

Harford County Bicycle Pedestrian Plan

BMC Bicycle and Pedestrian Advisory Group

September 15, 2021



June 1880 Aegis Weekly Newspaper

A VELOCIPEDIST ON HIS TRAVELS.—On Wednesday morning Mr. Hussey, of Baltimore city, created a stir by rolling into Bel Air, at a rapid rate, on a bicycle, having made the trip, over the Harford Turnpike, $22\frac{1}{2}$ miles, in four hours. He stopped at Hanna's Hotel for rest and dinner and that he was on his way to New York and intended to make the entire journey on his bicycle. After dinner he mounted his queer-looking steed and rode away in the direction of Darlington, intending to stop for the night with his relative, Mr. C. Y. Thomas, who lives near that place. From thence his intention was to proceed to New York, by way of Havre de Grace, Wilmington and Philadelphia. Mr. Hussey said it was a common thing to make twelve miles an hour on a bicycle in the vicinity of Baltimore, but being impeded by a small amount of baggage and the steep hills on the turnpike he could not get along very rapidly.





Harford County



BICYCLE AND PEDESTRIAN MASTER PLAN

2013



HARFORD 2016 NEXT

A MASTER PLAN FOR THE NEXT GENERATION

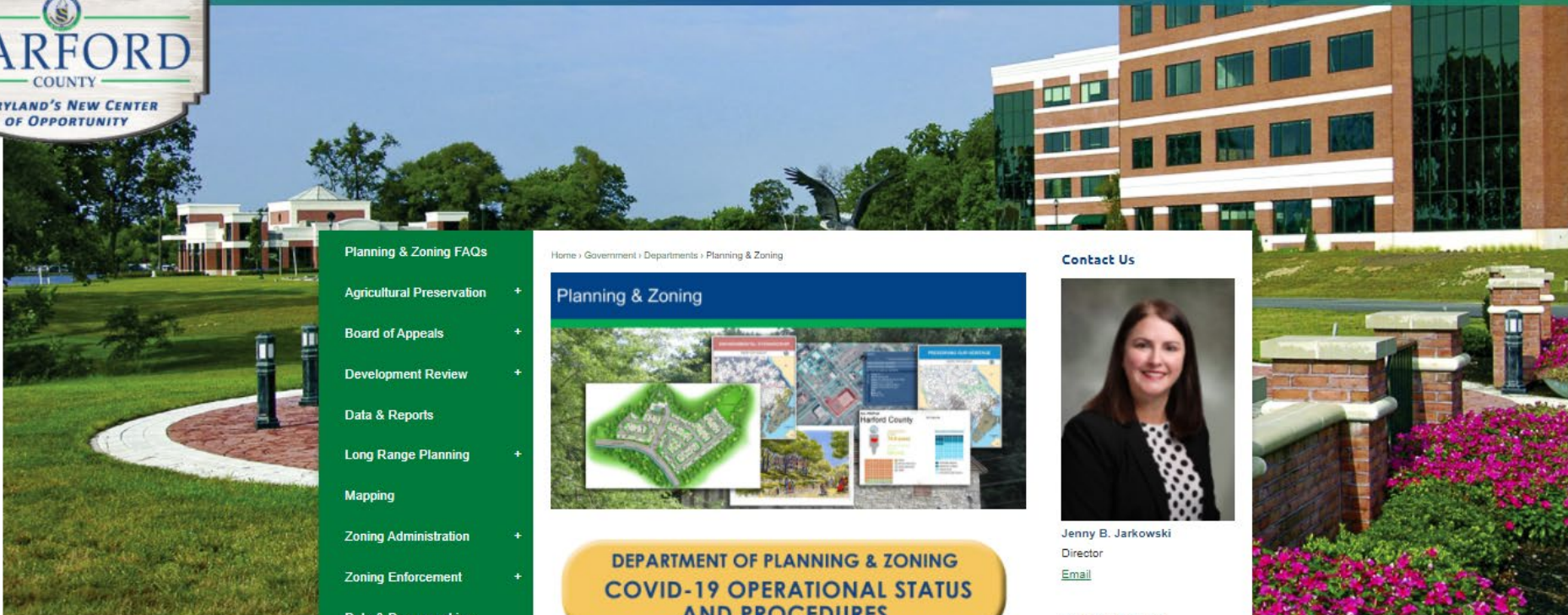


BARRY GLASSMAN
County Executive

Bicycle and Pedestrian Plan Update

- ▶ HarfordNEXT, the county master plan, called for the 2013 Bicycle and Pedestrian Master Plan to be reviewed and updated.
- ▶ The plan update analyzes corridors and lays out over two hundred bicycle and pedestrian plans to guide capital planning and review of development proposals for years to come.
- ▶ The draft plan is available on the Harford County Planning and Zoning Webpage. It will be open for suggestions through the end of October 2021.
- ▶ The plan will be adjusted to incorporate feedback and become the policy of the Harford County Department of Planning and Zoning





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- Agricultural Preservation +
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DEPARTMENT OF PLANNING & ZONING
COVID-19 OPERATIONAL STATUS
AND PROCEDURES

Bicycle and Pedestrian Master Plan

GREEN Infrastructure Plan

HARFORD NEXT
A MASTER PLAN FOR THE NEXT GENERATION

DEVELOPMENT REGULATIONS

OPEN GIS

PZ
&
MAPS
APPS

Contact Us



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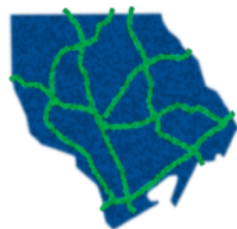


HarfordNEXT, the county master plan, called for the 2013 Bicycle and Pedestrian Master Plan to be reviewed and updated, to ensure efforts to extend the network of non-motorized facilities are synchronized with other land use and transportation decisions.



