

HARFORD
COUNTY



BALTIMORE
METROPOLITAN
COUNCIL

Concept Plan for

Bicycle AND Pedestrian

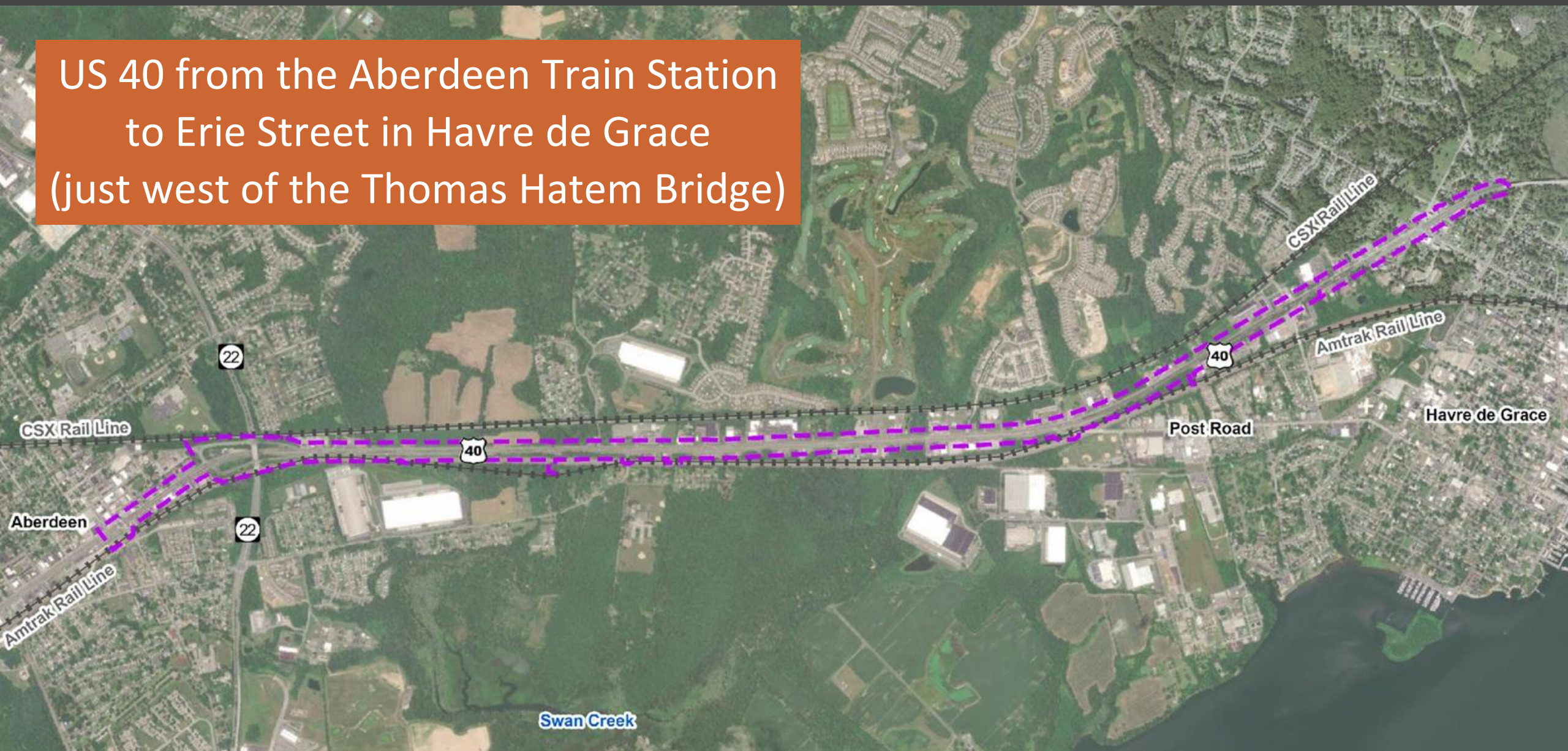
Improvements along US 40 (Aberdeen to Havre de Grace)



