



07 Transportation

INTRODUCTION

This chapter discusses transportation infrastructure, development, and policies in support of the City's overall comprehensive plan goals and objectives. This chapter has been prepared consistent with the State of Maryland's Twelve Planning Visions. System preservation and continuous improvement to the City's transportation system is important to provide a safe, connected, and efficient transportation network to maintain sustainability and support existing and future land uses. Complete transportation systems provide mobility for the community in all modes of transportation.

GOALS AND OBJECTIVES

- 1. Continue to maintain existing transportation infrastructure in a state of good repair.**
 - Evaluate the existing transportation infrastructure and identify needs for ongoing maintenance and rehabilitation to address evolving traffic conditions.
 - After evaluation and identification of maintenance needs; prepare updates to the capital improvement program for budgetary purposes and review by City Council.
 - Collaborate with the Maryland Department of Transportation (MDOT) to ensure that Aberdeen's transportation priorities are included in the Statewide Transportation Improvement Program (STIP) and Consolidated Transportation Program (CTP).
 - Collaborate with Harford County Government to ensure that Aberdeen's transportation priorities are included in the annual Harford County Priority Letter to MDOT as well as included in the Baltimore Regional Transportation Board (BRTB) Long Range Transportation Plan
 - Review crash history and other data with the Aberdeen Police Department to identify safety improvements needed on existing roadways.
 - Continue to receive public input on the needs for continuous improvement to the transportation infrastructure throughout Aberdeen.
 - Continue to include landscaping for traffic calming measures and other amenities as part of transportation improvements.

- 2. Identify opportunities to provide additional multimodal connectivity.**
 - Develop a master plan for pedestrians, bicycles, and other non-motorized modes of transportation to provide safe, convenient, and accessible pathways to connect to the Main Street and Transit Oriented Development (TOD) areas.
 - Pursue Federal and State grant opportunities to enhance and revitalize the Aberdeen MARC/Amtrak Train Station and implement the TOD Master Plan.
 - Pursue Federal earmarks to complete the preliminary engineering design and geotechnical reports for the proposed TOD Station Square improvements that include removal of the pedestrian overpass and construct a pedestrian underpass that is ADA compliant.
 - Collaborate with MDOT MTA and Harford Transit to evaluate and refine transit services to the City, APG, and nearby areas, including the needs for paratransit service.
 - Collaborate with Harford County Government, Baltimore Metropolitan Council, and other municipalities to adopt the U.S. Route 40 Pedestrian and Bicycle Study.

- 3. Identify opportunities for connectivity between residential, commercial, and recreational nodes for pedestrians and non-motorized modes of transportation throughout Aberdeen.**
 - Develop a master plan to connect residential, commercial, and recreational nodes for pedestrians and non-motorized modes of transportation.
 - Develop a sidewalk master plan as part of the overall transportation master plan to identify gaps in the existing sidewalk network and places of interest for connectivity.
 - Identify locations for improving and prioritizing transportation connectivity between parks and recreational nodes with residential communities.
 - Utilize best practices to identify bicycle, pedestrian, transit, and overall vehicular operational and infrastructure needs.
 - Identify updates to the Subdivision Regulations, Adequate Public Facilities Ordinance, and Development Code to ensure recommendations from the transportation master plan are updated as appropriate.
 - Work with the community to help identify needs and solutions, while educating the public on the fiscal and physical constraints and limitations, including the cost to provide additional transportation infrastructure.

- 4. Identify other transportation infrastructure needs to meet the changing technology and environmental conditions as well as transportation travel demand changes.**
 - Provide additional vehicle charging stations as the number of electric vehicles continues to increase.
 - Explore alternative fuel sources such as compressed natural gas (CNG) for City-owned vehicles.
 - Ensure that all signage and markings are to the latest standards and specifications to ensure compatibility with the requirements for connected and autonomous vehicles.
 - Identify any future infrastructure improvement needed and ensure future transportation infrastructure projects are designed to address any issues related with changing climate or conditions such as more intense rain and snow events.
 - Incorporate electric vehicle charging stations into new residential and commercial developments.

TRANSPORTATION INFRASTRUCTURE

This section presents the existing transportation infrastructure within and serving Aberdeen and its future growth areas. It is the City’s goal to maintain and provide a sustainable transportation infrastructure for all users, to ensure mobility, allow emergency access, deliver goods and services, and provide access to residents, schools, industries, businesses, parks and recreational facilities, health care providers and other community facilities. Included in this section is an understanding of the existing transportation infrastructure with the City.

The City of Aberdeen has convenient access to major transportation corridors for both roadway and transit. The center of the City and main downtown area is located along both US 40 and the Penn Line. The Aberdeen Train Station is located on the Penn Line and service to Aberdeen is provided by both Amtrak and MARC commuter rail service. US 40 (Philadelphia Boulevard) and Interstate 95 (John F. Kennedy Memorial Highway) both run north/south, providing direct vehicular access, both locally and regionally. East/west roadway connections are met via MD 22



(Aberdeen Thruway) and MD 132(West Bel Air Avenue). Local connectivity is provided by both Maryland Department of Transportation State Highway Administration (MDOT SHA) state roads, Harford County roads or City of Aberdeen local roads. In addition, Harford County Transit LINK provides a regional bus transit circulator as well as local service within Harford County.

Roadways

The City of Aberdeen is located on the eastern edge of Harford County, Maryland. Interstate 95 (I-95), the John F. Kennedy Memorial Highway, serving the edge of the City and US 40 through the downtown area, are major transportation corridors that run diagonally through the City serving north/south regional traffic. MD 22 serves as the major east/west access to the City with direct access to Aberdeen Proving Ground (APG). In addition, MD 132 and MD 462 are key roads for connections to the neighborhoods and



downtown areas. These major corridors, along with other smaller regional routes, are maintained by the Maryland Department of Transportation State Highway Administration (MDOT SHA). All other local routes and circulation are maintained by the City of Aberdeen or Harford County. **Map 7-1, Existing Roadway Network**, shows the existing roadways serving Aberdeen.

Table 7-1, Major Roadways lists the major roadway facilities in the City, including the name, route numbers, functional classification, number of lanes, and any sidewalks, bicycle lanes, or parking associated with each roadway.

Table 7-1. Major Roadways

Roadway	Route	Functional Classification	# Lanes	Sidewalk	Bicycle Lanes	On-Street Parking
John F. Kennedy (JFK) Memorial Highway	I-95	Interstate	6 Lanes	No	No	No
Aberdeen Thruway	MD 22	Other Principal Arterial	4-6 Lanes	Partial	Partial	No
Philadelphia Boulevard	US 40	Other Principal Arterial	4 Lanes	Partial	Yes	Partial
Paradise Road	MD 462	Minor Arterial	2 Lanes	Partial	Yes	No
Short Lane	MD 715	Minor Arterial	4 Lanes	No	No	No
W Bel Air Avenue	MD 132	Minor Arterial	2 Lanes	Partial	Partial	Partial
Beards Hill Road	MD 132A	Minor Arterial	4 Lanes	Partial	No	Partial
Old Post Road	MD 132B	Collector	2 Lanes	Partial	No	Yes
Bush Chapel Road	—	Collector	2 Lanes	Partial	No	No
E Bel Air Avenue	—	Collector	2 Lanes	Partial	No	No
James Avenue	—	Collector	2 Lanes	Partial	No	Partial
Mt Royal Avenue	—	Collector	2 Lanes	Partial	No	Partial
Old Philadelphia Road	—	Collector	2 Lanes	No	No	No
Rogers Street	—	Collector	2 Lanes	Partial	No	Partial

Source: MDOT SHA 2020 Roadway Functional Classification

Major Roadway Descriptions

Interstate 95 (I-95)

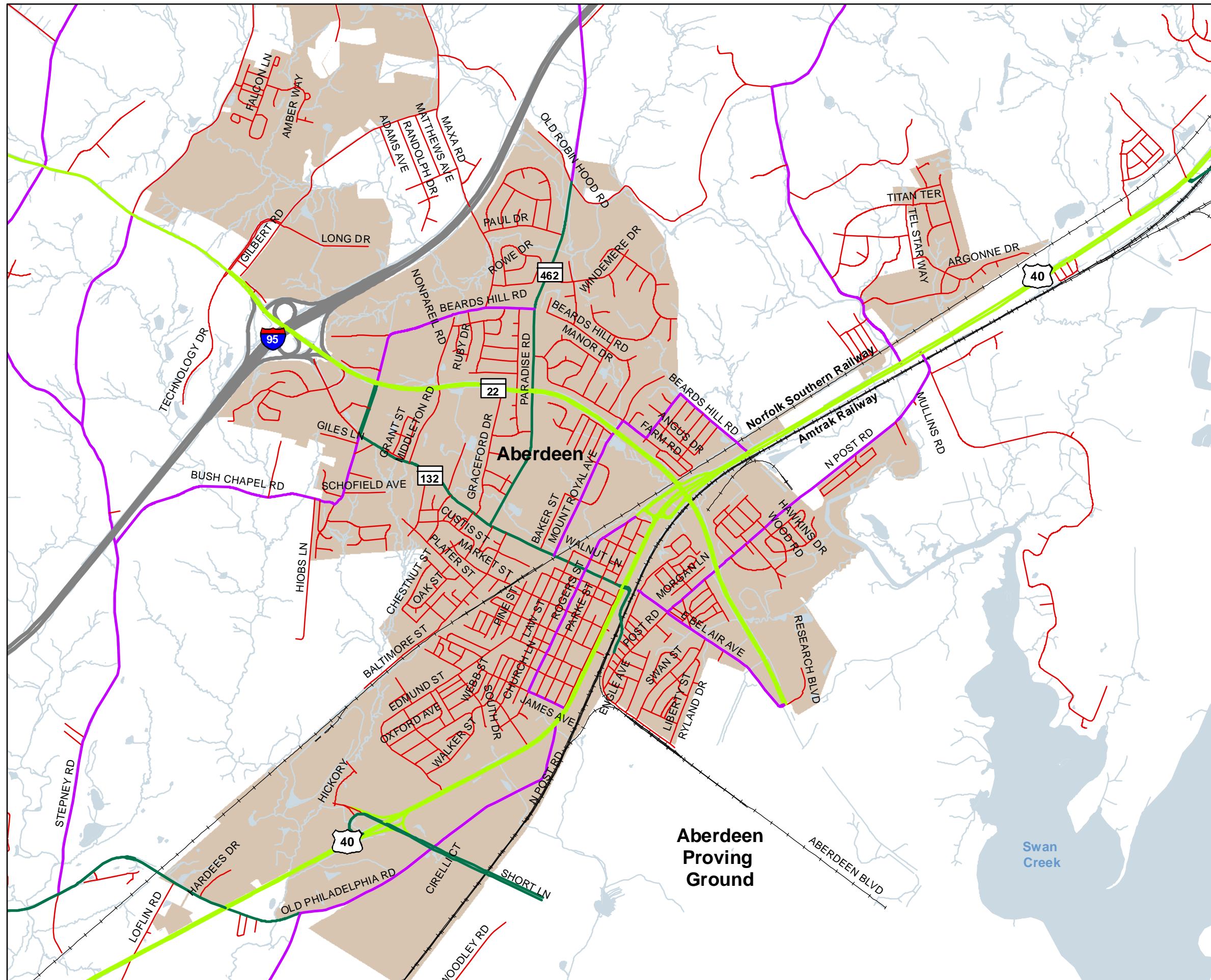
The John F. Kennedy Memorial Highway (I-95) is an access-controlled roadway passing through the northern quadrant of the City. The roadway, serving north/south traffic, has three lanes in each direction with interchange access provided to Aberdeen via MD 22 and MD 132 (Exit 85). I-95 carries over 100,000 vehicles per day in both directions in this area. I-95 is owned and maintained by the Maryland Transportation Authority (MDTA). While I-95 is a vital transportation connection to the City, the access-controlled roadway presents a challenge as a barrier between the City’s downtown and Aberdeen Proving Ground (APG) to the east from growth areas located to the west of I-95.