This plan analyzes corridors and lays out 220 bicycle and pedestrian plans to guide capital planning and review of development proposals for years to come.

The draft plan will be open for public comment and suggestions through the end of October 2021. The plan will then be adjusted to incorporate feedback. The final plan will become the policy of the Harford County Department of Planning and Zoning



Corridor Analyses



Project Map



A Historic Ride



Share Your Idea

1. Introduction
2. A Historic Ride
3. Setting
4. Existing Facilities

5. Planning for Safety
6. Facility Types
7. Planning Strategy
8. Strategy Palette

9. Policies
10. Project Map
11. Programs
12. Grants

13. Public Participation
14. Policy Partners
15. Coordination

Level of Traffic Stress

- We chose a simplified model in consultation with Delaware planners.
- Open Street Map Data
 - Infer most LTS information from OSM classification
 - OSM – “residential or living street” = LTS1
 - OSM – “tertiary or smaller road and max speed 25mph” = LTS 2
- Adequate to guide a countywide plan
- Leaves room to come back with more detailed update especially when mobile mounted LIDAR road facility data becomes available.



LTS 0



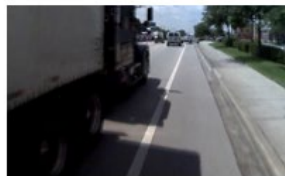
LTS 1



LTS 2



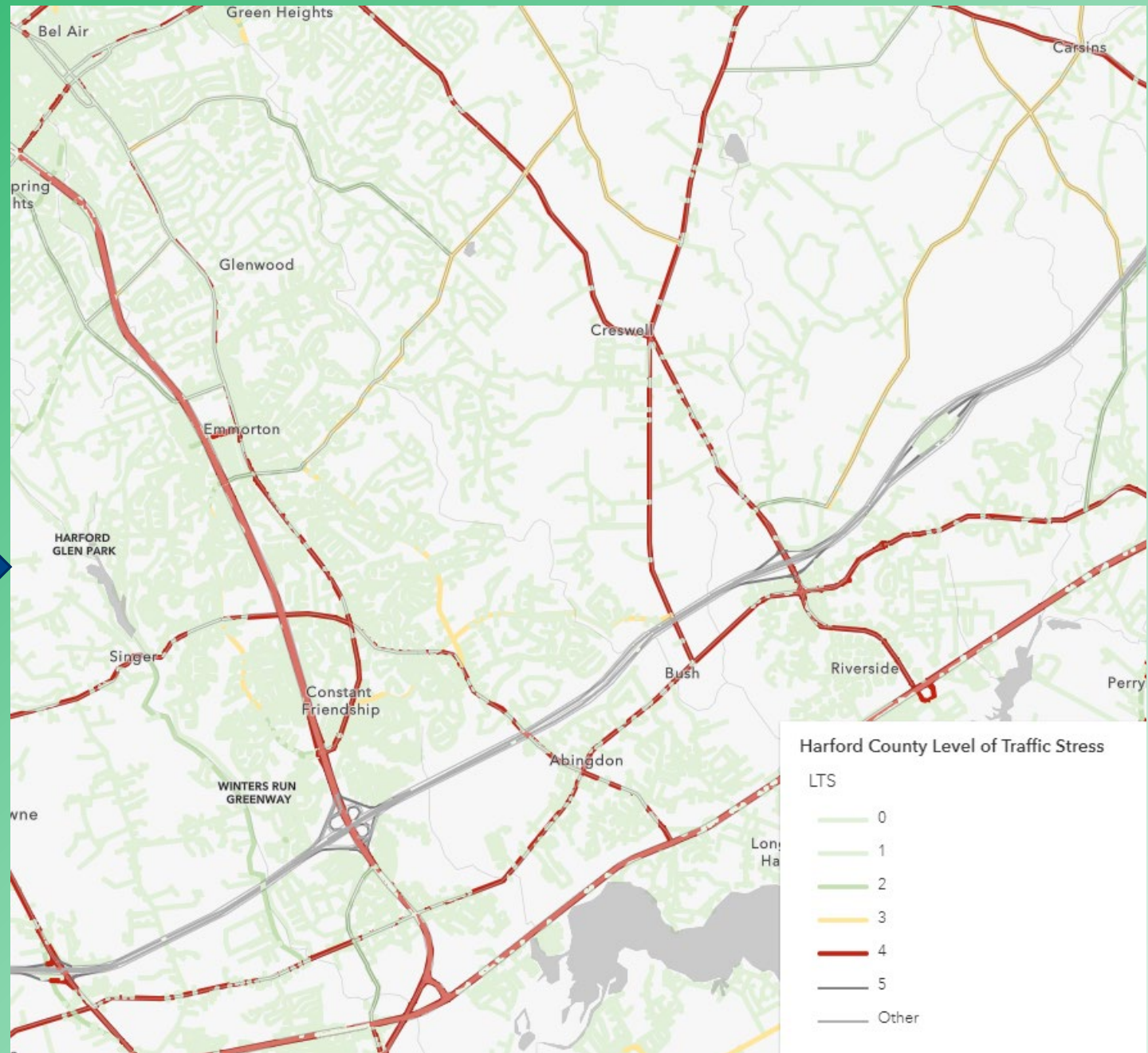
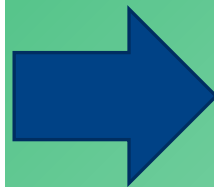
LTS 3