BRTB Technical Committee
May 2, 2023

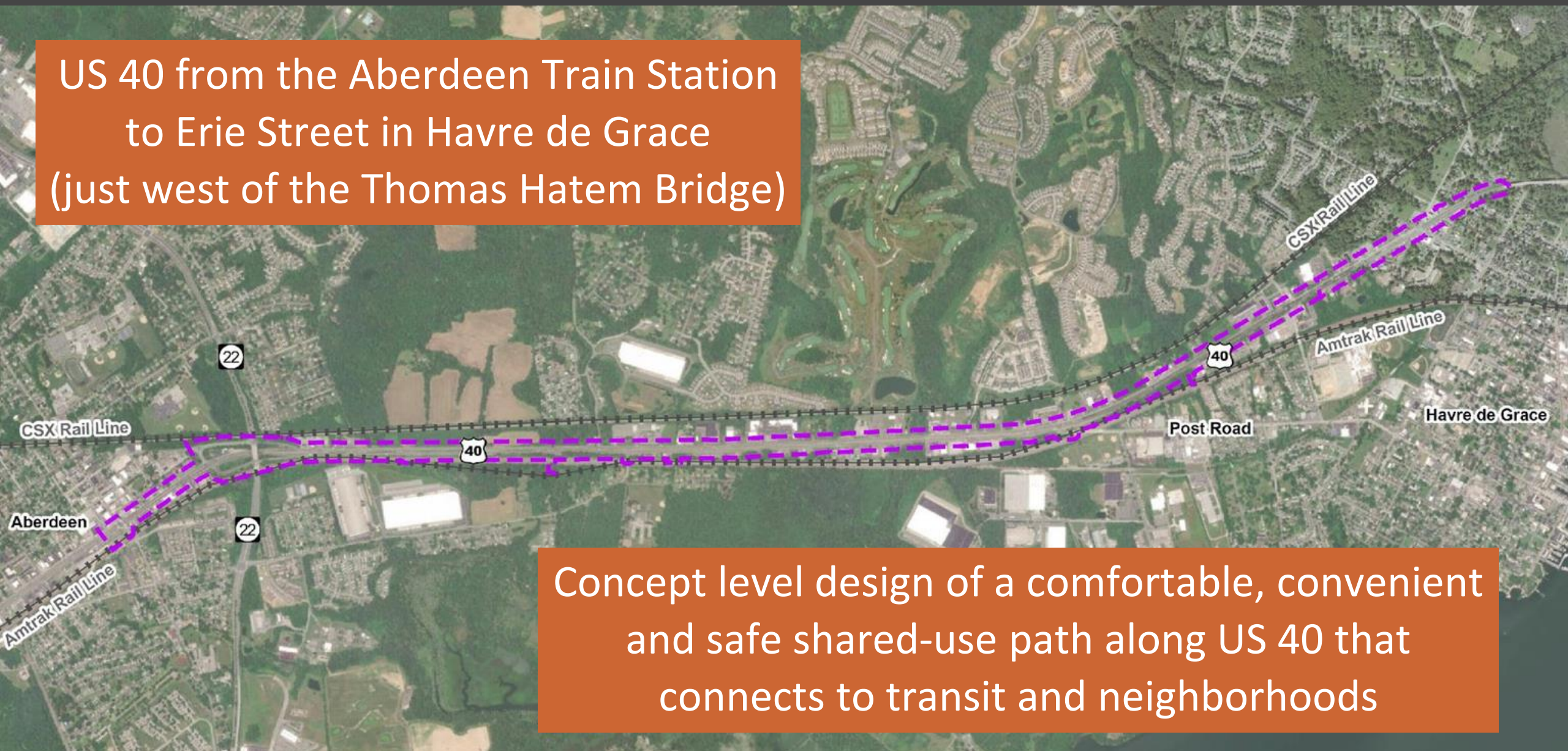
Project Overview and Purpose

US 40 from the Aberdeen Train Station
to Erie Street in Havre de Grace
(just west of the Thomas Hatem Bridge)



Project Overview and Purpose

US 40 from the Aberdeen Train Station
to Erie Street in Havre de Grace
(just west of the Thomas Hatem Bridge)



Concept level design of a comfortable, convenient
and safe shared-use path along US 40 that
connects to transit and neighborhoods

