intersection.



PRIORITY # 7

MD 7 @ STEPNEY ROUNDABOUT

CATEGORY - SAFETY/OPERATIONS

ESTIMATED CONSTRUCTION COST - \$1,500,000



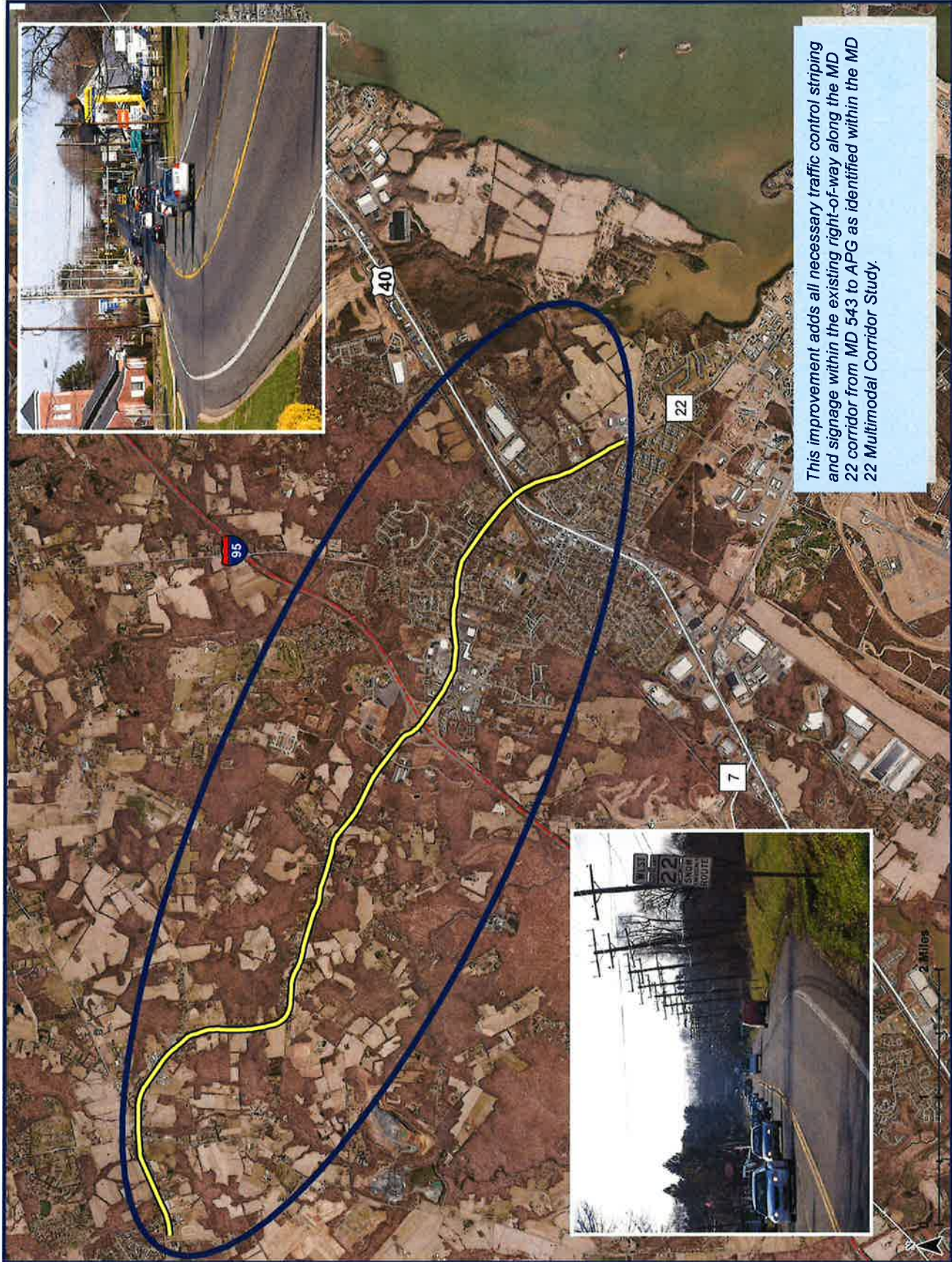
As development continues to occur in the vicinity of the MD 7 corridor, between I-95 and the Perryman Peninsula, the level of service (LOS) at unsignalized intersections continue to worsen. Improvements to this intersection have been identified in several plan approval letters and include extension of turn lanes and installation of a traffic signal when warrants are met. Harford County recommends that MDOT program funding to acquire right-of-way, design, and construct a roundabout to improve the safety and flow of traffic through this intersection.



PRIORITY # 8

MD 22 BICYCLE AND PEDESTRIAN UPGRADES

CATEGORY - BICYCLE/PEDESTRIAN/SHARED USE PATH • ESTIMATED CONSTRUCTION COST \$500,000 - \$1,000,000



This improvement adds all necessary traffic control striping and signage within the existing right-of-way along the MD 22 corridor from MD 543 to APG as identified within the MD 22 Multimodal Corridor Study.