LTS 4



LTS 5



Planning by corridors

The 2013 Bicycle and Pedestrian Master Plan identified seven corridors to focus evaluations of future planning efforts. Some of the corridors were evaluated in 2013 with corridor maps that combined pictures and call-out notes. This plan refines the corridors in the form of seven different story maps. The underlying data includes the project map, other facts, and graphics. The corridors include the municipalities to better facilitate coordinated planning but local decision-making is ultimately at the town or city level. The corridors do not include APG lands but are aligned to gates to facilitate ongoing coordination with base master planning as anticipated by JLUS. The corridors comprise about 10% of the land area of the counties and municipalities combined but contain about 85% of the households (single and multi-family) in the county. The plan offers draft names for the corridors with an eye towards the thematic implementation of wayfinding routes, however, future implementation decisions may settle on other names

Conowingo Corridor

Greenway Corridor

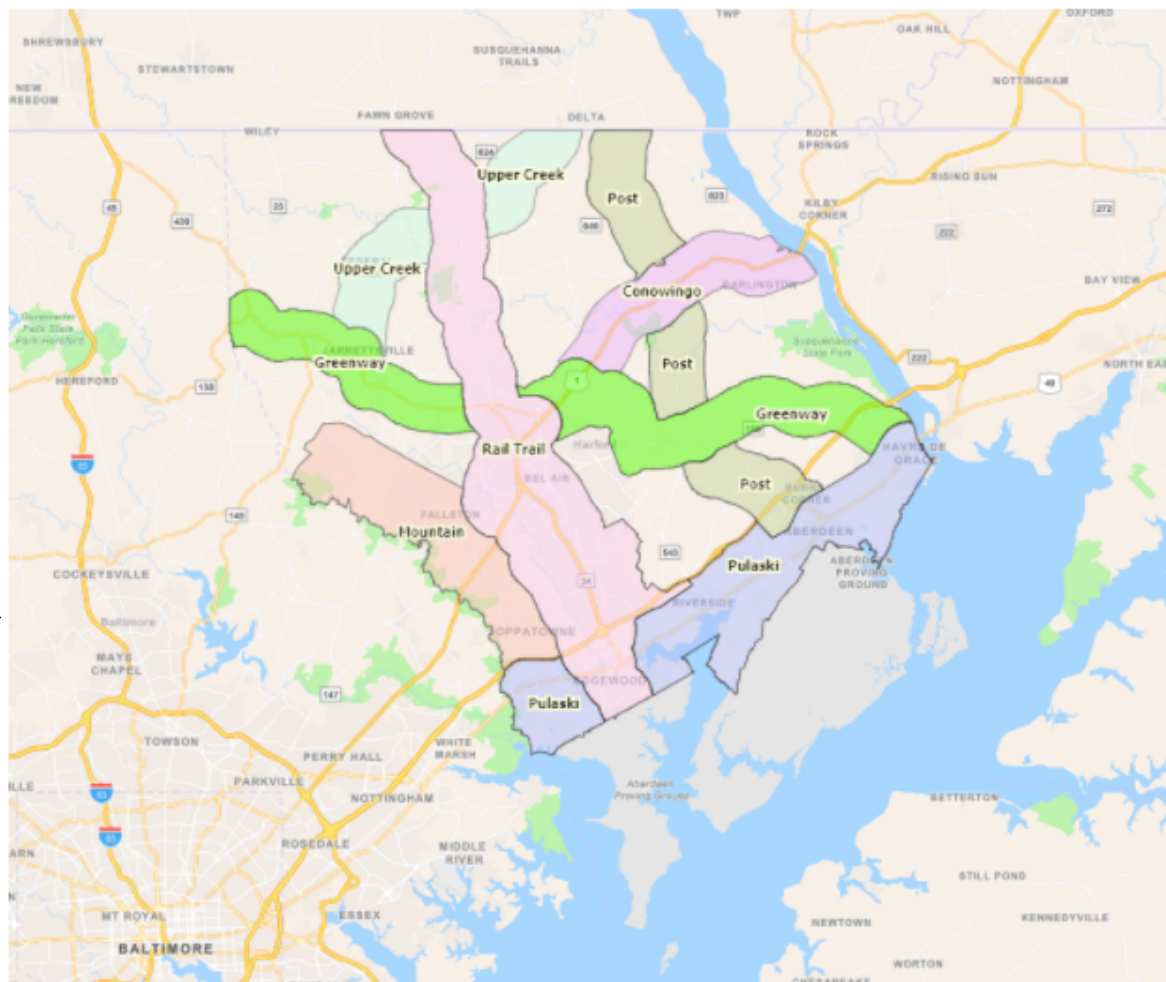
Mountain Road Corridor

Post

Pulaski Corridor

Rail Trail Corridor

Upper Creek Corridor

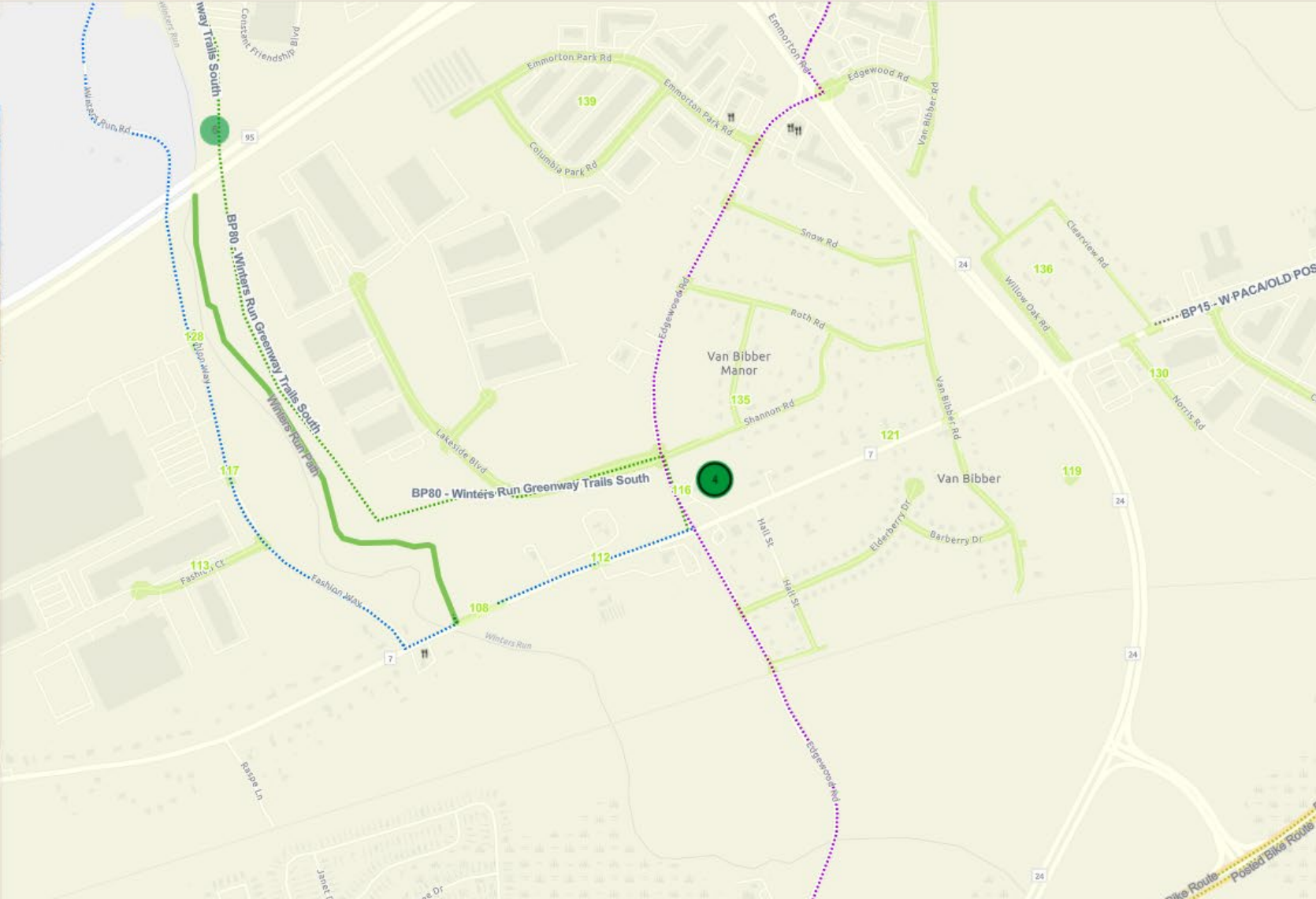




Van Bibber

Neighborhoods at the northern end of MD 755 (a second intersection with MD 24) can be joined with the proposed Edgewood Gateway. This area also links much of the Pulaski and Rail Trail Corridors to the Winters Run Greenway. Bike lanes (BP 79) and a pedestrian trail network (BP80) can connect the southern portion of this corridor across I-95. MD 24 crosses I-95 but that route will always have a high level of traffic stress ranking.

The shoulder along MD 7 Philadelphia Road varies too much to be bike-able and sidewalks are absent except for the newest developments. Improvements are sought between Winters Run and William Paca / Old Post Road Elementary to better link the local neighborhoods to the Edgewood Gateway and Winters Run Greenway plans.





