



KEVIN KAMENETZ
County Executive

October 20, 2016
REVISED

Honorable Pete K. Rahn, Secretary
Maryland Department of Transportation
7201 Corporate Center Drive
P.O. Box 548
Hanover, Maryland 21076

Dear Secretary Rahn:

On behalf of the citizens of Baltimore County, I thank the staff of the Maryland Department of Transportation for your continued consideration of our transportation priorities. The Baltimore metropolitan region is now the fifth most congested in the country, and it is inhibiting the growth of our local economy. Researchers indicate that traffic congestion will only get worse in the next twenty years. We need a comprehensive regional transit system that will support our local economy and accommodate future growth in a safe and reliable manner.

It is estimated that each State dollar invested in the Baltimore region will reach more than 25% of the State's population. In last year's annual priority letter, I advocated that a cost analysis be undertaken to include the average daily trips (ADT) to be accommodated for each State dollar of investment for transportation improvements. Since then, the Maryland General Assembly adopted legislation that requires MDOT to rank large transportation projects according to environmental, capacity and economic development factors. This reasoned, non-binding analysis should help guide the Department in making wise investment choices of limited capital dollars.

For these reasons, I am requesting the following transportation priorities be considered as part of the FY 2017 - FY 2022 Consolidated Transportation Program (CTP), to ensure that Baltimore County and the entire Baltimore region have the transit solutions necessary to promote economic growth and enhance the quality of life for our communities.

Commuter Mass Transit Alternatives - Baltimore Region

The State has begun a much-needed review to upgrade the region's bus system, and we look forward to learning more details about how this effort might improve on-time performance, reliability and passenger comfort. As suggested last year, the MTA should acquire mobile applications that allow all system riders (bus and rail) a real-time view of the arrival times, as well as on-board wi-fi access.

While potential improvements to the bus system will benefit existing riders, we also believe that a comprehensive mass transit strategy must attract new riders – those choice riders who must be persuaded to give up their use of automobiles - if we truly want to relieve gridlock in our region.

The idea of attracting choice riders to mass transit is not a new concept. The State accepted responsibility for providing our region with rail mass transit 45 years ago, and Baltimore County has benefitted from construction of terminus stations for both the Metro and Light Rail systems. This shared vision also offered hope that reliable and efficient transit to connect east-west commuters through the region would become a reality, which the Red Line offered as the consensus solution by local, state and federal partners.

Notwithstanding the Governor's decision to abandon the Red Line, it is imperative that an east/west plan be developed that will address the transit needs of these choice riders. Such discussion should include consideration of a rail or rapid bus transit link starting from Woodlawn, which is home to more than 10,000 employees of the Social Security Administration, the Centers for Medicare and Medicaid Services, and the FBI. Woodlawn provides easy access to I-695 and I-70, along with an existing park and ride lot, with right-of-way access already leading into the City. This line should extend to an expanded Lexington Market transit hub, where it could join the existing Metro and Light Rail systems as transfer points. This concept represents a major opportunity to increase transit accessibility to a high volume of commuters in search of alternative transportation options. It could also mitigate the downtown tunnel cost that appeared to impact the State's decision on the Red Line.

Economic Development Related Traffic Improvements

Owings Mills

- Funding of the long-planned interchange on Northwest Expressway (I-795) at Dolfield Boulevard remains a top County priority, as it will alleviate traffic congestion due to increased economic development in the area associated with the Metro Center transit-oriented development (TOD) and Foundry Row (Wegmans) retail and office center. Baltimore County previously has demonstrated its support by providing \$1.5M in planning and acquisition money to the State for the interchange, as well as completion of the \$6M Dolfield Boulevard improvements. This priority has the support of the Owings Mills Corporate Roundtable, comprised of the region's major employers, including CareFirst and T. Rowe Price, as well as the developers of major job producing projects situated on Red Run Boulevard.
- Recently approved State road improvements at Reisterstown Road (MD 140) and Painters Mill Road has the support of County government and we urge continuation of funding to completion.

Sparrows Point

Baltimore County is excited that its vision for the future of Sparrows Point is being embraced by Trade Point Atlantic. The plan incorporates the highest and best use of this unique asset: 3,100 acres of industrial zoned land, with access to deep water port channel, two interstate highways and two rail lines. We once again urge the State to invest in certain infrastructure improvements to facilitate implementation of the plan. State infrastructure investment to support the Port of Baltimore and Trade Point Atlantic will result in a generation of new jobs for the region.