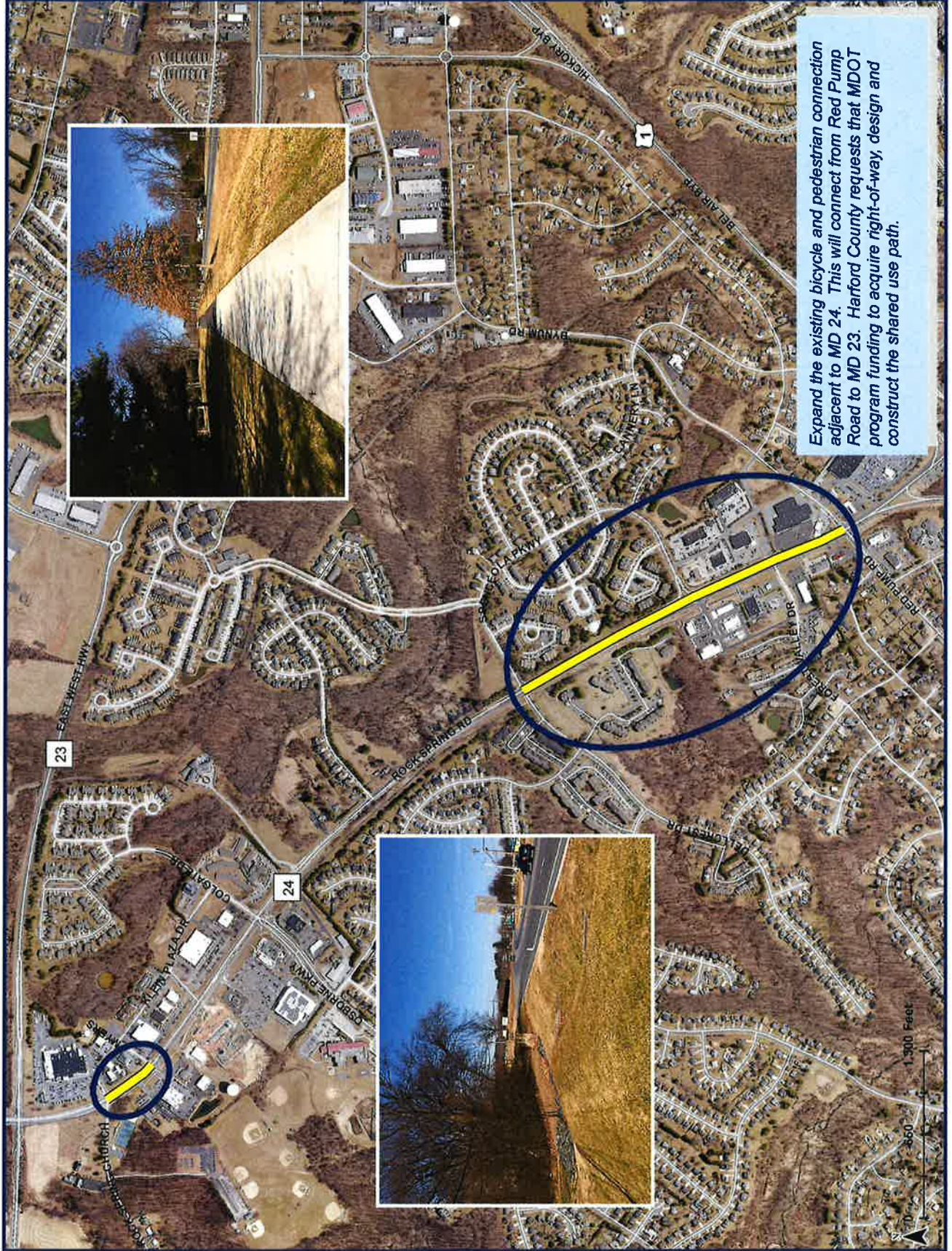


PRIORITY # 9

MD 24 SHARED USE PATH (FOREST HILL)

CATEGORY - BICYCLE/PEDESTRIAN/SHARED USE PATH

ESTIMATED CONSTRUCTION COST \$500,000



Expand the existing bicycle and pedestrian connection adjacent to MD 24. This will connect from Red Pump Road to MD 23. Harford County requests that MDOT program funding to acquire right-of-way, design and construct the shared use path.

