



bike and pedestrian **plan**

2025

BelAirMD.org



Inside Cover

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BEL AIR BICYCLE & PEDESTRIAN PLAN STAKEHOLDERS



Town of Bel Air Planning (Kevin Small, Laura Bianca-Pruett)

Town of Bel Air DPW (Stephen Kline, Charles Dawson, Joshua Polites)

Town of Bel Air Police (Charles Moore, Keith Smithson)

MD State Highway Administration (Joseph Moges, Molly Porter)

Harford County Planning & Zoning (Alex Rawls)

Harford County Parks & Recreation (Paul Magness)

Harford Transit Link (Jodi Glock)

Baltimore Metropolitan Council (Charlene Mingus)

Smart Growth America (Raveena John)

Harford County Public Schools

Harford Velo Cycling Club

Charm City Run

Bike Doctor

Ma and Pa Trail

Harford County Running Club

INTRODUCTION

The Vision

Bel Air envisions itself as a community that provides a safe and efficient network for people of all abilities to effectively move in and around the Town. To achieve this goal, the Town will build upon the already extensive pedestrian network and improve

its bicycling network in order to reduce barriers and enhance amenities related to walking and cycling. The Town will also assist with improving mass transit for desired destinations and routes.

'Strengthen the pedestrian connectivity and reinforce alternative modes of transportation such as cycling and mass transit in the Town'



Based upon these principles, the following vision was established by the Bicycle & Pedestrian Advisory Committee when the Bicycle and Pedestrian Plan was first conceived in 2013: "Strengthen the pedestrian connectivity and reinforce alternative modes of transportation such as cycling and mass transit in the Town."

"Complete Streets" are streets that are planned, designed, and built to make them accessible and safe for all users, whether they are using motor vehicles, public transportation, or are using non-motorized methods such as walking or biking.

Complete Streets include more features than pavement, white lines, and double yellow lines. They can include bike lanes, which are lanes for bikes that are separate from motor vehicle traffic. These lanes

can be painted directly next to motorized travel lanes or be buffered with a physical or painted divider away from traffic. Complete Streets can also include cycle tracks, which are separate bikeways that have a barrier and a parking lane between them and the motor vehicle travel lane. Shared use paths are another option for complete streets - they are separate two-way travel paths that both pedestrians and cyclists can use. (Diagrams of these facilities can be found in Appendix E.)

Complete Streets can also include sidewalks and other paths that include frequent and safe crosswalks and signals. Additionally, they can include comfortable and accessible public transportation stops and may even include dedicated bus lanes. They can also include roundabouts and narrower travel lanes for vehicles.

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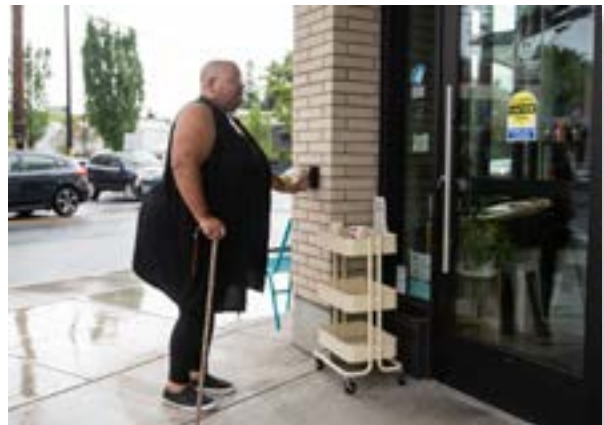
Complete Streets look different based on whether they are built in a rural, suburban, or urban environment. The Town wants to implement more Complete Streets to reduce the number of pedestrians and cyclists struck and killed within its boundaries. There have been six pedestrian/cyclist related accidents within the Bel Air Downtown District between 2017-2023, with three pedestrian fatalities. One pedestrian fatality was in November 2017 at the Bond Street and Courtland Street intersection, and another fatality occurred in July 2020 on Main Street outside of Sean Bolan's Irish Pub. The most recent pedestrian

The Town wants to implement more Complete Streets to reduce the number of pedestrians struck and killed within its boundaries.

fatality was in December 2023 at the intersection of Rt 24 and West MacPhail Road. There were four non-fatal accidents during this same time frame (one that involved a pedestrian and three that involved cyclists). There were two accidents at the intersection of Pennsylvania Avenue and Hickory Avenue (one involving a pedestrian and one involving a cyclist). There was a crash that involved a cyclist at the Ma and Pa Trail crossing at Main Street near Ellendale Street as well as a crash that involved "other pedal cycle" at Main, Bond, and Gordon Streets.

According to the National Traffic Safety Board, the likelihood that a pedestrian survives a collision with a car traveling 20 miles per hour is 95%, but this decreases to 55% at 30 mph and 15% at 40 mph. Designing streets to keep vehicles at or below the 25 mph speed limit can be the difference between life and death for Town residents and visitors.

Our process of planning, designing, and building the transportation network considers the needs of all people in our community in mind, not just people who drive and have access to personal vehicles. It considers the fair treatment of all individuals within the community when making decisions about the transportation network, including children and teenagers. This helps everyone to be able to move



*Disabled people moving down a street and opening a door
(Source: Disabled And Here project page)*

freely in, around, and through the Town of Bel Air limits.

According to Hughes and Company, using data from the US Census Bureau and Federal Highway Administration, people are four times less likely to drive when they are disabled. People can also have "invisible disabilities" which are disabilities that cannot be seen but can affect daily activities, including their ability to drive. Symptoms can vary from mild to severe, including vision and hearing impairments; chronic pain, fatigue, dizziness;

traumatic brain injuries, learning differences, and mental health disorders. These people need to be able to get around, and prefer being able to do

so by themselves because there is an emotional burden in asking for rides.

The Process

To initiate an update to the existing plan, the Town reviewed previous efforts concentrating on walking, biking, and transit. These include those outlined below:

PREVIOUS PLAN	TIMEFRAME
Safe Streets and Roads for All	2024
BMC Bikeable Baltimore Region Project	2024
2050 Maryland Bicycle & Pedestrian Master Plan	2024
Harford County Land Preservation, Parks & Recreation Plan	2022
Bel Air Comprehensive Plan	2022
Bel Air Parking Study	2022
Harford County Bicycle & Pedestrian Master Plan	2021
Maryland Statewide Household Travel Survey	2020
Bel Air Strategic Plan FY20 to FY24	2020
Harford County Bel Air Bicycle Network Study	2018
Plan for the MD 924 Corridor	2017
HarfordNEXT	2016
Bel Air Wayfinding Plan	2016
Business US 1 and MD 22 Multi-Modal Corridor Study	2015
SHA Bicycle Policy and Design Guidelines	2015
Bel Air Pedestrian Safety Study	2014



Town Planners and participants at Open House

The Town held an Open House on June 20, 2024 to inform the public of the existing conditions, overall objectives and general proposals of the plan, and to obtain comments from Bel Air citizens.

The Town set up boards and easels at the Bel Air Farmer’s Market to gain additional feedback and comments from patrons, many of whom had walked or biked to the market from nearby neighborhoods. Most comments suggested building new bicycle lane infrastructure and completing sidewalks throughout the Town. The Town also

solicited the opinions of residents by creating a survey that was shared with the Town of Bel Air citizens via text and email notification list. This survey asked 27 questions and took about ten minutes to complete. The survey received over 70 responses from those who walk and bike in Bel Air, most of whom live and/or work here.

Once all the various comments were received from the public, a conceptual plan was generated by the Department of Planning for review by the public where it was further refined. Once

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comments were received and revisions made, a final plan was approved by the Bel Air Board of Town Commissioners.

Influences

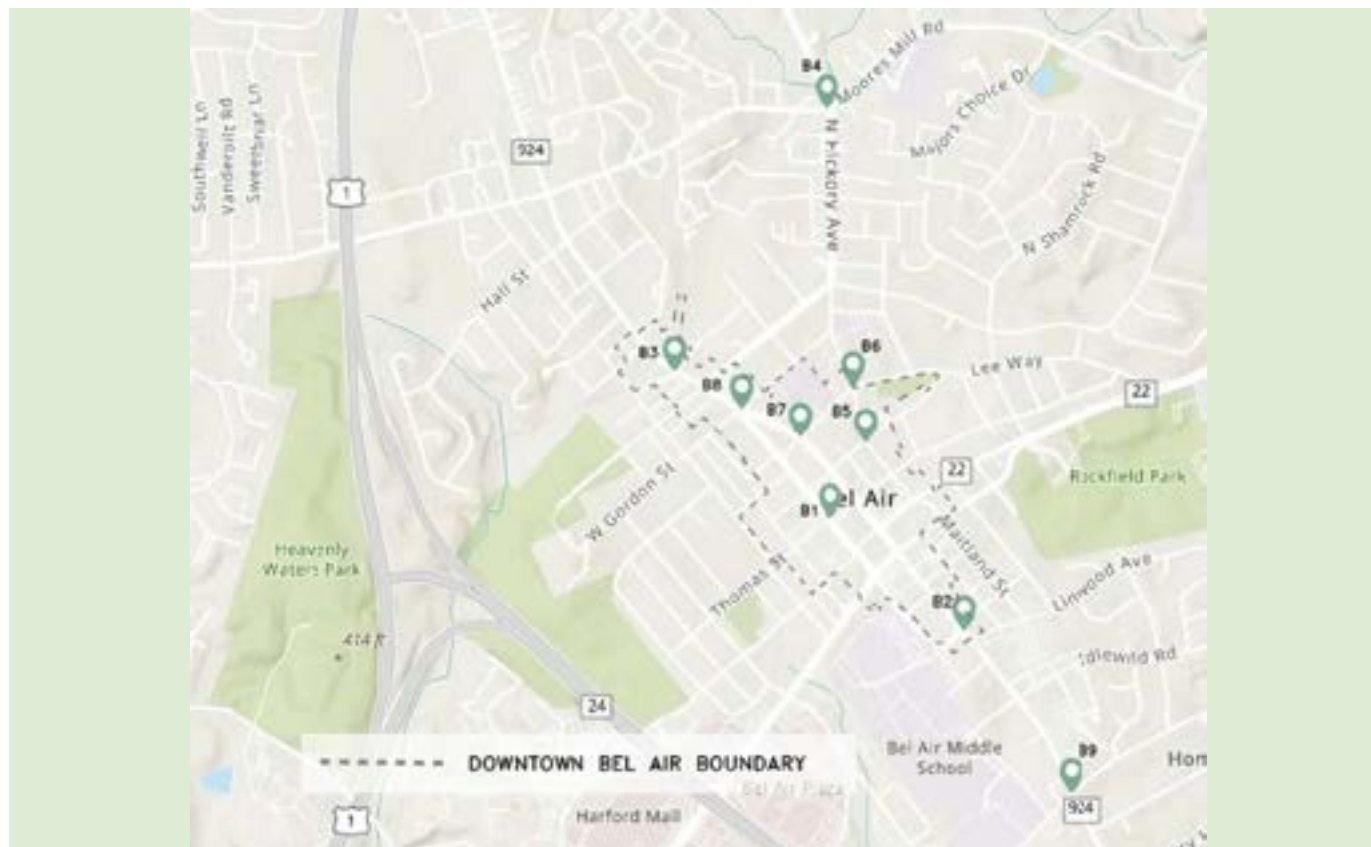
SAFE STREETS AND ROADS FOR ALL (SS4A)

In Spring 2024, the Town of Bel Air, working with the City of Aberdeen and the City of Havre de Grace, prepared an Action Plan that recommends short, mid, and long-term improvements for key intersections within the three municipalities with a framework to advance future multimodal transportation safety upgrades. The selected intersections for improvements in the Town include:



*Disabled people strolling down a street
Photo Source: Disabled And Here project page*

1. Court House Square (Office/Courtland Streets) at South Bond Street
2. Kenmore Avenue at South Main Street
3. Ellendale Street (Ma and Pa Trail) at North Main Street
4. Moores Mill Road at Hickory Avenue
5. Pennsylvania Avenue at Hickory Avenue
6. Lee Street at Hickory Avenue
7. Lee Street at North Main Street
8. Gordon Street at North Main/North Bond Streets
9. MacPhail Road at South Main Street



Map of Safe Streets for All Selected Intersections in Bel Air (Source: SS4A Action Plan)

The SS4A project goals include:

- ◆ A proactive stance in designing roads that specifically address the needs of our most vulnerable users: pedestrians, bicyclists, people who use public transportation, and people with disabilities.
- ◆ Support of Vision Zero goals by recommending safety improvements to eliminate all severe crashes that result in serious injury or fatality.
- ◆ Following the Safe Systems Approach paradigm, which recognizes that humans make mistakes that can lead to crashes; that death and serious injuries on our roadways are unacceptable; and that all stakeholders have a shared responsibility to ensure fatal and severe crashes do not occur.
- ◆ Perform safety analyses of the identified intersections noting where there are crashes and the severity of the crashes, as well as contributing factors and crash types by relevant road users (motorists, pedestrians, transit users, etc.).
- ◆ Ensure equitable investment in the safety needs of underserved communities.

COMPLETE STREETS LEADERSHIP ACADEMY (2024)

In Summer 2024, in conjunction with the Maryland Department of Transportation (MDOT) and Smart Growth America, the Town of Bel Air implemented a temporary, on-the-ground Quick Build Demonstration Project at the intersection of Main Street, Bond Street, and Gordon Street, which is one of the intersections that was identified for improvement in the SS4A Action Plan.

The temporary project, which was removed at the end of 2024, made improvements for people crossing Main Street on foot, including speed cushions to slow traffic speeds. The left turn from Main Street to East Gordon Street was temporarily closed. Any possible permanent improvements will make it safer for students at Bel Air Elementary School to cross Main Street. The project will also make the flat iron area less confusing to navigate by reducing the number of turns.

The temporary project made improvements including speed cushions to slow traffic.



Complete Streets Leadership Academy Bel Air Project Map (Source: MDOT)

BEL AIR COMPREHENSIVE PLAN (2022)

The Transportation Element of the 2022 Bel Air Comprehensive Plan identifies several problem intersections within the Town. These intersections facilitate high numbers of vehicles and represent impediments to pedestrian movement. They earned a grade of C or lower in the 2014 Level of Service Intersection Analysis:



Rollerblader at intersection of US 1 Business and Atwood Road

- ◆ Churchville Road and Bond Street
- ◆ US 1 Business and MD Route 24
- ◆ US 1 Business and Tollgate Road
- ◆ MD Route 24 and Bel Air Bypass
- ◆ US 1 Business and Atwood Road

Proposed Intersection Improvements

Several transportation improvements are identified by the master plan to alleviate traffic issues with a number of these improvements affecting walkers and cyclists.



US 1 Business at Tollgate Road intersection

Short Term (2025)

- ◆ US Business 1 & Tollgate Road – this intersection will have upgraded sidewalks and road crossings that allow people to walk on the southside of South Tollgate Road, which will also become a Town and County bike route (and in the long term a Complete Street)
- ◆ Marketplace Drive & Tollgate Marketplace Shopping Center Entrance – a mini-roundabout will be added here, which will slow down vehicular traffic and make it safer for bicyclists and pedestrians



South Atwood Road at Marketplace Drive intersection

Medium Term (2030)

- ◆ MD 24 between Boulton Street & MacPhail Road – a Shared-Use Path will be constructed on the east side of the right-of-way
- ◆ Connect East & West MacPhail Road – this connection will be a Shared-Use Path
- ◆ US Business 1 between Tollgate Road & Bond Street – access points for cars will be reduced, making it safer for pedestrians to walk
- ◆ Atwood Road & Marketplace Dr - a roundabout will be added here, which will slow down vehicular traffic and make it safer for bicyclists and pedestrians

Long Term (2040)

- ◆ US Business 1 to become a boulevard with landscape median – this will help reduce the speed of vehicular traffic and increase the safety for bicyclists and pedestrians
- ◆ US Business 1 Corridor & South Kelly Avenue Connection – this will re-open South Kelly Avenue to US Business 1 for vehicle, bicyclists, and pedestrians to cross from Howard Park to the nearby shopping centers



Kelly Avenue at Bel Air Town Center

Proposed Bike Routes

- ◆ East Broadway from North Shamrock Road to end of Town limits – this will connect the Town of Bel Air bicycle network with the Bel Air to Harford Community College Connector
- ◆ East and West MacPhail Road connection the Town anticipates using the Homestead-Wakefield Elementary School emergency road as a shared use path.