MAP 7-1

Existing Roadways

- City of Aberdeen
- Water Bodies
- Railroad
- Functional Classification**
 - Interstate
 - Principal Arterial
 - Minor Arterial
 - Collector
 - Local



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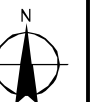
Source: MDOT SHA



Wallace Montgomery created this map for planning purposes from a variety of sources. It is neither a survey nor a legal document. Information provided by other agencies should be verified with them where appropriate.

April 2023

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Three (3) roadway links are key to providing access connecting the City over I-95: Bush Chapel Road, MD 22, and Maxa Road, with MD 22 as serving as the primary transportation connection.

Aberdeen Thruway (MD 22)

Aberdeen Thruway serves as the primary connection for the west side of Aberdeen (Residential, Business, and Ripken Stadium) and the central portion of the City including a medical facility, several shopping centers, residential neighborhoods, downtown Aberdeen, and APG, a military installation. The roadway is classified as an Other Principal Arterial, which limits access and prioritizes through movements. MD 22 has grade-separated interchanges at I-95 and US 40.



Philadelphia Boulevard (US 40)

Philadelphia Boulevard is classified as an Other Principal Arterial and provides a regional connection between Aberdeen and Havre de Grace to the northeast, and Belcamp/Edgewood to the southwest. The roadway has two travel lanes in each direction and is separated by a center median at some points. Philadelphia Boulevard runs adjacent to downtown and separates it from the Amtrak/MARC rail station. The road is designed as an open section with shoulders as it approaches strip commercial development on either side of downtown Aberdeen. The approaches introduce suburban and urban features including 5-foot sidewalks, a service road, on-street parking, commercial driveways, and signage designating it as a bicycle route. Block spacing through the urban section is approximately 475 feet, with signals located over a mile apart.

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Paradise Road (MD 462)

Paradise Road is a Minor Arterial that provides access to Aberdeen from the north across MD 22 and MD 132. Direct access is available to Paradise Road from individual properties and local roads along the roadway. The roadway also offers access to MD 22 and to West Bel Air Ave (MD 132). The adjacent land uses are primarily residential, with a significant area between MD 22 and MD 132 dedicated to use by the Harford County Public School System. Paradise Road beyond the City limits provides access for traffic to the northeastern section of Harford County to communities such as Level, Havre de Grace, and Darlington.

Short Lane (MD 715)

Short Lane is classified as a Minor Arterial and provides primary access to the visitors and employees of APG from South Philadelphia Boulevard (US 40). It intersects with South Philadelphia Boulevard (US 40) as a grade-separated interchange, which was upgraded as part of the Aberdeen Base Realignment and

Closures improvements. Short Lane is a divided, four-lane facility with limited access and shoulders, with no on-street parking, sidewalks, or marked bicycle accommodation.

West Bel Air Avenue (MD 132)

West Bel Air Avenue is classified as a Minor Arterial and provides an east-west connection through the City. The roadway serves both commercial and residential land uses, producing a rapid transition in character and traffic accommodation. Toward the northwest portion of the City, it acts as a suburban-style roadway, accommodating shopping plaza access with limited bicycle and pedestrian facilities and wide block spacing (about 650 feet on average). West Bel Air Avenue also provides access to downtown between the CSX rail corridor and the intersection with Philadelphia Boulevard (US 40), balancing through-traffic demand and downtown multimodal access. Approaching downtown, the road passes through a traditional neighborhood of historic homes and more walkable streets. The more urban setting found within the downtown core includes on-street parking, sidewalks, marked crosswalks, and relatively close block spacing (about 450 feet on average).



Beards Hill Road

Beards Hill Road, classified as a Collector, operates as a north-south link running north from West Bel Air Avenue (MD 132) across Aberdeen Thruway (MD 22) and serves larger commercial uses concentrated in the City's western end. The roadway shifts to a more rural character north of Aberdeen Thruway (MD 22) and to a transitional portion of Bush Chapel Road south of West Bel Air Avenue (MD 132). Between the two major roads, Beards Hill Road is a five-lane, divided roadway accommodating suburban-style retail centers. There are no sidewalks or bike lanes on the west side of Beards Hill Road, and block spacing is about 625 feet on average.

Old Post Road (MD 132B)

Post Road, classified as a Collector, offers a north-south connection within the City and provides an alternative to Philadelphia Boulevard (US 40) from RT 22 towards Havre de Grace. It runs on the south side of the Amtrak rail tracks, making it one of the few connector roads in southern neighborhoods and near APG North. The road is designed to accommodate residential uses (on-street parking provided in front of residential properties) and commercial uses; both uses have individual access driveways and on-site parking.

Bush Chapel Road

Bush Chapel Road is classified as a Collector transitioning from a rural lane to one that creates access to the west to land area adjacent to Stepney Road. Between West Bel Air Avenue (MD 132) and Kretlow Drive, the roadway transitions from commercial to residential use. Access to the road is made via

individual driveways. Along the roadway, sidewalks are provided adjacent to more recent development, but much of the road has no bicycle or pedestrian amenities. Roadway widening, sidewalk additions, and Americans with Disabilities Act (ADA) improvements were completed to make the road compatible with redevelopment near West Bel Air Avenue (MD 132) and Kretlow Drive. While some areas have been widened and improved, there are narrow portions (about 24 feet) without curb and gutter. Block spacing is staggered and is about 145 feet on average.

Local Roads

Local roads in the City take several forms:

- In and near the downtown and to the east of Amtrak, local roads take the form of an urban grid with smaller blocks. These areas are generally well connected on all sides except where there are rail barriers.
- In newer residential neighborhoods, local roads take the form of an internal street network that is well connected but relies on only one or two access points, typically oriented to one side of the neighborhood.
- Individual roads with direct connection to the main line, generally in areas of the City that are still rural.



Functional Classification

The State classifies roads based on their function. This classification defines the role of each roadway and its primary function to the community and surrounding region.

In general, the higher the classification of a roadway the more efficient it is. These types of roads provide limited access, higher speeds, and limited entrance and exits at concentrated points. The goal of these roadways is to move a high volume of traffic quickly between two points. Whereas lower classification roadways have slower speeds, multiple access points to homes and businesses, and higher level of conflict and in general are less efficient. Assigning a roadway classification is a broad strategy that the City uses to focus the function to shape the roadway to provide access and strike a balance between lower and higher classifications.

The functional classification rating criteria is based primarily on motor vehicular use. The functional classification system is particularly useful as a first step to understanding the road network framework for transportation in Aberdeen. These definitions are referenced in the planning process when considering the efficiency and effectiveness in meeting the City's needs. The classifications, as described and defined by MDOT SHA and the Federal Highway Functional Classification System are:

- Interstates: Highest classification of roadway and designed and constructed with mobility and for long-distance travel. Interstate 95 which passes through Aberdeen is identified as such.
- Principal Arterials: Principal Arterials serve as connectors that serve regional traffic. The primary function is to move traffic efficiently through the area with controlled access to neighboring roads or destinations. MD 22 and US 40 are examples of this type of Arterial.

- **Minor Arterials:** Minor Arterials connect traffic from Principal Arterials to lower classified streets. In general, they connect access to neighboring roads and local destinations. direct access to individual properties and neighborhoods is discouraged. For example, MD 132 and MD 462 (within City limits) functions as Minor Arterials.
- **Collectors:** Collectors serve as road access to higher density residential neighborhoods and commercial areas. Traffic along collectors generally constitute a higher density of thru traffic from local roads and streets. They usually provide access to neighborhoods, commercial, and industrial areas.
- **Local Roads:** Local Roads account for the largest percentage of all roadways in terms of mileage. They are intended to provide access from residences to the higher roadway network. Local roads can be connected as an urban grid in smaller blocks or as a single road with direct connection to the main line.

Traffic Conditions

Traffic analysis is an important element in transportation—it can help guide future planning by providing enough data to maintain existing roadways and improve the traffic capacity. The two main types of traffic analysis are Average Annual Daily Traffic (AADT) and Level of Service (LOS).

AADT is assessed by measuring the total multi-direction vehicle volume of a roadway in 24 hours and dividing it by one year (365 days). **Table 7-2, Average Annual Daily Traffic** shows the AADT for the main roadway segments in Aberdeen as identified by MDOT SHA and **Map 7-2, Existing Roadway AADT and LOS**, shows AADT and the Level of Service for the existing roadway system.