1,500 Feet
360

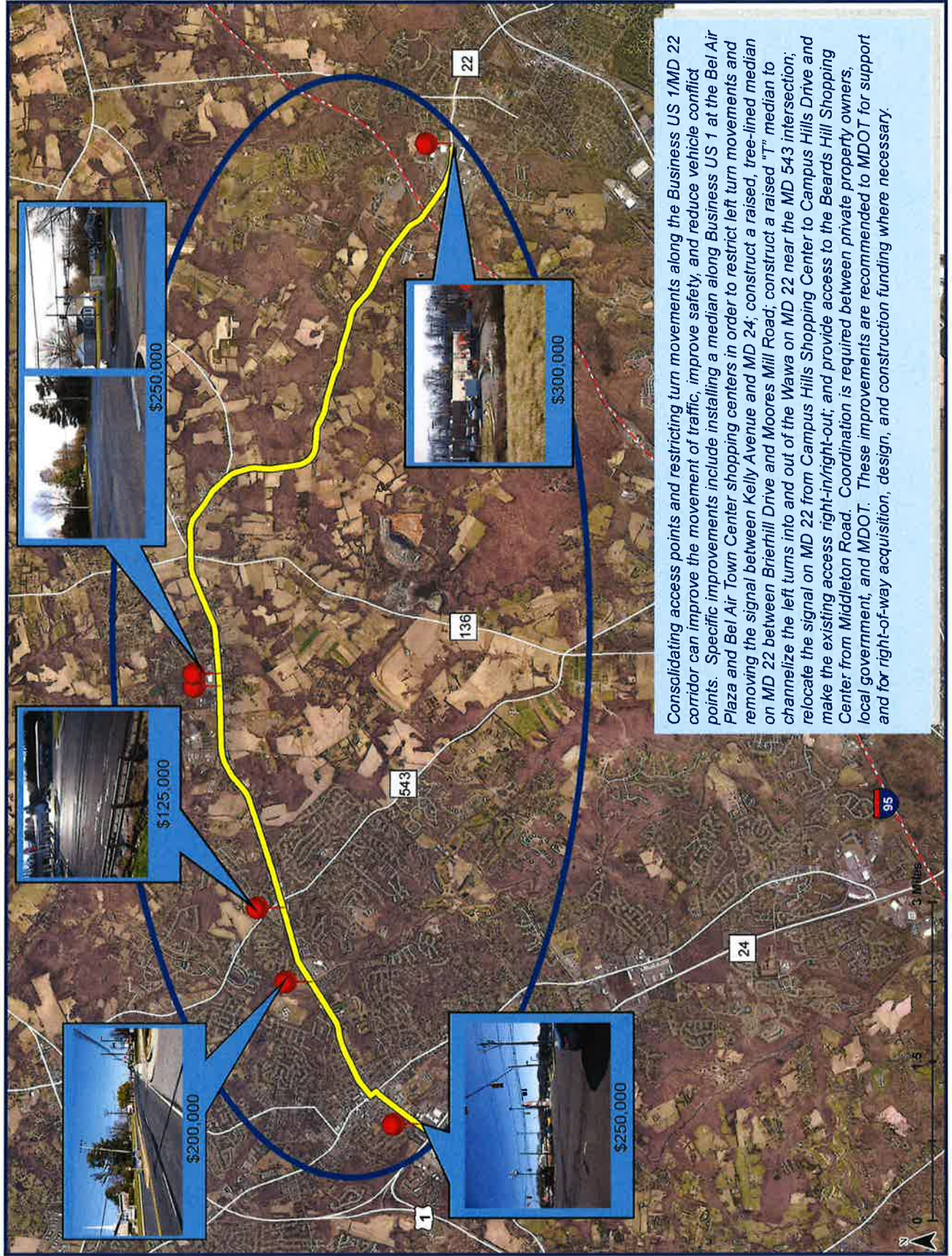


PRIORITY # 10

MD 22 ACCESS MANAGEMENT

CATEGORY - SAFETY/OPERATIONS

ESTIMATED CONSTRUCTION COST - \$1,125,000



Consolidating access points and restricting turn movements along the Business US 1/MD 22 corridor can improve the movement of traffic, improve safety, and reduce vehicle conflict points. Specific improvements include installing a median along Business US 1 at the Bel Air Plaza and Bel Air Town Center shopping centers in order to restrict left turn movements and removing the signal between Kelly Avenue and MD 24; construct a raised, tree-lined median on MD 22 between Brierhill Drive and Moores Mill Road; construct a raised "T" median to channelize the left turns into and out of the Wawa on MD 22 near the MD 543 intersection; relocate the signal on MD 22 from Campus Hills Shopping Center to Campus Hills Drive and make the existing access right-in/right-out; and provide access to the Beards Hill Shopping Center from Middleton Road. Coordination is required between private property owners, local government, and MDTOT. These improvements are recommended to MDTOT for support and for right-of-way acquisition, design, and construction funding where necessary.