- The construction of a full interchange at I-695 and Exit 44 (Broening Highway) would maximize the potential redevelopment activities at Trade Point Atlantic, would allow for truck avoidance of the toll plaza, and would reduce truck traffic that impacts residential communities on Dundalk and Holabird Avenues.
- Several bridges are in danger of closure due to lack of maintenance, and without rehabilitation present an impediment to the success of the Trade Point Atlantic project:
 - ✓ MD 151 over Wharf Road and Industrial Railroad (Bridge No. 0309900)
 - ✓ MD 157 over Ramps to I-695 (Bridge No. 0330900)
 - ✓ Wharf Road Ramp over Wharf Road
 - ✓ Wharf Road over Baltimore Industrial Railroad (Bridge No. 0335100)

White Marsh/Middle River

- Designation of the AV Williams property and the former federal depot site adjacent to the Middle River MARC Train Station as a transit-oriented development project would stimulate the economy creating retail, residential and transportation opportunities for that area.
- Funding for street improvements on Philadelphia Road (MD 7) including, widening and raising of the road from Mohrs Lane to Campbell Boulevard is needed. This roadway improvement will increase traffic capacity and roadway safety for the future Campbell Boulevard extension. This future 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, there is no east to west access from Pulaski Highway between Middle River Road and MD 43.

Community Development – Streets, Streetscape and Sidewalk Improvements

There are a number of minor transportation projects that can inject new opportunities for older business communities.

- **Kenwood Avenue Sidewalk from Lillian Holt Road to Hazelwood Avenue**

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. Completion of Kenwood Avenue sidewalk would enhance pedestrian safety for Overlea High School.

- **Frederick Road MD 144 (Frederick Road from Prospect Avenue to Briarwood Road)**

Local residents and property owners have been discussing 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 been purchased and a new

streetscape could leverage/encourage reinvestment into this building and others along this section of the corridor.

- **Eastern Avenue MD 150 (Mace Avenue to MD 702)**

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.

I also attach transportation related requests from two Councilmembers for your consideration.

Thank you for this opportunity to present Baltimore County's transportation priorities in the FY 2017-FY 2022 CTP.

Very truly yours,


Kevin Kamenetz
Baltimore County Executive

KK:yw

Attachments

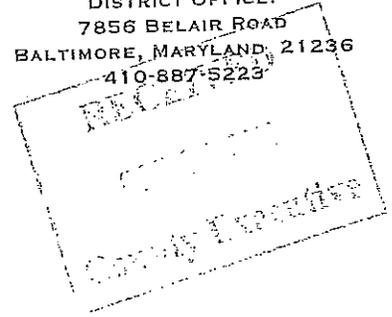
cc: Honorable Larry Hogan, Governor
Honorable Thomas V. Mike Miller, Jr., Senate President
Honorable Michael E. Busch, Speaker of the House
Baltimore County Senate and House Delegation
Baltimore County Council
Fred Homan, Administrative Officer, Baltimore County
Steve Walsh, Director, Baltimore County Department of Public Works



COUNTY COUNCIL OF BALTIMORE COUNTY
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County Executive Kevin Kamenetz
400 Washington Ave
Old Court House Mezzanine
Towson, Maryland 21204

County Executive Kamenetz,

I would like to identify three priorities for the State Highway Administration (SHA) to consider during the annual Consolidated Trust Program meeting with the County Council on October 20, 2016. The First priority is for a Trans Oriented Development (TOD) to be looked at again for the Depot project Adjacent to the Middle River Marc Station.

The second priority is for SHA to turn on the blinking light at Crossroads I-95 at Route 43 in Middle River. I would like the light to be turned on immediately as the blinking light has caused several accidents and traffic congestion. Also the Greenleigh project will be breaking ground in the area soon. The project will only add to the current traffic issues as more people and constructions trucks will be in the area for the project. I consider the current situation of only a blinking light to pose a threat to public safety and would like to see that light tuned on.

The third priority I would like SHA to consider concerns widening the road on Philadelphia Road from Mohrs Lane to Campbell Boulevard. This area is in need of road improvements and widening, as many new retailers are in the area and widening the road will help to ease traffic congestion.

