

BALTIMORE COUNTY MASTER PLAN 1979 - 1990



transportation element

2

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BALTIMORE COUNTY MASTER PLAN
PHYSICAL DEVELOPMENT PLAN
PART II TRANSPORTATION ELEMENT

November 19, 1979

This volume is one of six that were adopted by resolution by the Baltimore County Council November 19, 1979, as the Baltimore County Master Plan . The text of the County Council Resolution adopting the Plan, Resolution No. 71-79, is set out on the following pages.

The six volumes that were adopted as the Baltimore County Master Plan are entitled:

THE PHYSICAL DEVELOPMENT PLAN: PART I LAND USE ELEMENT

THE PHYSICAL DEVELOPMENT PLAN: PART II TRANSPORTATION ELEMENT

THE HOUSING AND COMMUNITY PRESERVATION PLAN

THE PUBLIC FACILITIES PLAN: PART I COMMUNITY SERVICES

THE PUBLIC FACILITIES PLAN: PART II UTILITIES

THE OPEN SPACE AND RECREATION PLAN

COUNTY COUNCIL OF BALTIMORE COUNTY, MARYLAND

Legislative Session 1979, Legislative Day No. 22

RESOLUTION NO. 71-79

Mr. Norman W. Lauenstein, Councilman

By the County Council, November 19, 1979

WHEREAS, by Article XI-A of the Maryland Constitution, the General Assembly is authorized to provide a grant of "express powers" to counties that form a charter government; and

WHEREAS, by Article 25A, Section 5 of the Annotated Code of Maryland, the General Assembly has designated the "express powers" to be granted to charter counties, which powers include the power to enact local laws for the protection and promotion of public health, safety and welfare, relating to planning, zoning and subdivision, and to pass all ordinances, resolutions or bylaws that may be necessary and proper to execute and enforce any of the powers expressly enumerated; and

WHEREAS, the people of Baltimore County in accordance with the Constitution and Laws of the State of Maryland have adopted, ordained and established the Baltimore County Charter; and

WHEREAS, pursuant to provisions of the Charter and of the County Code, the County is responsible for planning for the future growth and development of the County, including the preparation of a Master Plan; and

WHEREAS, pursuant to Section 523 of the Baltimore County Charter, the Master Plan shall be a composite of mapped and written proposals setting forth comprehensive objectives, policies and standards to serve as a guide for the development of the County; and

WHEREAS, the Charter provides that the Office of Planning and Zoning prepare and revise a Master Plan at least every ten years, the previous such revision being accomplished in 1975; and

WHEREAS, pursuant to Section 523 of the Baltimore County Charter, the County Council has the responsibility to accept or modify, and then adopt by resolution, a Master Plan which it receives from the Office of Planning and Zoning; and

WHEREAS, the County Council has caused to be prepared by consultants and staff, at great expense to the taxpayers of Baltimore County, a comprehensive growth management planning study which has been accomplished over the past three years; and

WHEREAS, the elements of said planning study together comprise a Master Plan, containing objectives, policies and standards, and a composite of mapped and written proposals serving as a guide for the physical development of the County; and

WHEREAS, the Planning Board of Baltimore County has held public hearings on the Master Plan and on the elements thereof and has recommended the adoption of certain elements of that Plan; and

WHEREAS, the Office of Planning and Zoning has submitted to the County Council a Master Plan, entitled "Recommended Baltimore County Master Plan 1979-1995", with accompanying map entitled "Baltimore County Master Plan Land Use Plan"; and

WHEREAS, the County Council has held a public hearing on the Master Plan on September 11, 1979.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNTY COUNCIL OF BALTIMORE COUNTY, MARYLAND, that the Master Plan submitted by the Office of Planning and Zoning and adopted by the Baltimore County Planning Board, including mapped and written proposals, are hereby amended and modified, and as so amended and modified, are hereby adopted and declared to incorporate and be comprised of the following written and mapped components, which will serve as a guide for the development of the County, and which may be subject to such further modifications as deemed advisable by the Baltimore County Council:

"Baltimore County Master Plan 1979-1990" Written Components, maps, errata and addendum thereto, as follows:

SECTION I

Baltimore County Growth Management Program Physical Development Plan, Part I, Land Use Element.

SECTION II

Baltimore County Growth Management Program Physical Development Plan, Part II, Transportation Element.

SECTION III

Baltimore County Growth Management Program Housing and Community Preservation Plan.

SECTION IV

Baltimore County Growth Management Program Open Space and Recreation Plan.

SECTION V

Baltimore County Growth Management Program Public Facilities Plan, Part I, Community Services.

SECTION VI

Baltimore County Growth Management Program Public Facilities Plan, Part II, Utilities.

BE IT FURTHER RESOLVED, that, using the Baltimore County Master Plan 1979-1990 herein adopted as a guide, the County Council intends to proceed with development of an overall growth management program for the implementation of the Master Plan, said program to include revised zoning maps, zoning rules and regulations, subdivision rules and regulations, a capital improvements program, community plans, including but not limited to Owings Mills and Whitmarsh, and such other legislation, regulations, policies and programs as may be necessary;

BE IT FURTHER RESOLVED, that until said overall growth management program and implementation measures can be adopted, the Office of Planning and Zoning, the Baltimore County Council and all other departments, agencies and officials of the County, in the exercise of any powers, authority, duties or responsibilities related to actions impacting on land use, growth or development, including planning, zoning and subdivision activities, in the County, shall consider the objectives, policies and standards of the Master Plan.