Existing Conditions



West of Robin Hood Road, looking east



East of Aberdeen Train Station, looking east



MD 22 overpass, looking east



East of Lewis Lane, looking west

22

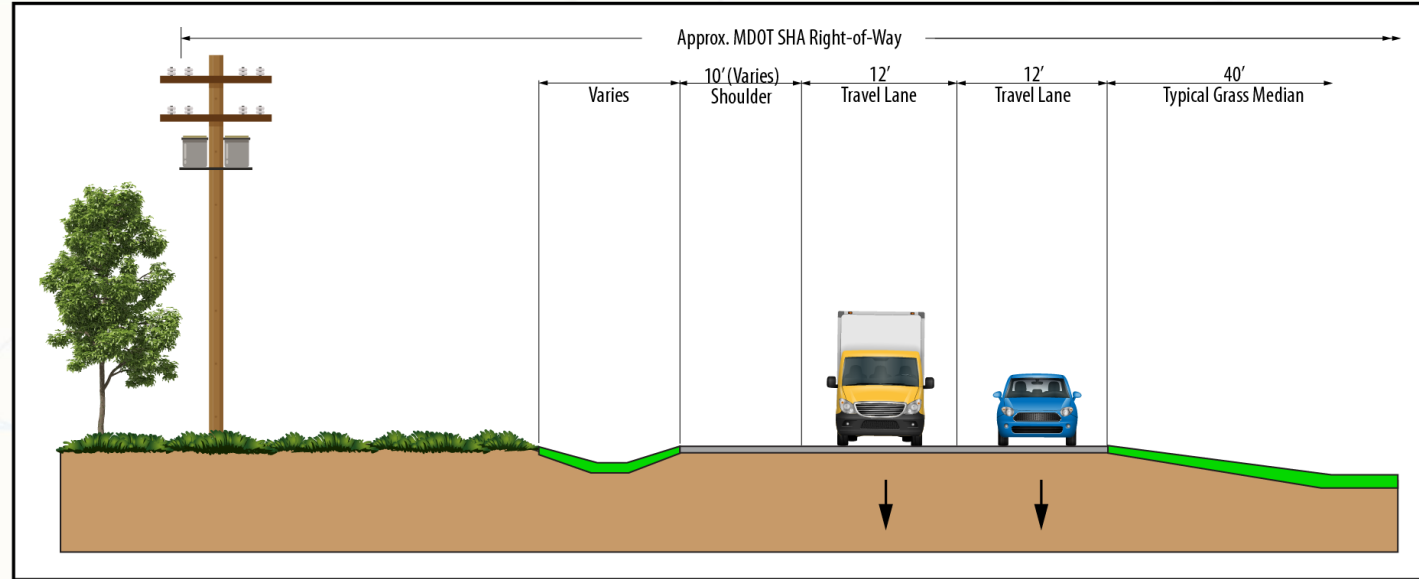
Concept Design Overview

- Planning-level; no detailed topographic survey information was obtained
- Recommended 10 foot width, paved and separated from the roadway
- All curb ramps would meet ADA standards
- All pedestrian signals would be upgraded with audible signals and countdown displays
- Eastern terminus at Erie Street (just west of the Hatem Bridge) instead of at the Hatem Bridge

