



ROOM 553, CITY HALL
100 N. HOLLIDAY STREET, BALTIMORE, MARYLAND 21202
TELEPHONE: 410-396-4812
FAX: 410-396-8621
EMAIL: robert.curran@baltimorecity.gov

April 10, 2013

Mayor Stephanie Rawlings-Blake
City Hall, Room 250
100 N. Holliday Street
Baltimore, Maryland 21202

Mayor Rawlings-Blake:

One of our most tangible goals as public servants is to improve safety for those who travel our roads. I write today in an effort to secure funding for traffic safety enhancements in the Third District. Particularly, Baltimore City has a unique, once-in-a-generation opportunity to realign a dangerous intersection. We must seize this opportunity.

The intersection of Harford Road, Old Harford Road, and Glenmore Avenue is notorious. Its irrationality inspires confusion, creating a constant hazard for drivers, bikers, and pedestrians alike. Old Harford and the 2900 block of Glenmore converge to meet Harford on its west, southbound side. Drivers on southbound Old Harford can only proceed onto southbound Harford Rd, while eastbound Glenmore drivers can turn onto Harford in either direction. Several yards north, the 3000 block of Glenmore intersects Harford on its east, northbound side.

This *non*-alignment essentially results in the intersection of four roads. The concomitant signal timing is counterintuitive. In 2012 alone, there were 19 accidents that police responded to at this intersection. In the past ten years, 21 accidents at this location required a response by an ambulance, and in two of these accidents victims had to be extracted from vehicles. Surely there are also countless unreported accidents, accidents where drivers privately exchange their information, and near accidents.

The site plan of the proposed Royal Farms at this intersection's southeast corner offers us an opportunity. Royal Farms has agreed to cede a portion of their property to the City at no cost. With this new piece of land, we can realign the 3000 block of Glenmore where it meets Harford, curving it south so that it faces the Glenmore-Old Harford convergence across Harford Road. The 2900 block of Glenmore and Old Harford can then be curved to link more logically with Harford and the other side of Glenmore.

The conditions now exist, given the Royal Farms land, to improve safety at this intersection. We must simply commit the funds. Last year, two Supplementary General Fund Capital Appropriations were made to the Department of Transportation. Bills 12-0140 & 12-0141 together provided \$11.4 million to DOT in money generated from Speed Camera and State

Highway User revenue. These funds were dedicated to capital funding projects across the city, including \$1.2 million slated specifically for "Citywide Intersection Safety Projects." Khalil Zaied, then Director of DOT, wrote that DOT planned to use the funds "to improve safety at intersections experiencing frequent incidences of accidents." This sentiment was echoed by the Department of Finance.

The Third District has seen very little of these appropriations. Neither those funds slated for intersection safety projects nor the greater set of capital investments made their way up Harford Road. It is, of course, the Administration's prerogative to direct such spending where it sees priority and opportunity. At the intersection in question, we have both a consistent threat to safety and a rarely seen occasion to fix the problem for good.

Enclosed are (a) the Royal Farms site plan (approved by the Site Plan Review Committee) that shows the realigned 3000 block of Glenmore Avenue, and (b) DOT's initial concept plan for the intersection. These figures' inclusion here is meant to be illustrative of the idea, rather than exhaustive documentation of the specific plan.

I hope you will join me in finding the funds to improve traveler safety at this intersection, in the Third District, and in Baltimore generally. Thank you for considering this matter.

Sincerely,

Robert W. Curran

RWC: jwm

CC: Khalil Zaied, Deputy Chief, Operations
Frank Murphy, Acting Director, DOT
Andrew Smullian, Deputy Director of Government Relations
Stanley Fine, Esquire