Bike Sharrow on Pennsylvania Avenue

Proposed Pedestrian Connections

- ◆ Thomas Street to Ma & Pa Trail through Kelly Fields – this shared-use path will connect the Ma & Pa Trail with Downtown Bel Air via Harford County park property
- ◆ MD 24 Shared Use Path – this path will be a straight, separated connection for bicyclists and pedestrians between the Ma & Pa Trail and Upper Chesapeake Medical Campus
- ◆ Connection from North Shamrock Road to Southampton Middle School through Majors Choice Park – this trail will allow students and other pedestrians to connect to the school and ballfields from the Majors Choice neighborhood
- ◆ Connection from the John Carroll School entrance at MD 22 to Rockfield Playground – this will make it safer for pedestrians to walk to the park
- ◆ Connect from Jackson Boulevard to Bynum Run Park through Aquila Scott Park – this connection will become an eastern bicyclist and pedestrian route through the Town
- ◆ Connection from Linwood Avenue to Giles Street – upgraded sidewalks will make it safer for pedestrians from Homestead Village to walk downtown



Unpaved Trail between Homestead Park and Bradford Village neighborhood

- ◆ Additional connections through Bel Air High School property – these connections will make it easier for students to walk and bike to and from school
- ◆ Upgrade trail between Bradford Village and Brook Hill Manor Neighborhoods – this unimproved trail will provide a new recreational space for people in the two neighborhoods and for Brook Hill residents to access nearby parks

HARFORD COUNTY BICYCLE & PEDESTRIAN MASTER PLAN (2021)

In 2021 Harford County completed a Bicycle & Pedestrian Master Plan to focus on extending their network of non-motorized facilities across the County. Connectivity is a priority for the plan emphasizing coordination with municipalities where appropriate. Because of the size and scale of the County, cycling is addressed on a macro level with pedestrian planning limited to urban areas surrounding the municipalities:

POLICY 1:

Improve bicycle and pedestrian mobility throughout the County by providing a system that is suitable for all users and offers access to major destination areas.

- ◆ Develop criteria for designating share the road routes
- ◆ Work with SHA to add bicycle and pedestrian facilities
- ◆ Establish revised road sections that support complete streets
- ◆ Ensure transit stops are served by sidewalks and coordinate with Harford Transit Link

POLICY 2:

Promote and maintain bicycle and pedestrian supportive infrastructure.

- ◆ Ensure that crossing signals are timed to allow all users to safely cross
- ◆ Encourage provision of showers and changing rooms in businesses
- ◆ Integrate trees, street furniture, lighting, water fountains, trash facilities and landscaping into infrastructure

POLICY 3:

Assist bicyclists and pedestrians by offering signage and maps that clearly identify directions, destinations, and services.

- ◆ Develop a Bicycle Map and Brochure
- ◆ Create a system of Pedestrian and Bicycle signage and web services
- ◆ Promote 'Racks with Plaques' cycling program

POLICY 4:

Promote education and awareness about the value of bicycle and pedestrian travel.◆

Include bicycling information in the drivers' education curriculum

- ◆ Coordinate a Walkable/Bikeable School program through 'Safe Routes to Schools'
- ◆ Promote cycling and walking for Seniors
- ◆ Encourage corporations and private donors to support Bicycle and Pedestrian programs
- ◆ Develop a bilingual education campaign
- ◆ Increase enforcement of traffic laws



Family crossing Main Street at signalized crosswalk along Ma and Pa Trail



Families leaving St. Margaret School and crossing Hickory Avenue

Bicycle and Pedestrian Projects related to Bel Air

- ◆ Bel Air to Harford Community College Connector (from Liriodendron through Town via Broadway)
- ◆ MacPhail Road Shared Use Path (between MD 24 and MD 924)
- ◆ MacPhail Road Sidewalk (between MD 924 and Edgehill Road)
- ◆ MD 22 Sidewalk - John Carroll-North Side (from South Shamrock Road to Moores Mill Road)
- ◆ MD 24 Shared Use Path
- ◆ MD 924 Shared Use Path
- ◆ Ring Factory Connector – East Complete Street
- ◆ Tollgate Road Complete Street



Child riding her bike in the Fourth of July Bike Rodeo

BEL AIR STRATEGIC PLAN FY20 TO FY24

The Bel Air Strategic Plan is designed to build upon the Comprehensive Plan and provide a menu for implementation. This plan emphasizes sustainability, resiliency, and vitality. Sustainability focuses on the social and environmental aspects of Town Facilities, and vitality focuses on the economic and community factors. Resiliency focuses on the Town's ability to prevent and react to unexpected disaster, security, or resource impacting occurrences.

The Sustainable Maryland Certified (SMC) program facilitates the conversion of local communities to a more sustainable archetype. The Sustainability Committee oversees the plan implementation and addresses the 'Green Team' requirements of SMC. Many of the goals in the Sustainable Bel Air Plan are tailored to benefit from the resources and guidance provided in the SMC action items.



Public Comment & Stakeholder Remarks

Through the comments collected from the Open House, Farmer's Market Pop-Up event, emails and through the online survey, a comprehensive assembly of public input is outlined in Appendix G. A summary of the comments are outlined below.

Build a well labelled "bike boulevard" with signage, seamlessly demarcating lowest stress routes through town.



Collecting comments at the Bel Air Farmer's Market Pop-Up Event

What Pedestrian and Bicycle Improvements would you like to see in Bel Air?

BIKE

DEVELOPMENT

- ◆ Build a well labelled "bike boulevard" with signage, seamlessly demarcating lowest stress routes through town.
- ◆ Bike Path, paved/crushed limestone, safe (free from cars), at least 5 miles in length
- ◆ Create more room for bikes on roads
- ◆ Make bike routes easily available to biking public with better connection to amenities
- ◆ Cycling and walking trail from Major's Choice pond to Greenbrier Shopping Center – simple crush & run, benches, and lights
- ◆ The Rock Spring Road/Vale Road intersection must accommodate peds/cyclists
- ◆ Connect cycling routes to schools – encourage daily commuting
- ◆ Support a bicycle course/facility for teens/kids
- ◆ More bike path connectivity to Harford County, including routes along Rock Spring Road and routes along Tollgate Road

INFRASTRUCTURE

- ◆ Traffic calming along Broadway
- ◆ Bike racks at businesses to promote biking for shopping
- ◆ Elevated crosswalks

SAFETY

- ◆ Enforcement of speed limits
- ◆ Businesses should add bike tools for maintenance and fixes
- ◆ Better bike safety training in schools and MVA

AWARENESS

- ◆ Resources for helmets, lights, bells, as giveaways



Young girl adds a sticker to the priority chart at the Bel Air Farmer's Market Pop-Up Event



Harford Transit Link bus at Klein's ShopRite

PEDESTRIAN

DEVELOPMENT

- ◆ Construct sidewalks along Rock Spring Road and north of Town
- ◆ Sidewalk along Vale Road and to the Ma & Pa Trail
- ◆ Sidewalks on West Gordon Street, Atwood Road, and Catherine Street
- ◆ More sidewalks and trails for dog owners

INFRASTRUCTURE

- ◆ Maintenance of crosswalk signals
- ◆ Add lights to crosswalks to inform drivers
- ◆ Elevated crosswalks
- ◆ Visual warnings at Ma & Pa Trail crossing Main Street
- ◆ More trees and trash cans along sidewalks

SAFETY

- ◆ Cyclists should make pedestrians aware of their presence when passing
- ◆ Better monitoring of crosswalks and vehicle speeding
- ◆ Enforcement of crosswalk laws

TRANSIT

- ◆ Expand transit north of the Town of Bel Air



Passengers loading and unloading Harford Transit Link bus at Klein's ShopRite

Progress Since the 2013 Bicycle and Pedestrian Plan

1 DOWNTOWN PEDESTRIAN ZONE ESTABLISHED

A Pedestrian Zone was created for the downtown area as this is where walkers are most intensively concentrated. This area extends from Lee Street to Baltimore Pike and includes Bond Street and Main Street. Within the Pedestrian Zone, pedestrian movements are prioritized, and traffic laws are more aggressively enforced. Passive traffic calming measures have been introduced including textured pavement, narrow drive lanes, medians, and a raised crosswalk. A singular design theme has been implemented for lighting, amenities, paving, and landscaping. The “Music on Main” plays programmed music on speakers installed along Main Street. Pocket parks on Office Street and Bond Street have been constructed including public art. Signage and sidewalk activity enhance the pedestrian experience with outdoor markets, outdoor dining, and special events.



Downtown Alliance First Friday event



Office Street Pocket Park

2 MA AND PA TRAIL EXTENSION OPENS; CAMERAS INSTALLED ON THE TRAIL

The Ma & Pa Heritage Trail was extended through the Town of Bel Air northeast of Ellendale Street in April 2022. The current end of the trail is just north of the Town Limits and will be linked to Forest Hill in 2026 according to County Parks and Rec social media. The trail crosses Main Street, winds between the properties on Cressy Street and Ellendale Street, and continues beside Ma and Pa Road to the Moores Mill Road intersection, where it continues through the Bel Air Memorial Gardens.

Harford County installed 104 cameras with artificial intelligence technology along the trail on 26 poles to improve safety, both in preventing and solving crimes. Artificial intelligence technology flags suspicious behavior and alerts the 911 call center. Footage is recorded 24/7 and is saved for up to 30 days.



Camera along Ma and Pa Trail near Williams Street

3 ROCKFIELD PARK PAVED TRAIL SYSTEM EXPANDED

Rockfield Park now has paved connections that extend all the way from Ewing Street to the Rockfield Playground and Chesapeake Sensory Plaza. A trail was completed on the western end of the park by paving a path from Ewing Street to the main loop path. On the eastern end of the park, a paved trail was installed from the playground to the Schlehr Pavilion parking lot.



2023 Aerial view of Rockfield Park (Source: Harford County WebGIS)

4 NEW SIDEWALKS INSTALLED

The Town of Bel Air installed new sidewalk connections on Crocker Street, Giles Street, and Williams Street. The Town also worked with the State Highway Administration to install a sidewalk on the northside of MD 22 from Lee Way to the access for John Carroll School.

5 NEW BIKE RACKS INSTALLED

Bike racks are now widely available around the Town at transit stops, parks, schools, recreation centers, trails, parking lots and post offices.



Bikes parked at bike rack outside of Chick-fil-a restaurant



Decorative bike rack along Main Street

EXISTING CONDITIONS

Roadway Infrastructure

The Town is bisected by several intensively used arterial roads and expressways - US Route 1 Business (Belair Road/Baltimore Pike, Main Street/Bond Street, Broadway, North Hickory Avenue), MD Route 924, and MD Route 22. These roads are under the jurisdiction of the MDOT Maryland State Highway Administration (SHA) with the objective to move traffic quickly and with minimal interruption. This presents a conflict to pedestrian crossings and bicycle movement which must be focused at selected intersections.

The major north/south route, MD Route 24, is a divided highway and does not have sidewalks, trails, or bike lanes. The massing and scale of elements associated with MD Route 24 maximizes visibility and creates a wide-open environment. An open character has priority over articulation of space and landscape is subordinate to easily maintained concrete and asphalt. SHA has proposed a shared-use path along the east side of the right-of-way, but currently there are no allowances for cycling lanes and pedestrian accommodation is limited to crosswalks at selected signaled intersections.

US Route 1 Business (Belair Road/Baltimore Pike) and MD Route 22 serve as the major east/west route through the Town and fluctuate from being a 4-6 lane undivided highway to a set of one-way streets to a 4-lane divided highway. Pedestrians and bicyclists end up using the sidewalk network due to high traffic volumes. Speed is somewhat managed with stop light cameras at the intersections.



Family crossing Main Street at Pennsylvania Avenue



Bikes parked at a pole on Main Street

Main Street and Bond Street are the collector routes in the downtown area (US 1 Business and MD Route 924). These were the original major north/south routes through Town before the US 1 Bel Air Bypass and relocated Route 24 were built. A traditional grid street pattern is provided with a dense layout of buildings oriented to the pedestrian. Vehicle parking is tucked behind the businesses and public parking is metered. There is adequate space for pedestrians within the right-of-way in addition to landscape and amenities. Because of the limited road width, separate bicycle lanes cannot be provided on these two roads. Conflict with fast moving vehicles forces most cyclists to use other parallel roads or use the sidewalk when traversing the downtown area.

Collector roads or minor arterial roads outside of the downtown pedestrian zone such as US 1 Business (Broadway/North Hickory Avenue), MD Route 924, Hickory Avenue, Tollgate Road, Marketplace Drive, Boulton Street, and MacPhail Road offer targeted pedestrian and bicycle opportunities.



Hickory Avenue north of Bel Air Town Hall

These roads have less intense traffic, the majority of sidewalks are intact, and crosswalks are mostly limited to signalized intersections. The roadway widths and design speeds create an opportunity for bike lanes to be incorporated or to add 'Share the Road' pavement markings (examples can be found in Appendix E). The existence of on-street parking, number of driveways and paving width will govern how the bicycle accommodations can be marked. Pedestrian access needs additional amenities (such as caution lights) and wayfinding since these roads are the connectors between neighborhoods.

Several residential roads including Atwood Road, Thomas Street, Gateway Drive, Lee Street, Pennsylvania Avenue and Hays Street serve as minor collectors. Sections of Hays, Pennsylvania, and Lee are transforming to commercial land use, but the character of these roads is more consistent with a residential environment with sufficient landscape, less building density and moderate traffic volumes. These roads should be studied further because they may offer an opportunity to add bicycle lanes and become a primary walking route. Local streets such as Williams Street, Linwood Avenue, Shamrock Road, Gordon Street and Maitland Street may also offer the prospect to accommodate walkers and cyclists with modifications to the infrastructure. These routes should be studied as they may need to be

widened; they were chosen because they serve as neighborhood connectors.

The remaining streets are a combination of public and private local streets. These are currently pedestrian friendly since the traffic volume and speed is measurably less and connectivity is high. Correcting interruptions in sidewalk, providing handicapped ramps and proper pavement markings would address most issues associated with needed improvements.

The Town is currently in the process of converting older storm drain inlet grates to new bicycle friendly grates. The new grate openings run perpendicular to the travel way and are configured so that bicycle tires do not become lodged in the grill resulting in damage to the bike or injury to the rider. A map and matrix of the current inventory is found in Appendix A. Since the 2013 plan, there are now only 94 remaining non-bicycle friendly grates.



Storm drain inlet grate on Gateway Drive

Trails & Walks

The most notable trail in the Town of Bel Air and Harford County is the Ma & Pa Heritage Trail. When completed around 2026, the trail will provide an 8.3 mile link between Edgeley Grove Park near Benson and Friends Park in Forest Hill. The current



Unpaved trail between Homestead Park and White Oak neighborhood

trail head for the southern section of the Ma & Pa opened in Spring 2022. The section of the trail that runs through the Town of Bel Air municipal limits was recently completed. The trail is primarily accessed in Town at Williams Street near the intersection with Ellendale Street, although it can also be accessed from Overlook at Gateway, the Harford Mall Annex, West Broadway, Ma & Pa Road, and Moores Mill Road. Connections just outside of Town include Liriodendron and Trails at Gleneagles. A map of the existing and proposed Ma and Pa Trail is found in Appendix C.

There is also a trail system within Rockfield Park and a trail system that connects Homestead Park to nearby neighborhoods.

Sidewalks are repaired and missing sections constructed in accordance to the Fill-In Sidewalk Construction Plan administered by the Department of Public Works. This comprehensive list is found

EXISTING CONDITIONS

in Appendix B offering status of sidewalks in the Town listed by priority based on the age of the neighborhood, current condition and level of use.

Vehicle Accidents

The Bel Air Police Department keeps records of accidents that occur within the Town. These can be divided into those resulting in injury and those resulting in damage to the vehicle. Most of the accidents occur between noon and six in the evening with a peak at the end of the week. Accidents with injuries crest on Friday which is assumed to be due to increased evening activity. Most accidents are at intersections along US Business 1, Main Street & Bond Street, which is understandable since this is a heavily traveled road with extensive access points. In addition, the intersections along MD Route 24 have a fair share of accidents due to the high speed and heavy volumes. Refer to the map in Appendix D to see the top ten intersections for number of car accidents.

Transit

Mass transit in the Town is provided along three local bus routes and one commuter bus line to and from Baltimore. Harford Transit Link administers the bus services in the Town along with connecting routes to other destinations. Route 1, or the green line, connects Bel Air from Harford Mall east to Downtown, then further to Harford Community College, Aberdeen, and the Aberdeen Amtrak/MARC train station. Route 2, or the blue line, connects Bel Air from Harford Mall to Upper Chesapeake Medical Center, then further to Abingdon and Edgewood. Route 6, the Bel Air Circulator or the orange line, provides transit services throughout the Town primarily between senior living communities, shopping, medical services and government facilities.