PRIORITY # 11

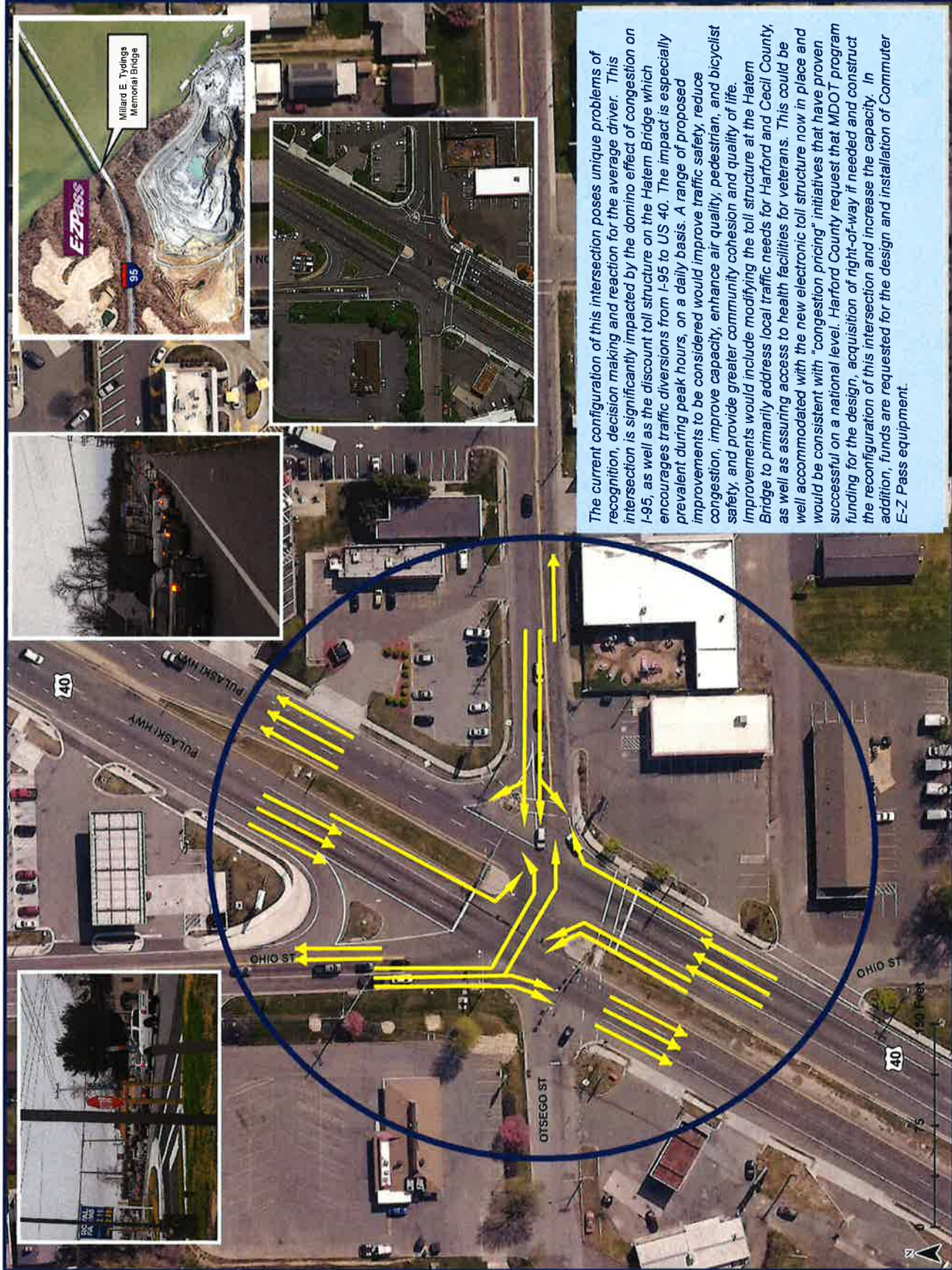
US 40 @ OTSEGO STREET / OHIO STREET

CATEGORY - SAFETY / OPERATIONS

ESTIMATED CONSTRUCTION COST - \$12,000,000



Millard E. Tydings
Memorial Bridge



The current configuration of this intersection poses unique problems of recognition, decision making and reaction for the average driver. This intersection is significantly impacted by the domino effect of congestion on I-95, as well as the discount toll structure on the Hatem Bridge which encourages traffic diversions from I-95 to US 40. The impact is especially prevalent during peak hours, on a daily basis. A range of proposed improvements to be considered would improve traffic safety, reduce congestion, improve capacity, enhance air quality, pedestrian, and bicyclist safety, and provide greater community cohesion and quality of life. Improvements would include modifying the toll structure at the Hatem Bridge to primarily address local traffic needs for Harford and Cecil County, as well as assuring access to health facilities for veterans. This could be well accommodated with the new electronic toll structure now in place and would be consistent with "congestion pricing" initiatives that have proven successful on a national level. Harford County request that MDOT program funding for the design, acquisition of right-of-way if needed and construct the reconfiguration of this intersection and increase the capacity. In addition, funds are requested for the design and installation of Commuter E-Z Pass equipment.