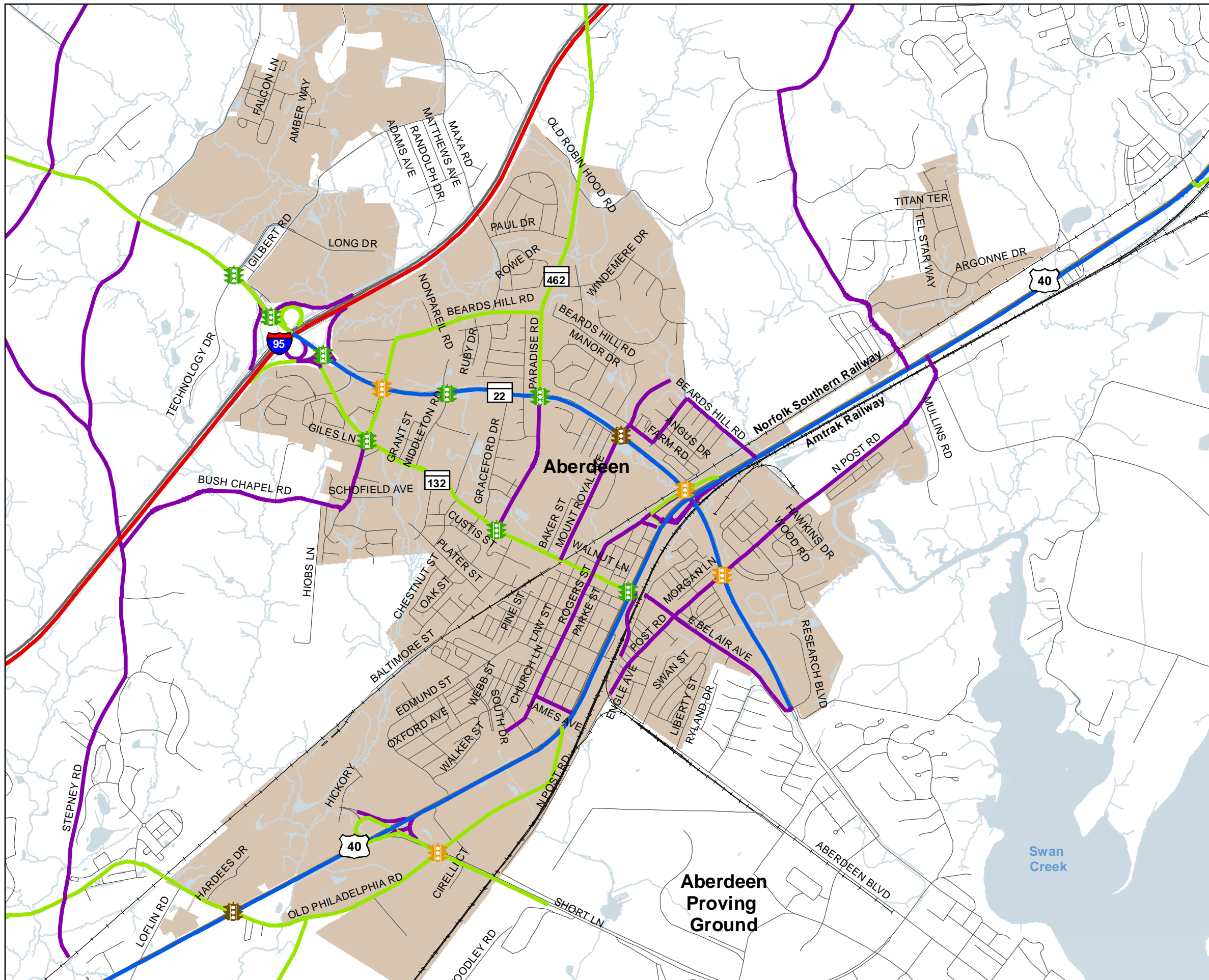
Table 7-2. Average Annual Daily Traffic

Roadway	Route Number	Functional Classification	AADT
John F. Kennedy (JFK) Memorial Highway	I-95	Interstate	104,863
Aberdeen Thruway	MD 22	Other Principal Arterial	28,440
Philadelphia Boulevard	US 40	Other Principal Arterial	39,283
Paradise Road	MD 462	Minor Arterial	7,830
Short Lane	MD 715	Minor Arterial	17,253
W Bel Air Avenue	MD 132	Minor Arterial	13,140
Beards Hill Road	MD 132A	Collector	12,370
Old Post Road	MD 132B	Collector	3,691
Bush Chapel Road	—	Collector	4,550
E Bel Air Avenue	—	Collector	355
James Avenue	—	Collector	1,495
Mt Royal Avenue	—	Collector	2,301
Old Philadelphia Road	—	Collector	7,181
Rogers Street	—	Collector	2,381

Source: MDOT SHA 2018 data

MAP 7-2

Existing Roadway AADT & LOS



- City of Aberdeen
- Water Bodies
- Railroad
- Major Roads**
- Interstates
- US Highways
- State Routes
- Local Routes

- AADT**
- Less Than 5,000 Vehicles
- 5,001 to 20,000 Vehicles
- 20,001 to 50,000 Vehicles
- Over 50,000 Vehicles

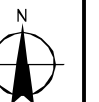
- Traffic Signal Level of Service (LOS)**
- A
- B
- C
- D



Source: MDOT SHA 2020 AADT, MDOT SHA Internet Traffic Monitoring System

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 Miles



The traffic volumes of a roadway can also help estimate how a roadway operates, known as the Level of Service (LOS). LOS is a qualitative description based on the traffic speeds, travel times, delays, and safety at intersections. It is designated by a letter ranging from A to F, with A being the best with free-flow conditions and F being the worst with gridlock. LOS E and F are considered failing and suggest the need to change signal timing or add capacity at the location or at an alternative location nearby. **Table 7-3, Intersection Level of Service** lists the primary signalized intersections LOS also shown on **Map 7-2, Existing Roadway AADT and LOS**. As shown in this table, all but the signalized intersection with Aberdeen Thruway and Mount Royal Avenue operates at LOS C or better, below a 0.70 volume-to-capacity ratio (V/C) in both the AM and PM peak hours. Other than I-95 and US 40, MD 22 experiences the highest traffic volume. With improvements since the last 2011 Comprehensive Plan, as well as some changes to recent travel patterns due to more teleworking, MD 22 is currently operating efficiently based on existing traffic volumes, with minor delays at the intersections.

Table 7-3. Intersection Level of Service

Intersection	AM		PM	
	LOS	V/C	LOS	V/C
W Bel Air Ave/Beards Hill Rd	A	0.30	A	0.49
W Bel Air Ave/Paradise Rd	A	-	A	-
W Bel Air Ave/S Philadelphia Blvd	A	-	C	-
Aberdeen Thruway (MD 22)/Long Drive	A	-	A	-
Aberdeen Thruway (MD 22)/I-95 SB Off Ramp	A	0.44	A	0.38
Aberdeen Thruway (MD 22)/I-95 NB Off Ramp	A	0.44	A	0.62
Aberdeen Thruway (MD 22)/Beards Hill Rd	A	0.48	B	0.66
Aberdeen Thruway (MD 22)/Middleton Rd	A	-	A	-
Aberdeen Thruway (MD 22)/Paradise Rd	A	0.51	A	0.57
Aberdeen Thruway (MD 22)/Mount Royal Ave	C	0.72	D	0.82
Aberdeen Thruway (MD 22)/Philadelphia Blvd On/Off Ramps	B	0.65	B	0.66
Aberdeen Thruway (MD 22)/N Post Rd	A	0.57	B	0.69
Short Ln/Old Philadelphia Rd	B	0.64	A	0.46
US 40/Philadelphia Rd/Old Philadelphia Rd	B	-	C	-

Source: MDOT SHA ([Internet Traffic Monitoring System \(I-TMS\) \(maryland.gov\)](http://Internet.Traffic.Monitoring.System(I-TMS).maryland.gov))

Traffic Calming

As the City continues to grow and roadways become more congested, motorists often seek alternate routes by using local roadways. As traffic increases, there is a perception of speeding by residents on local roadways. Residents often seek measures to prohibit unsafe driving conditions or minimize cut through traffic on local roadways through requests to the City's government. The City's response is a rigorous, unbiased process to determine the impact of traffic and practical steps to alleviate the issue. Before any traffic calming initiative will be enacted, the City will conduct a thorough traffic study including traffic counts and speed monitoring at or near the requested site.

Traffic calming solutions generally consist of three different approaches.

- Education: These measures may include community awareness meetings, neighborhood newsletters, or brochures.

- **Enforcement:** Law enforcement is the traditional means of addressing speeding problems. The Police Department will monitor and enforce the speed limits.
- **Engineering:** Engineering solutions consist of volume control measures and speed control measures.

Speed bumps and speed humps are one of the most requested measures by residents with traffic calming concerns. The Department of Public Works (DPW) does not endorse speed bumps/humps as an effective measure of street calming within the City. The following are commonly used traffic calming measures:

- **Speed Monitoring Awareness Radar Trailer (SMART):** These devices include a radar unit, a speed limit sign, and a digital speed display board, which shows motorists the speed at which they are driving.
- **Signing & Striping:** Painting of travel lanes, parking lanes, directional markings, crosswalks, and addition of signs.
- **Roundabouts:** Raised circular island in the center of an intersection that directs vehicles to travel counterclockwise around the circle, reducing vehicle speeds.
- **Pinch-Points:** The roadway narrows to one lane with sign indicating which oncoming driver has priority.

Public Works and Planning work together with developers to identify potential traffic calming devices when a new development is being considered. Land to implement other calming measures in existing developments are limited and primarily rely on enforcement activities and community awareness programs to help curb excessive speeds and raise awareness for safety.