MDOT Maryland Transit Administration (MTA) administers the 410 Commuter bus route, which connects Bel Air to Downtown Baltimore. There are two stops within Town limits along East MacPhail Road at Edgehill Drive and Deerbrook Road. Neither stop has a parking lot but does accommodate on-street parking that commuters use to access the bus. The ridership of this line decreased significantly after the COVID-19 pandemic, and MTA considered



Bond Street at Office, Thomas, and Courtland Streets



MTA Route 410 Commuter Bus



Harford Transit Link bus on Boulton Street

cancelling it completely in 2024 but due to public feedback decided to keep the line and reduce its frequency.

The level of amenities at each of these transit stops varies widely. Some locations have benches, waste receptacles, bike racks and are covered while others lack designation because the location is on private property and permission has not been granted to install a sign. Connectivity to the pedestrian system is considered the most important element for these stops. A map of the lines is found in Exhibit 5, and a list of all stops showing the current level of pedestrian amenities is found in Appendix F.

PROPOSED IMPROVEMENTS

Pedestrian Plan

Infill Gaps in the Sidewalk System

While the sidewalk system in the Town is well connected, there are several key routes that need to be prioritized to bridge small gaps in connectivity. Some may require right-of-way.

INSTALL SIDEWALKS ON AT LEAST ONE SIDE OF THE STREET ON BLOCKS WITHOUT ANY SIDEWALKS

- ◆ Northwest side of Town: full blocks of Rock Spring Avenue, Roland Avenue, Robinson Street, Old Orchard Road, Ridgewood Road, Cressy Road, Hall Street, Wendellwood Drive, Mapleview Drive, and Choice Street
- ◆ Northwest side of Town: parts of Loch Doon Trail, Stoneleigh Road, Howard Street, Ellendale Street, Franklin Street,
- ◆ Northeast side of Town: Harlan Street, Webster Street, part of Wright Street, part of McCormick Street
- ◆ West of Downtown: West Gordon Street, part of Atwood Road, Catherine Court, Wallace Street, Lester Way, part of Alice Anne Street
- ◆ East of Downtown: MD Route 22 between Giles Street and Lee Way, Ewing Street, part of Giles Street, Rockfield Park to the John Carroll School intersection
- ◆ South of Downtown: Bailey Lane, Homestead Street, parts of Kenmore Avenue, Barnes Street, Powell Avenue, Eastern Avenue, Maitland Avenue, East MacPhail Road and South Main Street near schools
- ◆ Newly annexed part of Tollgate Road near Boulton Street



Incomplete sidewalk on Rock Spring Road



Bush growing in place of sidewalk on Baileys Lane

INSTALL SIDEWALKS ON KEY HIGH TRAFFIC ROUTES WHERE ONLY ONE SIDE OF THE STREET IS COMPLETED

- ◆ Hickory Avenue between Moores Mill Road and Broadway
- ◆ Broadway west of Main Street
- ◆ Gordon Street between Williams Street and Main Street
- ◆ Linwood Avenue and Lee Way (small gaps)
- ◆ Williams Street and Thomas Street near undeveloped lot
- ◆ Shamrock Road and Courtland Street near MD Route 22
- ◆ Idlewild Street and South Main Street near schools (priority)
- ◆ Marketplace Drive and South Atwood Road
- ◆ Tollgate Road and West MacPhail Road



Missing sidewalk between Roland Place and Dallam Avenue

PROPOSED IMPROVEMENTS

CONTINUE TO PRIORITIZE THE CURRENT FILL-IN SIDEWALK CONSTRUCTION PLAN FOUND IN APPENDIX B ACCORDING TO THE LISTED PROJECTS IN THIS NARRATIVE

IMPROVE THE WALK FROM THE ARMORY TO THE HARFORD COUNTY PUBLIC SCHOOL BUILDING VIA BURNS ALLEY AND PARKING LOT IMPROVEMENTS

ENCOURAGE THE COUNTY TO CONNECT THE SOUTH END OF BROADWAY TO THE MA & PA TRAIL AND LIRIODENDRON VIA A SIDEWALK ALONG THE PRIVATE DRIVE

FINISH SIDEWALK THROUGH SEWER PUMPING STATION TO CONNECT DALLAM AVENUE TO ROLAND PLACE

EXTEND SIDEWALK ALONG FRANKLIN STREET TO END OF THE RIGHT-OF-WAY FOR FUTURE CONNECTION TO MA & PA TRAIL

ELIMINATE OBSTRUCTIONS IN SIDEWALKS OR PROVIDE BYPASS OPPORTUNITIES

PROVIDE CROSSWALKS AT DESIRED LOCATIONS

- ◆ Enhance mid-block on Thomas Street between Bond Street and Hays Street to connect parking lots
- ◆ Provide crosswalks at Giles Street and Maitland Street when Rockfield Park to Main Street Trail is improved
- ◆ Crosswalks along all primary and secondary routes



Sidewalk art on Pennsylvania Avenue outside of library

Create Trail Connections to Parks and Destinations

The Town trail system is limited to Rockfield Park, the Ma & Pa Trail, and Homestead Park. Several trails can be added that will connect parks with neighborhoods and connect neighborhoods with the Ma & Pa Trail. These can be evaluated for bicycle use and isolated for surface treatment depending on the location and destination.

HARD SURFACE TRAILS

- ◆ Provide a trail from the end of Thomas Street through Kelly Fields with connections to Ma & Pa Trail & Boulton Street parking lot
 - ◆ Provide a connection from Boulton Street to Bel Air Town Center and further south to the MVA with a trail along MD Route 24
 - ◆ Provide a trail connection from West MacPhail Road to East MacPhail Road via Bel Air school campus
 - ◆ Provide a combination trail/sidewalk connection from Rockfield Park (Ewing Street parking lot) to Main Street and Bel Air High School campus
- The Town trail system is limited to Rockfield Park, the Ma & Pa Trail, and Homestead Park.*
- ◆ Provide a trail connection from US Route 1 to Atwood Road via Bel Air school campus
 - ◆ Provide a trail from the west end of Majors Choice Drive to Hickory Avenue
 - ◆ Provide a trail connection from the intersection of Linwood Avenue and Jackson Boulevard to Bynum Pond
 - ◆ Provide a trail from Thomas Street to Williams Street through the undeveloped lot and along Hays Street to Pennsylvania Avenue

GRAVEL TRAILS

- ◆ Provide a trail connection from Moores Mill Road and Jackson Boulevard via St. Matthew Church property, Southampton Middle School, and Thurlow Court
- ◆ Provide a trail from the north end of Franklin Street to the Ma & Pa Trail

UNIMPROVED TRAILS

- ◆ Provide an unimproved trail connection from Raspberry Hill Court to the south end of Jackson Boulevard
- ◆ Provide a marked trail connection to Rockfield Park from South Shamrock Road via John Carroll School



A woman walks her dog on the Ma and Pa Trail

Acquire Easements for Future Access

There are several connections that are critical to creating the desired linkages in the sidewalk and trail system in the Town that are privately owned. Access easements and right-of-way are necessary to insure the ability of the public to utilize these connections. Below is a summary of the highest priorities.

ACQUIRE AN EASEMENT FROM CRESSY ROAD AND/OR FRANKLIN STREET FOR FUTURE MA & PA TRAIL CONNECTION

ACQUIRE EASEMENTS FOR A SIDEWALK FROM MAULSBY ROAD TO MOORES MILL ROAD ALONG THE WEST SIDE OF ROCKSPRING ROAD (SHA)

ACQUIRE AN EASEMENT THROUGH THE ST. MATTHEW CHURCH PROPERTY OR SCHOOL PROPERTY TO CREATE ACCESS BETWEEN MOORES MILL ROAD, CHURCHVILLE ROAD & JACKSON BOULEVARD

ACQUIRE AN EASEMENT THROUGH JOHN CARROLL SCHOOL TO ALLOW PUBLIC ACCESS FROM S. SHAMROCK ROAD FOR A PAVED TRAIL TO ROCKFIELD PARK

ACQUIRE AN EASEMENT TO CONNECT WITH AN EXISTING EASEMENT IN THE 400 BLOCK OF GILES STREET

ACQUIRE AN EASEMENT THROUGH JOHN CARROLL SCHOOL TO COMPLETE ACCESS FROM SOUTH JACKSON BOULEVARD IN HOMESTEAD VILLAGE TO BYNUM POND



Jackson Boulevard dead end in Homestead Village neighborhood

ACQUIRE AN EASEMENT FOR ACCESS THROUGH HARFORD COUNTY PUBLIC SCHOOL CAMPUS FROM US ROUTE 1 THROUGH TOWN OWNED PROPERTY TO ATWOOD ROAD

ACQUIRE EASEMENT THROUGH PRIVATE PROPERTY AND MAJORS CHOICE OPEN SPACE FOR PUBLIC ACCESS TO HICKORY AVENUE

Improve Pedestrian Environment along US Route 1 and MD Route 22

Most walkers feel uncomfortable walking beside or crossing these two very busy roads. While a great deal of the necessary infrastructure has already been installed along these routes by SHA, some additional limited measures can be pursued to create a more secure environment for pedestrians.

REVIEW CRITICAL INTERSECTIONS (HIGHLIGHTED BY ACCIDENT INFORMATION IN APPENDIX D) ALONG US ROUTE 1 & MD ROUTE 22 TO IDENTIFY IMPROVEMENTS TO CROSSING LENGTHS, SIGNAL TIMING, VISIBILITY, TURN RESTRICTIONS AND TO PROPOSE TRAFFIC CALMING MEASURES IF NEEDED

FUNNEL PEDESTRIANS AND CYCLISTS TO DESIGNATED CROSSINGS AND INHIBIT JAYWALKING WITH LANDSCAPE, FENCING AND SIGNAGE

REDUCE SPEEDS WITH REDUCTION OF PAVEMENT, NARROW TRAVEL LANES, MEDIAN ISLANDS, AND LANDSCAPE

PROVIDE PEDESTRIAN LINKS TO/FROM THE RIGHT-OF-WAY TO/FROM EXISTING SHOPPING CENTERS WITH MINIMAL VEHICLE CONFLICT

PROVIDE ADDITIONAL LANDSCAPE TO BUFFER THE PEDESTRIAN AND REDUCE THE SCALE OF THE STREETScape

PROMOTE THE PLACEMENT OF ARCHITECTURE NEAR THE ROAD AND ENCOURAGE VEHICLE PARKING ON THE SIDE AND REAR OF BUILDINGS



Improvements at John Carroll School intersection on MD Route 22

Improve the Safety and Comfort of Crossing MD Route 24

MD Route 24 has the widest right-of-way in the Town and is intimidating to cross. This road effectively isolates the southwestern quarter of the Town for those walking or riding a bike. The signalized intersections have been upgraded to assist pedestrians across safely. Minor improvements should be explored with SHA to maximize safety and increase the comfort level of pedestrians and bicyclists.

INVESTIGATE POTENTIAL OF PROVIDING A PEDESTRIAN TUNNEL AT OR NEAR PLUMTREE RUN TO PROVIDE FOR A POSSIBLE FUTURE CONNECTION TO THE UPPER CHESAPEAKE MEDICAL CAMPUS

ENCOURAGE THE REDUCTION OF POSTED SPEED LIMITS ON MD ROUTE 24 BETWEEN BOULTON STREET & WEST MACPHAIL ROAD

COORDINATE WITH SHA ON THE USE OF LANDSCAPE, FENCING AND SIGNAGE TO PREVENT MID-BLOCK PEDESTRIAN CROSSING OF MD ROUTE 24



Ma and Pa tunnel under MD Route 24

Bicycle & Transit Plan

Evaluate Upgrading Existing Town Bike Routes from Sharrows to Bike Lanes

Over the past decade, the Town of Bel Air identified which routes would be most suitable for bikes and in the late 2010s painted them with Share the Road markings called 'Sharrows' where bikes share the travel lane with vehicles. While the sharrows help highlight which routes have lower speed limits, less traffic, and more residences, according to our survey, 63% of people who enjoy bicycling in the Town still hesitate to share the roads with traffic out of fear of being hit by a vehicle.



Buffered bike lane in Baltimore City

The next step is to consider bike lanes and shared use paths throughout the Town on streets that are wide enough to accommodate them and have lower levels of vehicular traffic flow. These streets need to have less conflicts with on-street parking. In most cases, these would be bike lanes designated with pavement markings. Primary Routes with fewer access points, less on-street parking, heavier traffic and a wide paving section, as well as Secondary Routes with less traffic and more paving width, would receive designated bicycle lanes in both directions with parking only on one side.

On select routes heading in and out of Town, pavement markings may not be enough protection for bicyclists yet still should be included in the network in order to connect to existing and proposed County, State, and National bike routes. In these cases, a buffered bike lane with additional space between the bike lane and vehicular lane should be considered.

- ◆ Designate a shared-use path on Thomas Street and consider continuing it through the large undeveloped lot on Williams Street and between Hays Street in order to connect to Pennsylvania Avenue and Downtown
- ◆ Evaluate a potential bicycling connection between the McFaul Activity Center and East MacPhail Road
- ◆ Paint bicycling lanes on priority routes with no on street parking on Boulton Street and with parking on one side on West MacPhail Road
- ◆ Evaluate potential bicycling lanes on priority routes with parking on at least one side on Gateway Drive, Williams Street, Lee Street, Broadway, Atwood Road, and Hickory Avenue
- ◆ Evaluate potential bicycling lanes on secondary routes with parking on at least one side on Shamrock Road, Linwood Avenue, and Jackson Boulevard
- ◆ Designate new or additional Share the Road pavement markings on primary and secondary routes with parking on both sides on Kelly Avenue, Maitland Street, Pennsylvania Avenue, and Thomas Road
- ◆ Evaluate potential buffered bike lanes on Rock Spring Avenue, Atwood Road, and South Main Street
- ◆ Convert all storm drain grates to bicycle friendly design – see Appendix A
- ◆ Sign roads that lead to County Bicycle Routes and County destinations such as Harford Community College and County Parks



Bike Route sign on Pennsylvania Avenue

Install Traffic Calming Devices along High Volume & High Speed Roads

There are several Town designated priority routes where vehicle speed can be an issue. With the assistance of a Neighborhood Transportation Management Program (NTMP) Committee, these roads need to be improved with traffic calming measures to reduce speed and promote awareness of cyclists and walkers.



Speed Cushions on Main Street approaching Gordon Street

- ◆ Install crosswalks along priority walking and cycling routes
- ◆ Narrow travel lanes and evaluate potential bike lanes and parking where possible. If bicycle and vehicles lanes are to be shared, indicate with appropriate graphics
- ◆ Provide pavement markings and signage in residential areas where speed is a problem
- ◆ Install medians where speed is an issue and there is a pedestrian crossing designated
- ◆ Provide center line signage panels (both temporary and permanent) and/or signals at critical crossings

Provide an Appropriate Landscape and Built Environment along Primary & Secondary Routes

The primary routes for cycling are designed to connect destinations and link to County routes. The development of these routes needs to be reinforced by landscape treatment and architectural guidelines to create a more user-friendly environment.

- ◆ Cut back vegetation at critical corners to provide maximum visibility, or daylight to intersections
- ◆ Install landscaping to bring down the scale of major roads, provide shade and create buffers
- ◆ Provide suitable alternative links to safe parallel routes instead of cycling US Route 1 & MD Route 22
- ◆ Enforce existing regulations that require architecture up against the roadway to provide pedestrian scale buildings along the public way

Improve Amenities and Access at Existing Transit Stops

To create a sustainable alternative means of transit, the system must address the needs of ridership through provision of appropriate facilities.

- ◆ Investigate with Downtown Alliance the possibility of seasonal transit service to/from the downtown for Christmas shopping, athletic tournaments, and special town events
- ◆ Ensure that all stops connect to a paved pedestrian system
- ◆ Provide signage where appropriate
- ◆ In appropriate locations, ensure that paving, seating, lighting, and bike storage are provided at the transit stop



Bus stop outside of District Court on Pennsylvania Avenue

- ◆ At high use locations, shelter and pull off areas for buses should be investigated
- ◆ Work with Harford Transit Link to verify the most convenient and easily accessible bus stop locations for the highest potential number of riders

Bicycle & Pedestrian Services

Promote School Children to Walk or Bike to School

The Town of Bel Air has four public schools and two private schools within its boundaries. Children and teens are often underserved in transportation plans because most of them cannot drive. Therefore, we should promote programs and ways for more kids to be able to have the autonomy to safely walk and bike to school. In contrast to the past, when older elementary school students often walked to school on their own, our survey reveals that only 17% of parents today feel confident allowing their children to do so. Parents expressed significant concerns about the safety of intersections and crossings, as well as the speed and volume of traffic on the route.