Harford County Bicycle and Pedestrian Master Plan

Query Criteria

Please enter Project ID

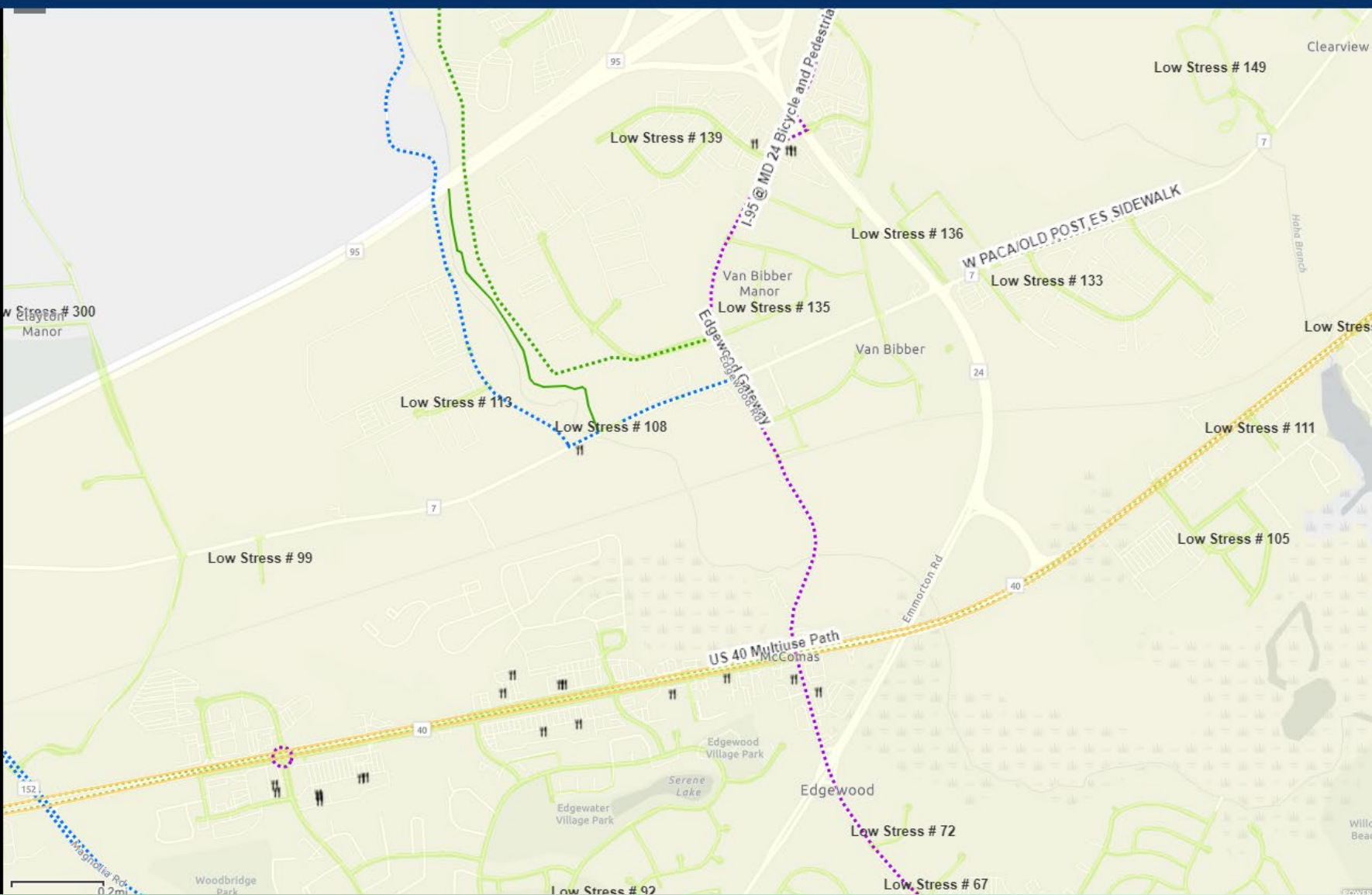
Letters and numbers "BP29"