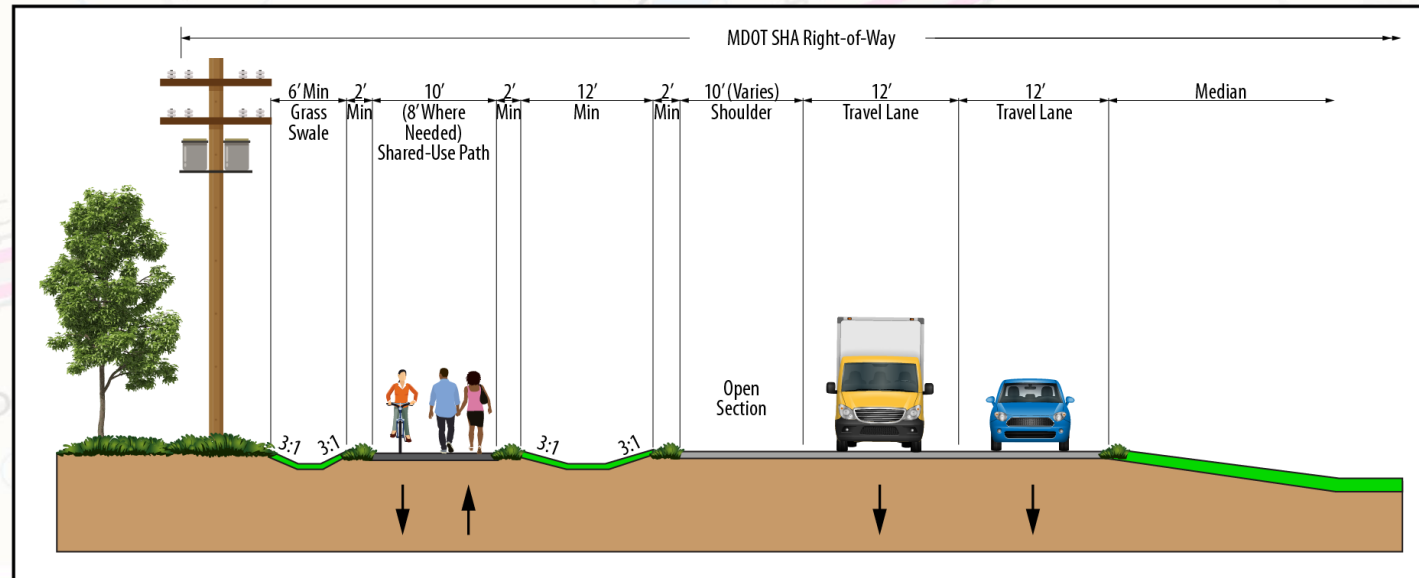


Typical Section Example

Existing