- ◆ Place crossing guards at high traffic locations where children and parents are likely to cross
- ◆ Promote 'Walking School Bus' programs where parents escort student groups to school and home from school
- ◆ Promote programs with Harford County Public School system to educate children on proper and safe cycling and walking
- ◆ Encourage children to walk or cycle to school when located within 1 mile of the facility through incentives and recognition
- ◆ Allow kids to use bikes on sidewalks
- ◆ The immediate vicinity of a school should be properly signed and the pavement marked using Manual on Uniform Traffic Control Devices (MUTCD) regulated standards



Children riding their bikes in the Fourth of July Bike Rodeo

Make Public Aware of Walking and Cycling Services

The existing trails and bike routes and those yet to be established should be properly advertised and promoted to maximize use. Expanding awareness of the many opportunities is a priority as an easy and inexpensive way to expand the accessibility of the pedestrian and cycling system in the short term.

- ◆ Provide wayfinding graphics at critical decision points in the Town such as parks, trails, bus stops, shopping, government services and intersections
- ◆ Create an interactive map of easy to navigate bicycle and pedestrian routes with data on transit stops, parks, shopping, government buildings and schools
- ◆ Provide amenities for people who walk pets such as water fountains and pet waste bag kiosks
- ◆ Integrate Bicycle & Pedestrian maps and information into the Town website and include links to related information sites
- ◆ Provide recognition of groups, schools, business and institutions that reinforce walking and cycling as a lifestyle

PROPOSED IMPROVEMENTS

- ◆ Create Brochures and Apps for cycling or walking tours of public art, historic buildings and Parks and Recreation destinations
- ◆ Coordinate with Harford County on programs to promote walking and cycling in the Town
- ◆ Continue to promote events that promote exercise and a healthy lifestyle such as the Town Run and Bike to Work Week (Map of the Bel Air Town Run in Appendix C)
- ◆ Promote the services available to aid walking, cycling and other exercise for Seniors and Youth
- ◆ Reach out to the Spanish speaking community with information regarding cycling and walking



People running in the 2024 Bel Air Town Run

Create a Safe and Secure Environment for Pedestrians and Bicycle users

Some people feel insecure about walking and biking in and around Bel Air. According to our survey, safety plays a role for over 80% of walkers and bicyclists. Most areas in Bel Air are safe, and the Ma and Pa Trail has become safer with video monitoring. To ensure that citizens feel protected and continue to use the walks and trails, measures can be taken to modify the environment to promote visibility, illumination and defensible space.

- ◆ Improve area lighting at critical crossings, intersections and locations where illumination is deficient
- ◆ Provide additional video monitoring in high traffic areas to aid police enforcement
- ◆ Provide signage to keep the public aware of the need to lock up property



People biking during the 2024 Bike to Work Week event on Main Street

Aggressively Enforce Traffic Laws - Especially in Downtown

The enforcement of traffic laws as it relates to pedestrian safety will help to create the needed sense of comfort in those areas where vehicles and walkers/cyclists conflict the most.

- ◆ Ticket speeding and distracted driving within the Pedestrian Zone with reduced allowance for adjustment
- ◆ Ticket crosswalk violations by motorists in pedestrian zone
- ◆ Ticket jaywalking
- ◆ Selectively set up speed enforcement zones in areas where accidents involve pedestrians and cyclists



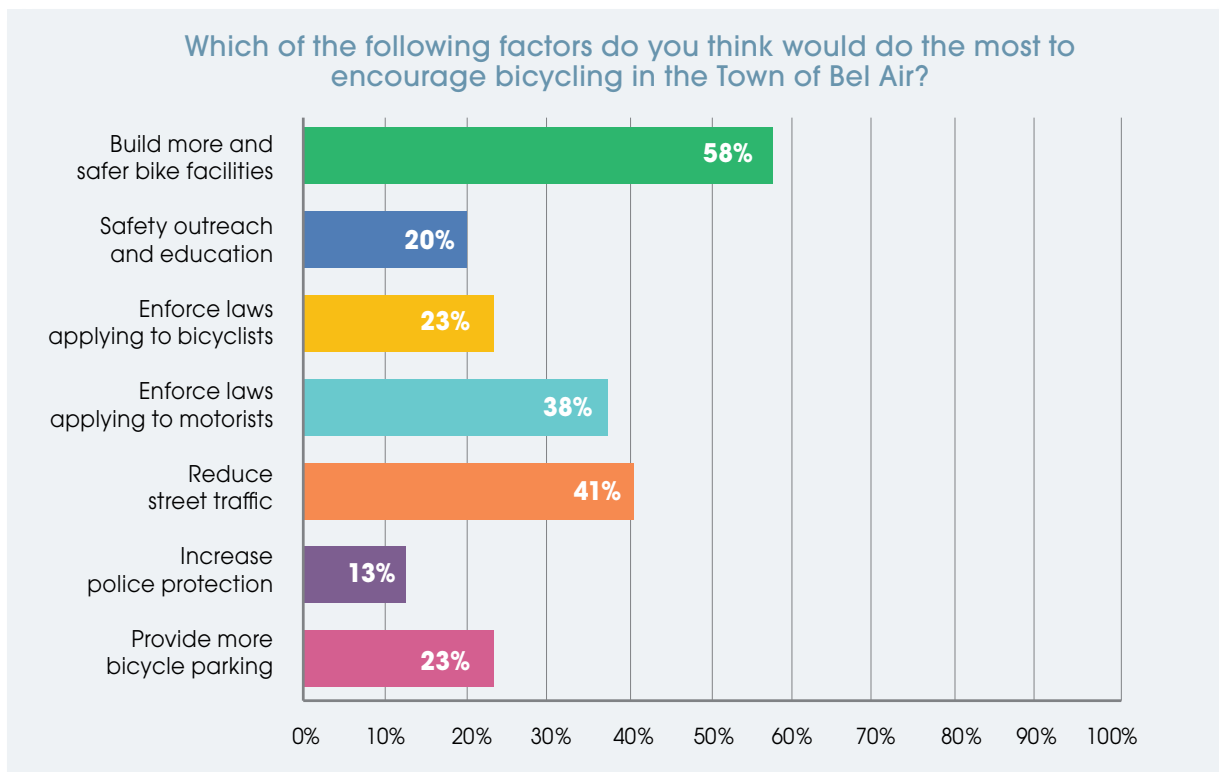
A police crossing guard helps families cross Hickory Avenue at St. Margaret School

Priorities

In order to understand what action should be addressed with a higher degree of priority than others, the Town solicited citizens' opinions regarding what improvement or service they considered to be the most important. These results are reflected on the following chart:

QUESTION OF PRIORITY	RESPONSES
New dedicated bike lanes, cycle tracks, shared-use trails, sidepaths, etc.	45
Complete sidewalk network throughout Town limits	29
Improved intersection treatment for bikes, such as green paint bike signals, etc.	20
Safer crosswalks and road crossings for pedestrians	18
Increased transit and improved transit facilities	11
Give some roads and/or intersections a "road diet" by making them narrower for vehicles	9
Better lighting on roads and sidewalks	9
Vehicle speed management (more radar, more cameraa, lower speed limits, etc.)	8
Alternative road intersection upgrades (like roundabouts, etc.)	5

The Town also asked citizens "Which of the following factors do you think would do the most to encourage bicycling in the Town of Bel Air?" The results are shown on the following graph:



10 YEAR ACTION PLAN

BIKE/PEDESTRIAN IMPROVEMENTS

ONGOING EFFORTS (2025 - 2035)

Development

1. Continue to require new developments to improve sidewalk infrastructure
2. Continue to enforce the provision of recreational open space and bike racks for all new development
3. Continue to enforce regulations that require architecture up against the roadway
4. Promote walking trails on private land through connectors and amenities
5. Acquire easements for future bicycle and pedestrian access
6. Provide pedestrian links from the road to existing shopping centers

Infrastructure Updates

1. Continue implementing traffic calming measures including speed cushions, textured pavement, pavement markings, narrow drive lanes, medians and landscape based on NTMP recommendation
2. Funnel pedestrians and cyclists to designated crossings and inhibit jaywalking with landscape, fencing and signage
3. Convert all storm drain grates to bicycle friendly design
4. Eliminate obstructions in sidewalks or provide bypass opportunities
5. Cut back vegetation at critical corners to 'daylight intersections'
6. Heighten visibility of trails, parks and pedestrian areas
7. Provide crosswalks along all primary and secondary routes and priority walking routes
8. Investigate bringing "micro-electric mobility" electric vehicle rentals into the Town for scooters, e-bikes, and adaptive vehicles
9. Investigate installing rubber pavement sidewalks and art sidewalks

Safety

1. Enforce traffic laws more aggressively for vehicles, bicycles and pedestrians in the Downtown Pedestrian Zone
2. Place crossing guards at high traffic locations where children/parents cross
3. Promote programs with Harford County Public School system to educate children on proper and safe cycling and walking
4. Encourage children who live within one mile of a school to walk or cycle to school through incentives and recognition (e.g., walking school bus)

Awareness

1. Promote a singular design theme for lighting, amenities, paving and landscape
2. Update brochures and apps for walking tours of public art, historic buildings and Parks & Recreation destinations
3. Integrate Bicycle & Pedestrian maps and information into the Town website and include links to related information sites and apps
4. Coordinate with Healthy Harford on programs to promote walking and cycling
5. Continue to promote events that promote exercise and a healthy lifestyle
6. Promote services to aid walking & cycling for Seniors and Youth
7. Reach out to the spanish speaking community with information regarding cycling and walking

10 YEAR ACTION PLAN

BIKE/PEDESTRIAN IMPROVEMENTS

AS PROPERTIES ARE REDEVELOPED (DEVELOPER EXACTION)

1. Paint bike lanes along West MacPhail Road
2. Paint bike lanes along Boulton Street
3. Create a shared-use path that connects Plumtree Park to Downtown via Pennsylvania Avenue (that will continue further west to the Ma and Pa Trail)
4. Connect Alice Anne Park and Plumtree Park with new sidewalks along the north side of Alice Anne Street, west side of Williams Street, and north side of Thomas Street
5. Complete the sidewalk along Bailey Lane (which will then connect with a larger pathway from Atwood Road to Rockfield Park)
6. Complete the sidewalk along the southside of Linwood Avenue
7. Add additional sidewalks along Tollgate Road
8. Provide a shared-use connection from West MacPhail Road to East MacPhail Road via Bel Air school campus
9. Extend sidewalk along Franklin Street to end of the right-of-way and extend to Ma & Pa Trail

10 YEAR ACTION PLAN

BIKE/PEDESTRIAN IMPROVEMENTS

SHORT-TERM IMPROVEMENTS

BICYCLE AND PEDESTRIAN

1. **Provide a trail** from the end of Thomas Street through Kelly Fields with connections to Ma & Pa Trail & Boulton Street (and to a larger trail system to Downtown via Pennsylvania Avenue)
2. **Conduct a “Quick-Build” project** at MD Route 924 Main Street/Bond Street at the intersection with Gordon Street
3. **Provide recognition** of groups, schools, businesses and institutions that reinforce walking and cycling
4. **Improve Burns Alley** for pedestrians and bicyclists
5. **Connect** Alice Anne Park with Lester Way and Bond Street

BIKE-SPECIFIC

6. **Evaluate potential bicycling lanes on priority routes** with parking on one side only along Thomas Street
7. **Paint additional “Share the Road” pavement markings** on secondary routes with parking on both sides of Linwood Avenue, Lee Way, East MacPhail Road, Shamrock Road, Maitland Street, Kelly Avenue, Pennsylvania Avenue, Jackson Boulevard & Majors Choice Road

PEDESTRIAN-SPECIFIC

8. **Prioritize** the updated Fill-in-Sidewalk Construction Plan
9. **Upgrade the pedestrian connection** between Dallam Avenue to Roland Place with sidewalk/ asphalt artwork
10. **Complete the pedestrian access** along Maitland Street by installing a sidewalk between Eastern Avenue & Linwood Avenue
11. **Properly sign and mark pavement** throughout the Town using MUTCD standards (schools are priority)
12. **Review critical intersections** along US Route 1 Business & MD Route 22 to identify improvements to crossing lengths, signal timing, visibility & turn restrictions
13. **Continue to support pedestrian safety** with appropriate crossing timing, accessible routes, standardized pavement markings and signage
14. **Enhance mid-block crosswalk** on Thomas Street between Bond and Hays to connect parking lots

TRANSIT

15. **Investigate** with Downtown Alliance the possibility of seasonal transit service to/from the downtown for Christmas shopping, athletic tournaments and special town events
16. **Provide signage** and ensure that all transit stops connect to a paved pedestrian system
17. Work with Harford Transit Link to **improve the accessibility of bus stop locations**

10 YEAR ACTION PLAN

BIKE/PEDESTRIAN IMPROVEMENTS

MEDIUM-TERM IMPROVEMENTS

BICYCLE AND PEDESTRIAN

1. **Create a trail system** between Atwood Road, Rockfield Park, and Homestead Village, which includes:
 - a trail connection from MD Route 1 Business and Atwood Road to Bailey Lane via Bel Air High and Middle schools
 - a combination trail/sidewalk connection from Rockfield Park (Ewing Street parking lot) to Main Street and Bel Air school campus via Powell Avenue
 - an official unimproved trail connection to Rockfield Park from South Shamrock Road via John Carroll School
 - crosswalks at Giles Street and Maitland Street
2. **Construct a hard surface trail** from the end of Majors Choice Drive to Hickory Avenue
3. **Improve area lighting** at critical crossings, intersections and locations where illumination is deficient

BIKE-SPECIFIC

4. **Evaluate potential bicycling lanes** on priority routes with parking on one side only on Hickory Avenue, Rock Spring Road, and Atwood Road
5. **Sign roads** that lead to County Bicycle Routes and County destinations such as Harford Community College and County Parks; match County signage style

PEDESTRIAN-SPECIFIC

6. Work with SHA to **construct a sidewalk** on the east side of Rockspring Avenue between Moores Mill Road and Maulsby Avenue
7. **Construct a sidewalk** along Cressy Road and Ridgewood Road to connect Moores Mill Road to Rock Spring Road
8. **Finish the sidewalk** on one side of Hall Street to connect with Ridgewood Road

TRANSIT

9. In appropriate locations, ensure that **paving, seating, lighting and bike storage are provided at transit stops**
10. Work with Harford Transit Link to **improve ridership and increase awareness of services**

10 YEAR ACTION PLAN

BIKE/PEDESTRIAN IMPROVEMENTS

LONG-TERM IMPROVEMENTS

BICYCLE AND PEDESTRIAN

1. **Create a trail system** on the east side of Town between Southampton Middle School and the Brook Hill Manor neighborhood, which includes:
 - an unpaved trail between the southern end of Jackson Boulevard and Raspberry Hill Court,
 - a paved trail between the northern end of Jackson Boulevard and Bynum Run Park
 - a trail connection from Thurlow Court to Southampton Middle School and Moores Mill Road
2. In collaboration with SHA, **support construction of a shared-use path** along MD Route 24 to connect Boulton Street to West MacPhail Road
3. Coordinate with SHA on the use of **landscape, fencing and signage** to prevent mid-block pedestrian crossing of MD Route 24
4. **Provide video monitoring** in high traffic areas to aid police enforcement

BIKE-SPECIFIC

5. **Evaluate potential bicycling lanes on priority routes** with parking on one side only on Williams Street and Broadway
6. **Provide signage** to keep the public aware of the need to lock up property
7. In collaboration with Harford County, **evaluate the construction of potential bicycle lanes** along East MacPhail Road to connect the hospital and Bel Air Schools to a future complete street or shared use path on Brierhill Drive and East Ring Factory Road.