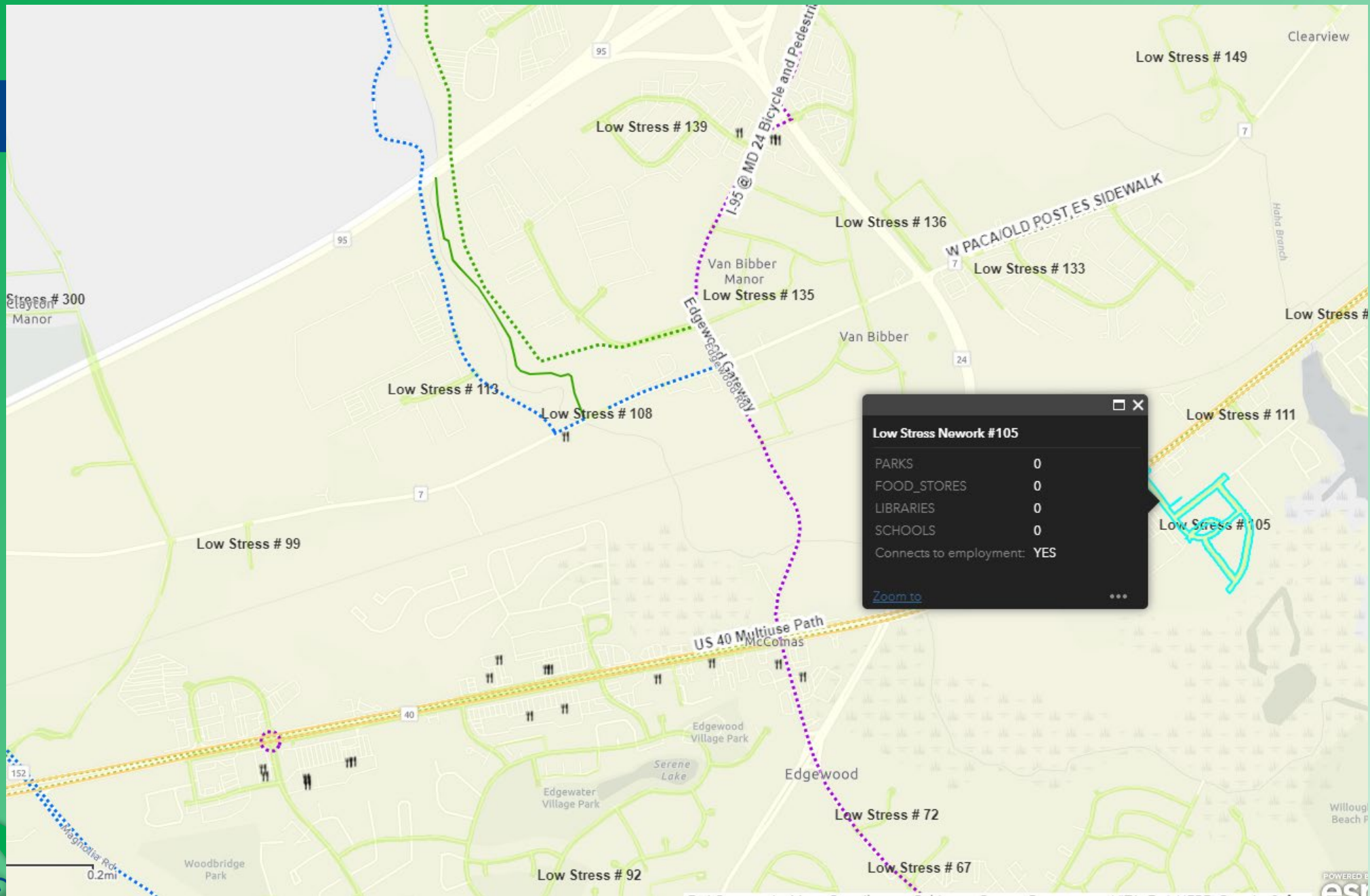
Apply

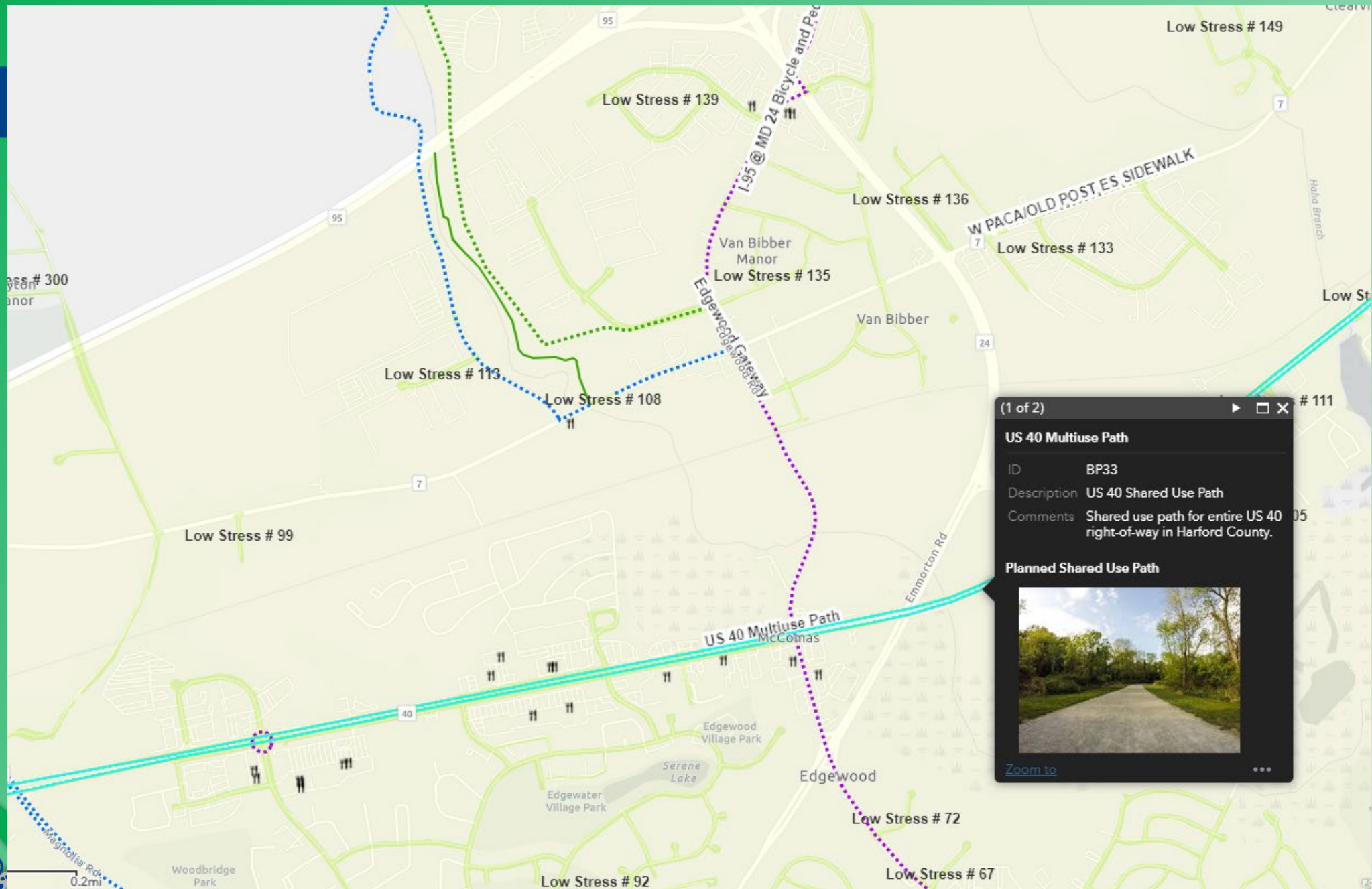
- Legend**
- Existing Facilities**
- Bike Lane
 - Shared Use Path
 - Buffered Bike Lane
 - Pedestrian Path
 - Marked Sharrow
 - Bike Route
 - Other

- Proposed Projects**
- Buffered Bike Lane
 - Complete Street
 - Marked Sharrow
 - Shared Use Path
 - Sidewalk
 - Pedestrian Path
 - Bike Lane
 - Cycle Track
 - Share the Road
 - Other

Low Stress Networks







(1 of 2)