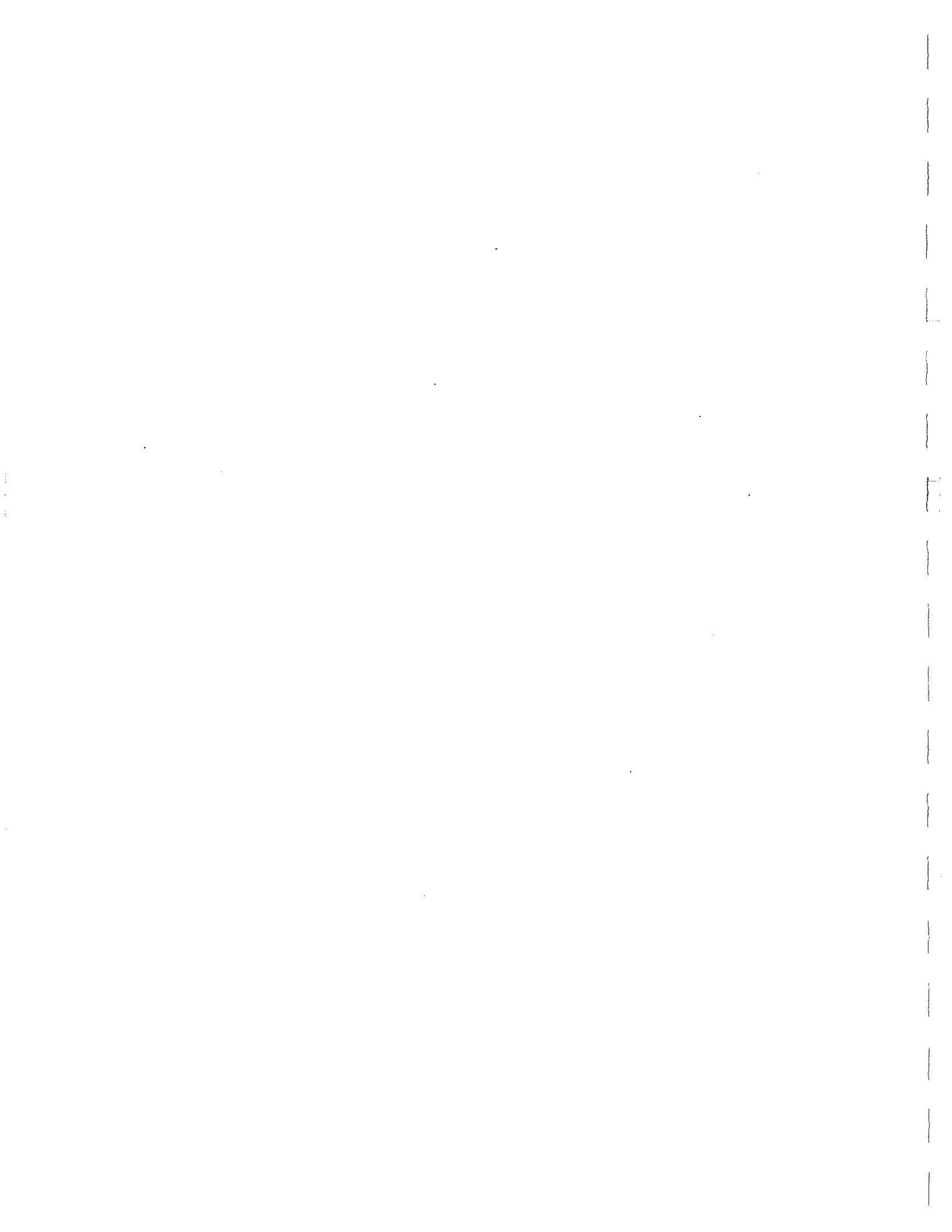
BE IT FURTHER RESOLVED, that all programs and construction projects initiated by the County be in concert with or further the goals and objectives stated in the Master Plan adopted in this resolution, and further that the Director of the Office of Planning and Zoning make such an evaluation of each and every such project and program and forward said evaluation to the County Executive and the County Council for their consideration.

BE IT FURTHER RESOLVED, that supplementary to and in conformity with the Master Plan, the agencies of Baltimore County engage in an ongoing process which includes water, sewer, and solid waste management planning, management of the coastal zone of Baltimore County, designation of areas of critical state concern, specific area plans, and plans devoted to capital improvements and other facilities. It is intended that such plans, upon enactment by the County Council and as amended from time to time shall be incorporated in the Master Plan by reference.

BE IT FURTHER RESOLVED, that the County Council intends to approve a land use map to be part of the Master Plan concurrently with the adoption of the 1980 Comprehensive Zoning maps.

BE IT FURTHER RESOLVED, that the Planning Board forward to the Council, upon completion of the elements governing growth in each of the Growth Areas, a recommendation on the method of ensuring that all development actions made by the public and private sectors are in conformance with the master plan goals, objectives and elements as adopted by the County Council.

AND BE IT FURTHER RESOLVED, that previous Master Plans adopted by the Planning Board and/or the County Council are rescinded to the extent that they are inconsistent with the Baltimore County Master Plan 1979-1990.



PHYSICAL DEVELOPMENT PLAN: PART II. TRANSPORTATION ELEMENT

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TRANSPORTATION

INTRODUCTION

An integral component of the Baltimore County Master Plan is the element addressing the transportation system, since the transportation system performs two critical functions. It not only provides for the efficient movement of goods and people, but it can also exert a strong influence on the location, character, and extent of development. Therefore, the transportation element must necessarily reflect the goals and objectives of the land use element.