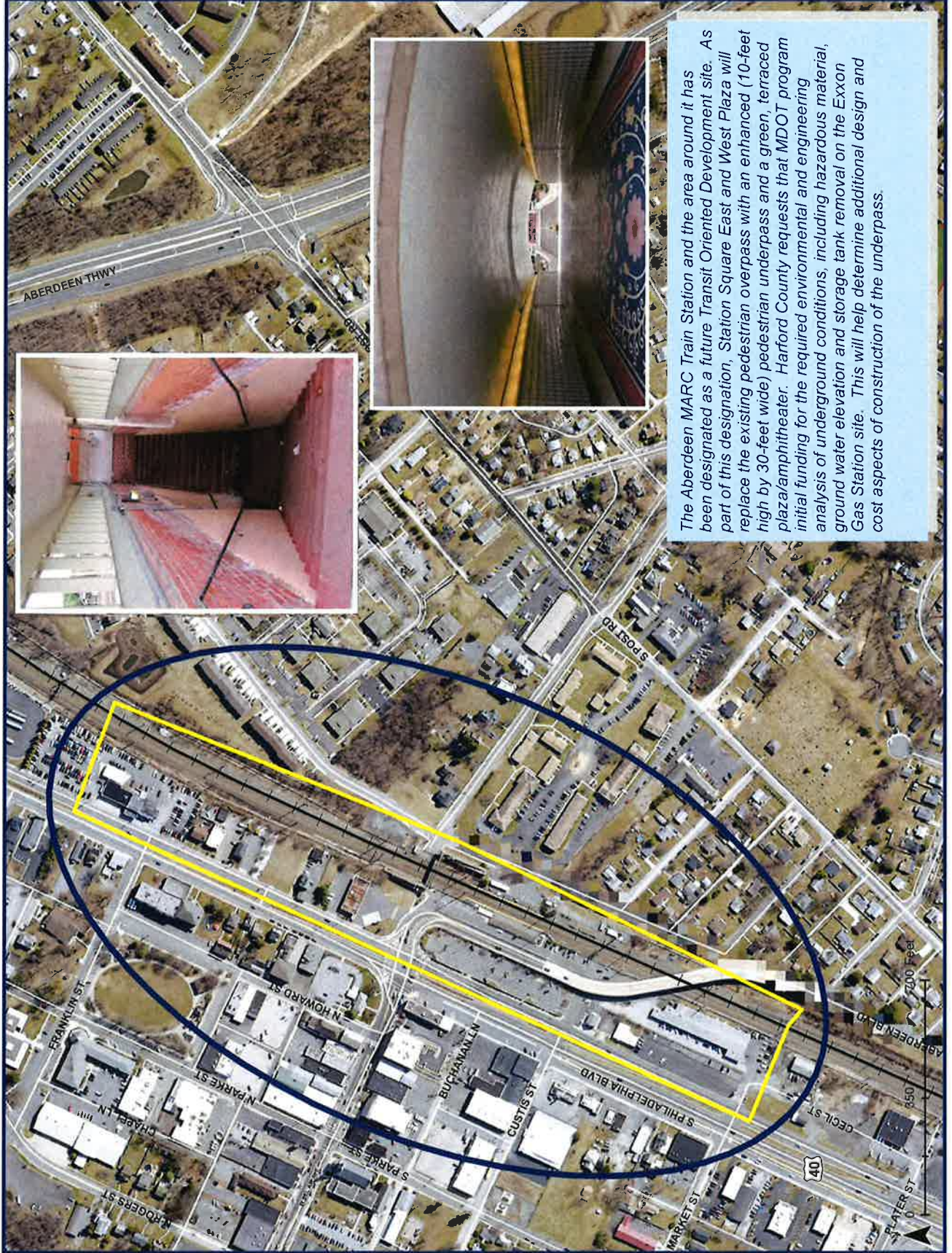


PRIORITY # 12

ABERDEEN MARC TRAIN STATION

CATEGORY - TRANSIT

ESTIMATED COST - \$5,000,000



The Aberdeen MARC Train Station and the area around it has been designated as a future Transit Oriented Development site. As part of this designation, Station Square East and West Plaza will replace the existing pedestrian overpass with an enhanced (10-foot high by 30-foot wide) pedestrian overpass and a green, terraced plaza/amphitheater. Harford County requests that MDOT program initial funding for the required environmental and engineering analysis of underground conditions, including hazardous material, ground water elevation and storage tank removal on the Exxon Gas Station site. This will help determine additional design and cost aspects of construction of the underpass.



PRIORITY # 13

MD 23 @ MD 146/MADONNA ROUNDABOUT

CATEGORY - CAPACITY

ESTIMATED CONSTRUCTION COST - \$1,200,000



This intersection currently operates as a four-way stop controlled intersection. A roundabout allows a higher throughput than a four-way stop controlled intersection and is therefore more efficient. Harford County requests that MDOT program funding to acquire right-of-way, design, and construct a roundabout at this intersection.