US 40 Multiuse Path

ID BP33

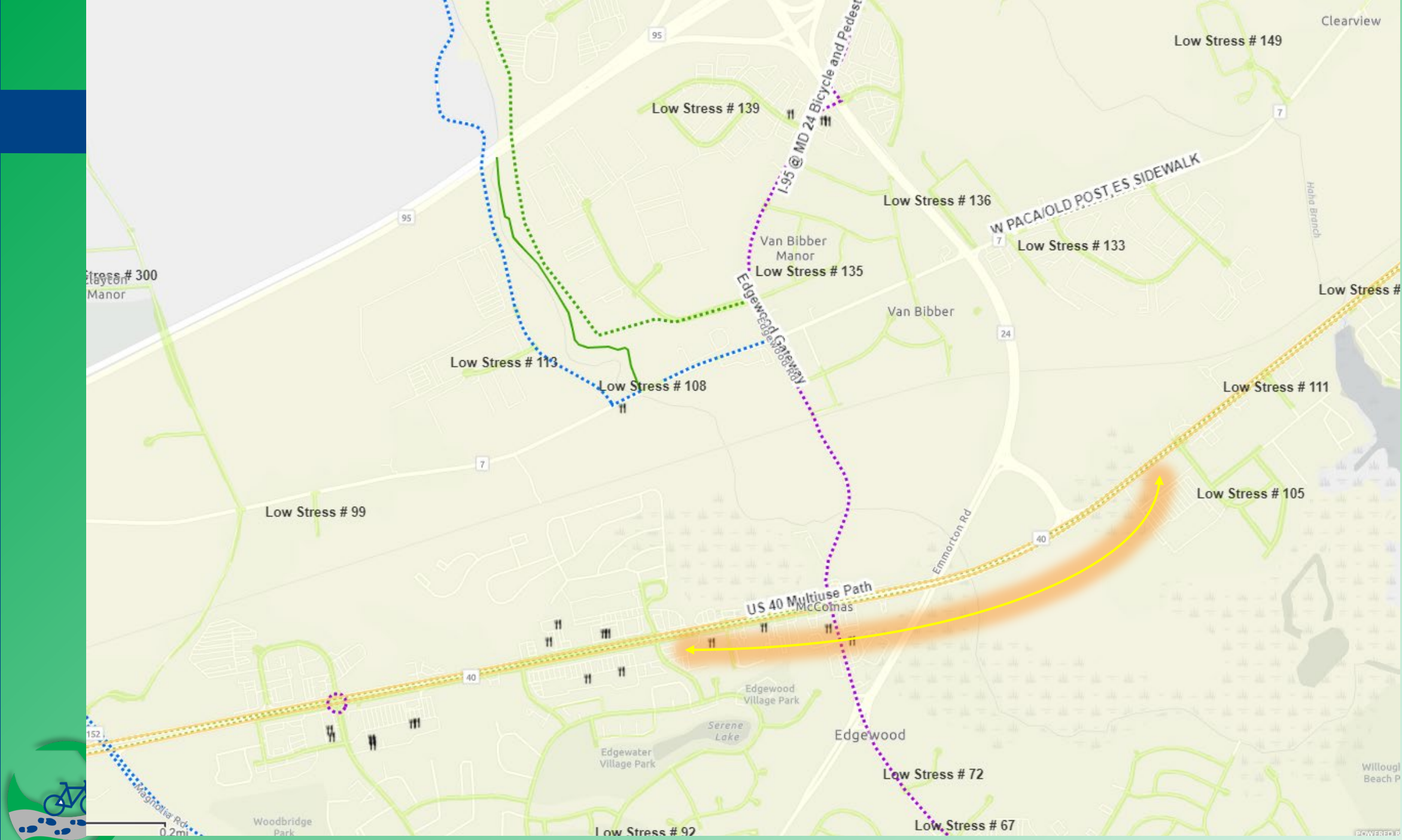
Description US 40 Shared Use Path

Comments Shared use path for entire US 40 right-of-way in Harford County.

Planned Shared Use Path



[Zoom to](#)





Harford County Bicycle and Pedestrian Master Plan



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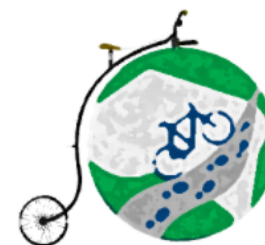
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Content x Planning & Zoning | Harford Co. x Harford County Bicycle and Ped... x New Tab

harford-county-bike-ped-plan-harfordgis.hub.arcgis.com/pages/policyfrontpage

Harford County Bicycle and Pedestrian Master Plan

Policies

This plan supports identifies four policies and over fifty strategies to advance bicycle and pedestrian projects.

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.

Policy 2

Promote and maintain bicycle and pedestrian supportive infrastructure.

Policy 3

Assist bicyclists and pedestrians by offering signage and maps that clearly identify directions, destinations, and services while also promoting awareness of bicycle and pedestrian activity.

Policy 4

Promote education and awareness about the value of bicycle and pedestrian travel and encourage safe bicycle, pedestrian, and motor vehicle interaction.

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.

Num.	Strategy	
1.01	Review and update the project list annually once a year through Intercounty Bike-Ped Coordination Group and the Transportation Priority Letter Team.	A
1.02	Promote the project list as the county's comprehensive bicycle and pedestrian network plan.	A
1.03	Promote a network of complete streets within development envelopes working towards a goal of being able to access the entire development envelope safely on a bicycle for recreation, commuting, and errands.	A
1.04	Promote a network of excursion-type and link-type bicycle facilities beyond the development envelope in the rural areas of the county.	B
1.05	Promote a targeted network of pedestrian facilities beyond the development envelope in the rural areas of the county. Public sites like parks and schools or places of public accommodation should be designed to safely convey	P





Harford County Bicycle and Pedestrian Master Plan

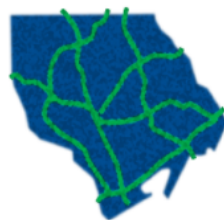


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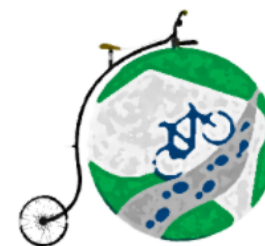
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Content

Planning & Zoning | Harford Cou

Harford County Bicycle and Pede

Harford County Bicycle and Pede

New Tab

harford-county-bike-ped-plan-harfordgis.hub.arcgis.com/pages/central-public-input

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Harford County Bicycle and Pedestrian Master Plan

Share your ideas

The 2013 Bicycle and Pedestrian plan utilized surveys and a web tool called Community Walk to collect input about bicycle and pedestrian facilities. Other follow-up surveys have been taken during the annual Bike to Work Day and Dump the Pump event, a day of free transit access.