Beyond the basic need to integrate the land use and transportation elements, it is necessary to:

- consider the transportation system as an integrated and interrelated collection of individual modes, each having different operational characteristics, costs, and potentials for effecting the two broad functions of the system;

- recognize that high levels of service are not uniformly desirable and should only be provided where substantial growth is desired or where serious problems should be mitigated;

- view the transportation planning process as a dynamic and continuing effort directed toward the development of short-, mid-, and long-range plans that are sensitive to macro- and micro-level development, cumulative impacts and Federal, state, and local revenue projections;

- recognize the negative impact revenue short-falls may have on the feasibility, scale or timing of projects and the overall focus of the system;

- recognize that decreased fuel supply or escalating fuel costs will have a significant effect on circulation demand and will necessitate changes in the travel habits of the County;

- consider the transportation system as a tool for guiding growth and inducing economic development; and

- transportation planning as a multi-level, multi-million dollar process involving the participation of many groups whose interests may not be coincidental and whose ability to influence specific projects may vary considerably.

These concerns have been incorporated, either directly or indirectly, in the Baltimore County Master Plan Transportation Element.

TRANSPORTATION POLICIES

Transportation plans and programs should be directed toward the development of an efficient, well-balanced, multi-modal transportation system.

The provision of transportation facilities should precede and guide (or be coordinated with) land development.

Transportation facilities should be planned and designed to be in harmony with the environment. Streets and highways, bridges, and transit service lines and stations should contribute to a net reduction of air pollution as well as to an increase in the efficiency of fuel use. Noise and dust produced by the construction or operation of these facilities should be tightly controlled. Every effort should be made to preserve the integrity of historic structures and districts, of prehistoric archeologic sites, and of critical environmental areas when planning, designing, and constructing transportation facilities.

Transportation-related energy consumption should be reduced by discouraging inefficient tripmaking and reducing vehicle miles traveled (V.M.T.) through provision and promotion of energy-efficient alternatives to the private automobile. Incentives should be provided to encourage increased patronage of mass transit, high occupancy vehicles, and ride-sharing facilities. Disincentives should be implemented to discourage the use of large, inefficient automobiles.

Baltimore County should do its part to assure adequate and rational transit service for its citizens.

The movement of goods should be facilitated through: (1) an improvement program for rail, truck, and trans-shipment facilities; and (2) small area planning directed toward the reduction of conflicts between truck and automobile traffic.

Designated growth areas and town centers should be served by fixed guideway transit service (i.e., rail rapid, light rail, busways) to reduce dependence on automobile travel. Higher density development should be encouraged in areas served by adequate mass transit service.

Detailed access and land development impact studies should be conducted for areas designated as future station locations for fixed guideway transit service. A comprehensive development plan needs to be prepared for each transit station area. The analysis of development potential, including consideration of joint development schemes, should identify protection areas and inducement strategies designed to encourage the desired level and type of development in these impact areas.

Major arterial highways should be designed for controlled access to maximize traffic movement while minimizing land service.

Standards for residential subdivision roadways should be modified to limit design of local streets to dimensions required to satisfy circulation demand only. Driveways or other off-street parking facilities must be provided in new subdivisions.

The County's Road Rating Program should be expanded to a permanent and continuous monitoring system. This road rating system should be employed to assist in decisions on highway maintenance, capital improvement programming, and the rating of traffic service and safety adequacy required for the determination

of transportation districts under the deficient facilities section of the basic services legislation. This rating system will provide an evaluation of County road conditions including physical characteristics, safety, and traffic service level. A substantial level of funding will be required to operate and maintain the road rating system.

Developers shall be responsible for the provision of bus shelters and bus bays for use by the County school bus service or by the Maryland Mass Transit Administration. The styles and materials used in the construction of such facilities shall be compatible with the adjacent developments. The necessity for such a bus facility shall be determined by the Director of the Office of Planning and Zoning on the affirmative advice of the Superintendent of Schools from Baltimore County or the Administrator of the Maryland Mass Transit Administration that transit service is or will be provided to that facility.

Transportation improvement programs should be fiscally responsible. Transportation system management (T.S.M.) actions designed to maximize the efficiency of the existing transportation system should receive priority over construction of new, capital-intensive facilities.

Accessibility to public transportation for the elderly and handicapped should be improved through greater utilization of specially-equipped vehicles.

An advance-acquisition fund should be created in the Capital Improvement Program to ensure protection or right-of-way for essential transportation facilities.

A multi-staged planning policy should be instituted. In addition to a short-range plan to integrate the Capital Improvement Program and the State Consolidated Transportation Program, and a long-range plan with a 20-year horizon, an intermediate range plan for roughly a ten- to twelve-year period should be developed. Today, the short-range program is updated annually, and the long-range element is updated once every five years. The intermediate range plan would be developed biennially.

The land use element and the zoning map process must be tied very closely to the transportation element as well as to plans for the provision of other basic facilities and utilities. The adequacy of the transportation system, a basic service, should be assured before development approvals are granted. Development timing of major growth areas should be coordinated with the provision of adequate access to the freeway system.

The utilization of non-motorized transportation modes should be encouraged. Pedestrian and bike facilities should be exclusive and separate from vehicular trafficways. Interchange points between these non-compatible modes must be controlled. Pedestrian and bicycle facilities should be included as part of any new County or State road project if the infeasibility of this requirement cannot be documented.

An energy plan should be developed to identify actions to mitigate the disabling effects of fuel rationing or fuel supply shortage. Strategies which should be incorporated into the plan include the utilization of County school buses and motor pool vehicles to ensure adequate transportation service and the alteration of work and school schedules to spread out the peak period traffic demand.

Parking in designated town centers needs to be controlled. On-street parking should be restricted by implementation of parking bans and residential parking permits. Preferential treatment for high occupancy vehicles should be provided in off-street parking facilities.

Extensive and comprehensive public participation is required at the area/corridor study stage as well as the project planning level of transportation planning. A community interaction coordinator is needed to work with the public on transportation plans to facilitate the completion of improvement projects.