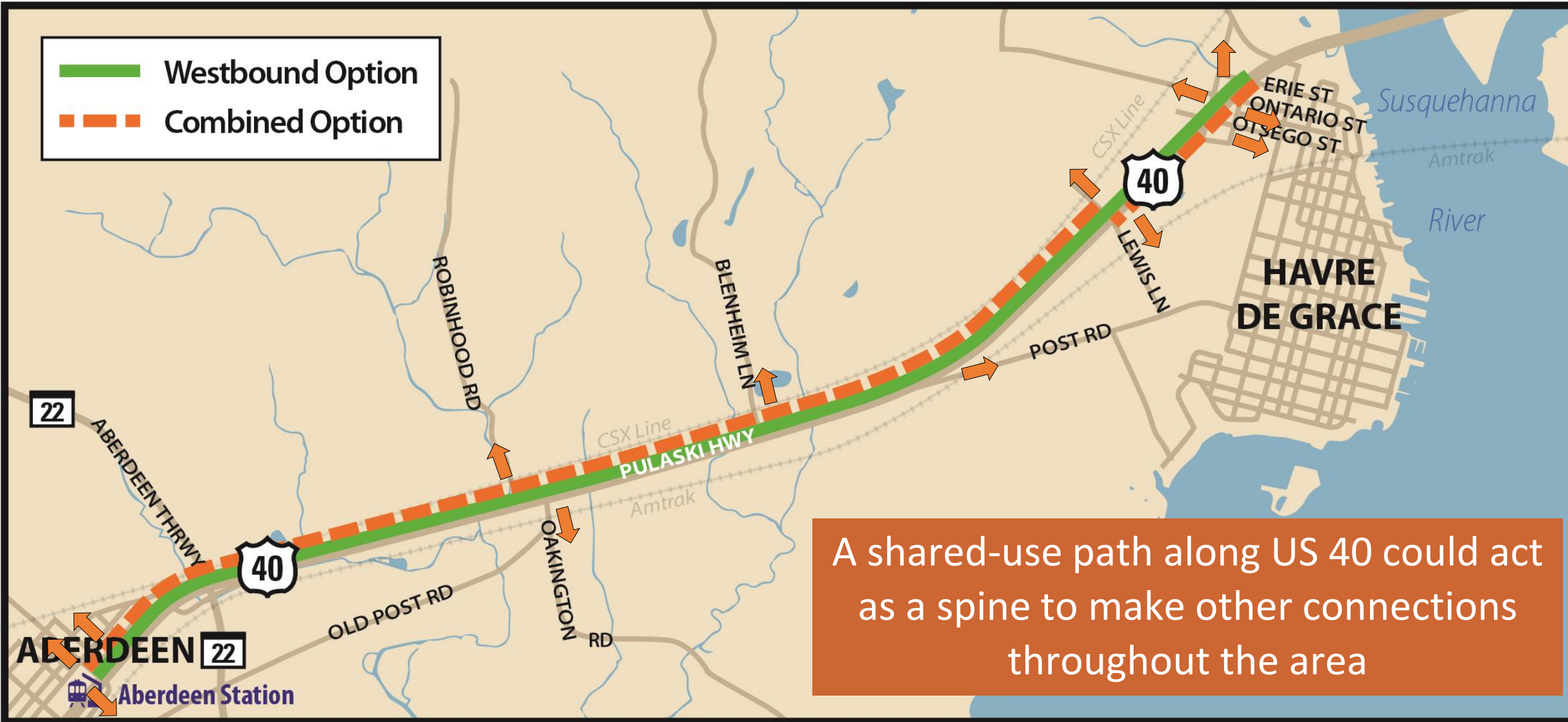
Proposed

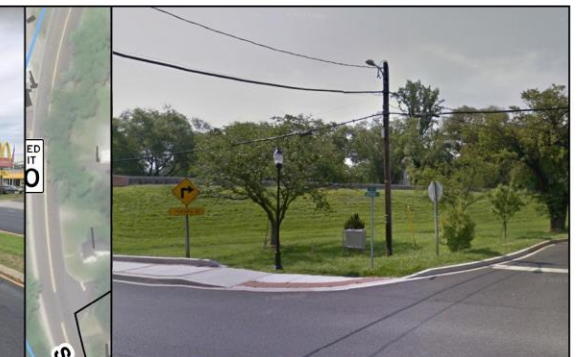
