



**BALTIMORE
METROPOLITAN
COUNCIL**

Concept Plan for

Bicycle



AND

Pedestrian



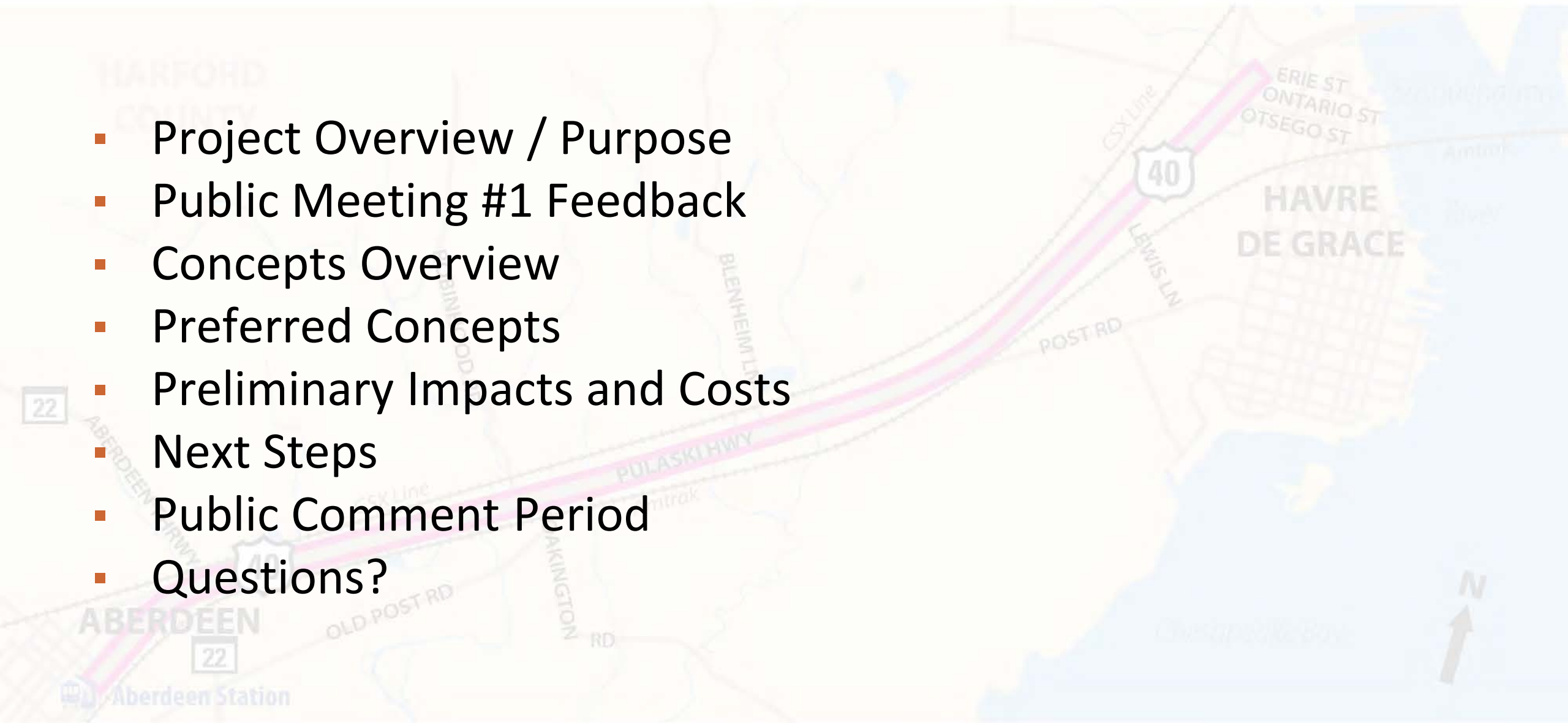
Improvements along US 40 (Aberdeen to Havre de Grace)



**Public Open House
February 9, 2023**

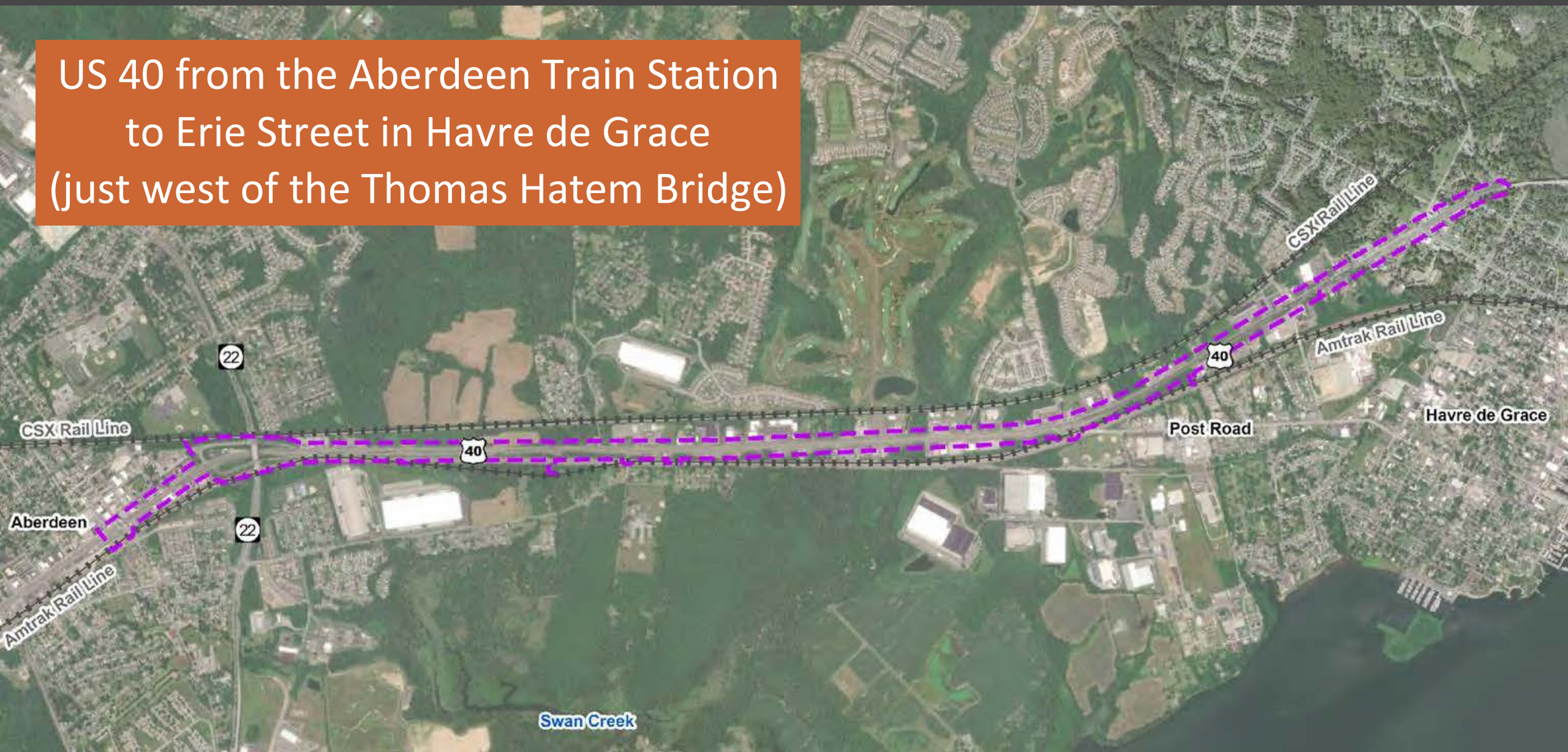
Agenda

- Project Overview / Purpose
- Public Meeting #1 Feedback
- Concepts Overview
- Preferred Concepts
- Preliminary Impacts and Costs
- Next Steps
- Public Comment Period
- Questions?



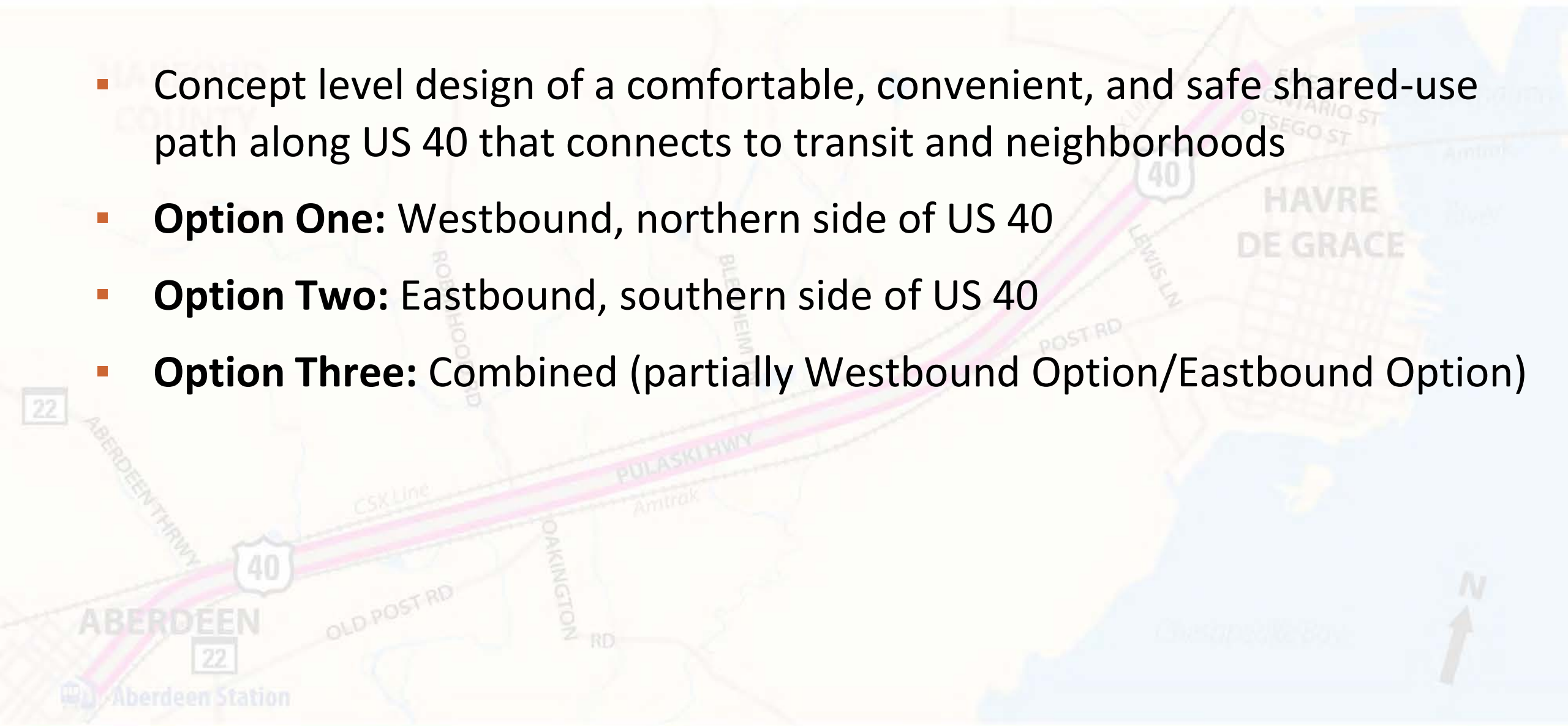
Project Overview

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



Project Purpose

- Concept level design of a comfortable, convenient, and safe shared-use path along US 40 that connects to transit and neighborhoods
- **Option One:** Westbound, northern side of US 40
- **Option Two:** Eastbound, southern side of US 40
- **Option Three:** Combined (partially Westbound Option/Eastbound Option)