ASSESSMENT OF TRANSPORTATION NEEDS

The foundation and initial focus of any transportation plan must necessarily be an examination of the existing transportation environment and an evaluation of the adequacy of the transportation system with respect to existing travel demands and its function as a tool for fostering regional patterns of growth.

Highways

Baltimore County's highway network is comprised of 2,575 miles of freeways, arterials, collectors, and local streets. These facilities were designed to accommodate specific traffic functions at an acceptable level of service. The County's rapid growth over the last three decades and the concomitant steady increase in traffic volumes, however, have produced serious traffic congestion and safety problems.

On major radial routes such as Belair Road, Liberty Road, and York Road, the problem of high traffic volumes is compounded by the large mix of local and through traffic, strip-commercial development, and side friction problems created by numerous driveway curb cuts. Intersection level of service analysis* indicates that Belair Road contains two "F" level (failure) intersections with a total of five rated at "D" or below. Liberty Road has three "F" level and two "E" level intersections, while a total of ten intersections on York Road are rated at a level of service "D" or below.

Congestion, as measured by level of service, is not limited to these few radial routes; it is a County-wide problem. A total of 93 out of approximately 200 intersections analyzed* were functioning at a level of service "D" or below. Nineteen intersections were rated at failure congestion "F" in the peak period. Estimates indicate that the congestion will intensify in the future, rivaling those levels experienced in the central city. The major congestion areas include Catonsville, Towson-Cockeysville, Essex, Fullerton-Perry Hall, and the Liberty Road/Reisterstown Road corridor. Since Perry Hall and the Liberty/Reisterstown corridors are both areas designated for concentrated new growth, the transportation improvement plan must address the resolution of these existing problems as well as the provision of adequate access to the future town centers at Whitmarsh and Owings Mills. The full recommended transportation network must be realized in order to ensure a reasonable level of service in these growth areas. T.S.M. actions, particularly intersection improvements, should receive priority for funding.

*Baltimore County Department of Traffic Engineering 7/27/78.

As congestion increases, the accident and operating costs will grow, but these increases are not limited to the major congestion areas. Increases in accident rates and operating cost rates are forecast for the north County area which is largely rural and agricultural in nature. This leads to the conclusion that virtually all areas of the County will require transportation actions of some type during the next twenty years if a general deterioration of conditions is to be prevented.

Another deficiency of the existing highway network is the lack of an adequate circumferential arterial system. Due to the decentralization of employment opportunities, work trips are becoming more oriented to inter- and intra-County movement rather than the traditional County to Baltimore City traffic flow. Furthermore, shopping trips have been and continue to be diverted from the central business district to spacious regional shopping facilities within easy access of the freeway system. The County's major shopping malls, Security, Westview, Eastpoint, Golden Ring, and Towson Plaza are all Beltway-oriented. New circumferential access will also have to be provided between the established trip attractors and the new growth areas of Whitemarsh and Owings Mills.

MASS TRANSIT SERVICE

While the private automobile continues to be the dominant mode of transportation, impending fuel shortages and the continuing escalation of fuel and operating costs will stimulate a greater demand for public transportation. Improvements to the existing transit service are needed to make it more responsive to the travel demands of Baltimore County residents.

Mass transit in Baltimore County is currently limited to bus service, although several fixed guideway transit lines (rail rapid and light rail) are planned for the future. The Maryland Mass Transit Administration operates a number of bus lines within the urban portion of Baltimore County. While the number of lines and frequency of service are greater inside than outside the Beltway, additional service is necessary in both areas now.

Today the bus service is radially oriented towards Baltimore City with the exception of peak-period service to the Social Security Administration and limited service between Towson and Essex (#55 line) and between Pikesville and Catonsville (#77 line). Express bus service during the peak period is provided on routes including Reisterstown Road (#47), Belair Road (#15) and Liberty Road (#28).

An important measure of the quality of service is the headway, the time interval between buses. Headways range from a minimum of three minutes to a maximum of two hours. A ten-minute headway represents a high level of bus service. Only six of the fifty-one routes have headways of ten minutes or less.

In the short term, service improvements (more trips, shorter headways) should be made to existing lines serving major activity centers. Circumferential bus service must be upgraded, particularly between Towson and other major activity centers in the County. The judicious selection of park and ride locations can contribute to the feasibility of these transit improvements.

In the intermediate and long-range, improvements to transit service should focus on the more efficient fixed guideway modes (i.e. rail rapid, light rail, busways). In particular, fixed guideway transit service should be provided to major employment centers such as Towson, Hunt Valley, Woodlawn (SSA) and to the new town centers at Owings Mills and Whitmarsh. The early introduction of fast, efficient, and convenient transit service to these new growth centers will provide an opportunity to reduce their dependence on the automobile for mobility and will augment the bus park and ride service.

PARATRANSIT SERVICES

Specialized transportation services are provided for the elderly and handicapped citizens of Baltimore County. The MTA operates the Mobility program which provides subscription bus service for physically handicapped individuals. Baltimore County's Senioride program provides transportation for elderly citizens to various services and activities. The County currently operates two station wagons and six vans on a subscription basis. The increasing number of tripmakers without access to an automobile, especially the growing elderly population, necessitates the expansion of specialized transportation services. The existing service for handicapped and elderly individuals in Baltimore County is largely confined to the urbanized area, seldom extending beyond the Beltway. This specialized transportation service has to be expanded to serve the demand in the non-urbanized portion of the County.

The provision and promotion of ridesharing facilities and services are becoming increasingly important in light of the growing concern for energy conservation and protection of our air quality. Baltimore County actively participates in the regional COMPUTERIDE and VANGO programs to promote the formation of carpools and vanpools.

The County currently operates four vanpools for its employees. These vans serve the Dundalk, Essex, Parkville-Perry Hall, and Catonsville-Pikesville areas of the County. Vanpool service is also available to the employees of Social Security Administration and the Hunt Valley Business Community.