PRIORITY # 14

MD 23 @ MD 165

CATEGORY - SAFETY/OPERATIONS

ESTIMATED CONSTRUCTION COST - \$500,000



Left turning vehicles block the entire southbound movement at this intersection. A left turn lane would alleviate the backups at this intersection. Harford County requests that MDOT program funding to acquire right-of-way, design and construct this improvement.



PRIORITY # 15

BEL AIR CIRCULATION IMPROVEMENTS

CATEGORY - SAFETY/OPERATIONS

ESTIMATED CONSTRUCTION COST - \$3,000,000



This improvement eliminates the redundant movement and closes two-way traffic on Baltimore Pike from South Bond Street to Hays Street. The one-way pairs system will begin at Hays Street instead of at Bond Street. The Hays Street/Business US 1 intersection will feature a double-right turn onto Business US 1 and a single left turn. The George Street/Churchville Road intersection will be reconfigured to provide better sight distance for vehicles merging onto Churchville Road.

100 Feet



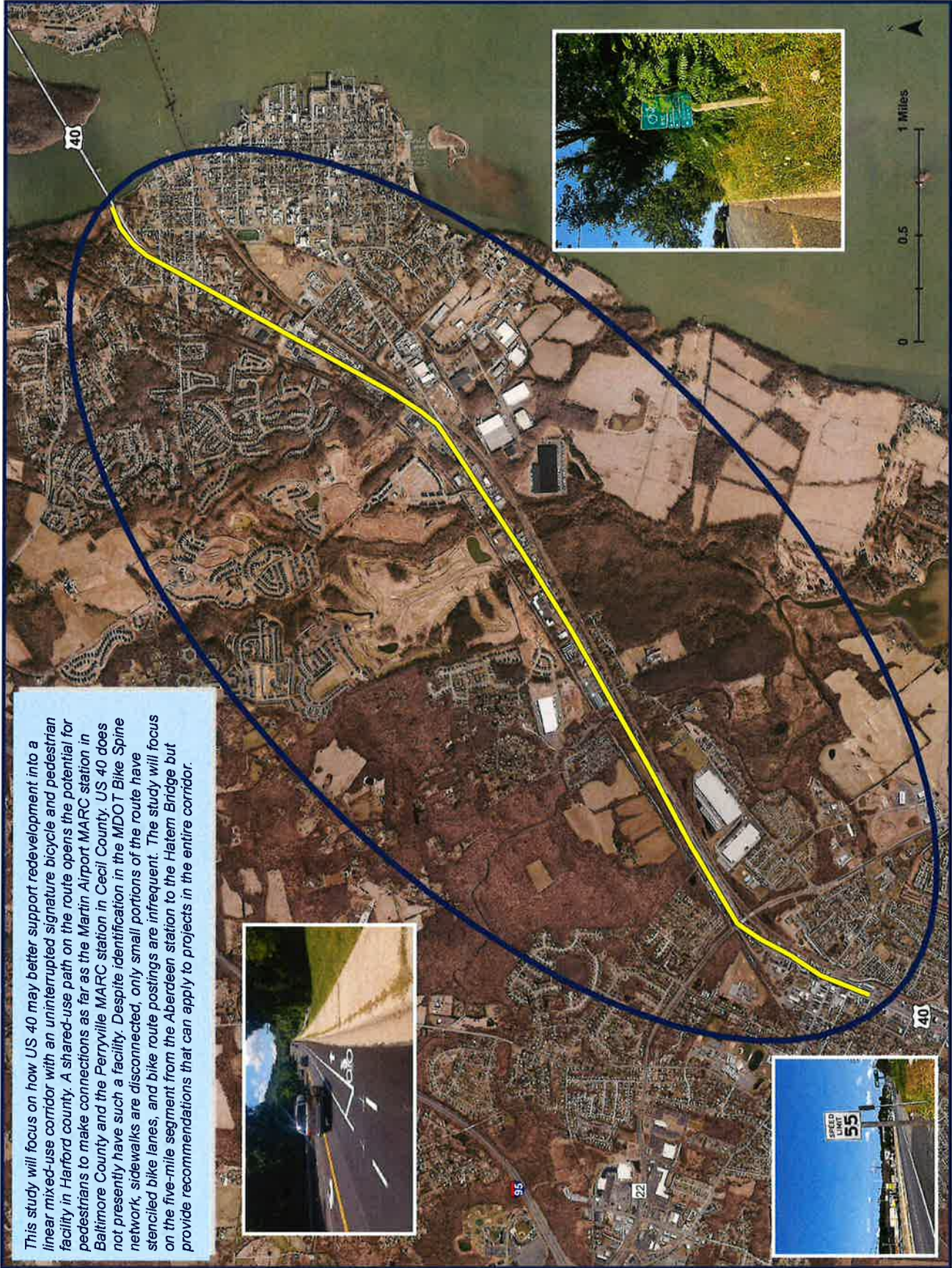
PRIORITY # 16

US 40 @ SHARED USE PATH

CATEGORY - BICYCLE/PEDESTRIAN

ESTIMATED CONSTRUCTION COST - \$1,731,939 (per mile)