Aberdeen Train Station

The Aberdeen Train Station is located in downtown Aberdeen at the intersection of US 40 and Bel Air Avenue. Located on the Penn Line, the Aberdeen Train Station is served by both Amtrak and Maryland Area Regional Commuter (MARC) services. This station serves as a multi-modal transportation hub for the City and Harford County. There are 189 parking spaces provided at the Aberdeen Train Station with connections provided for Harford County Transit LINK bus services as well as rider drop off/pick up at this location. See **Map 7-3, Transit Facilities**. Norfolk Southern has regional freight rail service on the Penn Line but does not utilize the Aberdeen Train Station.

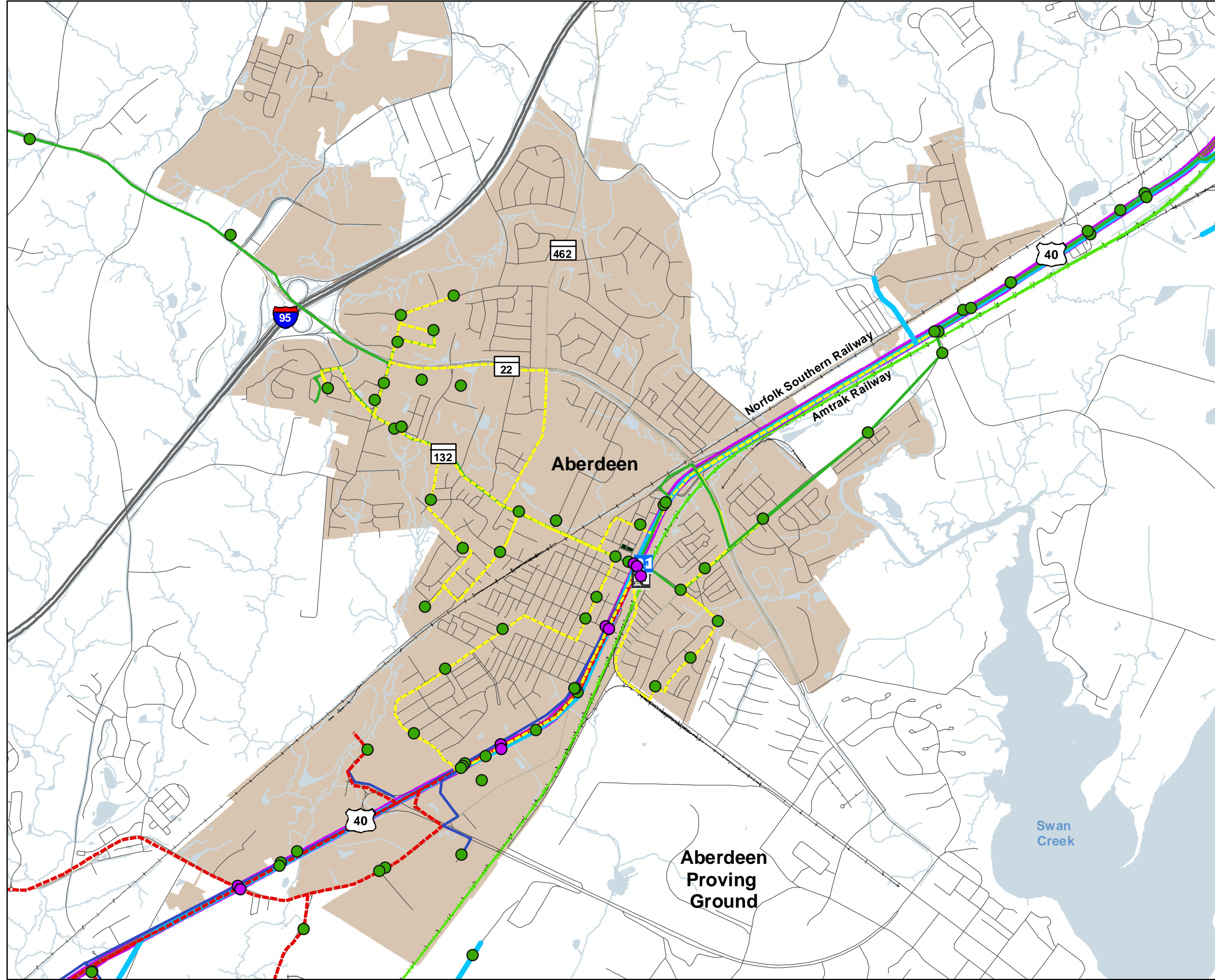


The City recently made improvements to the station using funds awarded through the MDOT Transportation Alternative Program (TAP) for the Aberdeen Train Station Connectivity Enhancement Project. The improvements were a coordinated effort with the City, MDOT MTA, MDOT SHA, and the Harford County Office of Community and Economic Development. These improvements completed in 2022 enhanced and improved the station by including accessible pathways, enhanced transit waiting areas near the Exxon Station, additional wayfinding signage, landscaping, and improved lighting, thereby, eliminating impediments to accessibility, and enhancing access to the station.

MAP 7-3

Existing Transit Facilities

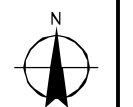
- City of Aberdeen
 - Water Bodies
 - Railroad
 - Amtrak Rail Stops
 - MARC Train - Penn Line
 - MARC Train Stations
 - Municipal Parking Lot
- ### Major Roads
- Interstates
 - US Highways
 - State Routes
 - Local Routes
- ### Harford County Bus Routes
- LINK Route 1
 - LINK Route 3
 - LINK Route 4
 - LINK Route 5
 - LINK Route 7
 - MTA Commuter Bus 420
 - MTA Bus Stop
 - Harford LINK Stops



Source: Wallace Montgomery, Based on 2022 Harford County LINK Routes, MD IMAP Transit

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Miles



Amtrak

Amtrak service at the Aberdeen Train Station is part of Amtrak's Northeast Regional – Acela route, which provides service from Boston, MA to Washington, DC and other southern terminus in Roanoke, Norfolk, and Newport News, Virginia, with several other stations in between. As part of this service, Aberdeen riders can travel north from Aberdeen to Wilmington (DE), Philadelphia (PA), New York City (NY), and Boston (MA) during regular services during weekdays, with more limited service during the weekends. Aberdeen riders can also travel southbound toward Baltimore (MD) and Washington, D.C., including access to Baltimore/Washington International-Thurgood Marshall Airport (BWI). This service is frequently



used for both commuter as well as regional travel by Aberdeen residents, as well as other regional residents. In 2019, there were 39,108 Amtrak passengers boarding and detraining at the Aberdeen Train Station. This was an increase of 1,232 passengers from the 2018 recorded 37,867 Amtrak boarding and detraining in Aberdeen. Overall, the Aberdeen Train Station served 19% of all Amtrak passenger boarding and detraining in Maryland. This shows the importance of the Aberdeen Train Station and the connection to other regional

locations.

MARC Service

MDOT MTA operates the MARC service with boarding also serving the Aberdeen Train Station. MARC service is provided on a weekday basis with routes serving Maryland between Perryville, Maryland, and Washington, D.C. MARC provides service an average of 204 boardings per weekday.

The Norfolk Southern and Amtrak Rail service is provided along the Penn Line, which travels diagonally through the City. Norfolk Southern has no stops or stations within the City.

Freight Service

Freight rail service existing on both sides of the US 40 corridor with service provided by NS and CSXT. NS provides freight service along the Penn Line, sharing rail access with Amtrak and MARC passenger rail service. CSXT freight rail service runs west of the US 40 corridor with several at grade crossings locate in the City. Both NS and CSXT provide local, regional, and international movement of goods throughout the Northeast Region. In addition to regional service, CSXT also supports local services with a siding serving the Frito Lay Factory in Aberdeen.

Bus Transit Services

Bus Transit Service in Aberdeen is provided primarily by a Harford Transit LINK local bus circulator, and Harford Transit LINK fixed bus routes. Commuter bus service is provided by MDOT MTA Commuter Bus (**See Map 7-3, Transit Facilities**). These transit services are vital for the City since they can help offset congestion, promote multimodal transportation, provide mobility options, and stimulate economic development. The Aberdeen Train Station LINK stop is the most used transit stop in Harford County with

approximately 8,000 passengers boarding and disembarking on a monthly basis. *RouteShout 2.0* is a free app, provided by Harford Transit LINK, that allows riders to know when their bus is on its way, plan their trip, cut down wait time, stay alerted to bus schedule changes, view bus stop routes, and save information to use local transit more efficiently.

HarfordNEXT identifies the importance of maintaining successfully functioning transit services. This Master Plan identifies MD 22, Aberdeen Proving Ground, and Aberdeen Train Station as a priority for Transportation Demand Management (TDM). TDM strategies are used by the City and Harford County to increase transportation efficiency, which emphasizes the movement of people and goods through a variety of services, rather than just individual automobile utilization.

Harford Transit LINK's Route 4 is Aberdeen's own circulator route that serves various locations within Aberdeen. This line operates Monday through Friday from 8:30 AM to 4:00 PM at the time of this publication. Riders can use this route to connect to the Aberdeen Train Station, major shopping centers, community facilities, health care facilities, and other Harford County bus transit routes.



Harford Transit LINK Route 1 (Green Line)- connects Havre de Grace, Aberdeen, and Bel Air and operates from 5:30 AM to 8:50 PM at the time of this publication. This route starts and ends at the McDonald's bus stop in Havre de Grace off US 40. The main Aberdeen stops located along this route are the Aberdeen Train Station, Aberdeen Shopping Plaza, and Beards Hill Shopping Center. Riders can also access Routes 3, 4, 5, and 7 from these stops.

Harford Transit LINK Route 3 (Silver Line) - connects Aberdeen, Edgewood, and Joppatowne and operates buses from 5:15 AM to 8:57 PM at the time of this publication. This line starts in Aberdeen at the train station and heads to Edgewood and Joppatowne before heading back to Aberdeen Train Station. Riders can also connect to Routes 1, 2, 4, and 5 from there.

Harford Transit LINK Route 5 (Teal Line) - connects Aberdeen, Perryville, Havre de Grace, and Perryman. Buses operate from 6:00 AM to 8:50 PM at the time of this publication. Riders can connect to Routes 1, 3, 4, 7 at the Aberdeen Train Station stop along this route.

Harford Transit LINK Route 7 (Red Line) - connects Aberdeen, Riverside, and Edgewood. Buses operate from 5:07 AM to 8:36 PM at the time of this publication. Riders can connect to Routes 1, 3, 4, and 5 from the Aberdeen Train Station stop along this route.

