



JOHN A. OLSZEWSKI, JR.
County Executive

January 14, 2019

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

RE: **Revised** Baltimore County Transportation Priorities

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.

This letter revises and clarifies the November 14, 2018 letter sent by County Executive Mohler.

The Baltimore metropolitan region is now the fifth most congested in the country, and it is inhibiting the growth of our local economy. The traffic congestion will only get worse in the next several years. We need a comprehensive regional transit system that will support our local economy and accommodate future growth in a safe and reliable manner.

As such, I am requesting the following transportation priorities be considered as part of the FY 2019 – FY 2024 Consolidated Transportation Program (CTP).

Commuter Mass Transit Alternatives – Baltimore Region

We request that the MDOT study a comprehensive plan that crosses jurisdictional lines, cuts commute times and provides safe, reliable and efficient transportation facilities connecting our region's over 2,000,000 residents to their jobs and their families in the world class manner we all agree they deserve. The focus should be on the bus routes and rail services.

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Economic Development Related Traffic Improvements

(Owings Mills) Northwest Expressway (1-795) at Dolfield Boulevard Interchange

Funding of the long-planned interchange on Northwest Expressway (1-795) 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 property 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 and Dolfield Boulevard.

(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.

A full interchange at 1-695 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 impacting residential communities on Dundalk Avenue and Holabird Avenue.

(White Marsh/Middle River) A Transit Oriented Development designation of the AV Williams property and the former federal depot site adjacent to the Middle River MARC Train Station would stimulate the economy creating retail, residential and transportation opportunities for the area. Relocation of the Martin MARC Station to the Federal Depot site or the east side of MD 43 will accelerate these opportunities.

(White Marsh/ Middle River) Philadelphia Road (MD-7) at White Marsh Boulevard (MD 43)- Eastbound connection

Add a ramp which would allow access from Philadelphia Road (MD 7) to eastbound White Marsh Boulevard (MD 43). This project would help with the failing intersections at Philadelphia Road/ Ebenezer Road, Philadelphia Road/Middle River Road, and Route 40/Ebenezer Road, the anticipated congestion associated with Campbell Blvd Extended when Mohrs Lane Bridge is completed, and would improve emergency response from the newly relocated Volunteer Fire Station. This is supported by the Middle River Growth Area roundtable and the Essex Middle River Civic Council.

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(White Marsh) Philadelphia Road (MD 7)- Mohrs lane to Campbell Boulevard

Roadway improvements including widening and raising of the road is needed for increased 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-west access from Pulaski Highway between Middle River Road and MD 43.

Safety and Traffic Capacity Improvements

(Towson) York Road- Cross Campus to Burke

York Road (MD-45) is a critical artery serving the greater Towson area. Large businesses and institutions like UMMS/St. Joseph's and Towson University are connected to downtown Towson by York Road. It also provides access to a number of local communities, and businesses such as the \$350 million mixed-use development, Towson Row. We are requesting multi-modal enhancements such as an off-road shared pedestrian/bicycle path along York Road from Cross Campus Drive to Burke Avenue and intersection improvements at York Road and Burke Avenue.

(Hunt Valley/ Loveton Farms) - Realignment of Ashland/Paper Mill Road

With increased redevelopment activity in the area and long standing peak hour traffic delays, the State should consider realigning Ashland Road from its current intersection with York Road to be across from Shawan Road to reduce peak hour delays and improve safety.

(Hunt Valley/ Loveton Farms) - York Road realignment- Shawan to Phoenix

There have been long standing safety concerns with the two lane curved section of York road between Shawan road and Phoenix road. The State should consider a feasibility study of the realignment and widening of road in this area for increased capacity and safety, and evaluate possible developer participation in the study.

(Overlea) Kenwood Avenue (MD -588) Roadway Improvements - Lillian Holt to Hazelwood

The County portion of Kenwood Avenue has been completed for many years. The State's portion of Kenwood Avenue has not been completed. Completion of Kenwood Avenue improvements, including sidewalks, would enhance pedestrian safety for Overlea High School.

Finally, we understand that the State is no longer funding streetscape projects. In Baltimore County, there are a number of minor streetscape projects that could inject new opportunities for older business communities should the State decide to refund this type of project and we ask for a chance to partner and identify suitable projects.

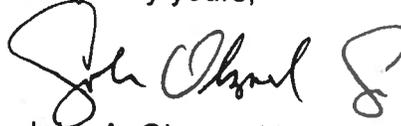
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Thank you for this opportunity to present you with Baltimore County's revised transportation priorities in the FY 2019 – FY 2024 CTP.

Very truly yours,



John A. Olszewski, Jr.
Baltimore County Executive

JAO/SW/dmk

cc: Honorable Lawrence J. Hogan, Governor
Honorable Thomas V. Mike Miller, Jr., President of the Senate
Honorable Michael E. Busch, Speaker of the House
Honorable Chairs and Members of the
Baltimore County Senate and House Delegations
Honorable Chair and Members of the Baltimore County Council
Patrick Murray, Chief of Staff Baltimore County
Drew Vetter, Deputy Administrative Officer, Baltimore County
Charles Conner, Chief Legislative Officer, Baltimore County
Steve Walsh, Director Public Works Baltimore County
Will Anderson, Director of Economic and Workforce Development Balt Co
Jeff Mayhew, Acting Director Department of Planning Baltimore County