Existing Conditions Photos



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

Shared-Use Paths

- Dedicated facilities for pedestrians and bicyclists that are physically separated from motorized vehicular traffic by an open space or barrier
- Recommended 10' width, paved, separated from the roadway



Stormwater / Landscaping

- Bioswales: vegetated shallow depressions/ditches designed to collect, treat, infiltrate stormwater runoff
- May be used in green zone between US 40 roadway and shared-use path
- Roadway safety clear zone issues may limit tree plantings
- Details determined in later stages of design



Development of the Concept Plan

- Existing conditions documentation
- Alternatives developed
- Public meeting #1 (held November 2, 2022)
- Preferred concepts selected
- **Public meeting #2** ← **This is where we are in the process**
- Final concept plan



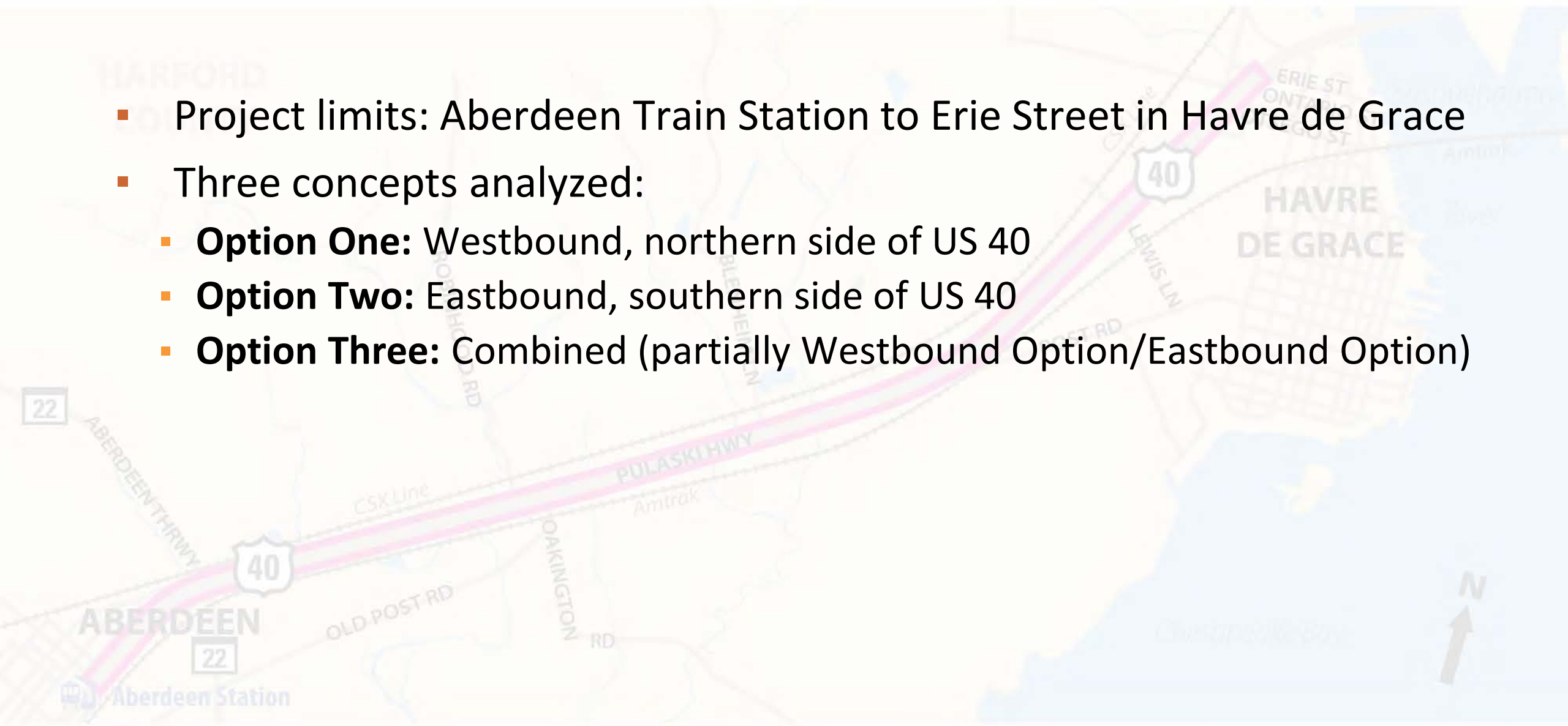
Public Meeting #1 – Feedback

- Would you use a shared-use path along US 40?
 - **73% - Likely**
 - 15% - Unsure
 - 12% - Unlikely
- Which shared-use path option do you prefer?
 - **30% - Westbound Option**
 - **26% - Combined Option** (partially Westbound Option/Eastbound Option)
 - 26% - No Preference
 - 15% - Eastbound Option
 - 4% - Other
- Users should be safely separated from US 40 traffic
- Important to provide safe pedestrian and bicycle crossings of US 40 at major intersections

- **Will the Otsego Street/Ohio Street/US 40 intersection be reconfigured as a part of this concept plan?**
 - The concept plan currently under development will not include reconfiguration of the Otsego Street/Ohio Street/US 40 intersection. The intersection is included in the 2022 Harford County Priority Letter and has been included in the yearly priority letter since 2010.
- **Is funding available for this project? Will this project increase my taxes?**
 - The project is currently funded for completion of the concept plan. Funding has not yet been identified for future phases of design and construction. The project will be eligible to apply for a variety of state and federal funding programs that could fund future phases of the project. The project will not increase taxes in Harford County.
- **Why doesn't the project include crossing the Susquehanna River on the Thomas J. Hatem Memorial Bridge?**
 - The scope of this concept plan is limited to the five-mile segment from the City of Aberdeen to the City of Havre de Grace. Exploration of a bicycle and pedestrian connection across the Susquehanna River, potentially along the Thomas J. Hatem Memorial Bridge will require a separate study due to the complexity of design and coordination.

Concepts Overview

- Project limits: Aberdeen Train Station to Erie Street in Havre de Grace
- Three concepts analyzed:
 - **Option One:** Westbound, northern side of US 40
 - **Option Two:** Eastbound, southern side of US 40
 - **Option Three:** Combined (partially Westbound Option/Eastbound Option)



Concepts Overview (cont.)

- Planning-level; no detailed topographic survey information was obtained
- 10' width shared-use path with a grass buffer
- Reduced width where necessary to avoid obstacles or environmental impacts
- 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

Opportunities and Constraints

RECOMMENDED FOR ADDITIONAL STUDY

Option 1: Westbound (Northern Side of US 40)

- Opportunities
 - Wide shoulder available to use for trail
 - Less environmental impacts
 - Requires less potential property easements or acquisition
 - Located on north side of US 40 with larger nearby residential population
- Constraints
 - Multiple stream crossings / at least one pedestrian bridge required
 - Existing utilities
 - Low retaining walls may be required

NOT RECOMMENDED FOR ADDITIONAL STUDY

Option 2: Eastbound (Southern Side of US 40)

- Opportunities
 - Improved access to residents on south side of US 40 and downtown Havre de Grace
 - Access to Havre de Grace Activity Center and the middle / high school
 - Same side as train station
- Constraints
 - Environmental impacts to streams and forest
 - Amtrak property impacts which could delay project implementation
 - Higher construction costs because of walls and stream crossings
 - Stressful and potentially unsafe crossing of on-ramp from MD 22

RECOMMENDED FOR ADDITIONAL STUDY

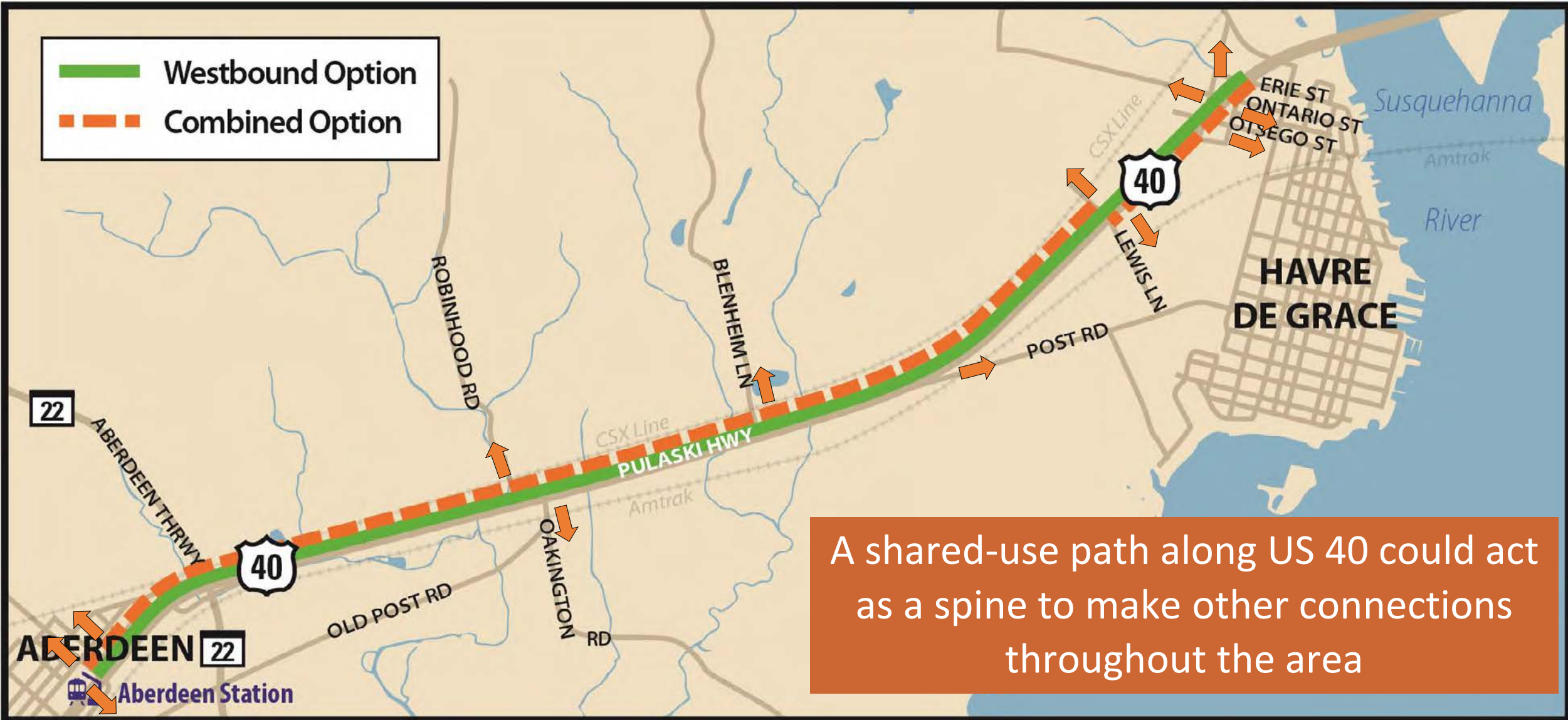
Option 3: Combined

- Opportunities
 - Westbound/north side segment serves larger nearby residential population
 - Eastbound/south side segment provides improved access to Havre de Grace
 - Access to Havre de Grace Activity Center and the middle / high school
- Constraints
 - No existing sidewalk from Lewis Lane to south of Ohio Street due to significant environmental constraints
 - Significant portion of eastbound/south side segment is complex design and construction due to guardrail, signing, steep slopes and forest impacts
 - Higher construction costs for eastbound/south side segment due to retaining walls to reduce impacts