Harford Transit LINK also provides Demand Response Service/ADA Paratransit Service to assist individuals with disabilities who are unable to independently use the fixed route services provided by Harford Transit LINK. In addition, MDOT MTA Mobility services are also available to those who qualify.



MTA’s Commuter Bus Line number 420 provides weekday trip service from 5:25 AM to 6:49 PM at the time of this publication. This line connects Aberdeen to Downtown Baltimore and Havre de Grace. There are four bus stops from this route in Aberdeen for both northbound and southbound. Riders can use this bus line to additionally connect to the LINK routes, MARC service, or Amtrak at the Aberdeen Train Station.

Parking

In addition to the Aberdeen Train Station parking lot, there are two other municipal lots that provide 237 additional parking spaces and various free on-street parking within the City. The parking lots are located around Aberdeen Festival Park and along Walnut Alley at N. Parke Street and Howard Street. These parking locations are shown on **Map 7-3, Transit Facilities**. Free on-street parking is available throughout downtown Aberdeen and have a relaxed time limit of two hours. Shared parking is important for future City planning and development since the demand for short-term and long-term parking increases with City growth and activities.



Electric Car Charging Stations

The City partnered with BGE to install 13 electric vehicle (EV) charging stations on the City’s publicly owned parking spaces that support 24 vehicles. These charging stations are located at Centennial Lane next to Festival Park and in the main parking lot at Ripken Stadium off Long Drive. At Festival Park, there are three Level 2 electric vehicle charging stations with the ability to charge six vehicles. At Ripken Stadium, the charging stations have eight Level 2 and two DC Fast Charger stations with the ability to simultaneously charge 18 vehicles. Level 2 charges typically charge a vehicle in 4-5 hours with a 100-mile battery, whereas a fast charge will provide a charge up to 85% in about 30 minutes. Individual charging times vary based on battery size and type of vehicle. These public spaces are designated for electric vehicle use only.



Pedestrian Facilities

Pedestrian facilities include sidewalks, internal walkways, trails, use-restricted paths, accessible ramps, crosswalks, and pedestrian signals, all of which make up a pedestrian network. Accessible and connected

pedestrian facilities are important to provide a safe and secure pedestrian environment to minimize the level of stress for interaction with vehicular traffic and encourage the community to take other modes of transportation to be environmentally friendly and healthy.

The Harford County *Bicycle and Pedestrian Master Plan* (2013) identifies Aberdeen as:

“One of seventeen designated Transit Oriented Development (TOD) locations in the State and is recognized as a Sustainable Community. These designations make Aberdeen a priority of consideration for projects that address sidewalk retrofits and bikeways.”

As areas in the City redevelop, pedestrian circulation patterns also change. The City continues to encourage and promote the infill of pedestrian facility gaps to be updated and improved as much as possible as the areas are redeveloped or new development occurs to build a better network.



Sidewalks are a critical transportation infrastructure to provide pedestrians the option to safely walk to nearby shopping destinations, work, places of worship, school, parks, and other points of interest. Aberdeen has an extensive network of existing sidewalks in residential and commercial areas. There are, however, many locations that need connection improvements, reconstruction, or ADA upgrades. The City incorporates upgrades as part of recently completed or ongoing projects throughout the City as well as working closely with Harford County and Maryland for improvements to County or State facilities in the City. **Map 7-4, Sidewalk Facilities** shows the location of existing sidewalks within the City.

Trails, use-restricted paths, and off-road paths also provide a walking transportation alternative that shares almost the same elements as a sidewalk. They are typically separated from the roadway with a buffer, provide safe roadway crossings, and give the pedestrians another source of non-vehicular mobility. If the paths are wide enough, they can be used by pedestrians and bicyclists for recreation. Trails or shared-use paths are limited in Aberdeen, located only on Harford County school property, Rock Glenn Park, and around Aberdeen Festival Park.

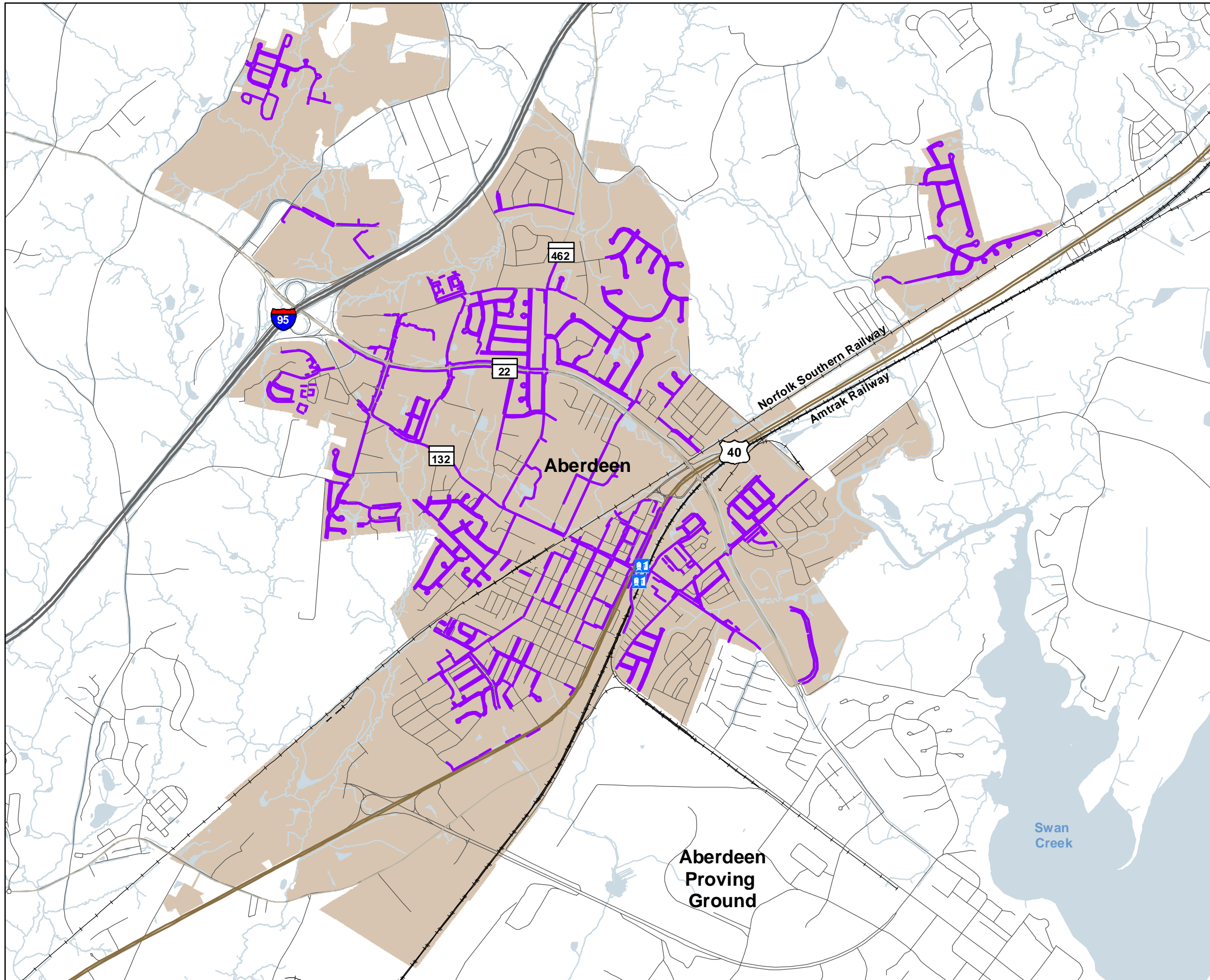
Bicycle Facilities

Bicycle facilities provide cyclists a safe environment to protect them from vehicular traffic and congestion. Typical bicycle facilities can be designated bike lanes, shared roadways, trails, and cycle tracks. Currently, the only formal bicycle routes or paths are on State maintained roads in Aberdeen. The main routes are MD 22 (Aberdeen Thruway), MD 132 (West Bel Air Avenue), MD 462 (Paradise Road), and US 40 (S. Philadelphia Boulevard). These corridors are shown on **Map 7-5, Bicycle Network**.

MAP 7-4

Existing Sidewalk Facilities

- City of Aberdeen
 - Water Bodies
 - Railroad
 - MARC/Amtrak Station
 - Existing Sidewalk
- Major Roads**
- Interstates
 - US Highways
 - State Routes
 - Local Routes



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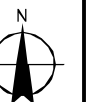
Source: Wallace Montgomery. Based on Harford County Sidewalk



Wallace Montgomery created this map for planning purposes from a variety of sources. It is neither a survey nor a legal document. Information provided by other agencies should be verified with them where appropriate.

