

Transportation Element Plan -- Friends of Harford's concerns

Goal: An transportation system that integrates cars, buses, pedestrians, bicycles and passenger trains.

Harford needs an effective bus transit system. Building and widening roads is expensive and gives only temporary relief. Roads encourage development of rural areas.

Roads

- Widen MD 24 and limit access from cross streets. Make MD 924 and Tollgate Road "Complete Streets".
- Modify MD 22 between MD 40 and APG to support buses and HOVs.
- Don't widen roads outside the Development Envelope. Don't expand MD 22 between Bel Air and Aberdeen. Use money saved for transit and roads within the Envelope.
- Change local road functional classifications (Table 1) to match Harford's Master Plan Development Envelope. See attached list of changes needed.
- Require new development to contribute to road improvements.

Bus transit - top priority

- Fully implement the 2008 Harford Transit Development Plan.
- Work with businesses and communities to provide bus stops.
- Commit to expanding bus service (hours and frequency) within the Envelope.
- Coordinate Harford's transit system with GATE and APG as well as HCC.
- Establish more bus and car park-and-ride locations, especially along MD 22 and MD 543 to serve HCC and APG, and along MD 24.

Pedestrians and Bicyclists (within the development envelope)

- Implement "Complete Streets" (sidewalks, traffic calming devices and crosswalks) when building or widening major roads.
- Determine how to connect businesses, neighborhoods, bus stops, schools, and parks so pedestrians/bicycles can avoid dangerous roads.

Trails: Complete the Ma & Pa trail.

Trains: Expand MARC train services and also coordinate with APG.

Aviation: Delete section as unneeded and contentious.

Attachment

Table 1 - HIGHWAY FUNCTIONAL CLASSIFICATION

The following roads are rural, not urban, and are not in the Development Envelope (DE):

MD 152 from Pleasantville Road to US 40 - change from Principal Urban Arterial to Principal Rural Arterial (road is entirely outside the DE)

MD 147 from MD 152 to US 1 Bypass - change from Minor Urban Arterial to Minor Rural Arterial (over half this road is outside the DE, and upgrading it to Urban design will open up another rural area to development and expand the DE)

MD 152 from MD 146 to Pleasantville Road - change from Minor Urban Arterial to Minor Rural Arterial (road is entirely outside the DE)

The following roads were changed from Minor Rural Collector to Urban Collector. The changes are wrong and the roads should be returned to their Minor Rural Collector designation. Except as noted, all are also entirely outside the DE boundary.

Boggs Road from High Point Road to Grafton Shop Road

Connolly Road from MD 152 to US 1 (mostly outside DE; would need to stop at MD147 instead of MD 152 to remain inside DE)

Jerusalem Road from Baltimore County Line to MD 152

Old Joppa Road from Business US 1 to MD 7

Pleasantville Road from High Point Road to Baltimore County

Singer Road from MD 152 to MD 924 (mostly outside)

Whitaker Mill Road from US 1 to Ring Factory Road