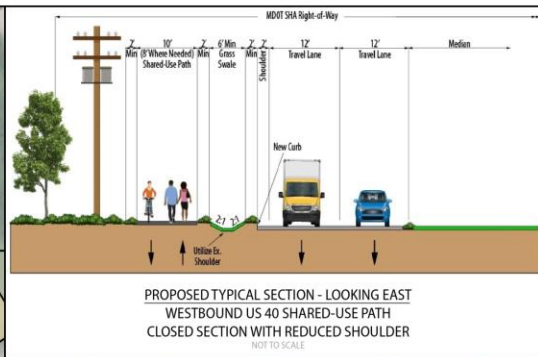
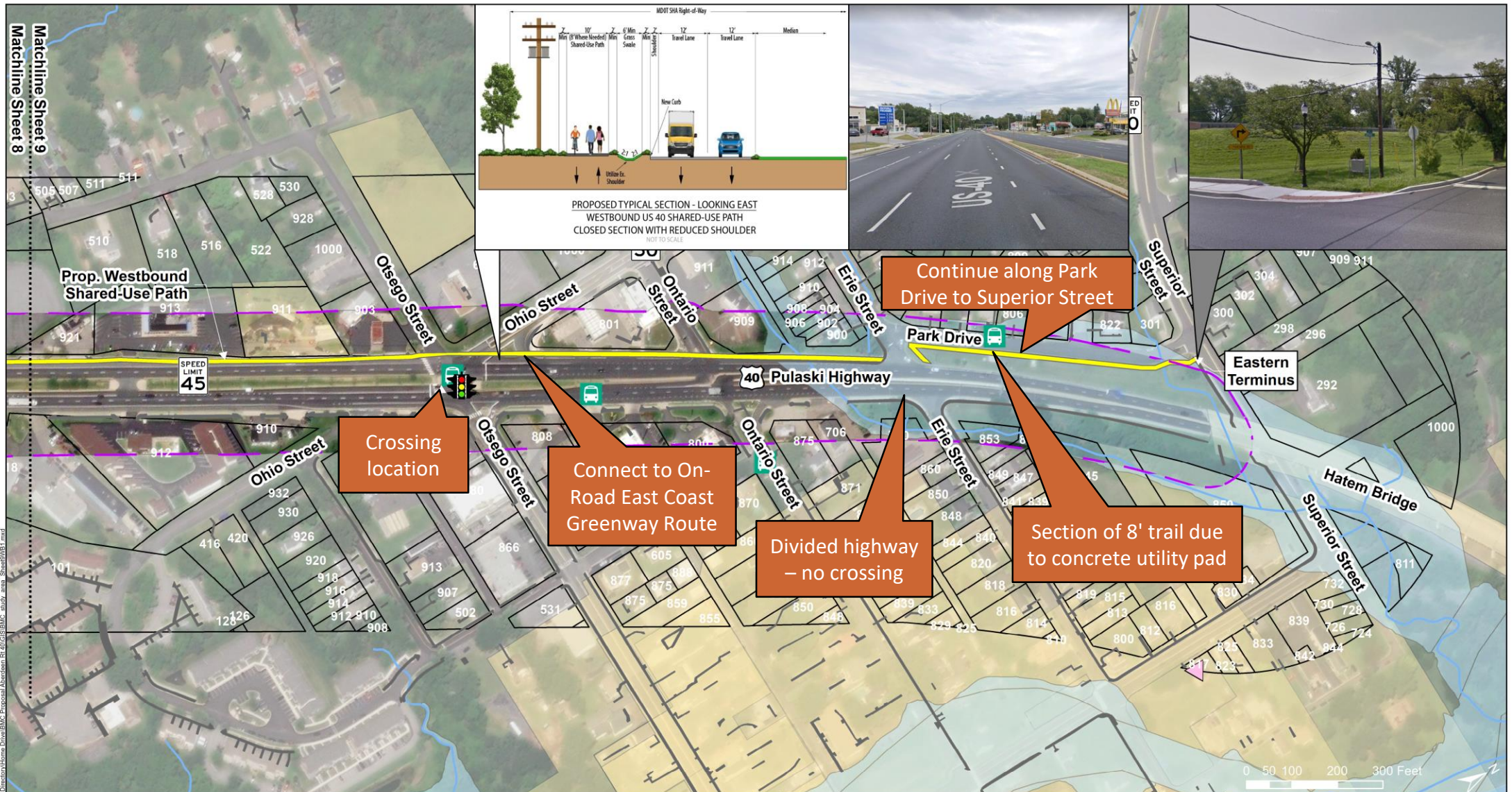