You can provide feedback online in the box below. You can navigate on a map to the area of interest, answer some short questions, and add a comment. This tool also allows you to share a picture. Please try to focus on facilities and don't photograph people without their permission. As you read the sections of the plan or take walks or rides in the community, you may want to offer additional comments. Please feel free to add multiple comments. Given the open nature of the web, we do not intend to publish comments and names. We will however consider every comment and revise the plan as needed. Thank you in advance for your participation. The plan will be open for comment until October 15, 2021

Harford Bike Pedestrian Plan Location Survey Tool

This survey is designed to collect input regarding the Harford County Bicycle and Pedestrian Master Plan

What type of facility?

What type of facility do you have in mind?

☐ Sidewalk

☐ Crosswalk

☐ Paved path for walkers

☐ Bench

☐ Wayfinding sign

☐ Water fountain

☐ Bike air station

☐ Shared path for walkers and bikes

☐ Bike lane


☐ Traffic separated bike lane

☐ Sharrow

☐ Cycletrack

☐ Other

Where is your bike or pedestrian planning idea?



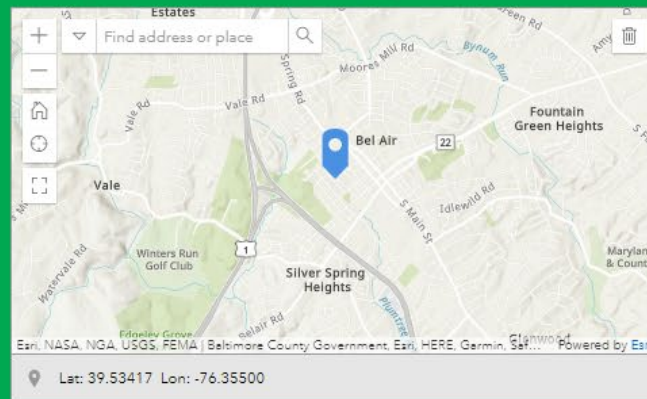


Harford County Bicycle and Pedestrian Master Plan



☐ Other

Where is your bike or pedestrian planning idea?



Would you like to add some notes?

Explain "other" or add some other details.

500

Would you like to share pictures?

Select image file

Contact email

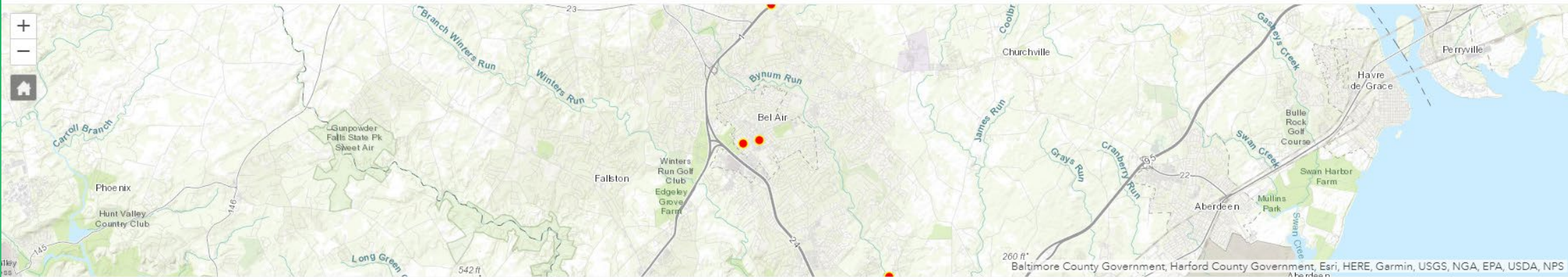
Submit



Harford Bike Pedestrian Plan Feedback

Overview Design Collaborate Analyze Data Settings

3/24/21 - 7/22/21 Filter Report Export Open in Map Viewer Form view



Harford Bike Pedestrian Plan...					
Is this for bikes, walkers, or both?	Other comment - Is this for bikes, walkers, or both?	What type of facility?	Other - What type of facility?	Would you like to add some notes?	Contact email
		Crosswalk		This intersection currently acts as a barrier for pedestrians seeking to travel between the residential areas in the 1900 block of N. Fountain Green Road and the businesses, including a grocery store, in the 2000 block of the same road. Sidewalks and walking paths exist on all four corners, but there is no connection through the intersection. Unmarked, disconnected stub sidewalks exist in random locations throughout the intersection.	jmbensen@harfordcountymd.gov
		other	The,intersection,of,S.,Bond,St/Kenmore,Ave,and,Baltimore,Pike,is,unsafe,for,pedestrians.	Despite the existence of pedestrian signals, the overall design of the intersection prioritizes motorized vehicles. Vehicle lanes on both roads are wide, which encourages motorists to speed. The "slip lane" painted on the road for right turns from Bond onto Baltimore Pike encourages motorists to make the turn without looking for	jmbensen@harfordcountymd.gov