RIDESHARING FACILITIES

Ridesharing facilities include park and ride lots, served by mass transit, as well as formal and informal carpool and vanpool lots at which high level transit service would not be provided. Car and vanpools as well as individual vehicles are encouraged to use park and ride lots whenever possible.

Baltimore County is actively involved in the promotion of park and ride efforts in the region. MTA service is provided from park and ride lots at Providence Road and the Beltway, the Westview Cinema, the Sacred Heart Church in Glyndon, and a "kiss and ride" lot in Randallstown. Additional park and ride facilities are under development in Timonium, Lutherville, Wilkens Avenue at the Beltway, and near Glenn L. Martin Airport on Eastern Boulevard.

Informal pool sites, such as those at the Park Heights Avenue/Stevenson Road service drive and at Falls Road and Joppa Road, are scattered throughout the County and a number of formal lots are planned to serve this demand. A pool lot

was recently constructed at Middletown Road and I-83 and another is scheduled at Mt. Carmel Road at I-83.

Greater efforts must be made to develop ridesharing lots in order to reduce vehicle miles of travel and, thereby, air pollution, fuel consumption and traffic congestion. In general, ridesharing lots should be located on or near arterial highways. While park and ride lots should have exclusive or high level express bus service, pool lots should have some transit service if at all possible. In addition to the construction of new lots, lease arrangements with shopping centers, churches, and the like with excess daytime parking spaces, should be pursued.

BIKEWAYS/PEDESTRIAN PATHS

In addition to public transit, other mode alternatives to the private automobile must be developed. The growing interest in bicycling and jogging require improvements to and expansion of bikeway and pedestrian way facilities both for recreational and transportation purposes. The County has implemented approximately 20 miles of bike improvements (wide curb lanes and smooth shoulders) and one mile of Class II bicycle routes. In addition, a continuing program to replace all unsafe grates with bike-safe grates was initiated in the County in 1976. A Class II bike lane on Charles Street and a Class I bikeway on Matthews Bridge have been constructed by the State. Exclusive recreational biking, hiking and jogging is provided on a closed section of Loch Raven Drive on Saturdays and Sundays.

Adequate pedestrian facilities are required in existing communities and centers as well as in new growth areas. Pedestrian paths for recreational use should be provided in rural areas and parks. Conflicts between vehicular and pedestrian traffic can be minimized through the use of separate facilities wherever feasible.

RAILROADS

The Baltimore region is served by three trunk lines - the Baltimore and Ohio (B&O), the Western Maryland (both part of the Chessie System) and Conrail, which is comprised of the bankrupt Northeast railroads. In addition, the Patapsco and Back River Railroad serves the Bethlehem Steel Complex at Sparrows Point and the Canton Railroad provides local switching service for the Chessie and Conrail systems. All of these lines operate in Baltimore County.

Rail passenger travel in the Baltimore region is provided by Amtrak and the B&O, which operates daily commuter trains between Baltimore and Washington. There are 62 Amtrak intercity passenger trains on peak weekdays, providing regularly scheduled service to points north, south, and west. The Amtrak Metroliner and other passenger trains provide excellent service to Northeast Corridor cities.

AIRPORTS

There are three airports currently in operation within Baltimore County; two are privately operated and the other was recently acquired by the State of Maryland. Essex Skypark, located in a rural residential area on Back River Neck Peninsula, serves the area as a general aviation airport, including seaplane facilities. Baltimore Airpark is a general aviation airport located in the northeast

corridor near I-95. Growth potential at both of these sites is limited due to the residential development in the area. The Glenn L. Martin Airport became operational on July 1, 1975 under State ownership. It was acquired by the State with the intent of making it a major facility in the region to relieve the general aviation activity at Baltimore-Washington International Airport. It accommodates both civilian and military aircraft, with the military accounting for about 12% of annual operation.

PORTS

The Port of Baltimore is a vital link in the overall economic development of the region. The Dundalk Marine Terminal (D.M.T.) is located in both Baltimore City and Baltimore County. It is the primary container terminal in the region, accounting for over 70% of the total container traffic in 1975.

Access to the Dundalk Marine Terminal is basically on roads (Dundalk Avenue and Broening Highway) and railroads (Conrail facilities) in Baltimore County. As the port operations have grown, the concomitant truck traffic on County roads has increased. This problem of conflicts between truck and local traffic emphasizes the need to provide separate transportation facilities for goods movement. The extension of Broening Highway from the D.M.T. to the Francis Scott Key Bridge is the first step in this direction.

Another major port facility in Baltimore County is the bulk iron ore and steel dock at the Bethlehem Steel Corporation Plant in Sparrows Point. The largest amount of rail traffic in the region originates at, or is destined to, Sparrows Point due to the movement of steel and other products through this port facility.

TRANSPORTATION STRATEGIES AND PRIORITIES

The following section describes the transportation strategies and priorities designed to foster and support the Baltimore County Master Plan. The strategy framework is related to the area designations defined in the land use element of the Master Plan. The general strategy for each type of area is discussed below. The identification of projects for implementation in these areas is a product of various transportation studies performed by the County, State, and the Regional Planning Council, and the preliminary results of the County's Road Rating Program. In all areas, wherever possible, actions to maximize the efficiency and utilization of the existing transportation system should be paramount.

NEW DEVELOPMENT AREAS

Two new growth areas have been identified: Whitemarsh, and Owings Mills. These areas are designated for major concentrated growth in population and employment. Together, they are expected to absorb a significant part of the County's anticipated growth between now and 1990. Major investments in the transportation infrastructure must be made in these areas in order to provide an acceptable level of circulation service.