I want to thank you for consideration of these priorities and I look forward to working with you and the Maryland Department of Transportation to ensure these priorities are completed.

Regards,



Cathy Bevin

Councilwoman Cathy Bevin



COUNTY COUNCIL OF BALTIMORE COUNTY
COURT HOUSE, TOWSON, MARYLAND 21204

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October 14, 2016

The Honorable Kevin Kamenetz
County Executive, Baltimore County
Historic Courthouse
400 Washington Avenue
Towson, MD 21204

Re: Request Regarding Baltimore County List of Priorities from the Third District

Dear County Executive ~~Kamenetz~~, *Kevin*,

I am writing you today concerning two issues which I am requesting that you place on Baltimore County's list of priorities to be sent to the Maryland Secretary of Transportation for this coming year. I am formally asking first, that York Road from McCormick to Phoenix road be relocated and second, that a streetscape project for the portion of York Road that comprises Old Cockeysville be included on this list.

Concerning the relocation of York road, the Hunt Valley/Sparks business community continues to be a vital part of Baltimore's economic base. However, the economic growth of this area is stifled by the unsafe and inadequate section of York Road from McCormick to Phoenix Roads.

During the most recent CZMP process, it became very clear to me that this section of road which serves the part of the Sparks set aside for commercial/industrial development must be significantly improved for the area to continue to prosper.

For some background on this issue, in the early 1990s the State Highway Administration, realizing the importance of resolving the York Road issue, made recommendations in the form of three possible alternatives to address this concern. The first was the construction of an I-83 interchange between the Shawan Road and Belfast Road interchanges. This option was rendered moot with construction of an office building on the footprint of the proposed interchange.

The other two options were the relocation of this section of York Road. One option would be to relocate York road to the east of the present road, and the last option would have relocated York road to the west. Unfortunately, these options were eliminated as well, with the rezoning and subsequent construction of homes on the properties needed for each relocation.

EXECUTIVE OFFICE

19 OCT '16 PM 2:17

While these proposals are no longer practical, the problem continues to worsen year after year. I am writing today to resurrect the vital and necessary proposal of relocating York Road. Please include the relocation of this section of York Road as a Baltimore County priority. I am enclosing a copy of the west side relocation proposal with an alternative proposal from the Sparks Glencoe Community Council.

In my discussions with area residents and business leaders, widening of this section of York Road would be undesirable. Relocation is the solution.

A second priority that I am requesting to be included on this list is a streetscape project for the section of York Road in "old" Cockeysville, from the bridge over Beaver Run to Cockeysville Road.

As you know, Cockeysville is going through a period of transition. At one time, it was a small town with tremendous character, which grew into a major destination for antiquing. In fact it was popularly known for some time as Antique Row, and this moniker is still commonly and fondly used. However, today, few antique shops remain. But the potential for Cockeysville has never been higher. A streetscape project will have the effect of re-establishing this area as a town center with restaurants and small local businesses. 'Old' Cockeysville could be on the verge of a 'new' renaissance, but that is only possible if the area is visually improved with this streetscape project.

A secondary benefit of the proposed streetscape along this stretch of York Road would be its influence on traffic patterns. My office routinely receives calls requesting traffic management along this section of York Road. A streetscape would potentially serve as a form of traffic calming, as cars would slow down when passing by this streetscaped portion of the road.