Preferred Concepts

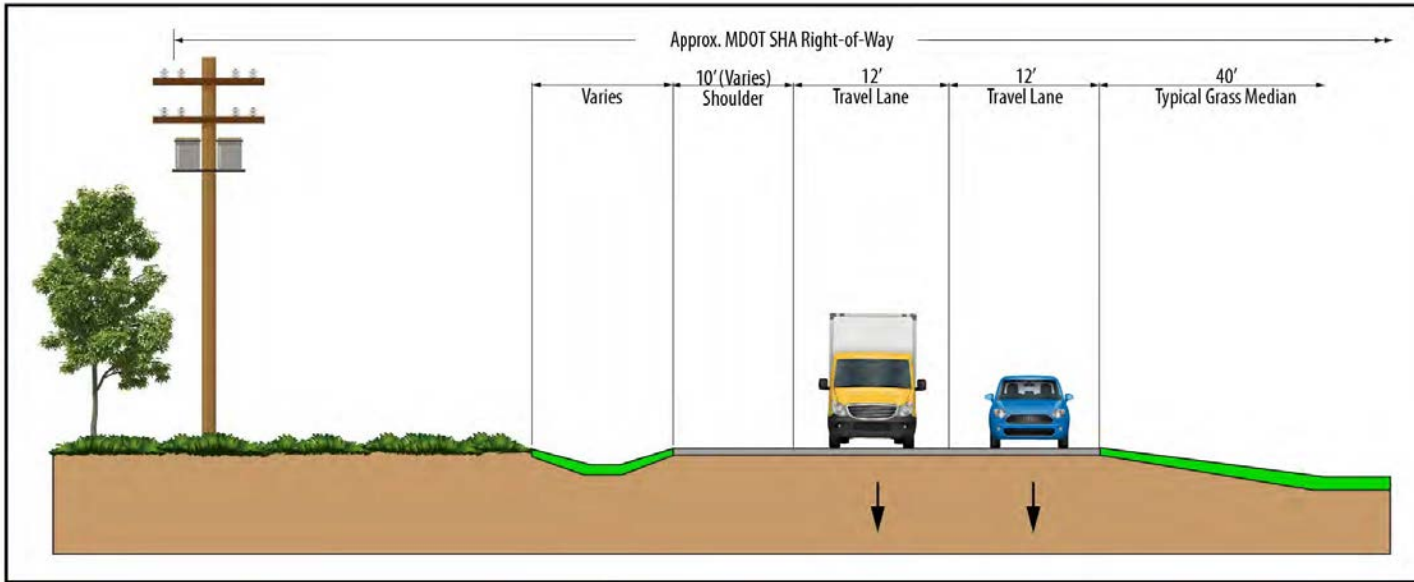


Preferred Concepts (cont.)

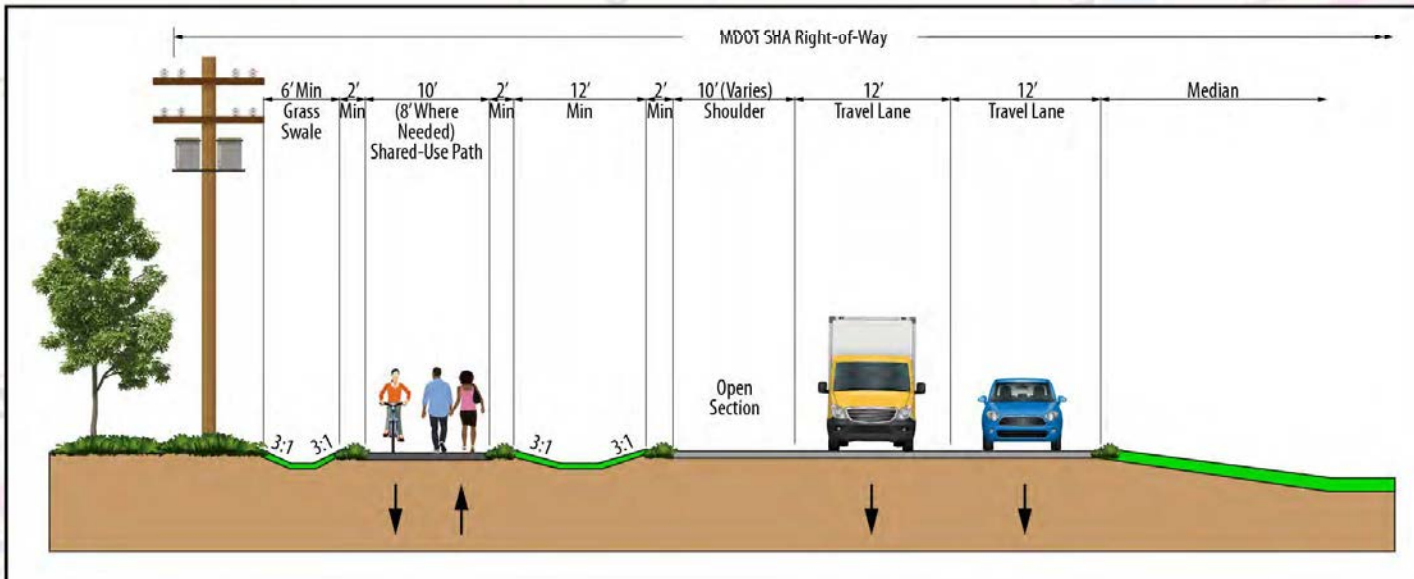


Typical Section Overview

Existing



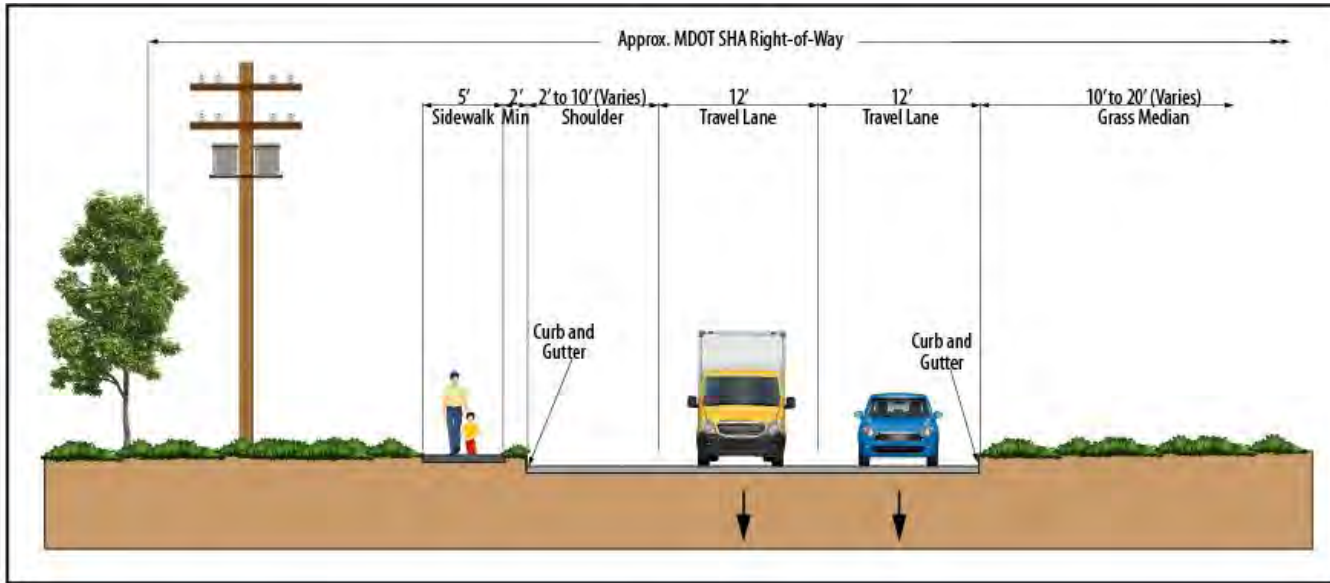
Proposed



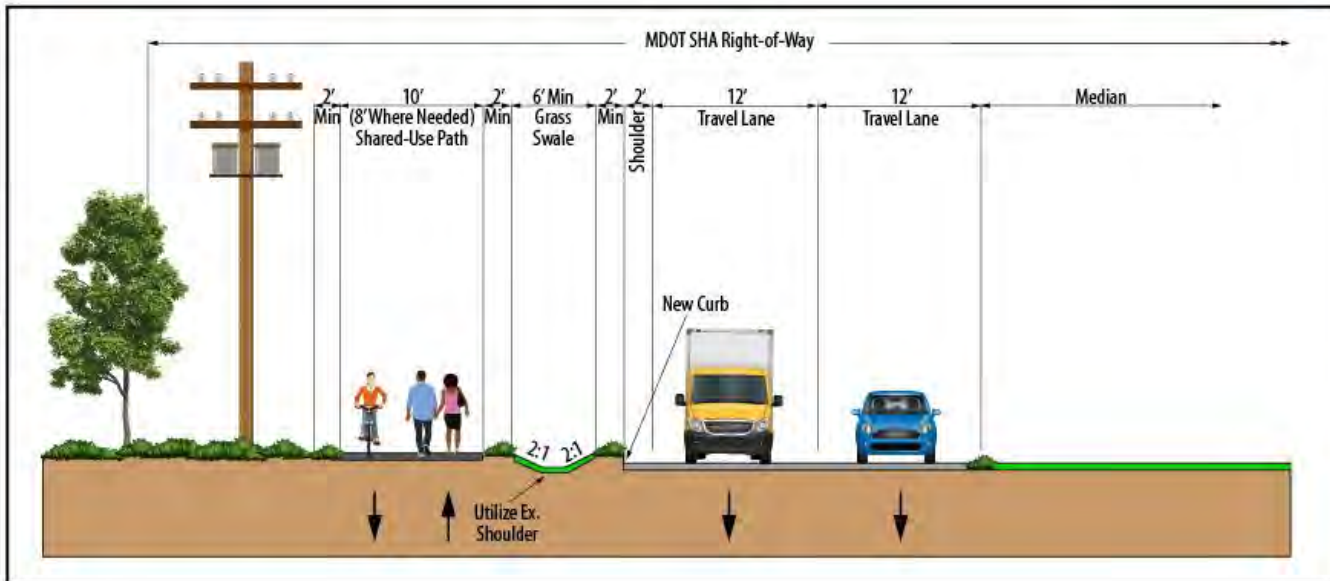
- Open section has no curb and gutter
- 10' paved shoulder and 16' grass buffer
- In areas with 55 mph speed limit
- Proposed Westbound concept shown

Typical Section Overview (cont.)