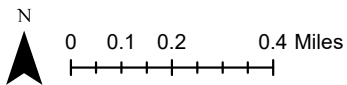
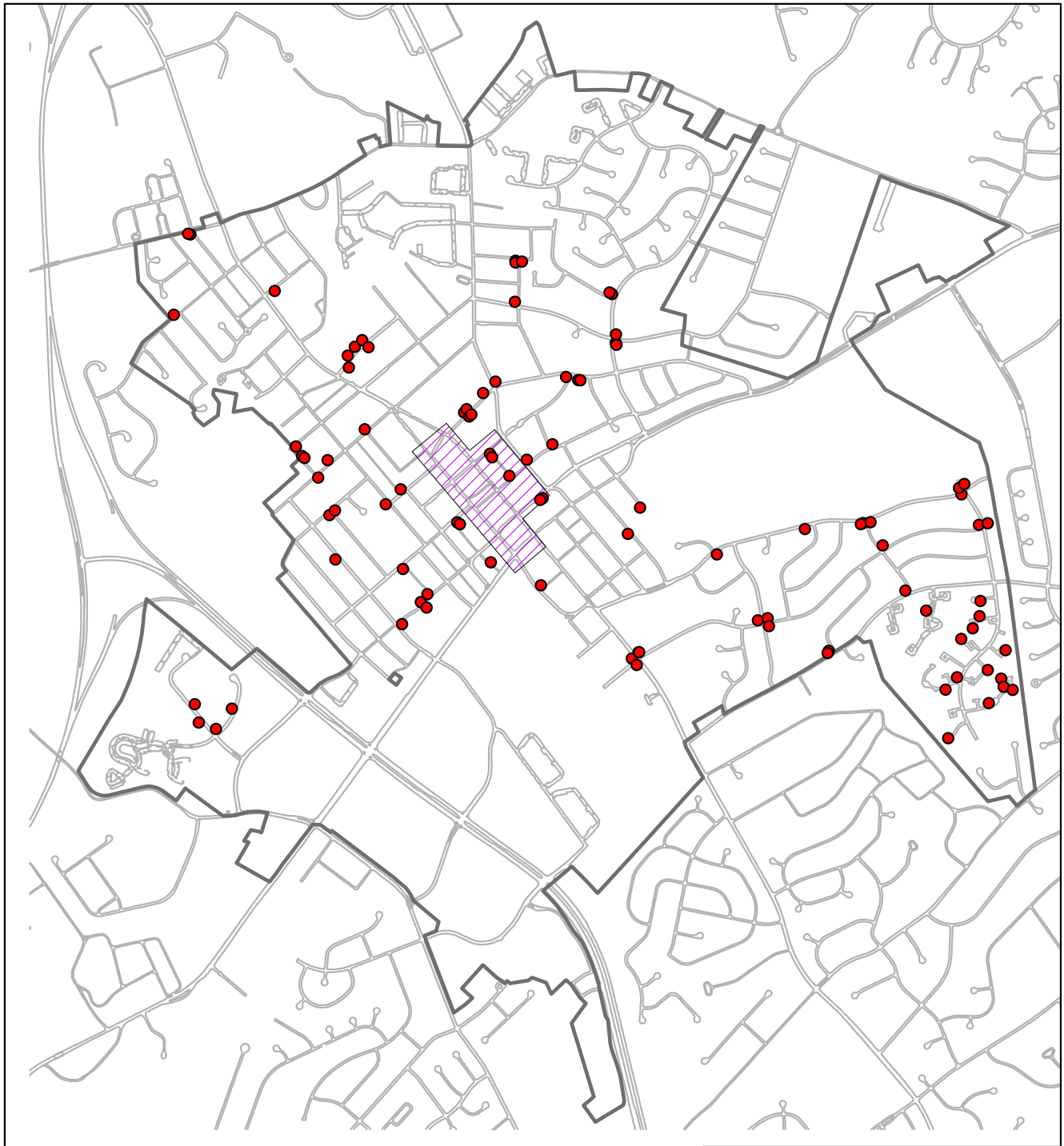
PEDESTRIAN-SPECIFIC


8. **Connect** McCormick Street to Hickory Avenue via a walk along Webster Street
9. **Connect** McCormick Street to Hickory Avenue with a walk along Wright Street
10. **Connect** Vale Road with Howard Street via a sidewalk along Roland Avenue
11. **Complete sidewalks** along the following streets: Giles Street, Robinson Street, Old Orchard Road, Wendellwood Drive, Barnes Street, Ellendale Street, Gordon Street & Mapleview Drive
12. **Investigate potential of providing a pedestrian tunnel** at or near Plumtree Run for possible connection to the Upper Chesapeake Medical Campus

Transit




13. At high use transit stop locations, **investigate shelter and pull off areas**

Map of Non-Bicycle Safe Storm Drain Grates (2024)



 **Map prepared by the
Town of Bel Air
Planning Department**
Print Date: 10/11/2024

Legend

-  Non-Bicycle Safe Grates (94)
-  Town Boundary
-  Downtown Pedestrian Zone

Inventory of Storm Drain Grates (2024)

INLET__	DEPTH	LOCATION	Size	HeadPiece	Grates
	48	TOBA DPW Shop	S	N	Old
439A	69	414 Giles	S	N	Old
56A	52	Opposite 916 Grosvenor Dr	SS	Y	Old
	40	Bailey Ln @ Kenmore Ave	E	Y	Old
248	24	310 W. Hall St.	S	N	Old
221	36"	5A Howard Street	E	Y	Old
587	41"	220 Gateway Drive	SS	Y	Old
601	48"	Blum Court	SS	Y	Old
603	69"	Blum Court	SS	Y	Old
1	85	5 Hawley Court	E	Y	Old
4	64	8 Peabody Court	S	Y	Old
5	46	11 Peabody Court	S	Y	Old
8	47	10 Crabtree Square	E	N	Old
32	32	930 Jackson Boulevard	S	Y	Old
41	45	5 Ashley Way	E	Y	Old
46	62	8 Three Acre Lane	S	Y	Old
48	24	8 Overbrook Lane	E	Y	Old
50	36	6 Overbrook Lane	E	Y	Old
50A	60	7 Overbrook Lane	E	Y	Old
52	44	8 Overbrook Drive	E	Y	Old
13	68	3 Peqout Lane	E	Y	Old
25	33	10 Spindle Hill	E	Y	Old
106	80	622 South Shamrock Road	EE	Y	Old
107	51	400 Idlewild Road	S	N	Old
91	42	700 Idlewild Road	EE	Y	Old
86	54	605 Linwood Avenue	EE	Y	Old
87	70	701 Linwood Avenue	E	Y	Old
84	61	605 Linwood Avenue	E	Y	Old
102	43	608 Jackson Boulevard	E	Y	Old
103	48	611 Jackson Boulevard	E	Y	Old
95	33	727 Linwood Avenue	E	Y	Old
76	32	420 Linwood Avenue	E	Y	Old

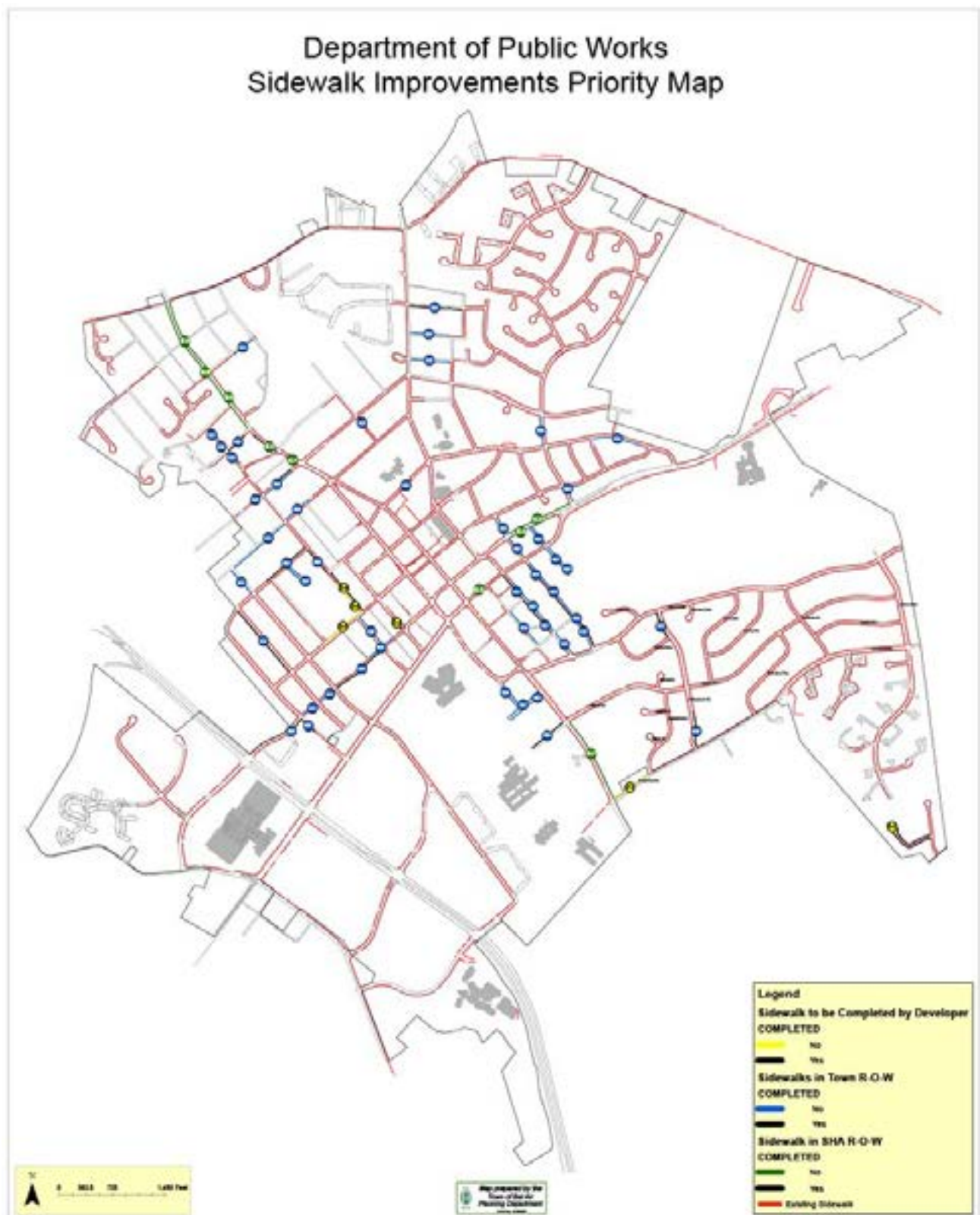
Inventory of Storm Drain Grates (2024)

INLET__	DEPTH	LOCATION	Size	HeadPiece	Grates
72	52	317 Linwood Avenue	EE	Y	Old
592	42"	201 Gateway Drive	S	Y	Old
181	31	203 South Shamrock Road	E	Y	Old
187	40	301 Hemingway Drive	E	Y	Old
188	43	301 Hemingway Drive	E	Y	Old
138	37	126 Courtland Place	E	Y	Old
548B	29"	BOND THOMAS PARKING LOT	E	N	Old
548A	31"	Entrance to Bond/Thomas lot	S	Y	Old
94B	33	710 Deerbrook Road	E	Y	Old
124B	41	600 Woodbury Way	EE	Y	Old
124A	40	600 Woodbury Way	E	Y	Old
97B	24	726 Linwood Avenue	E	Y	Old
97A	54	800 Linwood Avenue	E	Y	Old
107A	29	401 Idlewild Road	E	Y	Old
427	22	624 South Main Street	E	Y	Old
428	34	19 Idlewild Street	E	Y	Old
422	38	100 Linwood Avenue	E	Y	Old
421	29	100 Linwood Avenue	S	Y	Old
694	30	328 Ewing Street	E	Y	Old
181B	40	203 South Shamrock Road	SS	Y	Old
181A	38	500 E. Broadway	S	Y	Old
536	38	338 E . Broadway	E	N	Old
502	36	Lee Way & Hickory Avenue	E	Y	Old
558	34	Hickory Avenue & Courtland Street	E	N	Old
536A	24	404 McCormick Street	S	Y	Old
536B	29	401 McCormick Street	E	N	Old
536C	48,81	404 McCormick Street	E	Y	Old
470	30"	George Street & Western Alley	E	Y	Old
471	34"	318 George Street	E	Y	Old
472	39"	319 George Street	E	Y	Old
474	21"	101 South Atwood Road	E	Y	Old
475	22"	16 North Atwood Road	E	Y	Old

Inventory of Storm Drain Grates (2024)

INLET__	DEPTH	LOCATION	Size	HeadPiece	Grates
481	34"	355 Catherine Street	S	Y	Old
482	32"	Catherine Street & Brooks Road	S	Y	Old
467A	40"	Thomas Street & Western Alley	E	Y	Old
826		Ames UMC Way	Circle	N	Old
479	29"	Alice Anne Park	S	Y	Old
480A	62"	106 Williams Street	E	N	Old
485	35"	129 Gordon Street	S	Y	Old
485A	49"	122 Gordon Street	S	Y	Old
484	35"	215 Richardson Street	S	Y	Old
483	44"	215 Richardson Street	S	N	Old
483A	13"	127 Broadway	E	N	Old
486A	25"	28 West Gordon Street	S	Y	Old
564		15 East Curchville Road	S	N	Old
565		15 East Curchville Road	E	N	Old
559	72	Burns Alley & Courtland Street	S	N	Old
543D	26	Burns Alley	S	N	Old
543C		15 East Pennsylvania Avenue Burns Alley	S	N	Old
771A		54A Lee Street	SS	N	Old
772	32	31 East Lee Street	E	N	Old
770	34	31 East Lee Street	E	N	Old
507	22	30 East Lee Street	E	N	Old
508	25	30 East Lee Street	E	N	Old
551		534 Robinson Street	S	Y	Old
552		Robinson Street & Vale Road	S	Y	Old
1063	31"	13 Ellendale Street	S	Y	Old
1064	73"	24 East Ellendale Street	E	Y	Old
1065	20"	32 East Ellendale Street	S	N	Old
1069	38"	34 Ellendale Street	S	N	Old
	24	Pennsylvania @ Lee Way	E	Y	Old
	22	Lee Way	E	Y	Old
	22	Lee Way	E	N	Old
1066	30"	29 Ellendale Street	E	Y	Old

Sidewalk Plan



Sidewalk Plan

Town of Bel Air - Department of Public Works FILL-IN SIDEWALK CONSTRUCTION PLAN

I. SIDEWALKS ALONG TOWN STREETS - DEVELOPER RESPONSIBILITY

Priority	Location	LF	Comments	Completed
OD-1	Giles -Fulford Ave south, w-side to existing sidewalk	100	commercial district	
OD-2	MacPhail Road - 924 to Edgehill Drive, e-side	600		
OD-3	Thomas Street - Williams Street to Brooks, e-side; Williams - Alice Anne to Thomas, w-side	1000	future	
OD-4	Hays Street - back from George Street	230	future	Yes
OD-5	Williams Street - opp. Alice Anne to Thomas, w-side	610		
OD-6	Williams Street - opp. Alice Anne to Thomas, e-side	610		Yes
OD-7	Raspberry Hill Ct			Yes

II. SIDEWALKS ALONG STATE HIGHWAYS - SHA/TOWN SHARED RESPONSIBILITY

Priority	Location	LF	Comments	Completed
OS-01	Rock Spring Ave - from exist, sidewalk to Ash Alley, w-side	150	insufficient ROW - Main St Project	Yes
OS-02	Rock Spring Ave - from Ellendale north to existing sidewalk, e-side	300	safe for pedestrians in its present condition - Main St Project	Yes
OS-03	Rock Spring Ave - from opp. Dallam Ave to existing sidewalk, e-side	300	pedestrian thoroughfare	
OS-04	Churchville Rd - from Giles St to Fulford Place, s-side	500	pedestrian thoroughfare - ROW issues	
OS-05	Fulford Ave - from Main east to existing sidewalk, n-side	200	sidewalk installed on south side	
OS-06	Rock Spring Ave - from Howard north to Moores Mill Rd, e-side	1050	pedestrian thoroughfare	
OS-07	S Main St - from Idlewild south to MacPhail Rd, e-side	1200	west shoulder, sidewalk on west side	
OS-08	Churchville Rd - from Giles St to Shamrock Rd, n-side	750	not critical, shoulder is wide	
OS-09	Rock Spring Ave - from Maulsby to Moores Mill Rd, w-side	1850	insufficient ROW - not critical with e-side sidewalk	