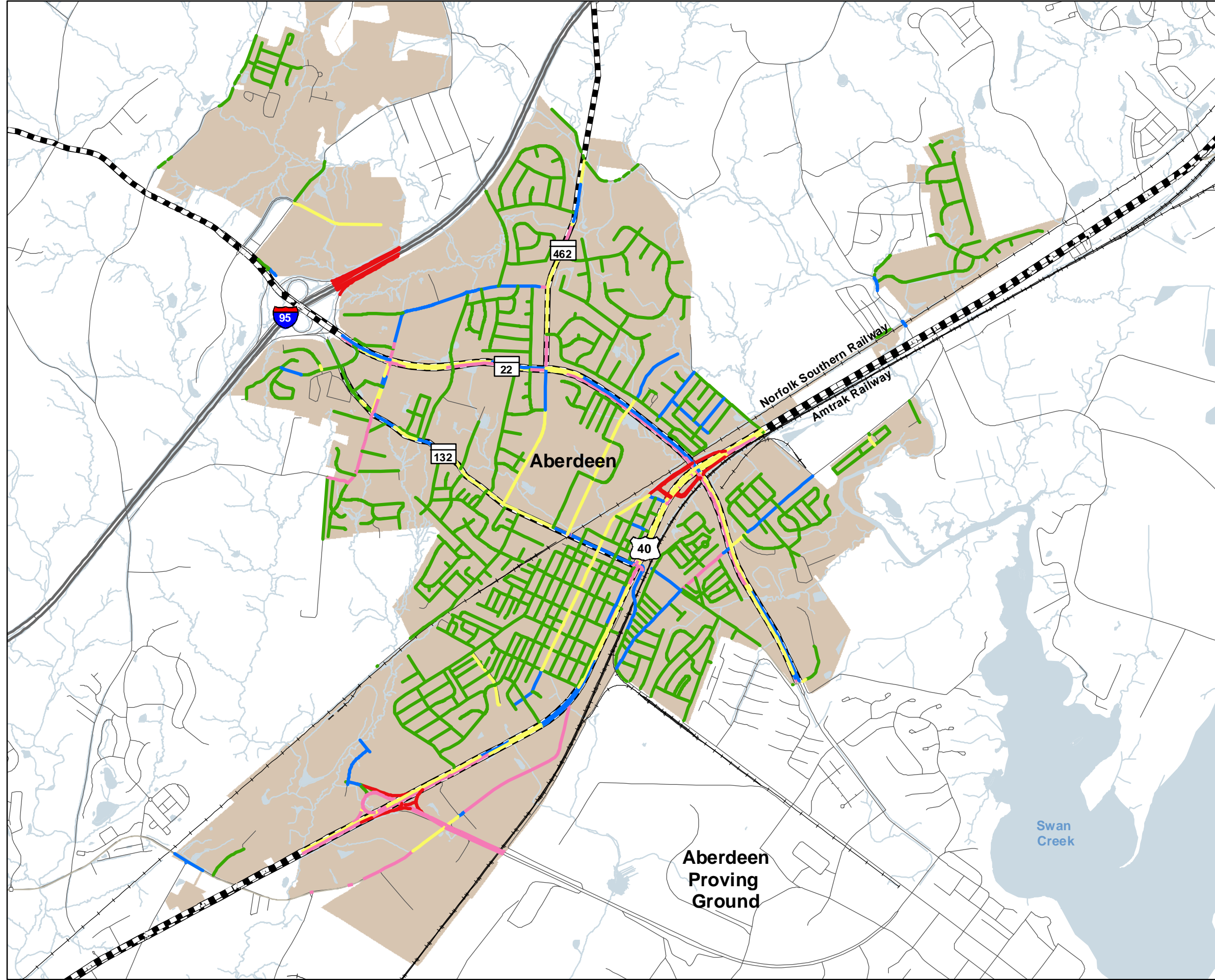
April 2023

0 0.1250.25 0.5 Miles



MAP 7-5

Existing Bicycle Network



- City of Aberdeen
- Water Bodies
- Railroad
- Designated Bike Route

Major Roads

- Interstates
- US Highways
- State Routes
- Local Routes

Bicycle Level of Traffic Stress (LTS)

- 1
- 2
- 3
- 4
- 5



Source: Harford County, MD iMAP
Wallace Montgomery created this map for planning purposes from a variety of sources. It is neither a survey nor a legal document. Information provided by other agencies should be verified with them where appropriate.

April 2023
0 0.1250.25 0.5 Miles



Bicycle Facilities were initially identified by the City’s 2011 Comprehensive Plan and the Harford County *Bicycle and Pedestrian Master Plan*. The City is working with Harford County on an update to the current



plan. Even though these roadways are designated bike routes, they still lack appropriate features to make the system fully connected and functional. All of these routes have a combination of on-road bike lane or shared lane facilities. Some signs are posted, and the paved shoulders are marked with appropriate symbols, but the routes themselves have minimal markings and designations. These segments need to be improved and expanded to improve safety and provide full connectivity throughout the City and to multi-modal transportation connections and services.

The City is also working with Harford County and the Baltimore Metropolitan Council on a study to provide pedestrian and bicycle improvements along US 40 from the Aberdeen Train Station to the Thomas J. Hatem bridge in Havre de Grace. This concept development project is scheduled to be completed in early Winter 2023.

TRANSPORTATION CONSIDERATIONS

In order to obtain the Community Vision for Aberdeen as outlined in **Chapter 1 – Introduction**, it is critical to have a sustainable transportation infrastructure that is safe and provides transportation options and connectivity to serve the Aberdeen community, stakeholders, and visitors. This section identifies several needs, opportunities, and items for consideration to provide transportation infrastructure to meet this vision over the next 10 years and beyond.

Aberdeen is faced with many physical barriers that present challenges to transportation circulation. In particular, pedestrian circulation is hindered by the railroad, I-95, and APG. Because of its width, traffic speeds, and the lack of designated crossings, US 40 is a barrier for many bicyclists and pedestrians. MD 22 has become a barrier with limited crossings for pedestrians and bicyclists due to the median, traffic volume and speeds. For community cohesion, it is important to minimize barriers for mobility and connectivity where feasible and reasonable. It is important to continue to work to minimize the transportation limitations based on the various destination in the City from Ripken Stadium, Main Street, and APG. This can be done several ways by providing transportation choices and improvements with a complete street focus for all users. Several options are available where barriers cannot be avoided to provide safer, and efficient pedestrian and bicycle accommodations.



Some of the advantages of Aberdeen are the transit choices and mobility opportunities. Aberdeen is designated as a Short Trip Opportunity Area (STOA) by MDOT in the 2040 Maryland Transportation Plan. The STOA is an area where non-motorized transportation trips are more likely to be concentrated based on population density, employment density, proximity to bus and passenger rail station, percentage of households with non-motor vehicle access and proximity to primary, secondary, and post-secondary schools. It is important that consideration be given to help serve these various, and often time competing, transportation infrastructure needs and opportunities.

In addition, accessibility to businesses, health services, parks and recreational facilities, libraries, schools, and transit centers is important to ensure a vibrant community. Consideration needs to be given during all phases of system preservation, reconstruction, redevelopment, and new development to provide transportation options that meet mobility needs for all users, provide transportation connectivity, and include active transportation options. Recommended future roadway connections and improvements for the City can be found in Chapter 5 – Municipal Growth, within the three Small Area Plans.

As part of the transportation considerations, it is important that both existing and future needs from the other elements of the plan are considered. This includes, but is not limited to, connection to community facilities as identified in **Chapter 3 – Community Facilities and Services**, consideration of municipal growth and economic development needs and opportunities as presented in **Chapter 5 – Municipal Growth** and **Chapter 8 – Economic Development**, accesses to existing and future housing needs as identified in **Chapter 6 – Housing**, and the protection of environmental resources and sensitive areas as discussed in **Chapter 9 - Environmental Resources and Sensitive Areas**.

Multimodal Connectivity

One of the strengths of the City is the variety of transportation options and multimodal connectivity that exists, primarily in the downtown main street area. Between the Aberdeen Train Station with Amtrak and MARC service, Harford Transit Link lines, and MDOT MTA Commuter bus route, many transportation options exist. It is important that Aberdeen take advantage of these existing services by increasing the multimodal connectivity. This can be achieved by providing safe bicycle and pedestrian connections between these facilities and the commercial and residential communities throughout the City. This also includes ensuring there is adequate parking for commuters and travelers, safe passenger drop-off and pick-up locations, and other facilities such as charging stations, bicycle parking, and other amenities. Commuter Choice Maryland offers an extensive menu of commuter transportation choices such as ridesharing.

In addition to the connectivity at the Aberdeen Train Station, it is also important to ensure that multimodal connectivity options are provided for the radial trips to and from the various residential, industrial, and commercial areas, as well as to community facilities and parks. Consideration should be given to development of a transportation



master plan that looks at the roadway network, transit facilities, sidewalk, and trail connections, as well as bicycle accommodations and facilities. This will allow the City to coordinate future improvements or redevelopment opportunities to provide the facilities or preserve right-of-way to meet existing and future transportation needs. A transportation master plan can also help identify priorities and will assist with necessary documentation in support of grant applications and funding requests. Wayfinding in the downtown and US 40 corridor are current activities being undertaken by the City as part of the Main Street Program. This effort recently added wayfinding for pedestrian and bicyclists around the Aberdeen Train Station.

Complete Streets

In order to meet the vision for the City, it is important to take a Complete Streets approach to transportation improvements. The United States Department of Transportation (USDOT) defines Complete Streets as “*streets designed and operated to enable safe use and support mobility to all users.*” Complete Streets are based on community context and include a wide range of elements such as sidewalks, bicycle lanes, crossing opportunities, accessible pedestrian signals, streetscapes, and vehicle travel lanes.

Some resources available to assist in the planning and design for Complete Streets are as follows:

- MDOT SHA “Context Drive Access and Mobility for All Users”
- NACTO “Complete Streets Complete Networks: A Manual for the Design of Active Transportation”
- NACTO “Urban Streets Design Guide” and “Transit Street Design Guide”
- Institute of Transportation Engineers (ITE) “ITE Application Supplement to the NACTO Transit Street Design Guide”
- Baltimore City “Compete Streets Manual”
- FHWA “Small Town and Rural Multi-modal Networks”

Transit Oriented Development (TOD)

In March 2012, the City adopted the *Aberdeen TOD Master Plan*. This Plan identified a vision and implementation plan for three distinct areas of Aberdeen: Station Square, Festival Square, and Residential Square. The concepts presented focus on the connection, revitalization, and future planning and growth in Aberdeen. Within the TOD District, a form-based zoning code was created to encourage mixed uses, walkability, placement of buildings, and encourage flexibility in design and redevelopment opportunities. Additional information on the Aberdeen TOD Districts can be found in **Chapter 8 – Economic Development**.

The Plan identified a vision for downtown Aberdeen that recognizes the value of the Train Station and brings activity to the area. It specifically targets areas identified as Station Square, Festival Square, and Residential Square. The concept builds upon the train station and supporting structures as the heart of the TOD area, with the goal of positioning the station access and platforms so that they connect the two halves of Aberdeen, along East and West Bel Air Avenues.

The immediate transit station area will be transformed into Station Square, featuring a green terraced plaza/amphitheater, leading to a pedestrian underpass beneath the rail tracks that is safe, well-lit, and inviting. This wide and highly visible pedestrian underpass replaces the existing MDOT SHA pedestrian

overpass that is not ADA accessible. The revitalized station area will attract commercial and retail activity to US 40 by leveraging the potential market opportunity of commuters and residents in the area. Frequent and reliable circulator transit service will conveniently connect APG workers, residents, and rail passengers between the station area and downtown, APG, and related employment areas.