Existing



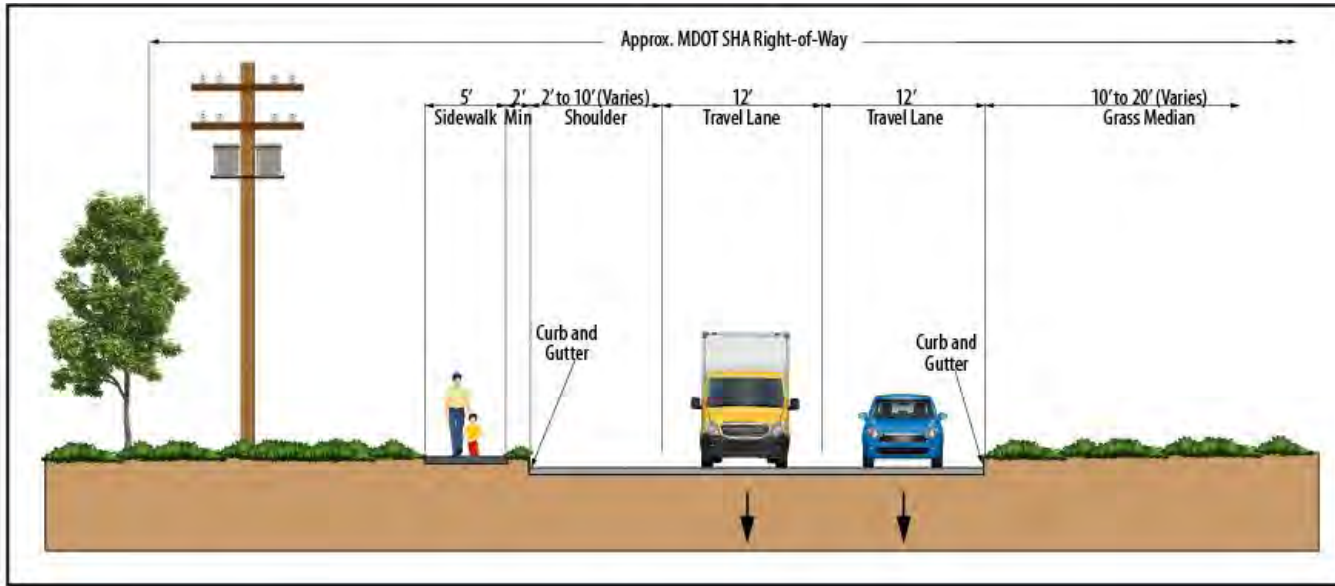
Proposed



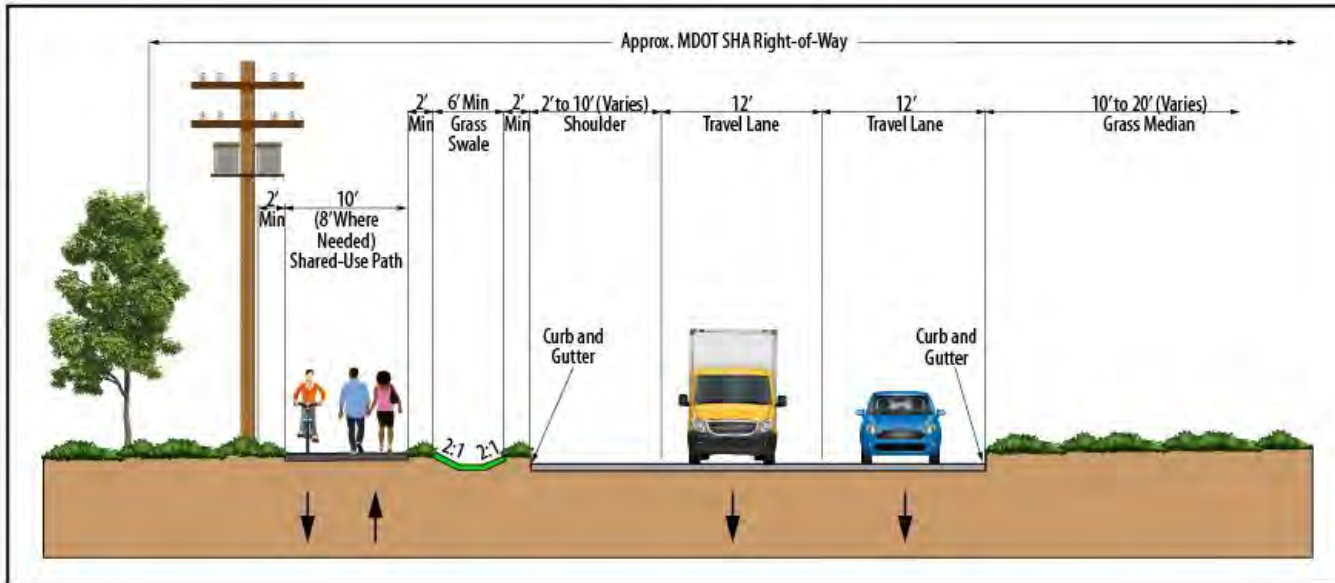
- Closed section with reduced shoulder
- Minimum 10' buffer
- In areas with 30-45 mph speed limit
- Proposed Westbound concept shown

Typical Section Overview (cont.)

Existing

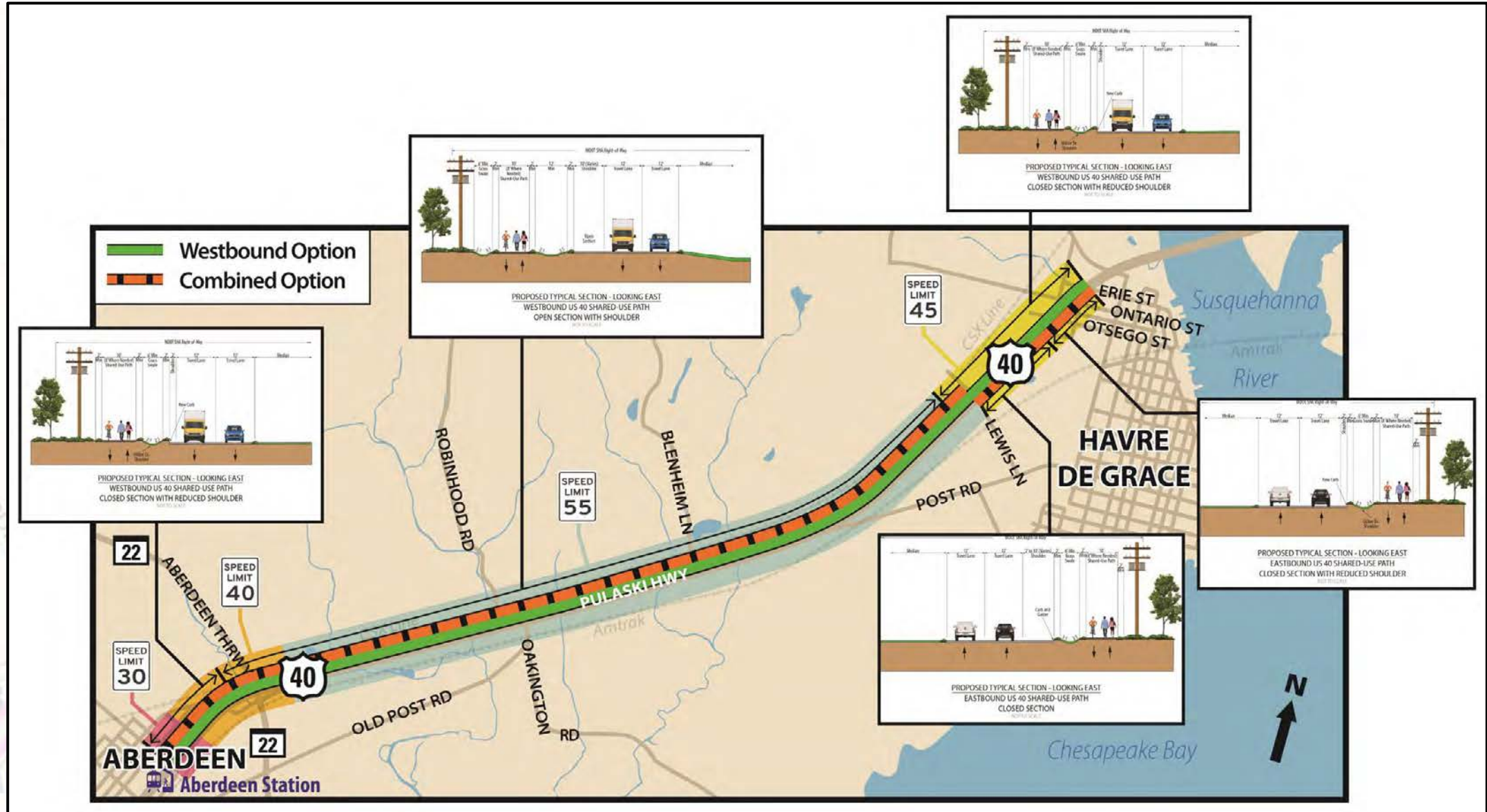


Proposed

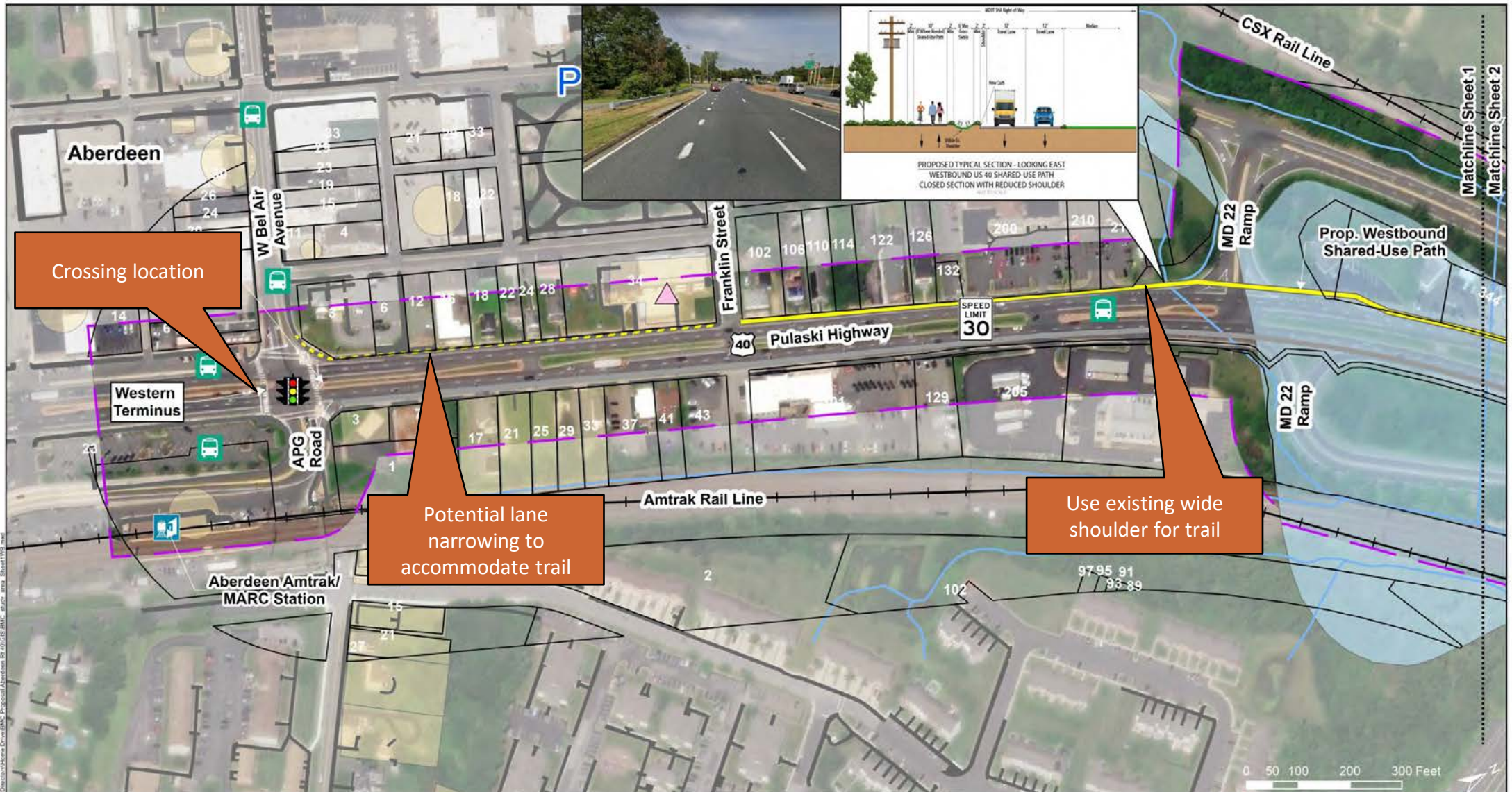


- Closed section with shoulder
- Minimum 10' buffer
- In areas with 45 mph speed limit
- Proposed Westbound concept shown

Typical Section Overview (cont.)