Sidewalk Plan

Town of Bel Air - Department of Public Works FILL-IN SIDEWALK CONSTRUCTION PLAN

III. SIDEWALKS ALONG TOWN STREETS - TOWN OR ADJACENT PROPERTY OWNER RESPONSIBILITY (20 YEAR PLAN)

Priority	Location	LF	Comments	Completed
1	Maitland St - Powell Ave to Eastern Ave	600		Yes
2	Lee St - Armory alley east 180', s-side	180	to St Margaret School/downtown	Yes
3	Williams St - Catherine to Alice Anne St, w-side	350	to downtown/recreation area	Yes
4	Catherine - Williams west to existing, n-side	600	to malls/recreation area	Yes
5	Boulton St - Boulton to S Kelly Ave	280		Yes
6	Broadway - existing east to Williams, n-side	185	to downtown	Yes
7	Kelly Ave - Boulton St to 240' south, w-side	240	to malls/Bel Air High School	Yes
8	Idlewild St - S Main St west to Board of Ed, n-side	550	to public school	Yes
9	Archer - Thomas to George, e-side	505	to Bel Air High School/downtown	
10	Shamrock - Route 22 to Courtland & down Courtland in east corner	300	to downtown/recreation area	
11	Williams St - Maulsby to Nichols, w-side	350	to Bel Air High School/recreation area	
12	Broadway - funeral home to existing, n-side	185		Yes
13	Giles - Medical Office, w-side in existing sidewalk	200	to downtown/recreation area	Yes
14	Maitland St - Fulford to Powell Ave, e-side	568	to downtown	
15	Barnes - Powell to Eastern, w-side	605	to downtown/recreation area	
16	Giles - Courtland to Fulford, w-side	650	to downtown/recreation area	
17	Maitland - opp. Powell to Eastern Ave, e-side	600	to Bel Air High School/recreation area	
18	Maitland - Eastern Ave to Linwood, e-side	350	to Bel Air High School/recreation area	
19	Giles - Eastern Ave to Linwood, w-side	400	to Bel Air High School/recreation area	
20	Mast - Maulsby north to existing, w-side	100	to Bel Air High School/downtown	
21	Mast - Dallam to alley (opp.), w-side	120	to Bel Air High School/downtown	
22	N Reed St -Catherine to Thomas, w-side	1000	to malls/Bel Air High School	Yes
23	N Atwood Rd - Gordon to Catherine, s-side	400	to malls/Bel Air High School	
24	Gordon St - Williams to Atwood, s-side	810	to malls/downtown	
25	George St - Willams west to existing, n-side	350	to malls/downtown	
26	Gordon St - Williams to Wallace, n-side	430	to malls/downtown	

Sidewalk Plan

Town of Bel Air - Department of Public Works FILL-IN SIDEWALK CONSTRUCTION PLAN

III. SIDEWALKS ALONG TOWN STREETS - TOWN OR ADJACENT PROPERTY OWNER RESPONSIBILITY (20 YEAR PLAN)

Priority	Location	LF	Comments	Completed
27	Maulsby - The Mill to Mast, e-side	600	to downtown	Yes
28	Lee Way - opp. Ardmore, s-side	600	to downtown/recreation area	
29	Shamrock - Linwood Ave to Hunter Drive, w-side	30	to Bel Air High School	Yes
30	Shamrock - MacPhail Rd to 500' north, e-side	550	to Bel Air High School	Yes
31	Howard - Ridgewood to Old Orchard, s-side to existing	350	to downtown	
32	Webster - McCormick St to Hickory Ave, s-side	500	to St Margaret School/downtown	
33	Harlan St - Francis Ave to Hickory Ave, s-side	700	to St Margaret School/downtown	
34	Crocker St - Francis Ave to Hickory Ave, s-side	700	to St Margaret School/downtown	Yes
35	N Shamrock Rd - Lee Way to Broadway, w-side	400	to St Margaret School/recreation areas	
36	Broadway - between Rock Spring & Williams, n-side	300	to St Margaret School/downtown	Yes
37	Catherine Court	700	to downtown	
38	Kenmore Ave - between Heighe Ave & Homestead, e-side	400	to Bel Air High School/downtown	
39	Kenmore Ave - between Heighe Ave & Homestead, w-side	400	to Bel Air High School/downtown	
40	N/A			
41	Franklin - Broadway south to existing, e-side	200		
42	Homestead St - S Main west to Board of Ed, s-side	550		
43	Kenmore Ave - Heighe St to Homestead St, w-side	380		Yes
44	George St - Archer St to Atwood Rd, s-side	560		
45	George St - Atwood Rd to Reed St, s-side	210		
46	George St - Reed St to Kelly Ave, s-side	250		Yes
47	Boulton St - Kelly Ave to Park Manor Circle, s-side	250		
48	Ewing St - between Churchville Rd to Fulford Ave, w-side	350		
49	Ewing St - between Fulford Ave & south end, w-side	450		

Sidewalk Plan

Town of Bel Air - Department of Public Works

FILL-IN SIDEWALK CONSTRUCTION PLAN

III. SIDEWALKS ALONG TOWN STREETS - TOWN OR ADJACENT PROPERTY OWNER RESPONSIBILITY (20 YEAR PLAN)

Priority	Location	LF	Comments	Completed
50	Ewing St - between Churchville Rd to Fulford Ave, e-side	350		
51	Ewing St - between Fulford Ave & south end, e-side	450		
52	Giles St - between Courtland St & Churchville Rd, e-side	350		Partially
53	Giles St - between Churchville Rd & Fulford Ave, e-side	350		
54	Giles St - between Fulford Ave & Linwood Ave, e-side	1350		

Map of Existing & Planned Alignment of Ma & Pa Heritage Trail



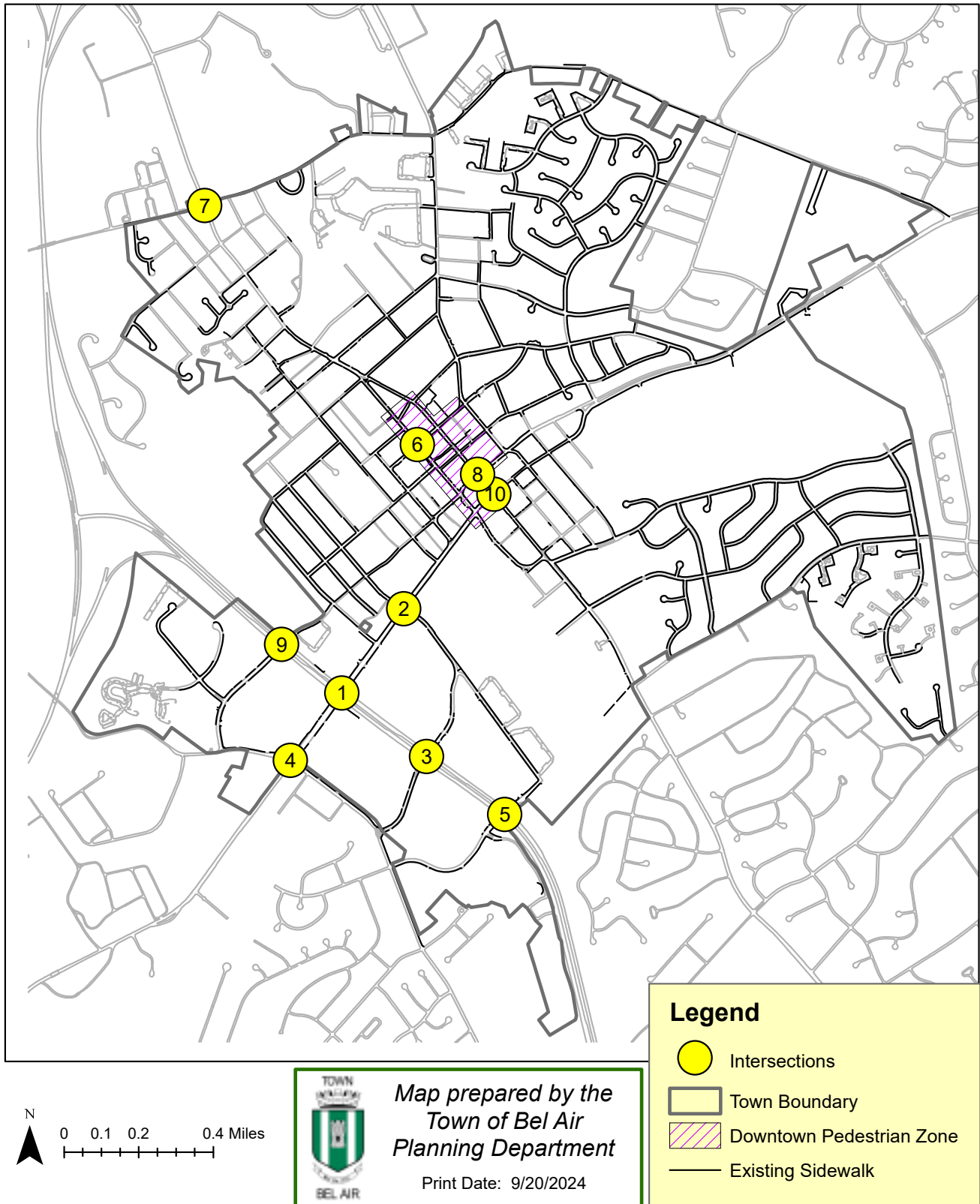
Map of Bel Air Town Run Course

Courtesy of Harford County Bicycle & Pedestrian Master Plan



Top 10 Intersections for Number of Car Accidents

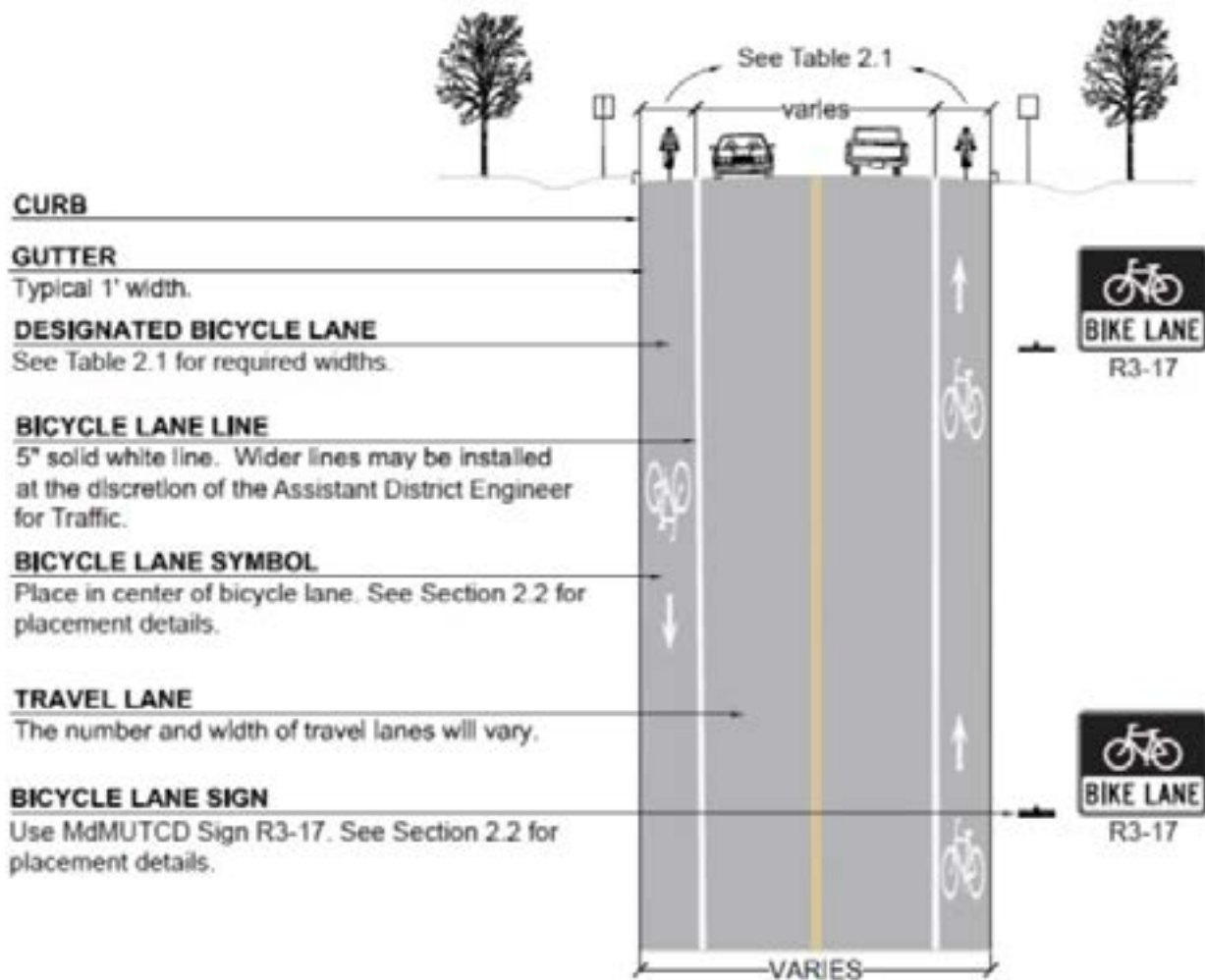
2021-2023 Data



Primary Bicycle Lane

Courtesy of SHA Bicycle Policy & Design Guidelines

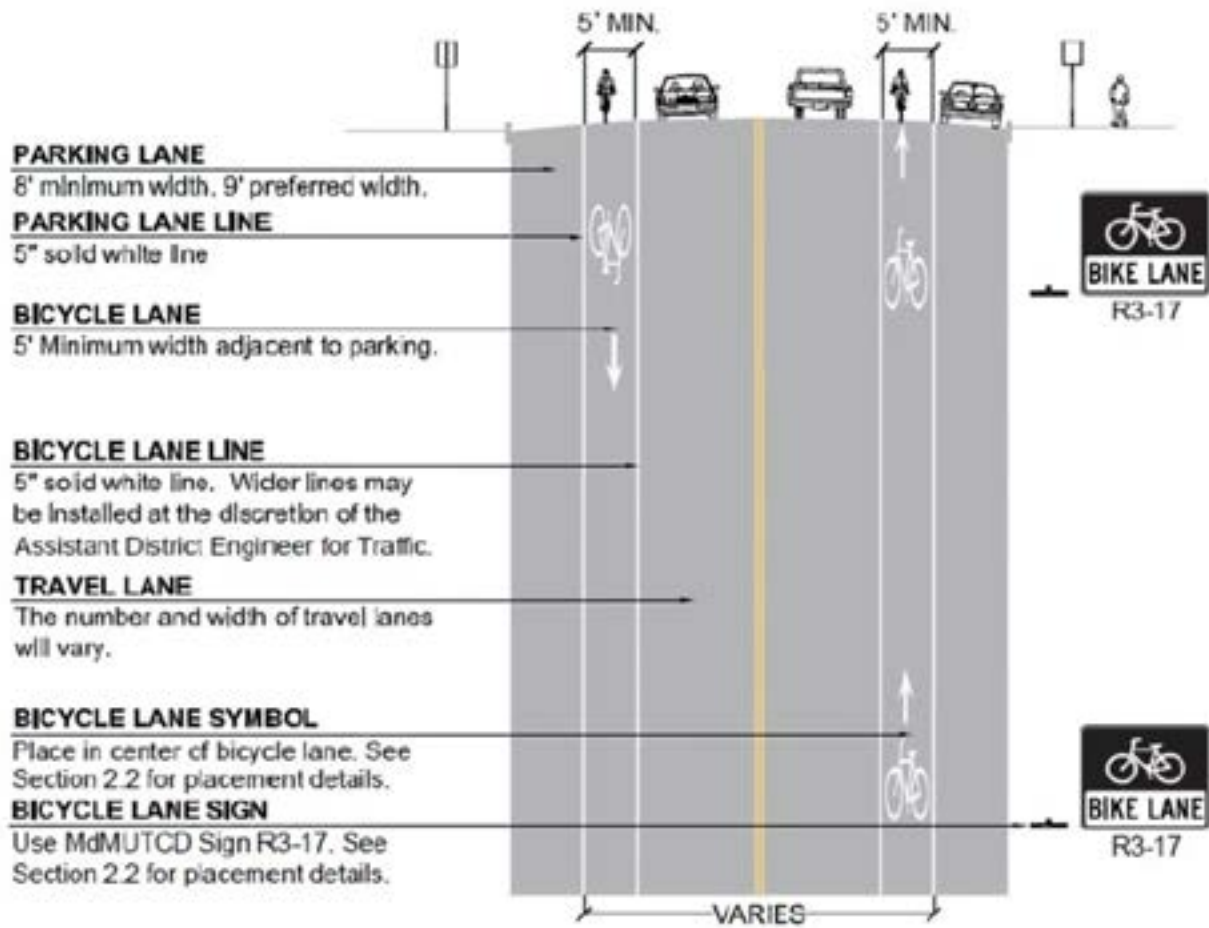
Figure 2.8 - Designated Bicycle Lane: Closed Section Midblock - No Parking