Essential to the viability of these planned development areas is the timely provision of the major highway infrastructure designed to provide a substantial increase in system capacity and improved levels of service. To the extent such action is necessary due to the constraints of available funding, these areas should receive highest priority for highway investment. Major new highway facilities required in order to provide a reasonable level of service include Whitemarsh Boulevard, Perry Hall Boulevard, and Rossville Boulevard (Whitemarsh Area), Northwest Expressway, and New Dolfield/Bonita (Owings Mills).

Equally important, however, is the provision of adequate mass transit service. The concentrated development planned for these areas is more supportive of transit viability. Also, these centers provide an opportunity to orient the development toward transit service, thereby reducing the dependence on the highway network.

TOWN AND COMMUNITY CENTERS

These areas are existing centers where additional commercial development combined with residential intensification is desired. Accommodation of this additional development in existing centers will require action to improve access to and circulation within these centers. The highway level of service should be enhanced with moderate increases in capacity. Required improvements in this category include Towsontown Boulevard, Southeast Boulevard and Beaver Dam Road.

Transit improvements are of primary importance, with the intermediate and long-range plans directed toward the provision of fixed guideway transit service. The rail transit project for the Northern Central right-of-way with a spur to Towson, will connect three major regional activity centers, the Baltimore Central Business District (C.B.D.), the Hunt Valley Business Community, and Towson. Direct service to Towson is essential to reinforce the

viability of the business district. Bus service, in corridors with rail transit service, should be restructured and expanded to provide frequent and convenient feeder service to the line-haul facility.

Transportation system management (T.S.M.) actions should be implemented in centers where appropriate. These actions might include auto-restricted zones, parking management, high occupancy vehicle preference, and intersection improvements.

EXISTING COMMUNITIES AND NEIGHBORHOODS

These areas are mature communities where little or no growth is anticipated. Transit service improvements are extremely important. T.S.M. measures should receive priority to improve and maintain an adequate level of service in the face of exogenous traffic growth and development. Some roadway capacity improvements are required, however, to relieve existing deficiencies. These improvements, for example, might be directed toward the Ingleside/Bloomsbury and Rolling Road corridors (southwest area); Milford Mill Road, Old Court Road, and Rolling Road (northwest); Taylor Avenue, Seminary Avenue, Joppa Road, Putty Hill Avenue, and Old Harford Road (north-northeast); and Back River Neck Road, Marlyn Avenue, Old Eastern Avenue, and Stemmers Run Road (southeast).

RURAL AND AGRICULTURAL AREAS

The policy for these areas is one of moderating growth and no major transit improvements are proposed. A primary concern is to improve or maintain the quality of traffic flow from a safety standpoint without impacting the character of these areas. Carpool lots should be located in the vicinity of intersections of major travel ways.

TRANSPORTATION FACILITIES PLANS

Since long-range transportation funding forecasts are not optimistic, it is necessary to control the timing, location, and extent of transportation improvements so that the facilities achieve maximum utility while not encouraging untimely or inappropriate growth. At the same time, the provision of transportation improvements must be closely coordinated with the timing of the new development in order to minimize the circulation problems of planned growth areas.

This program timing of system improvements will be governed by four priorities:

- Provision of adequate access to the new designated growth areas;
- Elimination of system deficiencies in existing neighborhoods;
- Alleviation of transportation-related safety problems; and
- Provision of access improvements to promote industrial growth and economic development.









A three-stage transportation improvement plan is offered, representing a priority determination of transportation system improvements required to

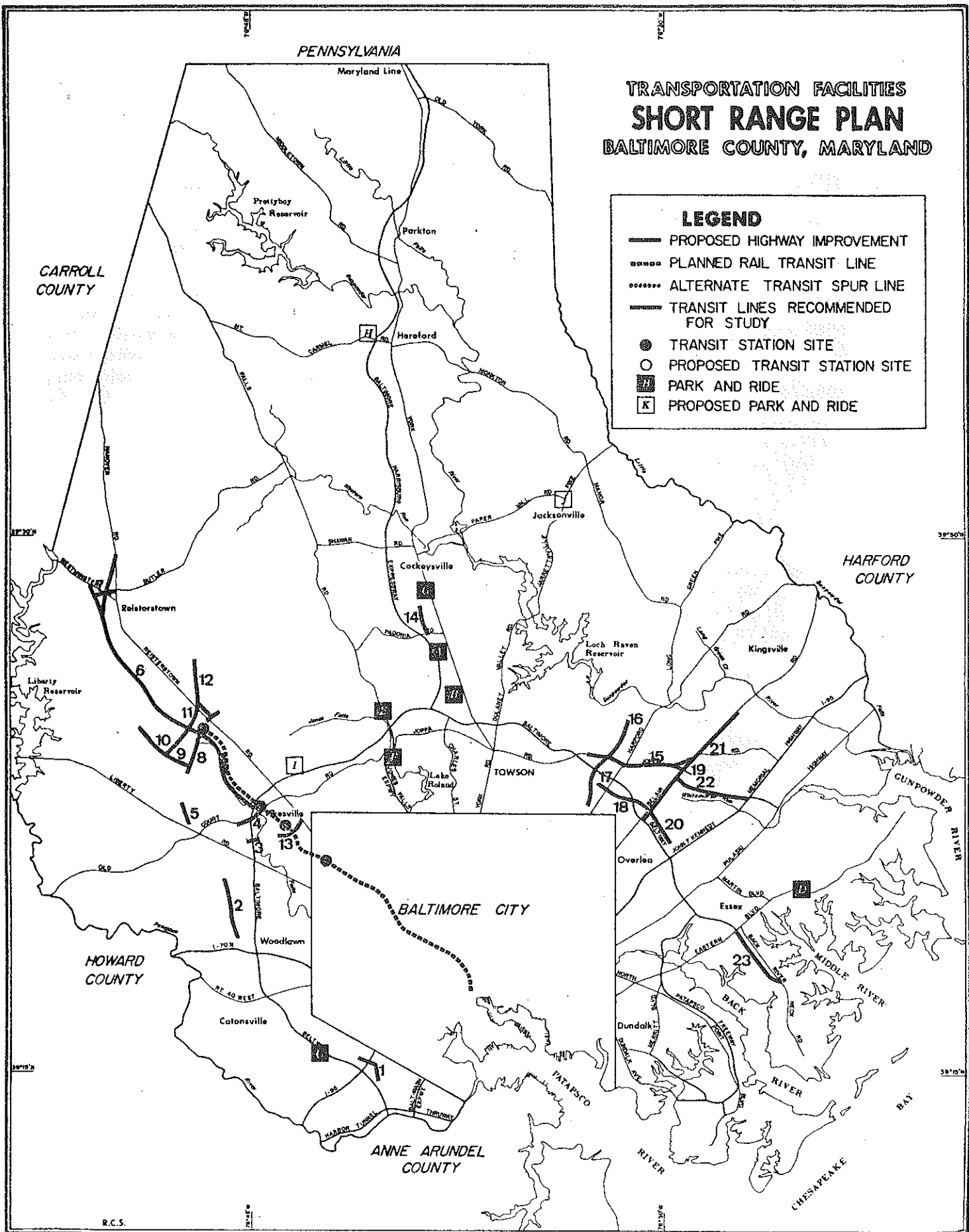
implement the master plan strategy. The establishment of short (1980-85), intermediate (1985-95), and long-range (1995 +) plan components is a result of the recognition that fiscal limitations will constrain the provision of these necessary facilities.