This study will focus on how US 40 may better support redevelopment into a linear mixed-use corridor with an uninterrupted signature bicycle and pedestrian facility in Harford county. A shared-use path on the route opens the potential for pedestrians to make connections as far as the Martin Airport MARC station in Baltimore County and the Perryville MARC station in Cecil County. US 40 does not presently have such a facility. Despite identification in the MDOT Bike Spine network, sidewalks are disconnected, only small portions of the route have stenciled bike lanes, and bike route postings are infrequent. The study will focus on the five-mile segment from the Aberdeen station to the Hatem Bridge but provide recommendations that can apply to projects in the entire corridor.



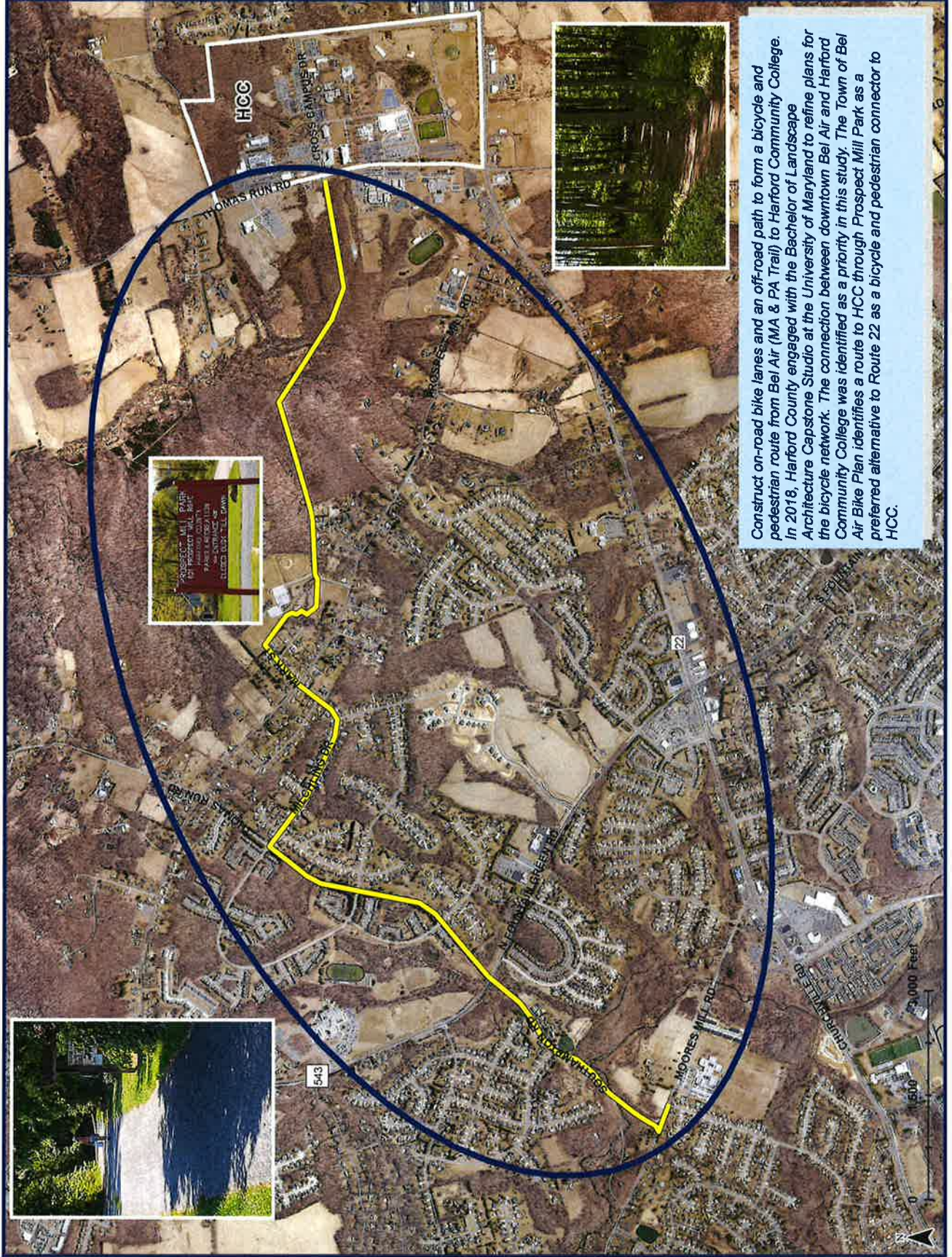


PRIORITY # 17

BEL AIR TO HCC TRAIL

CATEGORY - BICYCLE/PEDESTRIAN

ESTIMATED CONSTRUCTION COST - \$2,579,939 (per mile)



Construct on-road bike lanes and an off-road path to form a bicycle and pedestrian route from Bel Air (MA & PA Trail) to Harford Community College. In 2018, Harford County engaged with the Bachelor of Landscape Architecture Capstone Studio at the University of Maryland to refine plans for the bicycle network. The connection between downtown Bel Air and Harford Community College was identified as a priority in this study. The Town of Bel Air Bike Plan identifies a route to HCC through Prospect Mill Park as a preferred alternative to Route 22 as a bicycle and pedestrian connector to HCC.