Preferred Concepts



Preferred Concepts (cont.)





Concept Plan for
Bicycle AND Pedestrian
Improvements along US 40 (Aberdeen to Havre de Grace)

Westbound Shared-Use Path
Sheet 9 of 9
December 2022

BALTIMORE METROPOLITAN COUNCIL
AECOM

- - - US 40 Study Area
 ■ Sidewalks
 ■ Historic Districts
 ■ Shared-Use Path
 ■ Parcels
 ■ School
 ■ Library
 ■ Police Station
 ■ Fire Station
 ■ Hospital
 ■ Wetland
 ■ Streams/Rivers
 ■ Use of Existing Sidewalk
 ■ Train Stop
 ■ Bus Stop
 ■ Railroad
 ■ Signalized Intersection
 ■ 100 Year Floodplain

Note: Each driveway and entrance crossing will require upgrades to be compliant with the Americans with Disabilities Act (ADA).
All data is from Harford County GIS Map Server & Maryland GIS Map Server



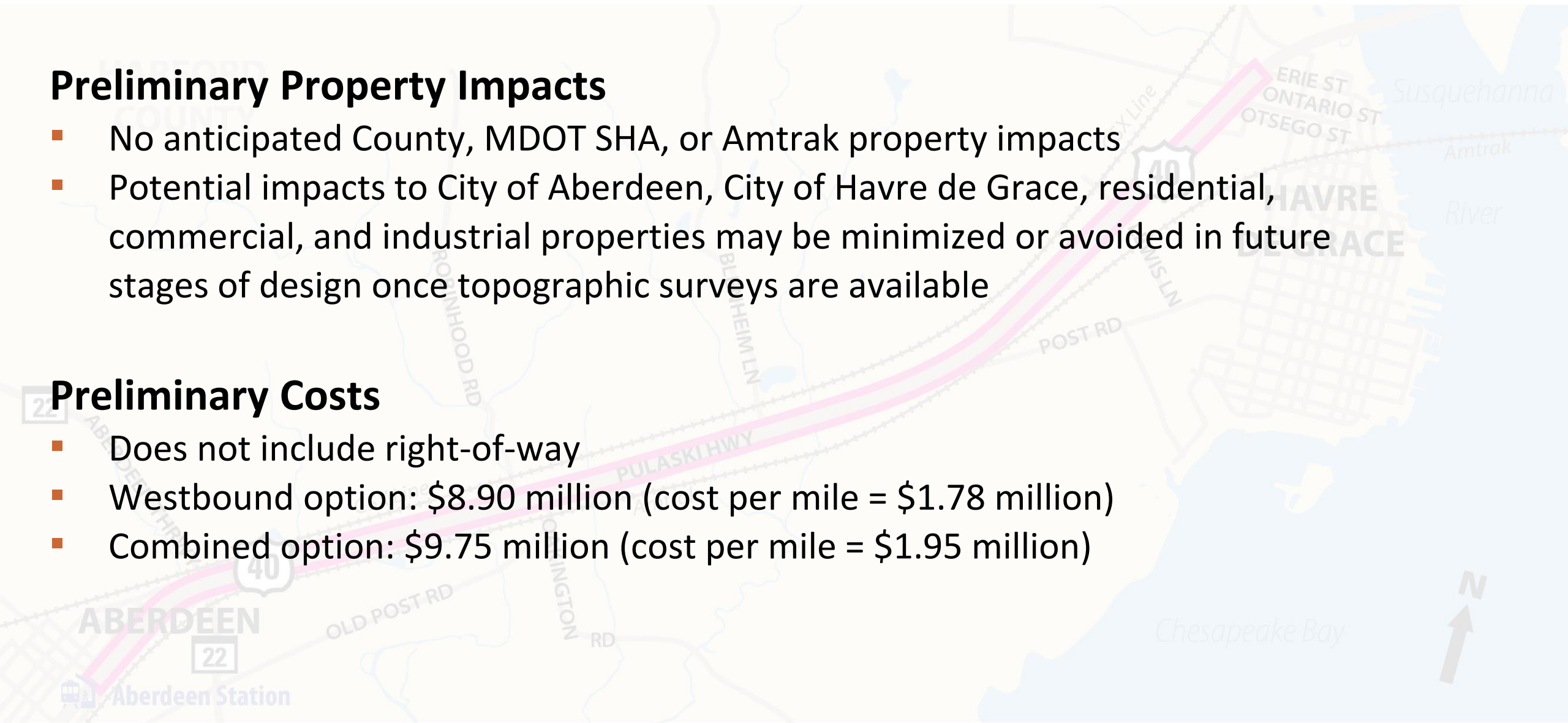
Preliminary Impacts and Costs

Preliminary Property Impacts

- No anticipated County, MDOT SHA, or Amtrak property impacts
- Potential impacts to City of Aberdeen, City of Havre de Grace, residential, commercial, and industrial properties may be minimized or avoided in future stages of design once topographic surveys are available

Preliminary Costs

- Does not include right-of-way
- Westbound option: \$8.90 million (cost per mile = \$1.78 million)
- Combined option: \$9.75 million (cost per mile = \$1.95 million)