US 40 will be transformed into a green boulevard with a greater definition of place that comfortably accommodates pedestrians and bicyclists and provides curbside parking in support of retail at the street edge. The boulevard will be lined by trees and made more pedestrian-friendly by providing a landscaped median and more frequent, safe pedestrian crossings. These elements will help signify to motorists entering the TOD area that they have arrived in a more urban zone along Philadelphia Boulevard (US 40), and should anticipate sharing road space and signal time with pedestrians and bicyclists traveling to and from the station and the variety of activities found on both sides of the street. Bicycle accommodation through "cycle tracks" to separate bicyclists from moving traffic should be evaluated in future designs so that cyclists of different skill levels will feel comfortable along Philadelphia Boulevard (US 40). Most significantly, a re-envisioned Philadelphia Boulevard (US 40) will provide strong identification for downtown Aberdeen and improve the connection between East and West Bel Air Avenue.



To reinforce Aberdeen's compact, walkable downtown neighborhoods, two additional primary TOD areas are included to support Station Square. Festival Square and Residential Square function as catalysts and key elements of the Aberdeen TOD Plan. These investments will bridge TOD activity across Philadelphia Boulevard (US 40) with targeted development that supports the overall goals of the Plan.

Festival Square, in the area of the Municipal Center, the library, and Festival Park, expands existing civic uses and government offices and proposes new four- to six-story residential, hotel, academic, and retail development.



Residential Square, south of West Bel Air Avenue, reinforces the area's existing residential character by creating a new landscaped park surrounded by three- to six-story residential development with ground floor retail, a day care center, and possible hotel or academic uses.

The City faces many challenges with real estate demand and the market, unwillingness of property owners in the TOD to address vacancies, aesthetics/façade improvements, and understanding their role as a property owner. The properties in the TOD adjoining the Amtrak rail line require the parcels to be consolidated for them to be marketable. Collaboration is needed with Amtrak to make the necessary ADA improvements at the Train Station and support the 2012 Aberdeen TOD Master Plan for the proposed Station Square improvements. The City also needs continued support from elected officials, MDOT SHA and MDOT MTA with moving the Station Square project from a plan to a reality. The City will receive a Fiscal Year 2023 Congressionally Directed Spending grant for \$4.0M for the Aberdeen Station Square, Phase I for preliminary engineering and design, geotechnical, and acquisition.

Bicycle and Pedestrian Facilities

As part of the visioning workshop for the comprehensive plan update, several concerns were raised about the need for improved connection for pedestrian and bicycle facilities. This included the need to provide or update facilities to ensure ADA compatibility. Providing for improved bicycle and pedestrian connectivity will assist in providing transportation options, while helping to minimize traffic congestion as the City grows and redevelops as a community friendly environment. This network will assist with tourist and other visitor trips into Aberdeen as a destination during events at the Ripken Experience or Ripken Stadium, or just a weekend visit to the businesses, community festivals, farmers markets, and parks and recreation facilities in Aberdeen. Providing a connected system reduces vehicle trips by minimizing the need to drive from location to location and enjoy the many attractions within the City.



As the City continues to revitalize neighborhoods, redevelop and infill within the City limits, and identify areas for future growth within the Planning Areas identified in **Chapter 5 – Municipal Growth**, plans for including or upgrading sidewalks and/or trail connections should be included. Consideration should be given at that time to identify opportunities to provide connectivity to existing systems working closely with the City and adjacent properties. As additional development and redevelopment occur, set-backs should be provided to allow for future transportation improvements to meet the transportation needs, when applicable.

The City will continue to work with MDOT SHA and Harford County, as applicable, to ensure that safe pedestrian connections including crosswalks, signage, signal systems, and other needs, based on location are included as part of transportation improvements or resurfacing projects are completed. This includes the addition of ADA improvements to meet current standards and guidance.

The City continues to identify locations in which additional pedestrian crossing, sidewalk connections, and improved signage for safety can be implemented with improving the system connectivity throughout the City. To assist with these efforts, it is recommended that a pedestrian master plan be included as part of an overall transportation master plan to help identify the short-, mid-, and long-term needs for the City.



This master plan can identify the locations and establish priorities based on safety, location, connectivity needs, and cost to assist with future funding needs and grant opportunities. In addition, based on the network identified, consideration can be given to changes to the Development Code to allow for, or require, certain setbacks or include specific facility requirements to ensure consistency and continuity of the pedestrian network.

In addition, the accommodation of bicycles as part of the transportation network is also needed throughout the City of Aberdeen. To date, there are limited locations which separate bicycle facilities, signage, and markings provided. The inclusion of bicycle facilities is needed throughout Aberdeen and the designated Planning Areas to establish a complete network. Consideration should be given to both on-road and off-road accommodations to meet the needs of the various level of bicycle users and level of stress for uses, within the City and the adjacent areas. Currently, all new bicycle facilities are required to follow the bicycle facility requirements of the Development Code. As with the pedestrian network, it is recommended that a bicycle master plan also be developed for inclusion as part of an overall transportation mater plan. Following completion of the transportation master plan, the Development Code should be amended, as applicable, to help deliver the recommendation of the plan.

In summary, the City should consider the development of a bicycle and pedestrian master plans or a combined plan as part of the overall transportation master plan to identify gaps in the existing bicycle and pedestrian network. This includes coordination with the update to Harford County's Bicycle and Pedestrian Master Plan. Locations and routes can be identified based on intended uses and metrics such as level of stress can be applied to help identify needs and priorities throughout the City. This will assist the City with improvements to the existing facilities, filling gaps where needed, added new facilities as part of development activities, and seeking grants and funding to provide new facilities to improve the overall connectivity. This Complete Streets approach will help the City to continue to move toward meeting the vision established as part of this Comprehensive Plan update.

Active Transportation

In addition to mobility and connectivity, many residents and the workforce within and adjacent to the City are looking for areas where they can walk or ride to help maintain fitness or for some light exercise. This type of transportation is often referred to as "Active Transportation". As the city looks to improve the bicycle and pedestrian connectivity throughout the City, consideration should also be given to establish walking path, trails, or bicycle routes to meet these needs. These facilities contribute to the quality of life and attractiveness of living and working in Aberdeen as individuals are deciding where to live and/or work.

Other Transportation Considerations

In several locations in and around the City there is a mix of industrial traffic with local or residential traffic. In many cases this is due to approval made without adequate coordination by all jurisdictions. It is important that Aberdeen coordinate closely with Harford County, APG, and MDOT to ensure that new development and redevelopment projects that impact transportation infrastructure in and around Aberdeen are coordinated. This includes the improvement requirements, as well as jurisdictional and future maintenance requirements. It is critical to ensure that the transportation facilities accommodate future transportation operation needs and consider all aspects, including queuing due to delayed access into industrial or military properties. This will ensure that provisions are included for turn lane lengths, signal timings, signage, as well as parking and layover areas, as required.



Quarterly meetings of the APG Transportation Advisory Committee include representatives from APG, Aberdeen, MDOT SHA, and Harford County. Issues discussed are locations for future EV charging stations since all vehicles being purchased are electric, future transportation improvements, transit service, and the Aberdeen Train Station service. Since the BRAC road improvements were made to US 40, MD 715 and MD 22 there has been minimal to no demand for MDOT MTA or Harford Transit Service on APG. Since the COVID pandemic, only 60% of the APG civilian workforce has returned to the office reducing the demand even further for commuting alternatives, commuter parking lot, and shuttle services. The commuting and transit need at APG has changed significantly since 2020 and must continue to be assessed as employment needs and services at APG change.

In addition to the recommendations listed in this section, the need for various transportation facilities continues to change and evolve. This includes needs associated with teleworking versus commuting to work, vehicle ownership, electric vehicles, connected and autonomous vehicles, and overall changes to lifestyle and community needs. The following are some additional transportation needs to be considered moving forward to help meet the overall Vision for Aberdeen:

- Provide additional vehicle charging stations, as the number of electric vehicles continues to increase.
- Ensure that all signage and markings are to the latest standards and specifications to ensure compatibility with the requirements for connected and autonomous vehicles.
- Provide additional signage and wayfinding to assist with community connectivity as well as assisting visitors and tourists within the City.
- Continue to work with MDOT MTA and Harford County to provide safe, efficient, and effective transit services based on changing needs with the community or employment centers.
- Continue to look for funding opportunities to continue to increase the transportation connectivity and options in and around the City.

- Identify any future infrastructure improvements needed and ensure future transportation infrastructure projects are designed to address any issues related to changing climate, or conditions such as more intense rain and snow events.
- Continue to include landscaping and other amenities as part of transportation improvements to provide a sense of place, and to be utilized for traffic calming where appropriate.
- Continue to include gateway features where applicable as part of the transportation network to provide a sense of place and make transportation users aware of location and potential changes to the transportation network. This assists in the overall safety as part of the transportation design and driver expectations.
- Continue to receive public input on the need for continuous improvement to the transportation infrastructure throughout the City.
- Work with Harford County to identify opportunities for transportation improvements that will benefit both jurisdictions (i.e., the widening of MD 22 to relieve traffic congestion to the greater Aberdeen and Bel Air Areas).

TRANSPORTATION STUDIES, PROJECTS, AND FUTURE IMPROVEMENT PLANS

The City of Aberdeen has worked closely over the years with Harford County and Maryland to identify projects for transportation improvements to support the needs and vision for Aberdeen. This section contains information concerning the various active programs, studies, plan development, and priority funding requests made to continue to improve transportation within the City. The City of Aberdeen staff will continue to work with various Harford County, Maryland, and federal agencies to seek funds through various programs to help move these projects forward toward implementation.

Consolidated Transportation Program

The Consolidated Transportation Program (CTP) is Maryland's six-year capital budget for transportation projects. The CTP includes major and minor projects for MDOT and its transportation business units and related authorities including the MDOT Maryland Aviation Administration (MDOT MAA), the MDOT Motor Vehicle Administration (MDOT MVA), MDOT MTA, MDOT SHA, MDOT Maryland Port Administration (MDOT MPA), and MDTA. The FY 2022-FY 2027 CTP includes only one project located in Aberdeen.