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

Westbound Shared-Use Path

Sheet 1 of 9
December 2022

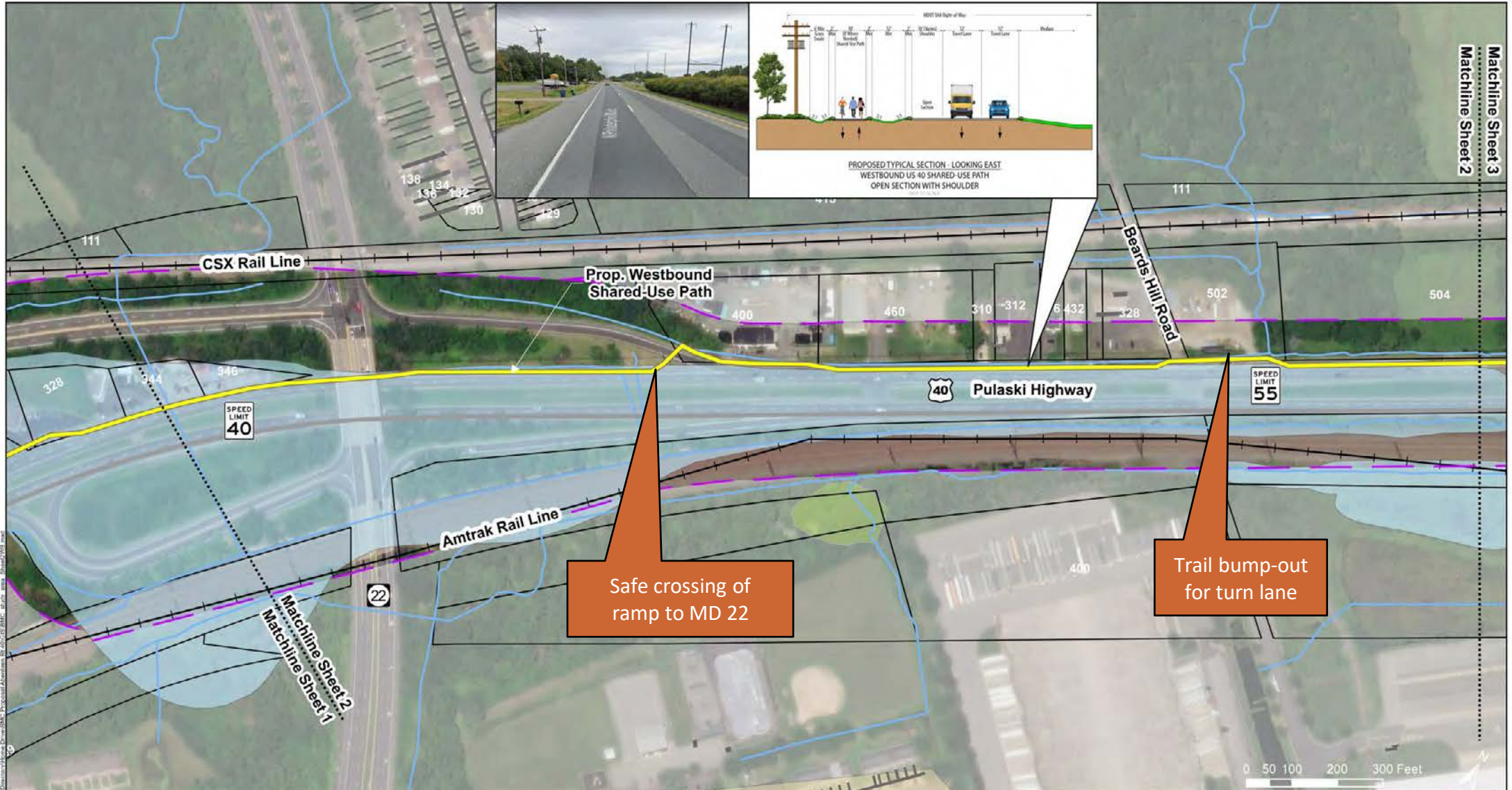
BALTIMORE METROPOLITAN COUNCIL

AECOM

— US 40 Study Area	— Parcels	🚉 Train Stop	🚌 Bus Stop	🚊 Railroad
■ Sidewalks	🎓 School	📖 Library	🚒 Fire Station	🏥 Hospital
■ Historic Districts	🏛️ Historic Landmark	🌿 Wetland	🌊 Streams/Rivers	🌊 100 Year Floodplain
🟡 Shared-Use Path	🟡 Use of Existing Sidewalk			

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

Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI



Matchline Sheet 3
Matchline Sheet 2

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

Westbound Shared-Use Path

Sheet 2 of 9
December 2022

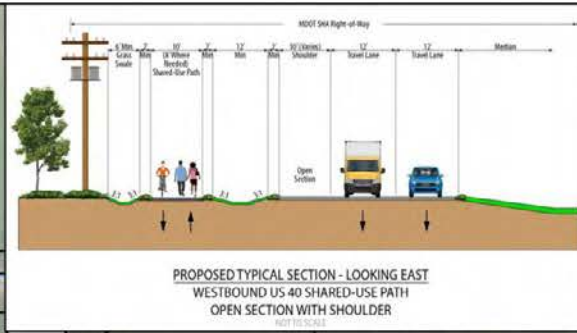
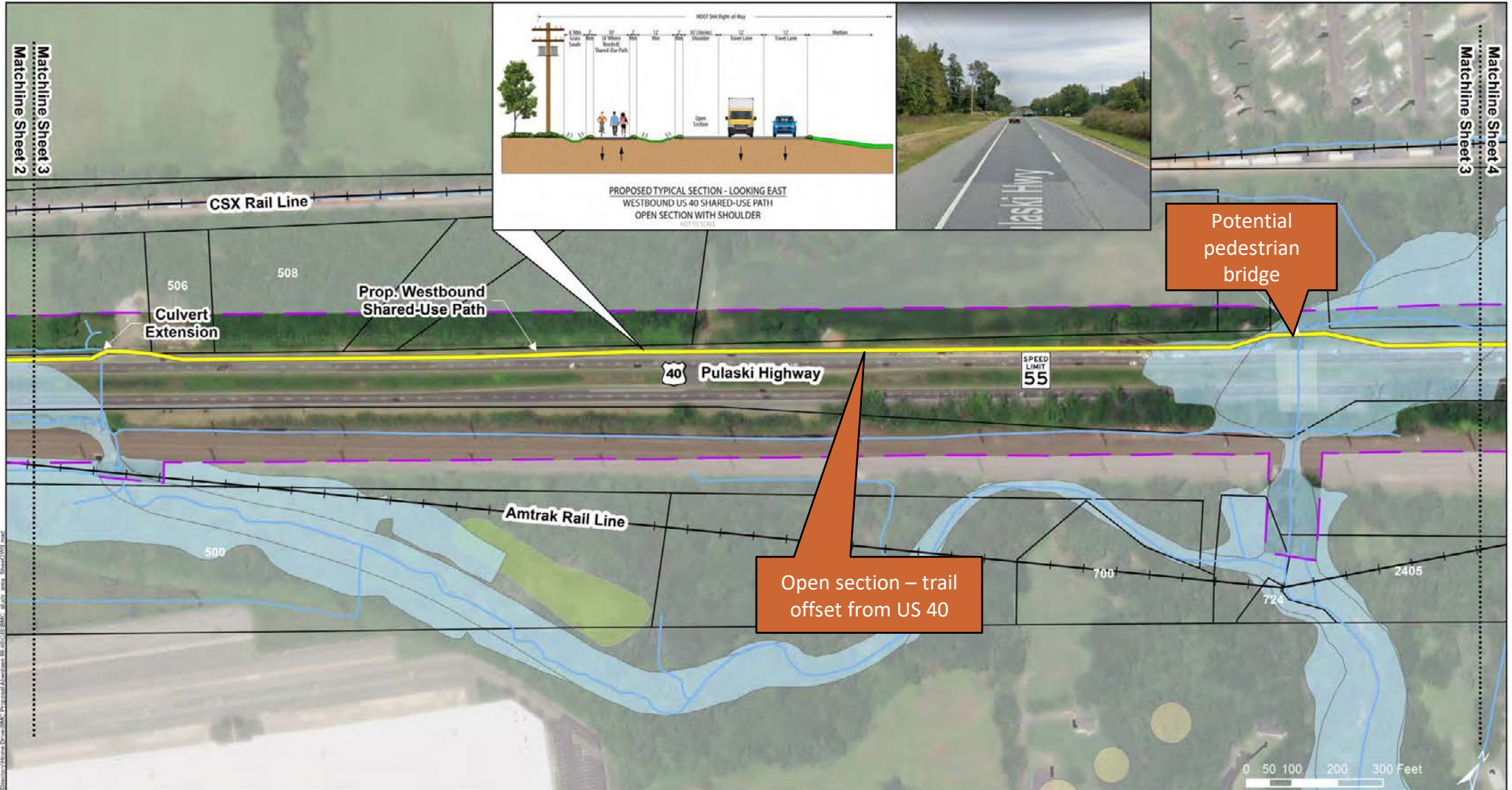
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AECOM