Secondary Bicycle Lane

Courtesy of SHA Bicycle Policy & Design Guidelines

Figure 2.7 - Designated Bicycle Lane: Closed Section - With Parking



Sharrows Pavement Marking & Signage

Courtesy of SHA Bicycle Policy & Design Guidelines

Figure 3.3 - Example Shared Lane Marking Placement

SYMBOL PLACEMENT - NO PARKING:



SYMBOL PLACEMENT - PARKING:



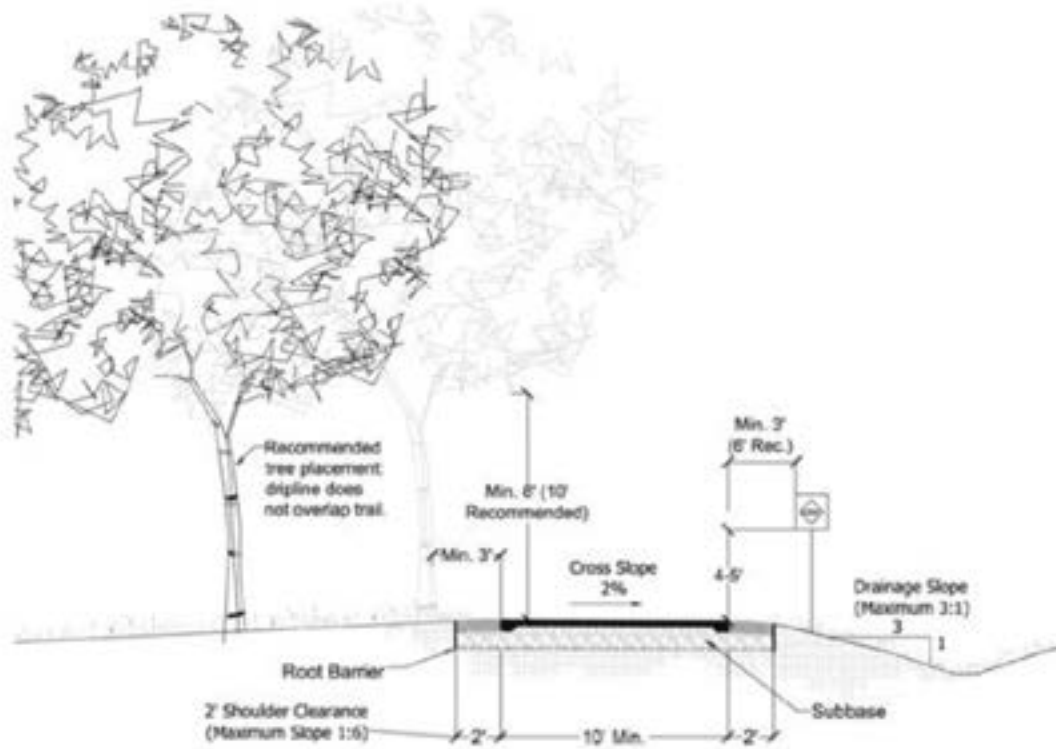
Figure 3.4 - SHARE THE ROAD assembly W11-1 and W16-1



Trail Section

Courtesy of SHA Bicycle Policy & Design Guidelines

Figure 7.1 - Typical Shared Use Path Cross Section



One-Way Cycle Tracks and Buffered Bike Lane

Courtesy of SHA Bicycle Policy & Design Guidelines

Figure 10.1 - One-Way Cycle Tracks

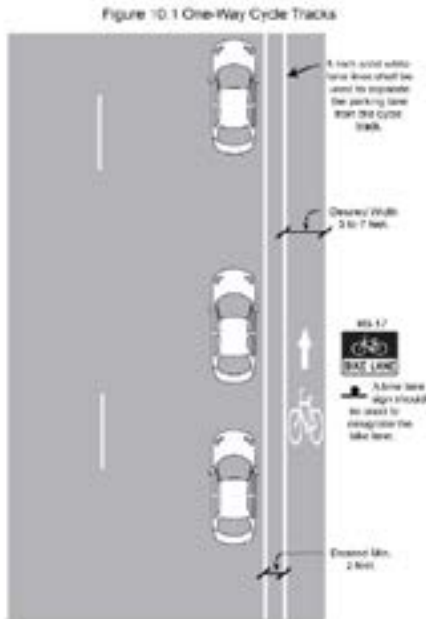


Figure 10.2 - One-Way Cycle Tracks with Raised Curb

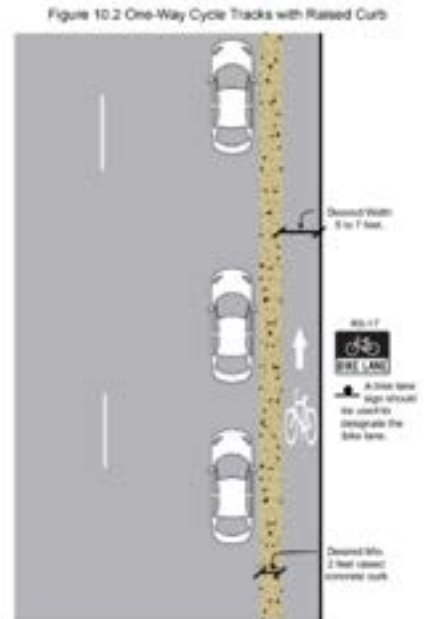
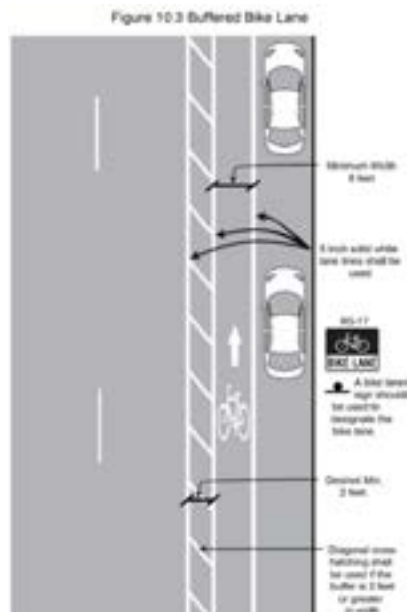


Figure 10.3 - Buffered Bike Lane



Transit Stop Amenities

LOCATION	Transit Line	Ped Link	Sign	Bench	Trash Bin	Bike Rack	Shelter	Lighting	ADA
BELCOVE PLACE									
(Idlewild Rd/Idlewild Ct)	6	Fair	✓				✓		✓
HISTORICAL SOCIETY									
(Main St/Gordon St)	6	Fair	✓	✓	✓				✓
HARFORD COUNTY OFFICE ON AGING									
(Wright Street/Hickory Ave)	6	Fair	✓	✓					?
HICKORY HILLS									
(Donzen Dr/Crocker Dr)	6	Fair	✓	✓					
(Ma & Pa Road/Donzen Drive)	6	Fair	✓						
HARFORD VILLAGE SOUTH									
(800 Candlelight Dr)	6	Fair	✓	✓					
KLEIN'S SHOP RITE									
(Main Street/Broadway)	6	Fair	✓	?	?			✓	
STATE DISTRICT COURT									
(PA Ave/Bond St)	1, 6 [T]	Good	✓	✓	✓	✓	✓	✓	✓
DOLLAR TREE									
(602 Boulton St)	6	Good	✓		✓				✓
LEGACY AT GATEWAY									
(Gateway Dr)	6	Good	✓	✓					
ENGLISH COUNTRY MANOR									
(Squire Lane)	6	Fair		✓					
HARFORD MALL									
(Greene Turtle - 696 Belair Rd)	1, 2, 6 [T]	Fair	✓	✓	✓	✓	✓	✓	✓
HARFORD SENIOR HOUSING									
(300 Sunflower Dr)	6	Fair		✓	✓			✓	✓
TOLLGATE MARKETPLACE									
(697 Belair Rd - Dick's)	6	Fair			✓				✓
(680 Marketplace Dr - Sprouts)	6	Good	✓	✓	✓	✓		✓	✓

Transit Stop Amenities

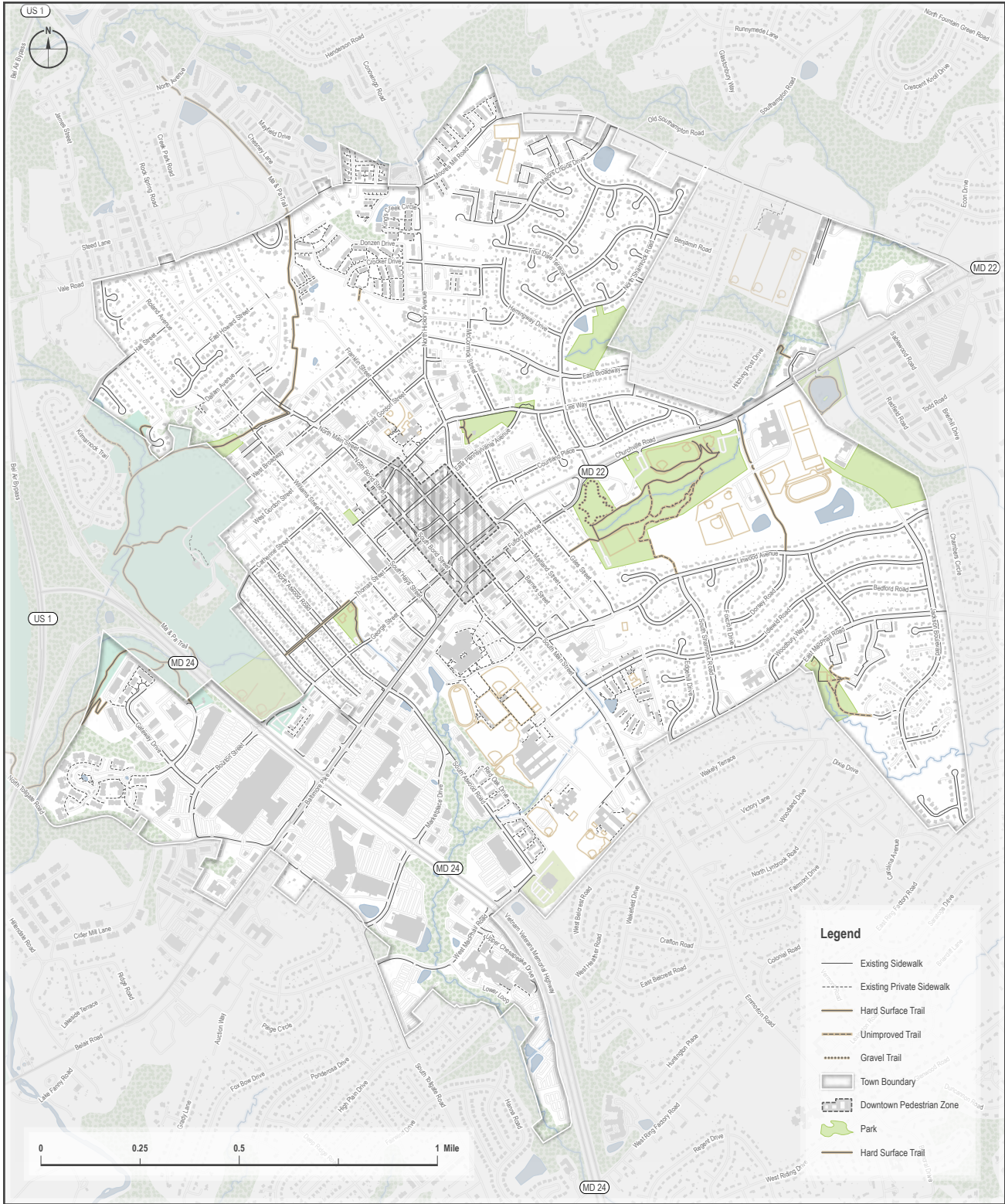
LOCATION	Transit Line	Ped Link	Sign	Bench	Trash Bin	Bike Rack	Shelter	Lighting	ADA
UPPER CHESAPEAKE MEDICAL CENTER									
(520 Upper Chesapeake Dr)	2, 6	Good	✓	✓			✓		✓
PARK VIEW SENIOR HOUSING									
(555 S. Atwood Rd)	6	Fair		✓					✓
ATWOOD PROFESSIONAL BUILDING									
(602 S. Atwood Rd)	6	Fair	✓						
MCFAUL ACTIVITY CENTER									
(525 W. MacPhail Rd)	6	Fair	✓	✓					✓
TARGET									
(580 Marketplace Dr)	6	Good	✓	✓	✓	✓		✓	✓
BEL AIR PLAZA									
(Aldi Food Market)	6	Good	✓					✓	✓
(Ross Dress for Less)	6	Good		✓	✓			✓	✓
MVA/WEIS MARKETS									
(501 W. MacPhail Rd)	6	Fair	✓						✓
near BEL AIR POST OFFICE									
(Office Depot/Blum Ct)	6	Fair	✓						
HOWARD PARK									
(S. Kelly Ave/Boulton St)	1,6	Fair	✓						✓
HARFORD COUNTY HEALTH DEPT									
(N. Hays St/Thomas St.)	1	Fair	✓						
BEL AIR LIBRARY									
(100 E. Pennsylvania Ave)	6	Good	✓						✓
HARFORD COUNTY SHERIFFS OFFICE									
(45 S. Main St)	6	Good	✓	✓	✓	✓			
BEL AIR HIGH SCHOOL									
(100 Heighe St)	6	Good	✓						✓
E CHURCHVILLE RD/GILES ST									
(204 E. Churchville Rd)	1	Fair	✓						✓
JOHN CARROLL SCHOOL									
(703 E. Churchville Rd)	1	Good	✓						✓

Public Comment & Advisory Committee Remarks

Through the Advisory Committee discussions, comments collected from the Open House, emails and through the website, a comprehensive assembly of public input is outlined below.

What would you like to see in the Bike/Ped Plan?

1. Bicycle course/facility for teens/kids to show off their talents in a safe area instead of streets
2. Connect the cycling circuit to the schools – encourage daily commuting
3. Require drivers to make pedestrians aware of their presence when passing – whistle “on your left”, etc.
4. Better visual warnings at IBC cross walk – lower lights, etc.
5. Bike routes easily available to biking public
6. Better connection to amenities
7. Well labelled “bike boulevard” with signage, seamlessly demarcating lowest stress routes through town. Lights strong enough!
8. Resources for helmets, lights, bells, and as giveaways – e-bikes
9. Bike Path, paved/crushed limestone, safe (free from cars), at least 5 miles
10. More room for bikes on roads
11. Better monitoring of crosswalks and speeding
12. Enforcement of crosswalk laws (i.e. – issue tickets!!)
13. Maintenance of crosswalk signals (at traffic lights – some signals are broken)
14. Enforcement of speed limits (issue more tickets)
15. Lack of Bike Path Continuity – Rt. 24 from Forest Hill to Bel Air
16. Hazardous crossing at Bel Air Bypass – NO provision for bikes or peds
17. Add lights to crosswalk to let drivers know that people are crossing
18. Add bike tools for maintenance and fixes i.e. help fix broken/flat parts (w/ possible air pump?) like Vagabond has
19. More walkways for corgi dogs
20. Expand transit. Nothing that goes north of Town at the moment
21. Higher penalties for those who hit pedestrians
22. Better bike safety training in schools AND DMV for vehicle licensing!
23. Sidewalks on West Gordon Street -> Atwood and Atwood from Catherine -> West Gordon
24. Speed bumps on Broadway
25. More bike racks at businesses – promotes biking for shopping
26. Having elevated crosswalks (bike and pedestrian friendly!)
27. Continue Ma & Pa bike path to Grafton Shop Road
28. Covered parking lots with solar panels
29. More trees
30. More trash cans
31. Bike and walking trail from Major’s Choice pond to Briarhill Shopping – simple crush & run, benches, solar lights
32. Amphitheater at the intersection of Broadway and Malkus, in the park/wooded area
33. Vale Road is missing a sidewalk to Downtown Bel Air and to the Ma & Pa Trail. This is dangerous for pedestrians and cyclists.
34. The Rock Spring Road/Vale intersection needs a major redo for peds/cyclists