The highway facilities (expressway, arterials, and major collectors) listed include State, County, and developer road projects. Transit, port, and airport improvements are the responsibility of the Maryland Department of Transportation. Rail improvements, with the exception of the County project to improve the St. Denis commuter rail station, are also State responsibility. Bikeway projects are largely a County responsibility, although outside funds may be employed. These projects comprise a partial list of the improvements required to implement the master plan. This entire list, however, cannot be realized within the current revenue structure. Additional revenue, either from Federal aid, State aid, developer participation, or increased local taxes, must be secured in order to accomplish this list. The recommended plan components include, but are not limited to, the following list of projects:

TRANSPORTATION FACILITIES SHORT RANGE PLAN BALTIMORE COUNTY, MARYLAND

LEGEND

-  PROPOSED HIGHWAY IMPROVEMENT
-  PLANNED RAIL TRANSIT LINE
-  ALTERNATE TRANSIT SPUR LINE
-  TRANSIT LINES RECOMMENDED FOR STUDY
-  TRANSIT STATION SITE
-  PROPOSED TRANSIT STATION SITE
-  PARK AND RIDE
-  PROPOSED PARK AND RIDE



Short Range Plan (1980-1985)

Highways

TOPICS improvements "E" and "F" level of service intersections:

1. Knecht Avenue - Benson Avenue to Washington Boulevard
2. Rolling Road - Security Boulevard to Windsor Mill Road
3. Milford Mill Road - Washington Avenue to Leafydale Terrace
4. Old Court Road - Scotts Level Road to Greenwood Road
5. Brenbrook Road - McDonogh Road to Church Lane
6. Northwest Expressway - I-695 to Butler Road Extended
7. Butler Road Extended - Hanover Pike to Westminster Pike
8. Painters Mill Road Relocation - South Dolfield Road to McDonogh Road
9. Red Run Boulevard - New Dolfield Road to Painters Mill Road
10. Red Run Boulevard - Pleasant Hill Road to Dolfield Road
11. New Dolfield Road - Reisterstown Road to Red Run Boulevard
12. Bonita Boulevard - Painters Mill road Ext. to Gwynnbrook Road
13. Slade/Milford Mill Relocation - Woodside Road to Reisterstown Road at Slade Avenue
14. Beaver Dam Road - North of Church Lane to Padonia Road
15. Joppa Road - Perring Parkway to Belair Road
16. Old Harford Road - Taylor Avenue to Cub Hill Road
17. Putty Hill Road - Summit Avenue to Harford Road
18. Putty Hill Road - Harford Road to Rossville Boulevard
19. Silver Spring Road Extension - Belair Road to Joppa Road
20. Rossville Boulevard - Lillian Holt Drive to Putty Hill Road
21. Belair Road - I-695 to Forge Road
22. Whitmarsh Boulevard - Honeygo Boulevard to Belair Road
23. Southeast Boulevard Extension - Old Eastern Avenue to Back River Neck Road at Turkey Point Road

Mass Transit

Northwest Rail Transit Line Extension - City Line to Owings Mills Town Center with stations at Milford Mill, Old Court, and Town Center

Feeder Bus Service in Northwest Corridor to serve Rail Transit Line

Introduction of Circumferential Bus Service on Beltway

Park and Ride Lot Development

- A. Timonium
- B. Lutherville
- C. Wilkens Avenue
- D. Martins Field (Eastern Avenue)
- E. Brooklandville
- F. Ruxton Road
- G. Warren Road
- H. Mt. Carmel Road
- I. Park Heights-Stevenson
- J. Jacksonville

Rail

St. Denis Commuter Rail Station Improvements

Completion of State Rail Plan by Maryland Department of Transportation

Port

Completion of Port of Baltimore Master Plan by Maryland Port Authority

Airport

Completion of Master Plan for Glenn L. Martin Airport

Bikeways









Continuation of Implementation of Bicycle Safe Storm Drain Grates and Bicycle Parking Facilities