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

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

Westbound Shared-Use Path

Sheet 3 of 9
December 2022

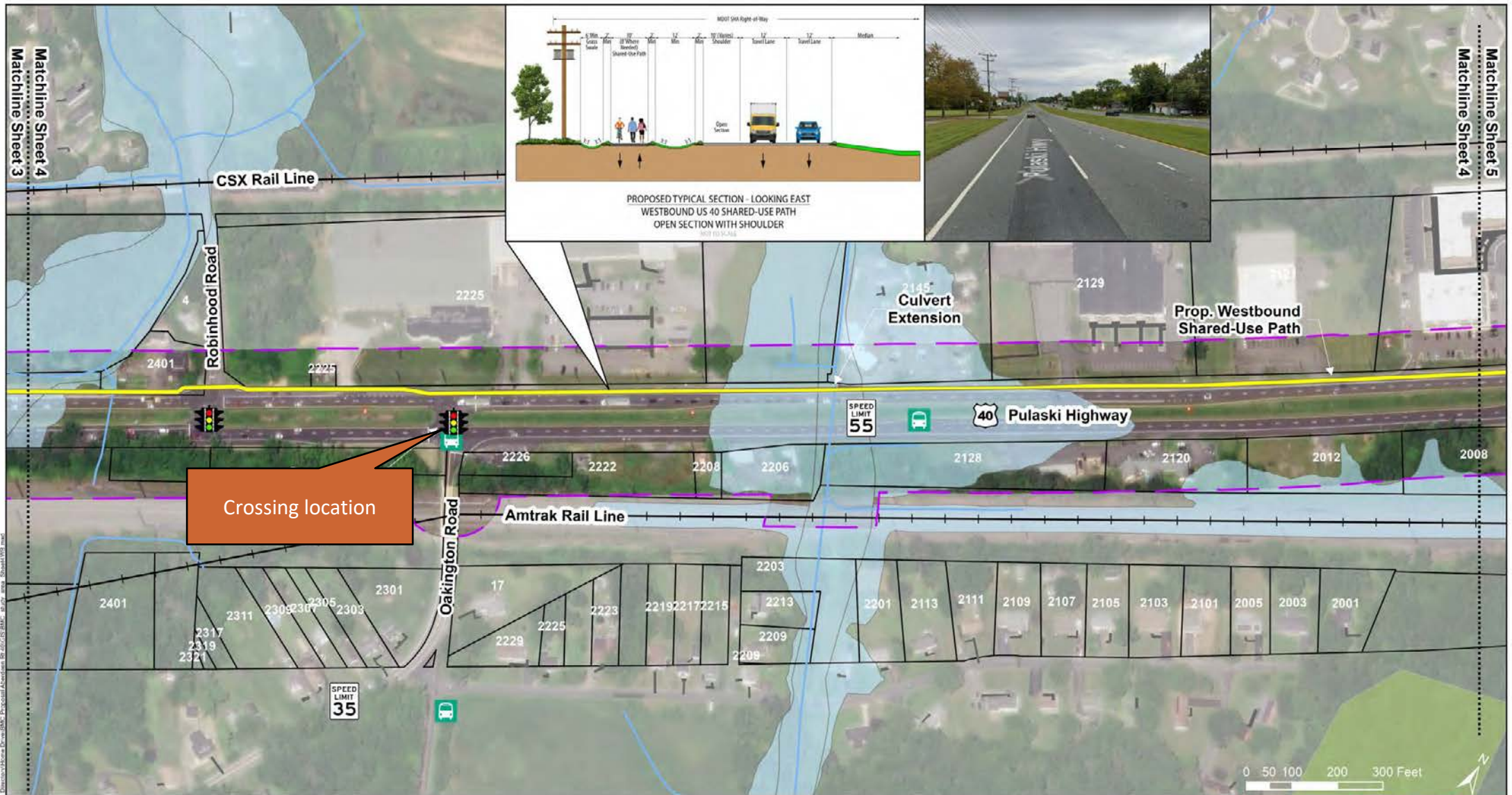
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AECOM

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

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

Westbound Shared-Use Path

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December 2022

BALTIMORE METROPOLITAN COUNCIL

AECOM

US 40 Study Area

Parcels

Train Stop

Bus Stop

Railroad

Sidewalks

School

Library

Police Station

Fire Station

Hospital

Signalized Intersection

Historic Districts

Historic Landmark

Wetland

Streams/Rivers

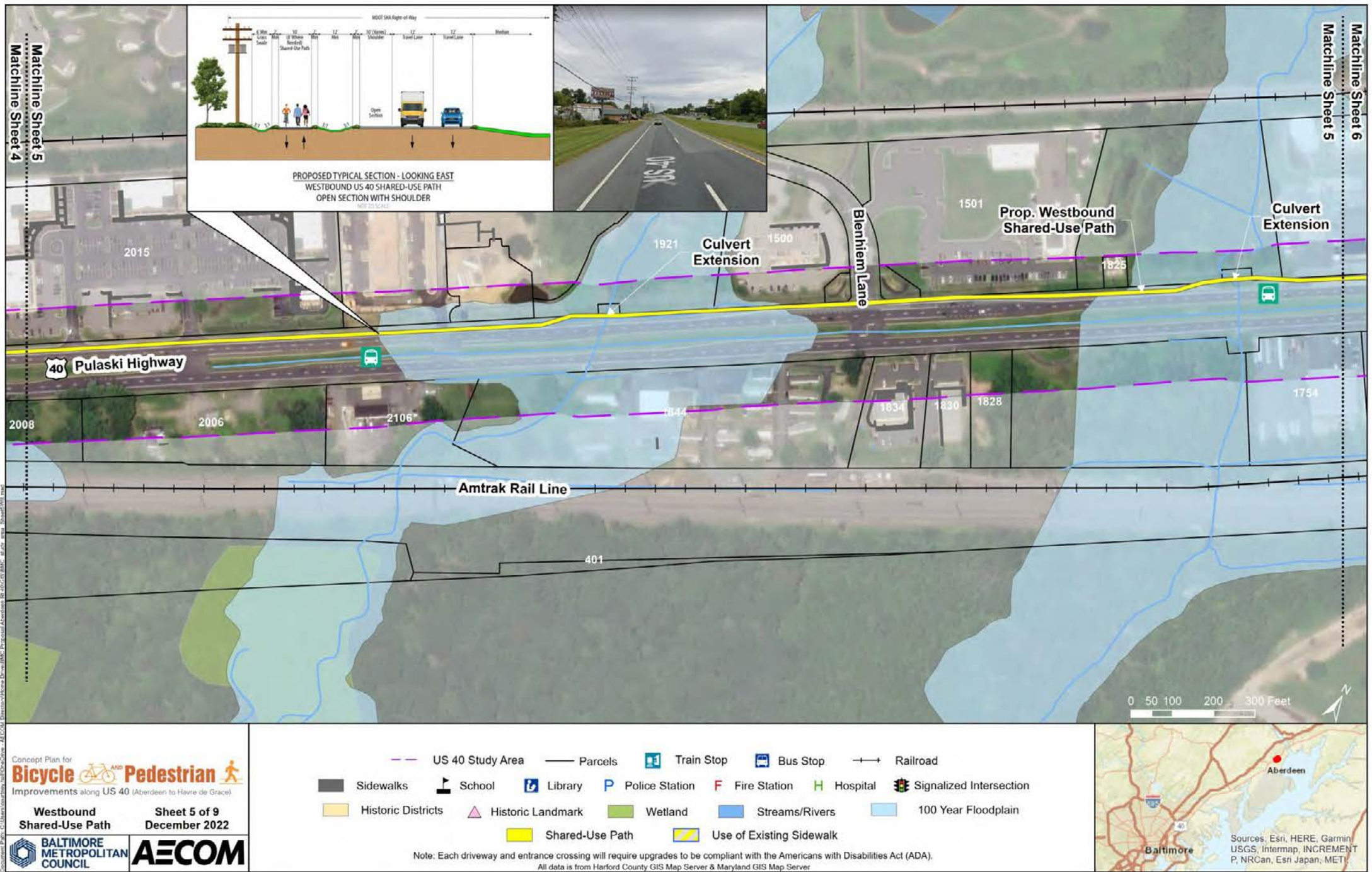
100 Year Floodplain

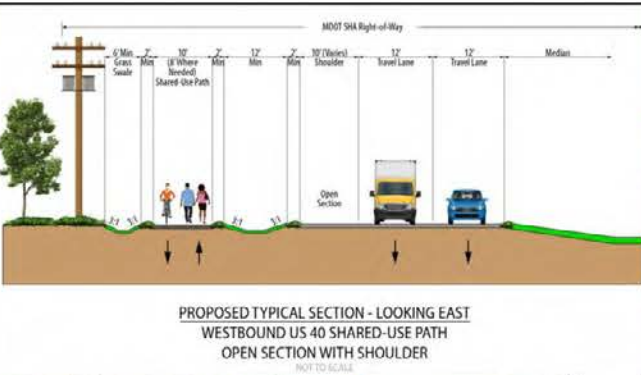
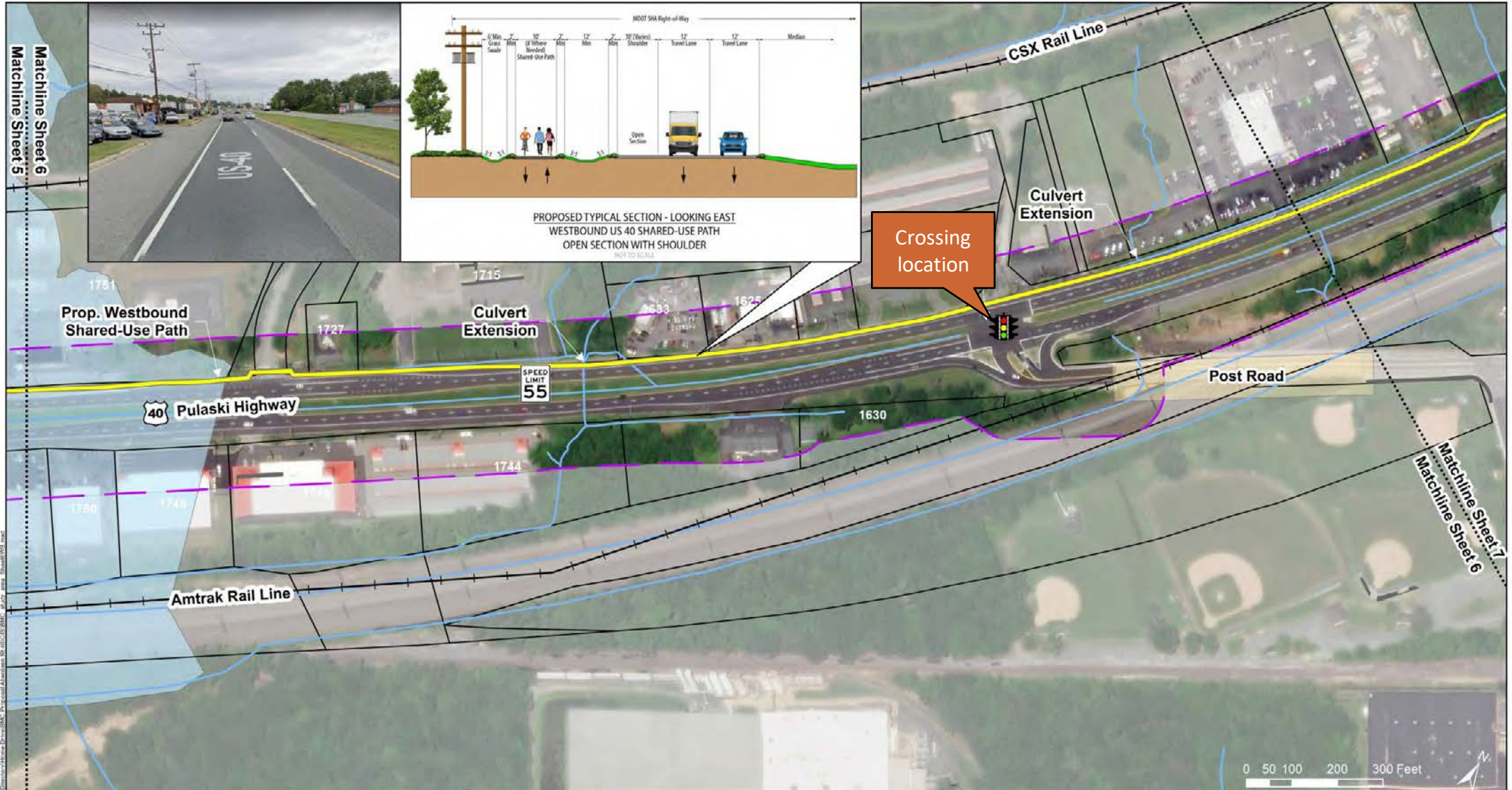
Shared-Use Path