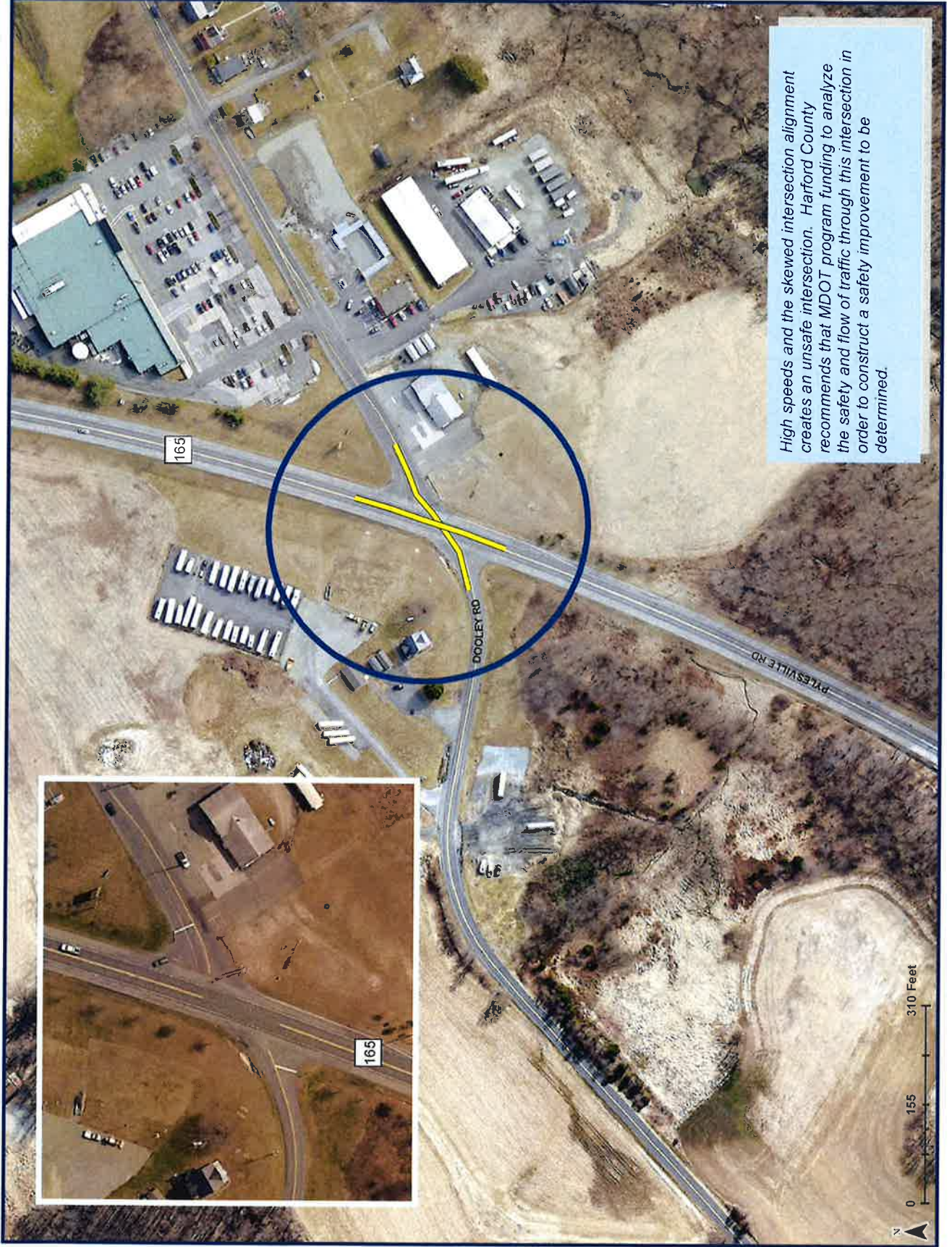


PRIORITY # 18

MD 165 @ DOOLEY ROAD

CATEGORY - SAFETY/OPERATIONS

ESTIMATED COST - \$50,000



High speeds and the skewed intersection alignment creates an unsafe intersection. Harford County recommends that MDOT program funding to analyze the safety and flow of traffic through this intersection in order to construct a safety improvement to be determined.