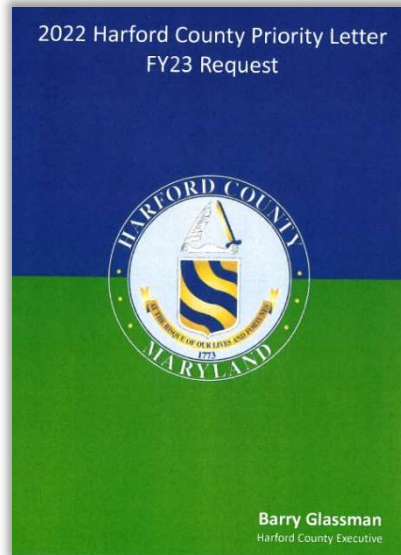
Aberdeen MARC Station Connectivity Enhancements

The City completed this project in 2022 working with MDOT SHA and MDOT MTA to enhance the pedestrian and bicycle connectivity to the Aberdeen Train Station. This project focused on installing new concrete sidewalks, curb and gutter, pedestrian crosswalks, ADA improvements, landscaping, lighting, and streetscape elements to the transit stop.

Harford County Transportation Priorities (FY23)

In anticipation of an upcoming fiscal year's CTP, Maryland counties are encouraged to submit an endorsed Priority Letter to MDOT, identifying their recommended roadway improvements along State roads. These recommended improvements for consideration are based on locally adopted comprehensive plans, Municipal and County requests, and studies prepared by the Baltimore Metropolitan Council for the

purpose of reducing congestion and improving safety. These letters reflect priorities in a snapshot in time and are subject to change annually.



Harford County established a list of FY23 transportation priorities in March 2022, which focuses on projects currently needed for the safe and efficient flow of all modes of transportation on the County's State highway and rail 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 (Aberdeen, Havre de Grace, and Bel Air) are reflected in the priority projects. A total of 20 projects were listed and prioritized according to their importance to the County's transportation network and represent the order the County requested funding from MDOT. As most projects have remained on the list with little or no funding or advancement towards completion, the County requested that MDOT show more progress and coordination in moving towards a solution than no substantial progress.

Aberdeen MARC Train Station TOD – Station Square Improvements

Since 2012, a multimodal facility in Aberdeen has been included in the County's priority letter since 2007. Harford County requested MDOT funding for the environmental and engineering analysis of underground conditions for the transition of the existing pedestrian overpass to be removed and a pedestrian underpass be constructed with ADA accessibility that will improve the safety, visibility, and accessibility for commuters and residents. The City was approved for a Fiscal Year 2023 Congressionally Directed Spending grant for \$4.0M for the Aberdeen Station Square, Phase I for preliminary engineering and design, geotechnical, and acquisition.

MD 22 Bicycle & Pedestrian Upgrades

Included in the priority letter since 2012, 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.

US 40 Shared Use Path

A regional project led by the Baltimore Metropolitan Council (BMC) 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. This project was added to the priority letter in 2021. This is an active project schedule to be completed with concept development recommendations in Winter 2023.

Baltimore Regional Transportation Board FY22-23 Unified Planning Work Program

The FY 2022-2023 Unified Planning Work Program (UPWP) outlines the planning activities to be performed by all state, regional, and local participants involved in the Baltimore metropolitan transportation planning process over the two fiscal years (July 1, 2021 through June 30, 2023). It defines the regionally agreed upon planning priorities and the roles and responsibilities of the various participants in this process. The

work program reflects a careful consideration of critical transportation issues currently facing the region, as well as the analytical capabilities needed to address them. The UPWP is required as a basis and condition for all federal funding assistance for transportation planning by the joint planning regulations of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

The UPWP lists one project within Aberdeen which is currently underway. This project is a Land Use and Transportation Study that includes rail, bus, roadways, bicycle accessibility, neighborhoods, and employment centers.

US 40: Aberdeen to Havre de Grace

Mixed-use communities thrive when there are cohesive links to transit and uninterrupted bicycle and pedestrian connections. The most successful examples of mixed-use communities have access to signature long-distance bicycle and pedestrian connections. US 40 is not presently such a facility. Sidewalks are disconnected and presently there is a combination of stenciled bike lanes and bike route postings without any dedicated bike facility. As part of MDOT's identified Bike Spine Network, it would be advantageous to plan for making multimodal improvements that connect the region's Transit Oriented Development (TOD) hubs. While the land use vision is present in local comprehensive plans, the Unifies Planning Work Program (UPWP) process will facilitate concurrent local planning with multimodal transportation planning studies that articulate a holistic approach to transportation planning along key corridors such as US 40.

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, with the potential for connections to the Martin Airport MARC station in Baltimore County and the Perryville MARC station in Cecil County. The study will both provide insights for the corridor and focus examples for the five-mile section from the Aberdeen Train Station to the Hatem Bridge. This aligns the project with the draft County priority letter and builds upon the partnership with the City of Aberdeen and City of Havre de Grace.

Maximize2045: A Performance-Based Transportation Plan

Every four years, the Long-Range Transportation Plan (LRTP) is updated by the Baltimore Metropolitan Council. Maximize2045 is the current transportation plan that was adopted in 2019. This plan focuses on the region's transportation goals, policies, and overall operations of the transportation system over the next 20-25 years. The LRTP mainly identifies planned major federal funded capital projects and how they will improve operations.

A project is planned just outside the City limits near Perryman in the Perryman Peninsula industrial area. The project aims to construct a new two-lane road near the distribution centers on the peninsula to handle traffic congestion. This roadway will serve as the main access for freight traffic accessing the distribution centers and warehouses and will also incorporate bicycle and pedestrian access. The extended road (Woodley Road) when complete will go from MD 715 to Michaelsville Road.

The LRTP also identifies the Aberdeen TOD Station as a project. The plan recognized that the train station needs to be improved to address capacity, frequency, and reliability issues for current and future riders. The identified project helped shape and guide the goals for the Aberdeen TOD Station Square Study.

MTA Commuter Bus Service from Harford County to downtown Baltimore and Harbor East and from Baltimore to APG was included to provide additional MTA commuter bus service from Harford County to downtown Baltimore and Harbor East, a reverse commute route from Baltimore to APG, install bus shelters, and extend US 40 commuter service to connect with Harford Transit.

The last identified project location within this region is the US 40 and MD 22 Interchange. The goals are to reconstruct the interchange to improve capacity and safety for all transit, bicyclists, and pedestrians. The existing partial interchange is recommended to be reconstructed into a full interchange to eliminate left turns along MD 22.

2040 Maryland Transportation Plan (MTP)

The MTP provides a long-term foundation of statewide goals and objectives to help guide future transportation safety, growth, connection, and performance. Maryland Department of Transportation (MDOT) identifies Aberdeen in the Baltimore Metro Region and recognizes the need to improve future traffic congestion and improve the existing functionality and connectivity at the MTA/MARC/Amtrak train and transit facilities.

Harford County Bicycle & Pedestrian Master Plan

This Plan was adopted in 2013 by the County and focuses on the improvements and policies of pedestrian and bicycle facilities to encourage increases in future use. The main goal is to provide accessible, convenient, connected, and safe modes of biking and walking. The Plan supports Aberdeen and acknowledges that the City should be a priority for projects that address sidewalk retrofits and bikeways since it is a Transit Oriented Development (TOD) location.

PROGRAMS AND RESOURCES

The Federal, State, and County governments play an important role with respect to transportation funding, regulation, and programming. While several programs exist, funding is limited and for most programs an application process is required.

The following provides a description of several key State and Federal programs in which Aberdeen continues to seek opportunities for improvements associated with transportation program delivery:

- Consolidated Transportation Program (CTP)—The CTP is Maryland’s six-year capital budget for transportation projects.
- Community Transportation & Urban Reconstruction Programs—The goal of this program is to make communities more livable by giving priority to roadway improvements on State highways located in State Designated Neighborhoods within Priority Funding Areas. These improvements will in turn promote economic revitalization and neighborhood conservation of older communities.
- Sidewalk Retrofit Program—This program offers funding for construction of new sidewalks and reconstruction of existing sidewalks along State highways in locations identified by the County and Towns. The State can pay for 100% or half of the cost with maintenance being the responsibility of the County or Town.
- Retrofit Bicycle Program—This program offers funding for improvements along State highways to provide increased accessibility for on-road cyclists.

- National Recreational Trails Program—This program provides funding for a variety of recreational trails including pedestrian, bicycling, water trails, in-line skating, equestrian, cross-country skiing, and off-road vehicular trail projects.
- Partnership Planting Program—This program supports partnerships between local governments, volunteers, and MDOT SHA to plant landscaping along State owned roadways.
- Ridesharing Program—This program encourages use of transit and ride sharing through the funding and construction of park and ride and carpool lots.
- Access Management Program—Highway corridors are eligible for funding to develop access management plans to identify long-term access opportunities, including access locations, median breaks, and service roads.
- Safe Streets for All—This is a federal initiative focusing on creating complete streets designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists and riders of all ages and abilities must be able to safely move along and across a complete street. Creating complete streets means moving from streets primarily designed and maintained for automobiles to planning, designing, building, and maintaining streets for all modes of transportation.
- Transportation Alternatives Program (TAP) —This program is a reimbursable, federally funded program for local sponsors to complete transportation-related community projects designed to strengthen the intermodal transportation system.
- Kim Lamphier Bikeways Network Program— This program allocates State transportation funds administered by MDOT for planning, design, and construction of bicycle transportation projects. Grantees are required to provide a minimum 20% of total project cost as a match.
- Context Driven Initiative—This initiative focuses MDOT’s practitioners on implementing context-appropriate improvements to emphasize safety, access, and mobility for all users, especially those more vulnerable such as pedestrians and bicyclists.
- Safe Routes to School (SRTS) programs are federally funded to enable and encourage children to safely walk and bicycle to school. Federal funds allocated to this program are reimbursable for infrastructure and non-infrastructure projects that benefit elementary and middle school students in grades K-8.