Use of Existing Sidewalk

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PROPOSED TYPICAL SECTION - LOOKING EAST
WESTBOUND US 40 SHARED-USE PATH
OPEN SECTION WITH SHOULDER
NOT TO SCALE

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

Westbound Shared-Use Path

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December 2022

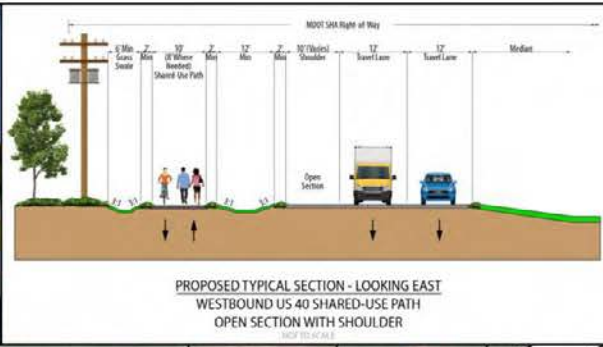
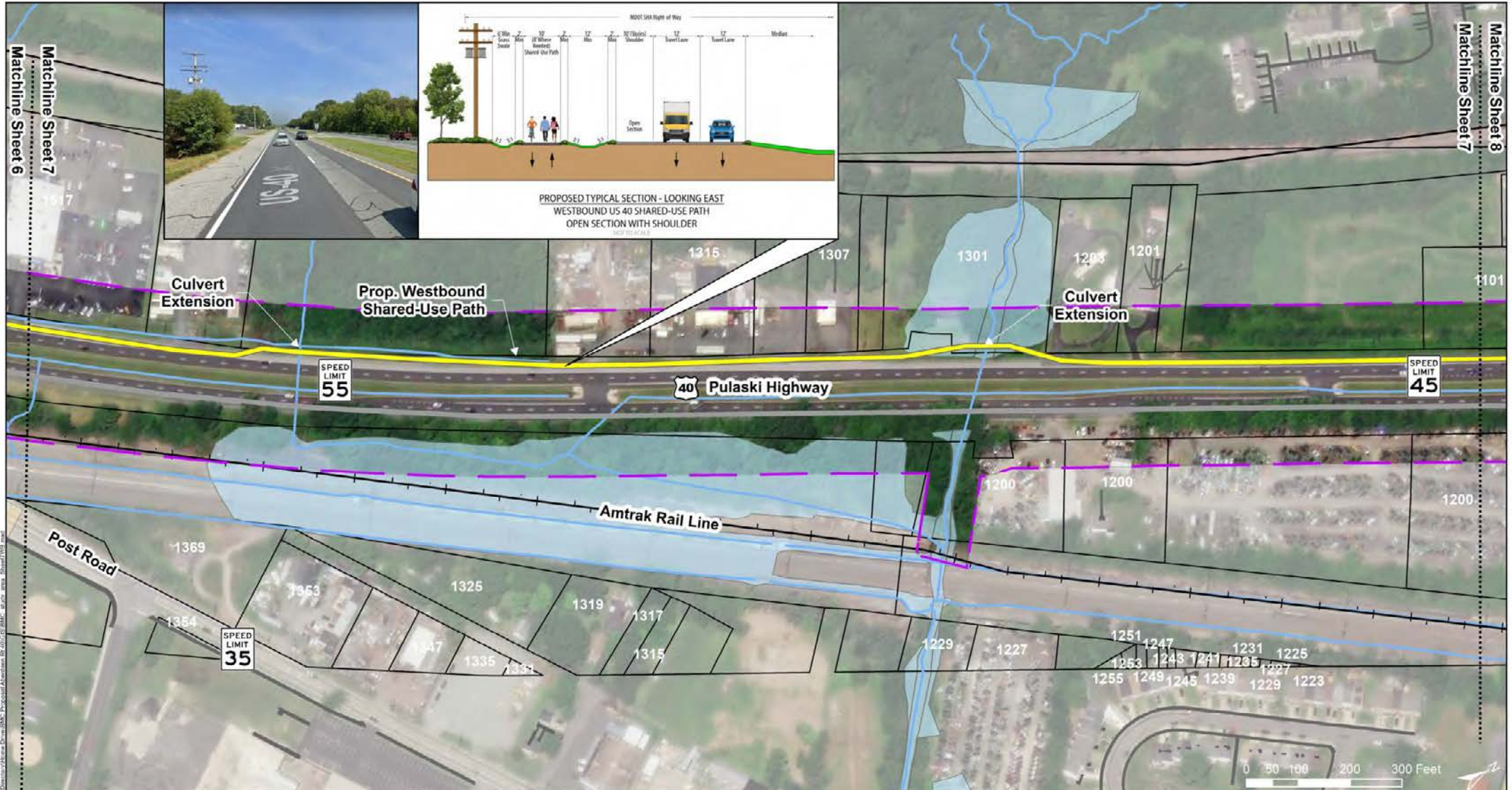
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US 40 Study Area	Parcels	Train Stop	Bus Stop	Railroad
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Shared-Use Path	Use of Existing Sidewalk			

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PROPOSED TYPICAL SECTION - LOOKING EAST
WESTBOUND US 40 SHARED-USE PATH
OPEN SECTION WITH SHOULDER

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

Westbound Shared-Use Path

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December 2022

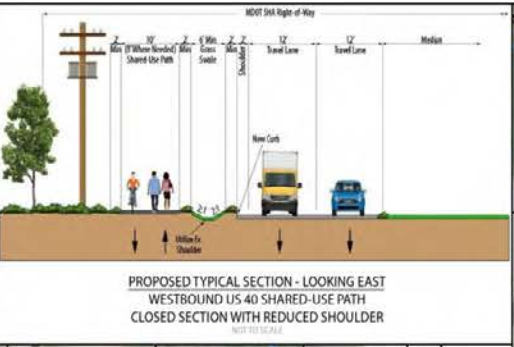
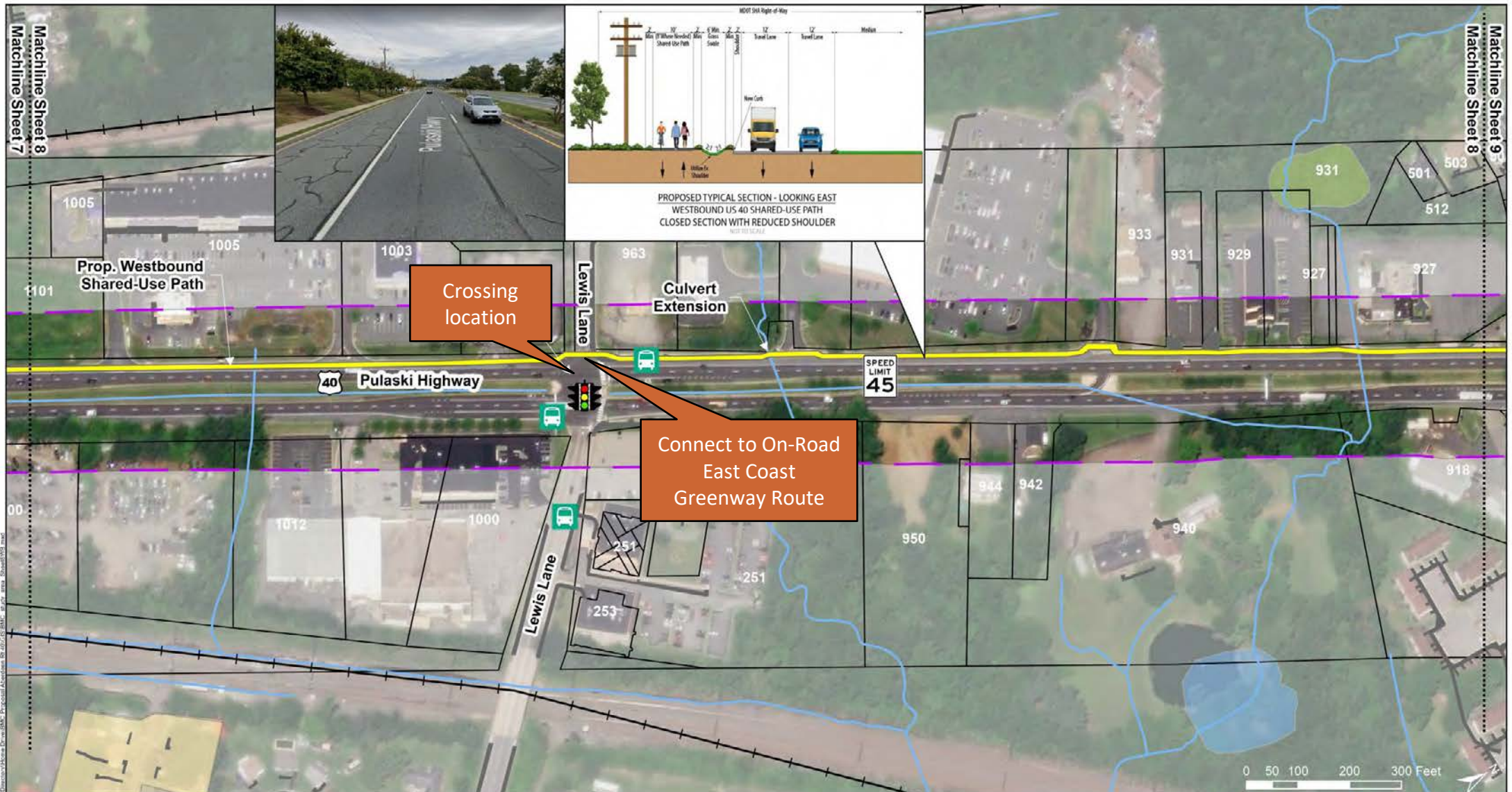
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AECOM

US 40 Study Area	Parcels	Train Stop	Bus Stop	Railroad
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Shared-Use Path	Use of Existing Sidewalk			