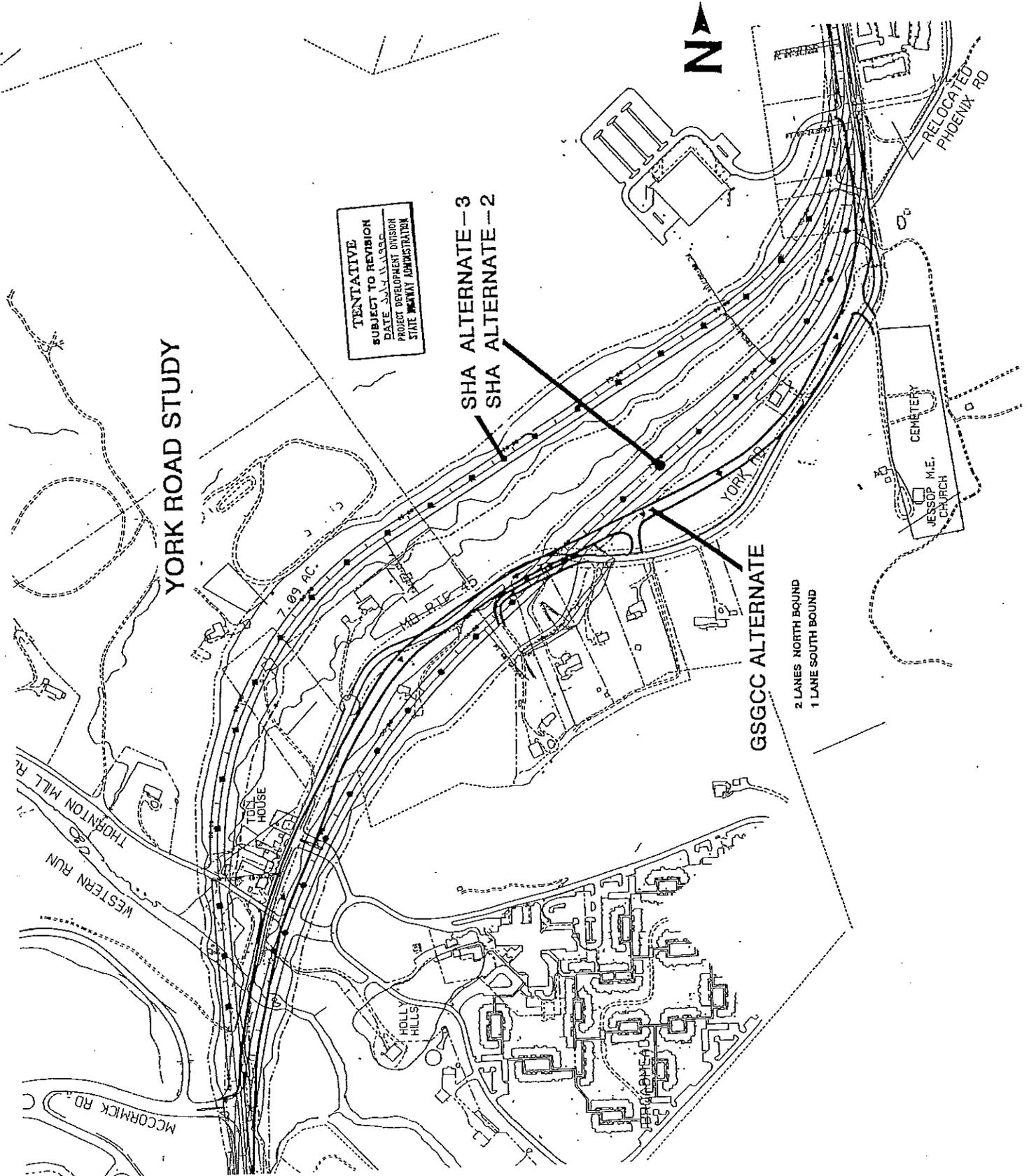
Thank you very much for considering adding these two projects as priorities for Baltimore County. Each will result in economic growth in these areas.

Sincerely,

A handwritten signature in cursive script that reads "A. Wade Kach".

Councilman Wade Kach
Baltimore County Council – District 3

Cc: The Honorable Governor Lawrence J. Hogan, Jr
MD Secretary of Transportation Pete K. Rahm
MD State Highway Administrator Gregory C. Johnson
Baltimore County Economic Development Commission
Hunt Valley Business Association



TENTATIVE
 SUBJECT TO REVISION
 DATE 3.11.1988
 PROJECT DEVELOPMENT DIVISION
 STATE HIGHWAY ADMINISTRATION

YORK ROAD STUDY

SHA ALTERNATE-3
 SHA ALTERNATE-2

GSGCC ALTERNATE

2 LANES NORTH BOUND
 1 LANE SOUTH BOUND



RELOCATED
 PHOENIX RD

CEMETERY
 JESSOP M.E.
 CHURCH

TODAY'S
 HOUSE

HOLLY
 HILLS

WESTERN RUN
 THORNTON MILL RD

MCCORMICK RD

YORK RD

7.89 AC.