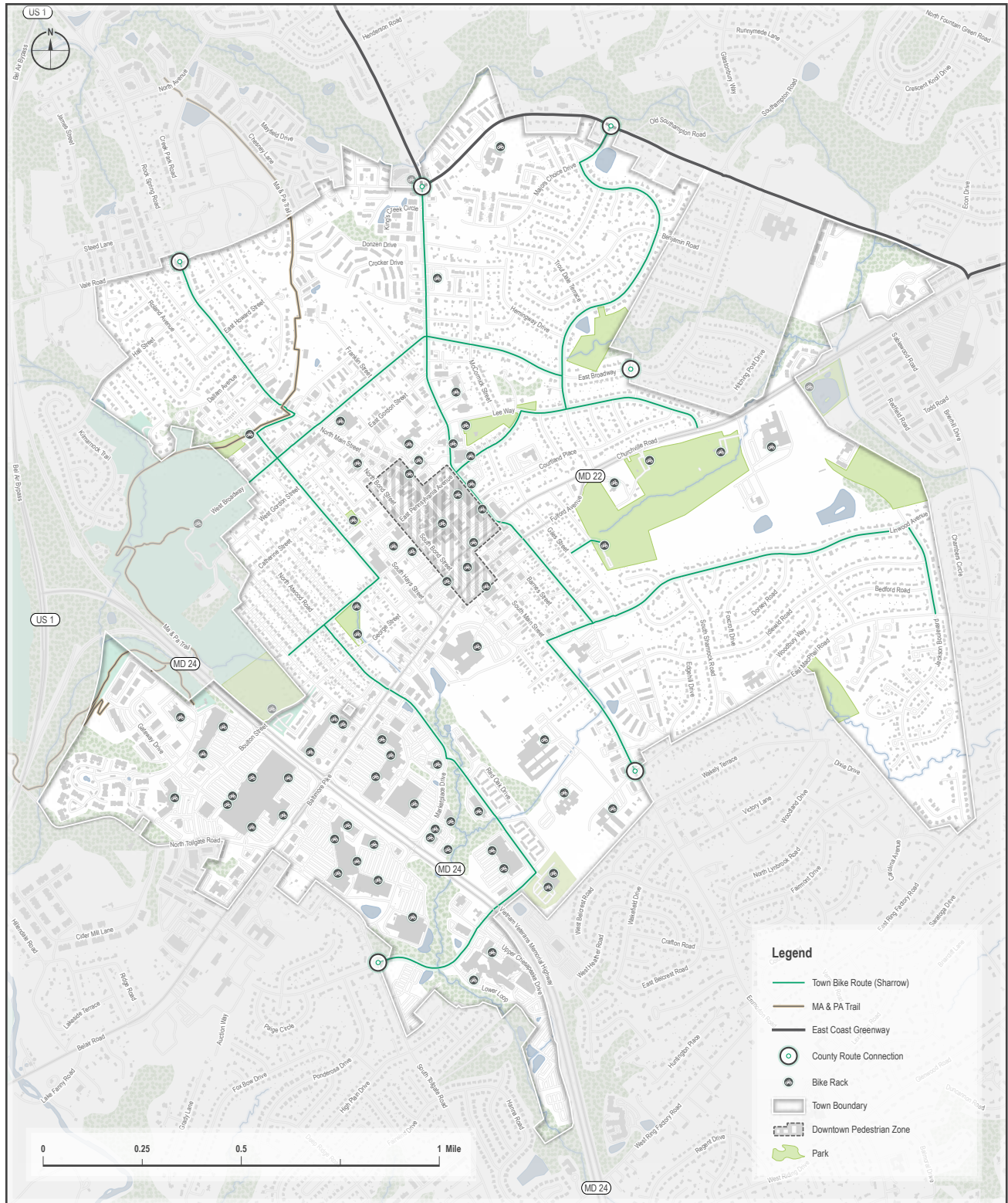
PEDESTRIAN EXISTING CONDITIONS



Map prepared by
**TOWN OF BEL AIR
PLANNING DEPARTMENT**

Print Date: 2024-09-23

EXHIBIT 1



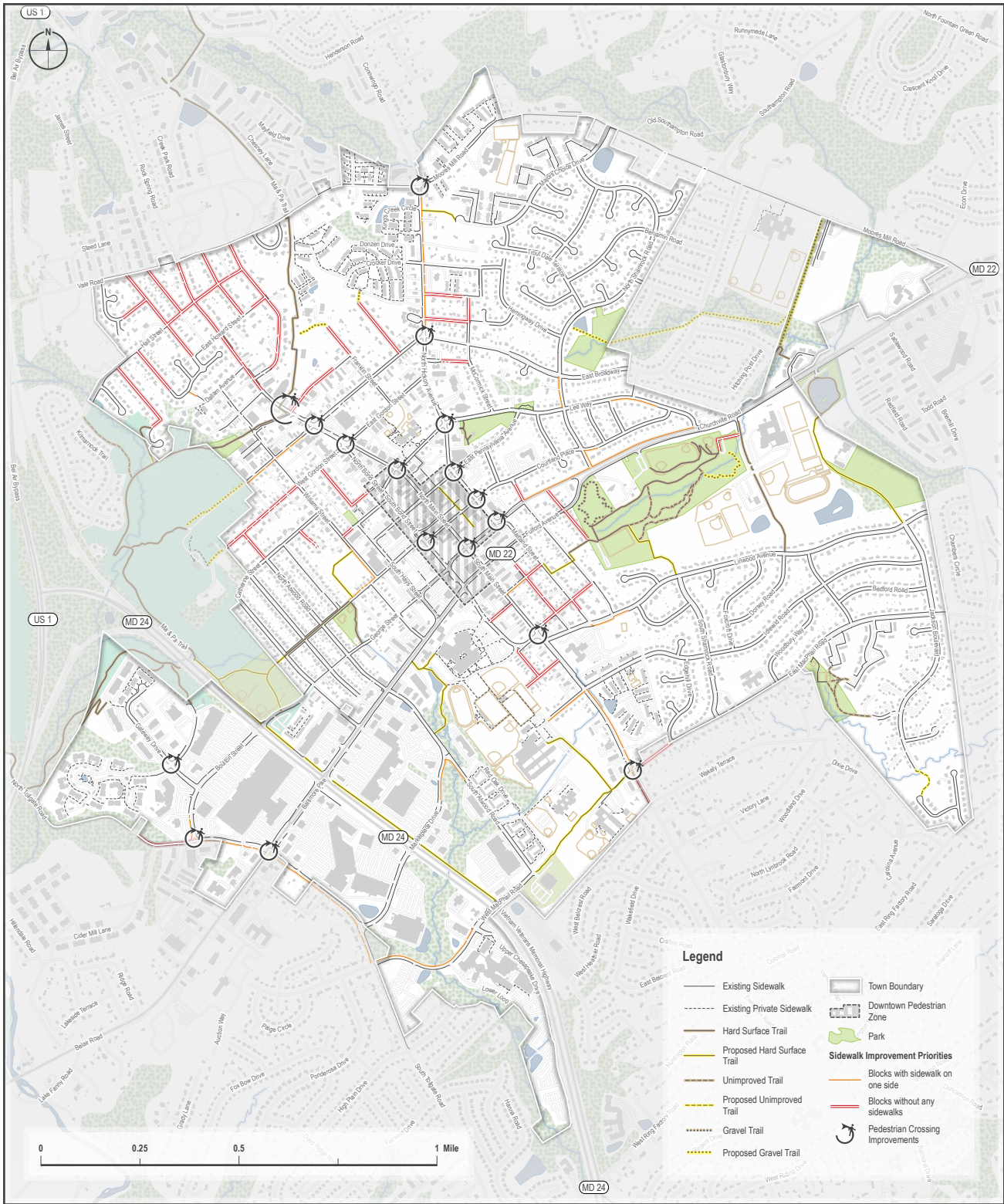
BICYCLE EXISTING CONDITIONS



Map prepared by
**TOWN OF BEL AIR
PLANNING DEPARTMENT**

Print Date: 2024-09-23

EXHIBIT 2



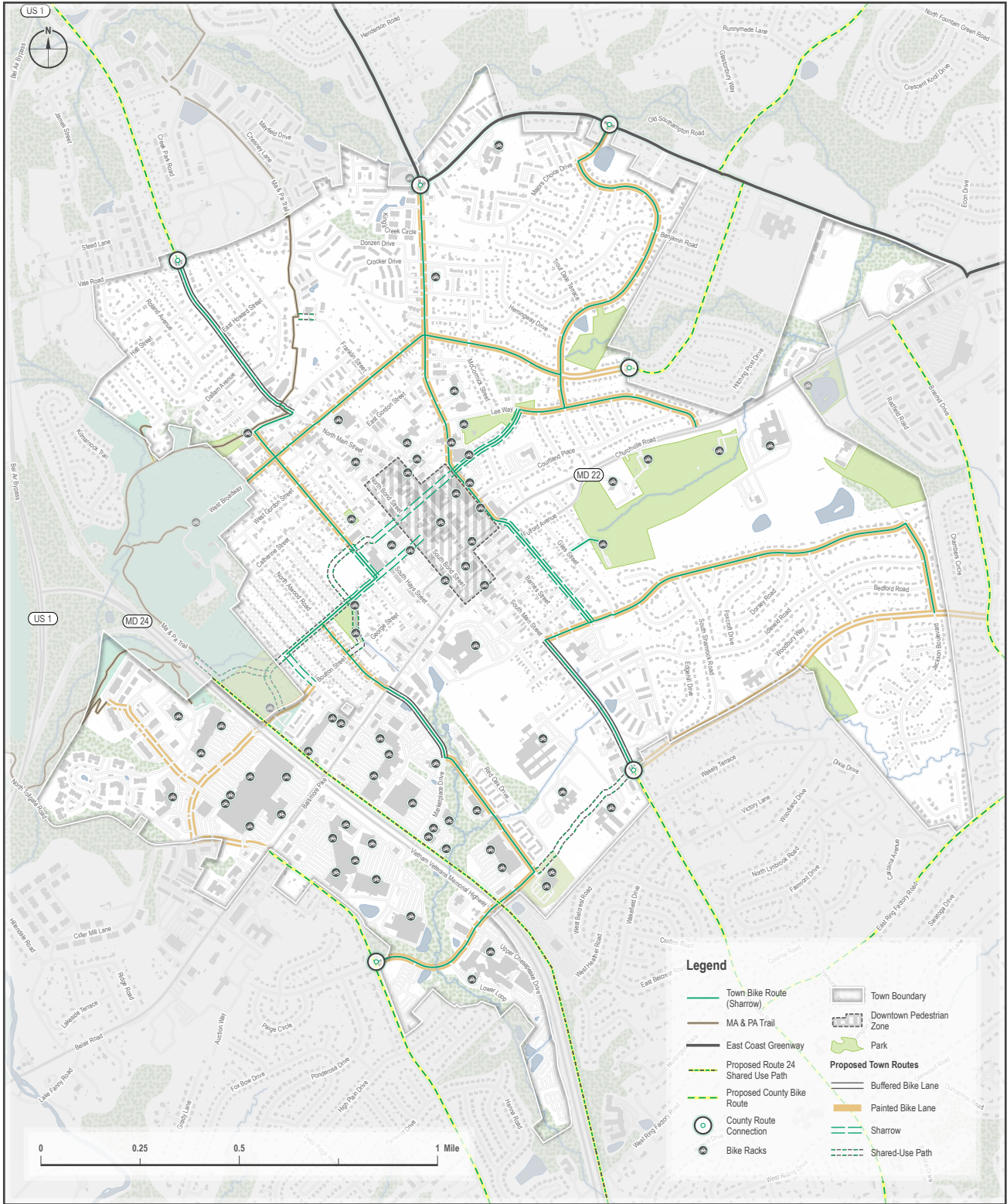
PEDESTRIAN PROPOSED IMPROVEMENTS



Map prepared by
**TOWN OF BEL AIR
PLANNING DEPARTMENT**

Print Date: 2024-10-23

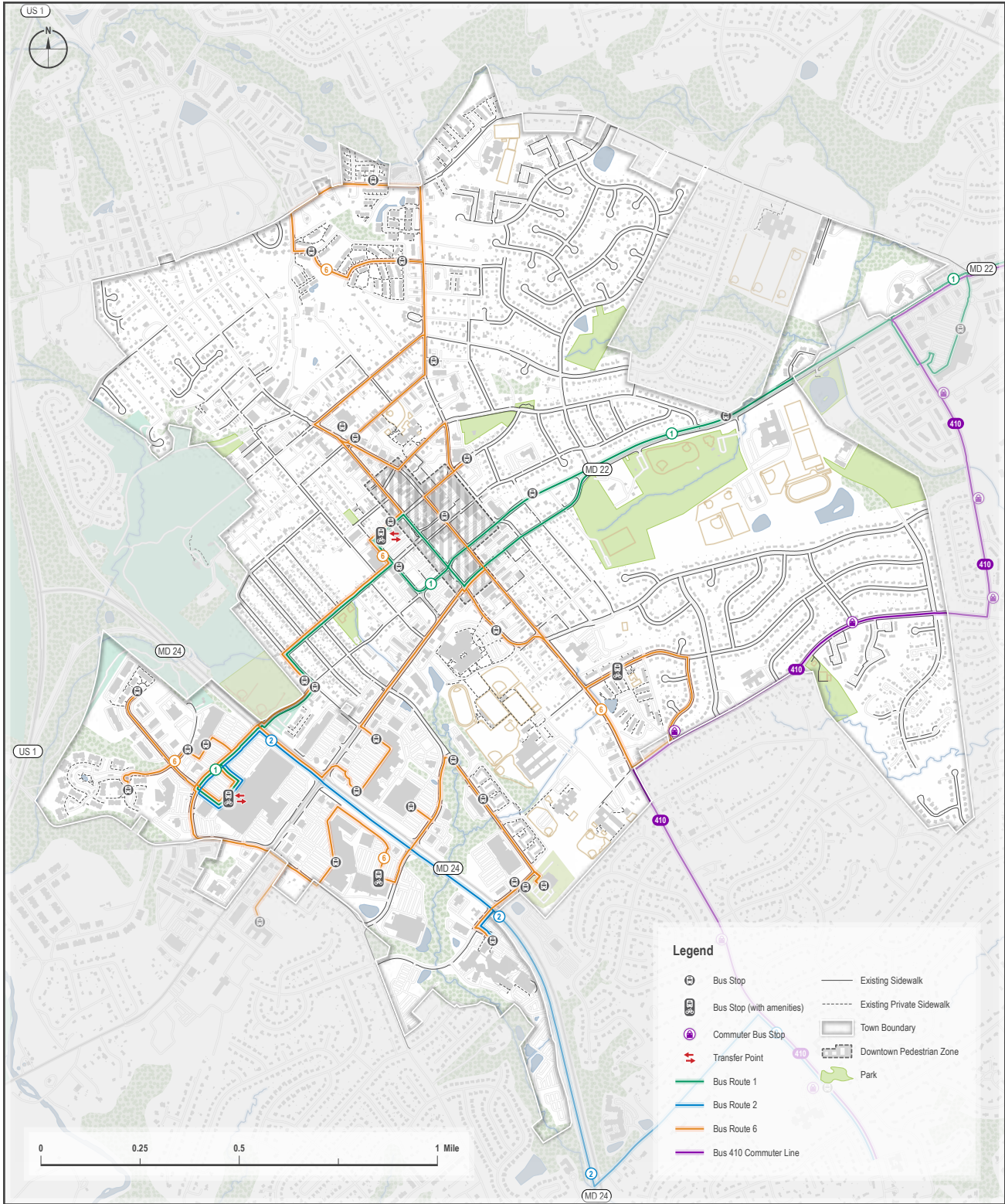
EXHIBIT 3



BICYCLE PROPOSED IMPROVEMENTS



Map prepared by
**TOWN OF BEL AIR
 PLANNING DEPARTMENT**
 Print Date: 2024-10-23



TRANSIT

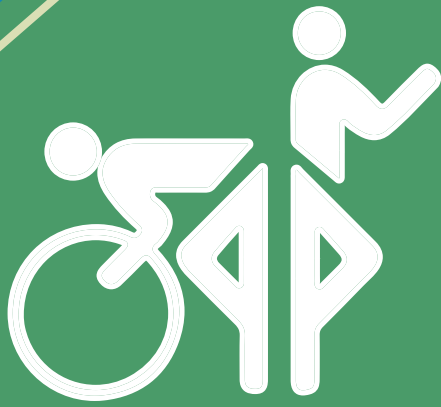
BICYCLE AND PEDESTRIAN PLAN



Map prepared by
TOWN OF BEL AIR
PLANNING DEPARTMENT

Print Date: 2024-09-23

EXHIBIT 5



Town of Bel Air Bicycle and Pedestrian Plan



Bel Air Department of Planning
705 E Churchville Road
Bel Air, MD 21014

BelAirMD.org



bike and pedestrian **plan**

2025

BelAirMD.org