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

Westbound Shared-Use Path

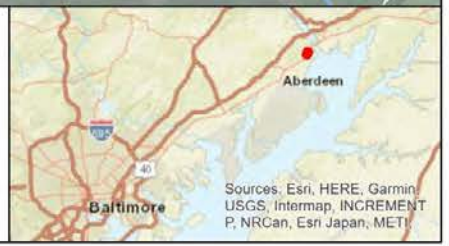
Sheet 8 of 9
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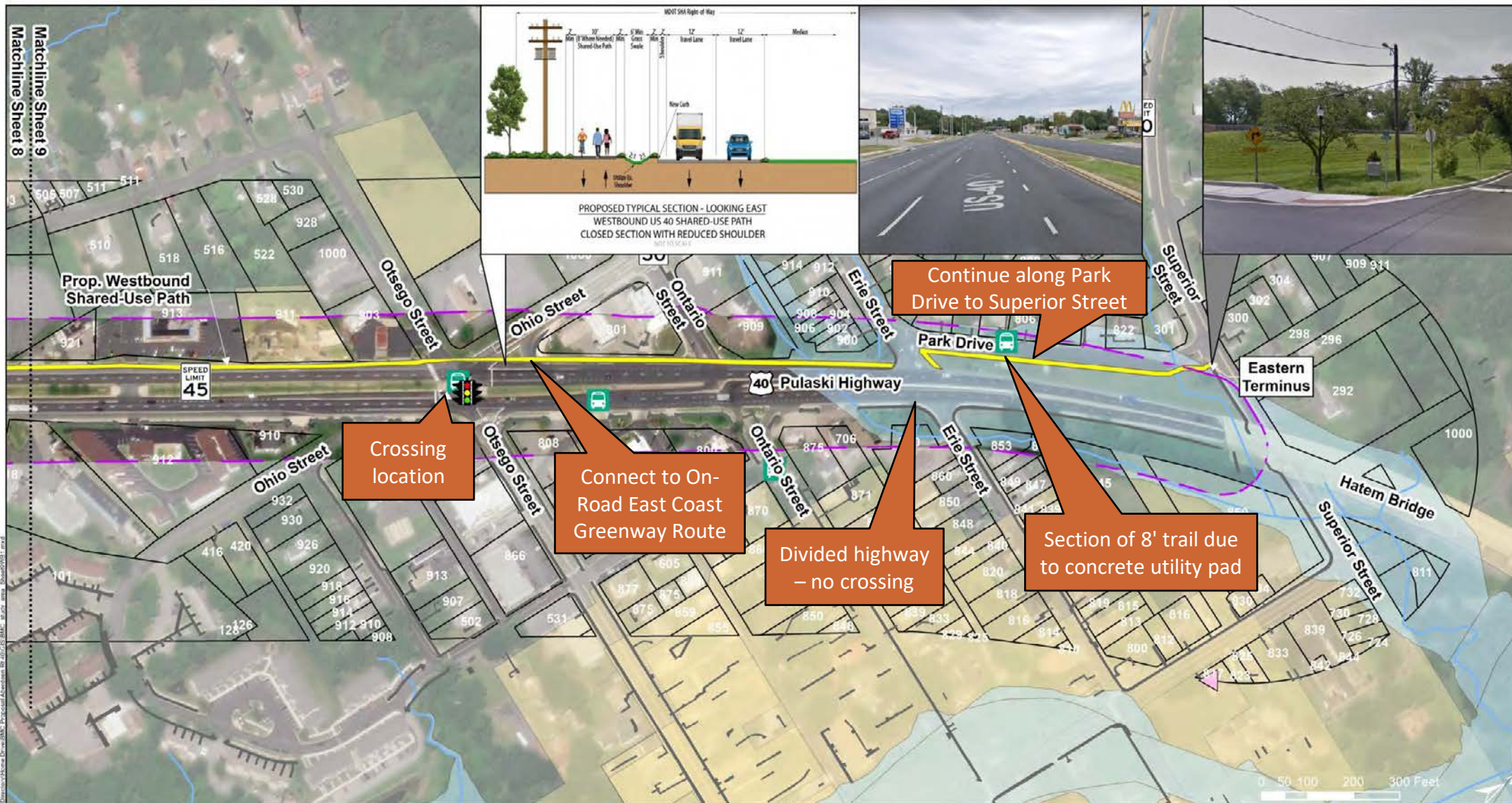
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AECOM

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

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

Westbound Shared-Use Path

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December 2022

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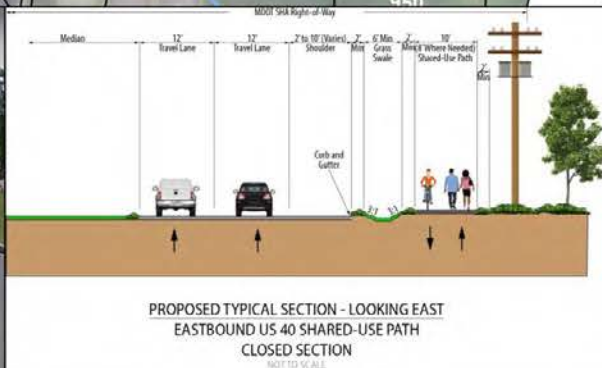
AECOM

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

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

Combined Shared-Use Path

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December 2022

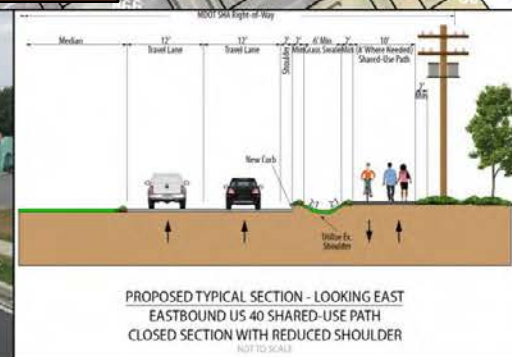
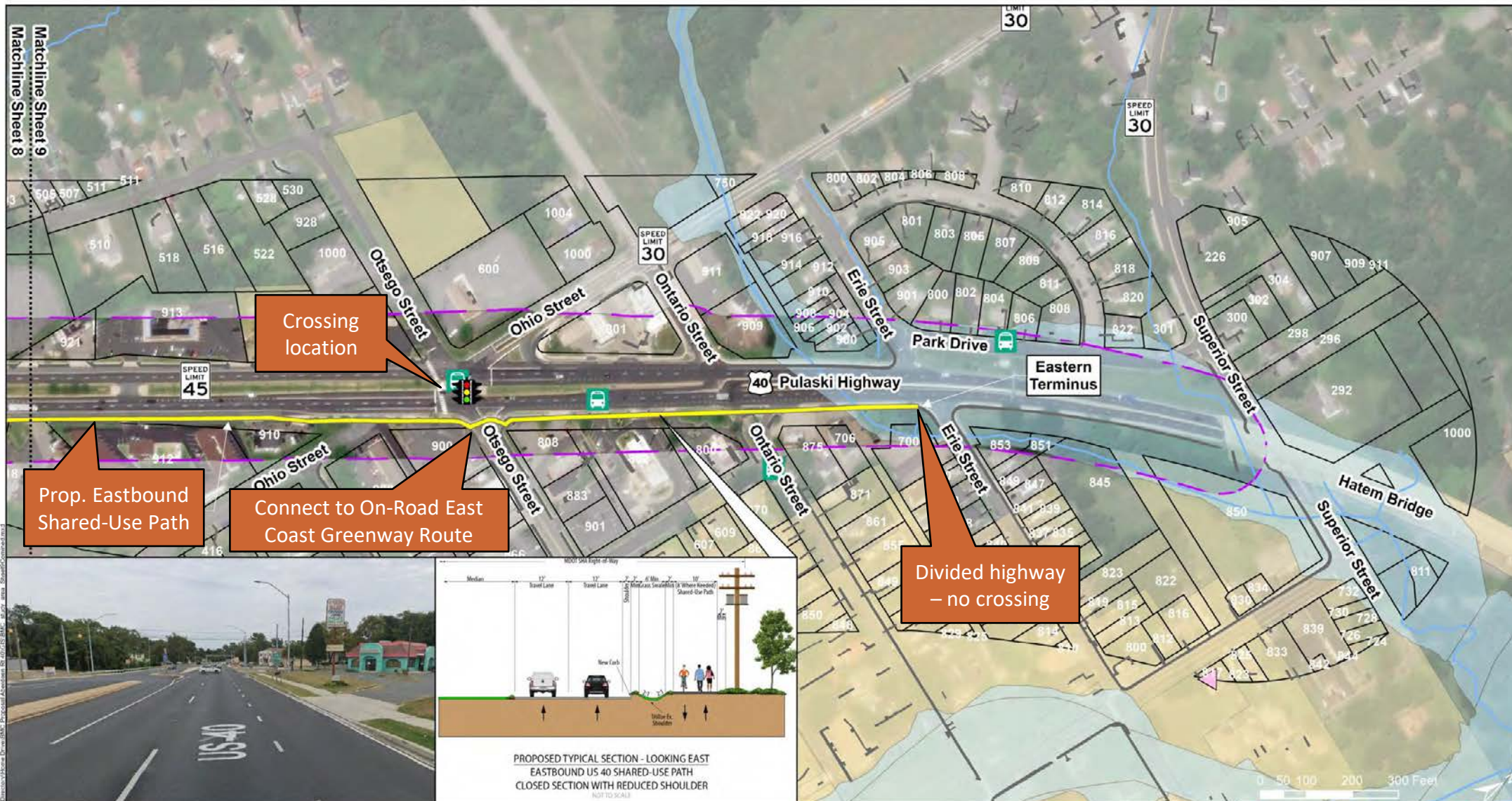
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- US 40 Study Area
- Parcels
- Train Stop
- Bus Stop
- Railroad
- Sidewalks
- School
- Library
- Police Station
- Fire Station
- Hospital
- Signalized Intersection
- Historic Districts
- Historic Landmark
- Wetland
- Streams/Rivers
- 100 Year Floodplain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

Note: Each driveway and entrance crossing will require upgrades to be compliant with the Americans with Disabilities Act (ADA).
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Westbound Option

Preliminary Impacts

- County impacts: none
- City of Aberdeen impacts: 149 square feet (SF) (1 parcel)
- City of Havre de Grace impacts: 219 SF (1 parcel)
- MDOT SHA impacts: none
- Amtrak impacts: none
- Residential property impacts: 980 SF (1 parcel)
- Commercial property impacts: 52,981 SF (47 parcels)
- Industrial property impacts: 1,188 SF (1 parcel)

Preliminary Cost

- The estimated construction cost for the potential future shared-use path along westbound US 40 as shown on the concept plan is \$8.90 million with a cost per mile of \$1.78 million (not including right-of-way).

Combined Option

Preliminary Impacts

- County impacts: none
- City of Aberdeen impacts: 149 SF (1 parcel)
- City of Havre de Grace impacts: none
- MDOT SHA impacts: none
- Amtrak impacts: none
- Residential property impacts: 980 SF (1 parcel)
- Commercial property impacts: 55,338 SF (51 parcels)
- Industrial property impacts: 1,188 SF (1 parcel)

Preliminary Cost

- The estimated construction cost for the potential future combined shared-use path along westbound and eastbound US 40 as shown on the concept plan is \$9.75 million with a cost per mile of \$1.95 million (not including right-of-way).

Next Steps

- Public comment period on preferred concepts (January 25, 2023 – February 22, 2023)
- Develop final concept plan (February – March 2023)



Public Comment Period

The public comment period will be open from January 25, 2023 until February 22, 2023

Feedback can be provided at:

- **WEBSITE:** publicinput.com/us40bikeped

Or through:

- **EMAIL:** us40bikeped@PublicInput.com
- **TEXT:** Text the keyword 'us40bikeped' to the number 73224
- **VOICEMAIL:** 855-925-2801 x 4009

Thank you!