Steering Committee

- October 13, 2022
- January 10, 2023
- April 20, 2023

Advisory Committee

- October 18, 2022
- January 12, 2023

Public Meetings

- November 2, 2022
- February 9, 2023

Public Feedback

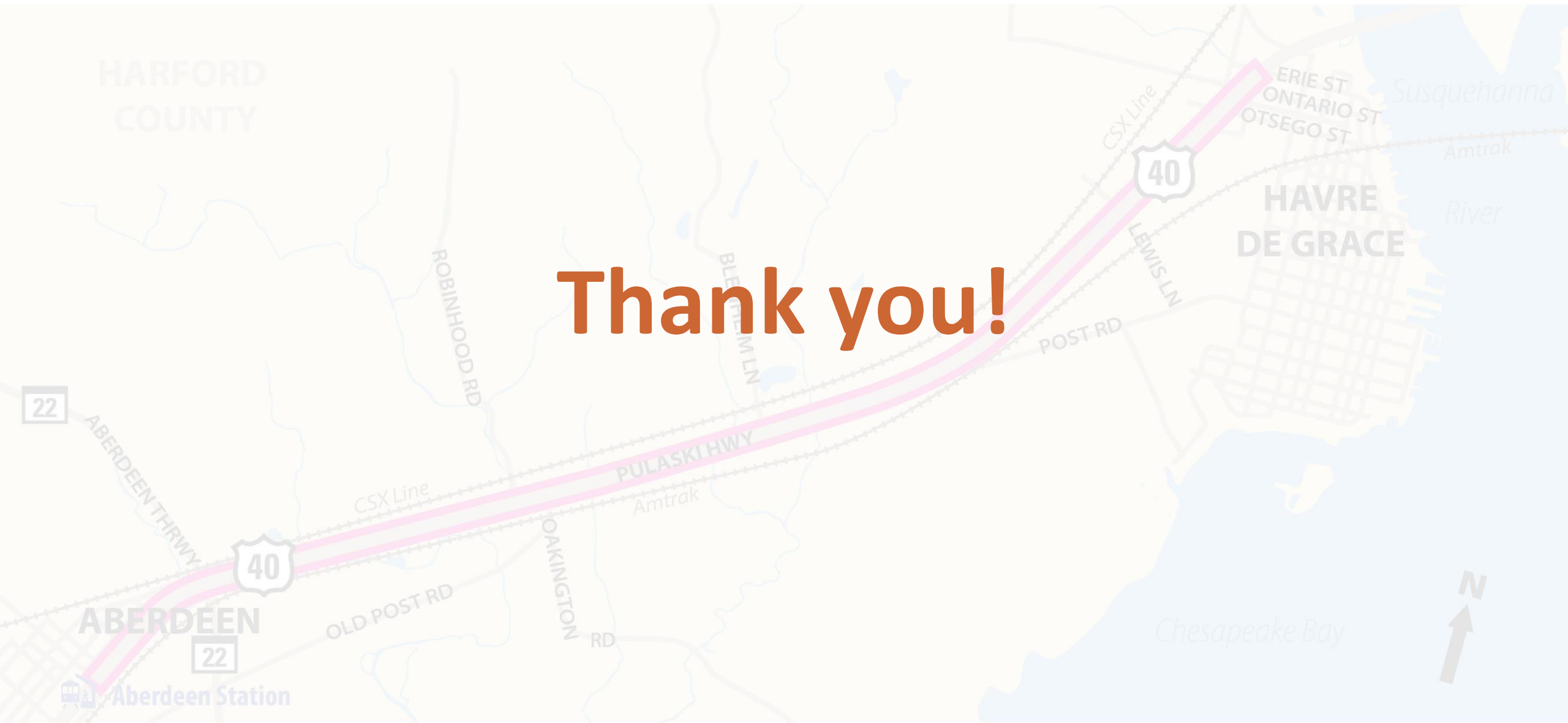
- Would you use a shared-use path along US 40?
 - **73% - Likely**
- Which shared-use path option do you prefer?
 - **69% - Combined Option** (partially Westbound Option/Eastbound Option)
- Users should be safely separated from US 40 traffic
- Important to provide safe pedestrian and bicycle crossings of US 40 at major intersections

Recommendations for Future Study

- The two preferred options are recommended to be carried forward into the next phase of design; additional information will be needed to fully consider the options
- Future phases of design will consider topographic survey, additional engineering details, and public comments regarding specific shared-use path alignments, impacts avoidance, maximizing the distance/offset from US 40, and connections to other facilities
- To help phase the design and construction, Harford County, Aberdeen, and Havre de Grace could identify "priority" segments for the shared-use path
- Recommendation for future studies to explore bicycle and pedestrian crossing opportunities across the Susquehanna River to improve regional connectivity and for connectivity of the East Coast Greenway

- Potential Grant Funding Opportunities
 - Federal and State Grant Opportunities
 - State Funding Programs
 - Public and Private Grant Opportunities
- Potential Wayfinding and Facility Branding Strategies
 - Potential East Coast Greenway Route
 - Enhance public support
- Opportunities to Guide the Development of the Facility
 - Harford County, Aberdeen, and Havre de Grace – “priority” segments
- Long-Term Maintenance Strategy
 - Local jurisdiction is typically responsible for maintenance of a shared-use path along a state roadway
 - Avoid deferred maintenance issues

Thank you!



For More Information

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