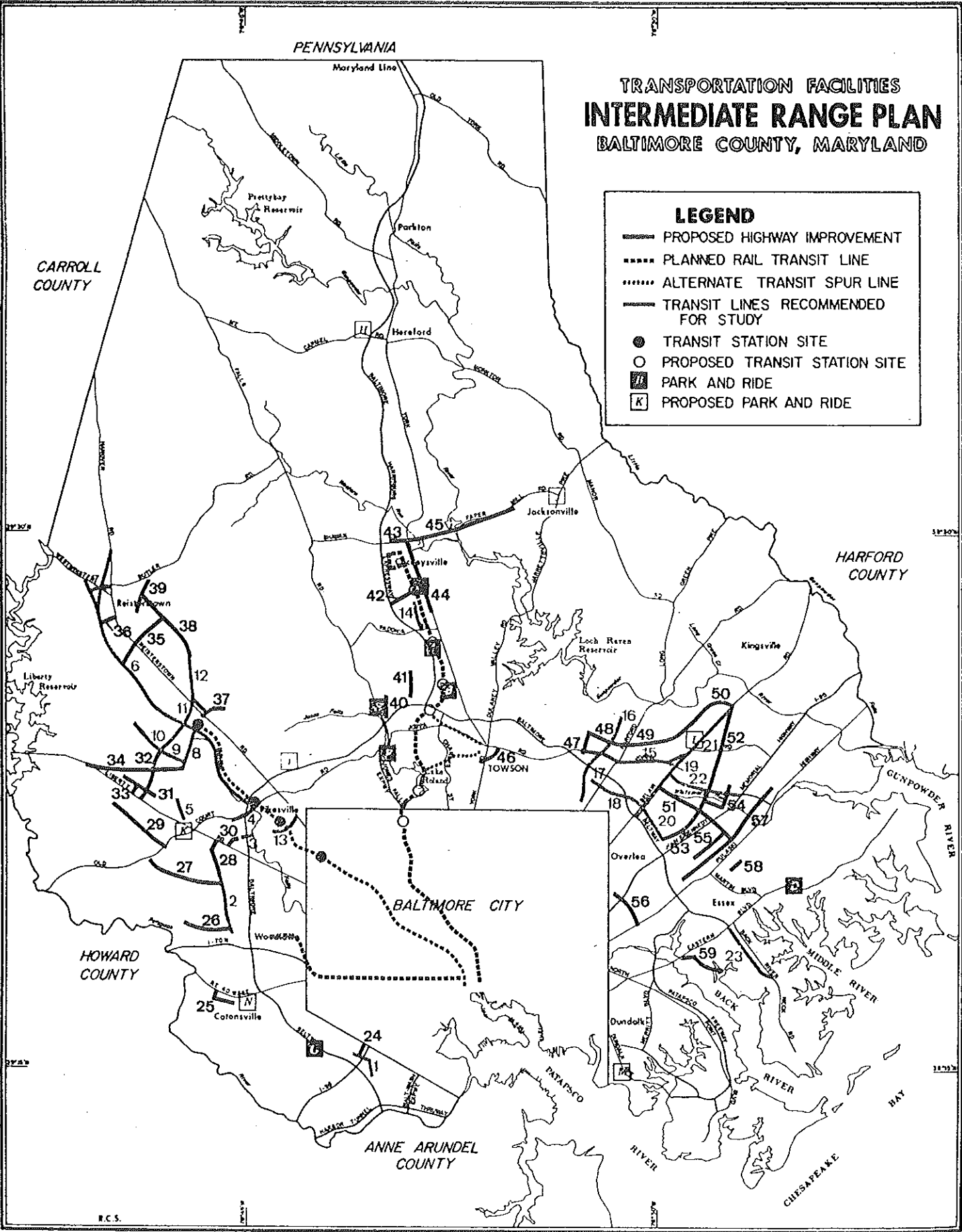
Bike Path along Towsontown Boulevard from Charles Street to Burke Avenue

Class II Bike Lanes on Joppa Road from Old Harford Road to Belair Road

TRANSPORTATION FACILITIES INTERMEDIATE RANGE PLAN BALTIMORE COUNTY, MARYLAND

LEGEND

-  PROPOSED HIGHWAY IMPROVEMENT
-  PLANNED RAIL TRANSIT LINE
-  ALTERNATE TRANSIT SPUR LINE
-  TRANSIT LINES RECOMMENDED FOR STUDY
-  TRANSIT STATION SITE
-  PROPOSED TRANSIT STATION SITE
-  PARK AND RIDE
-  PROPOSED PARK AND RIDE



R.C.S.

Intermediate Range Plan (1985-1995)

Highways

24. Vero Road Extension - Joh Avenue to Knecht Avenue Ext.
25. Geipe Road - Rolling Road to Nuwood Drive
26. Security Boulevard Ext. - Rolling Road to Dogwood Road
27. Windsor Boulevard - Rolling Road to Old Court Road
28. Rolling Road - Windsor Mill Road to Liberty Road
29. Marriottsville Road Ext. - Templar Road to Windsor Mill Road
30. Milford Mill Road - Washington Avenue to Liberty Road
31. Allenswood Road - Collier Road to Southall Road to Kings Point Road
32. New Dolfield Road - Red Run Boulevard to Liberty Road
33. Live Oak Road - Marriottsville Road to Allenswood Road
34. Lyons Mill Road Relocation - McDonogh Road to Liberty Road
35. Cherry Hill Road Relocation/Extension - Northwest Expressway to Bonita Boulevard
36. Glyndon Drive Ext. - Reisterstown Road to Northwest Expressway
37. Caves Road Ext. - Garrison Forest Road to Painters Mill Road Extended
38. Bonita Boulevard - Gwynnbrook Avenue to Glyndon Drive Extended
39. Glyndon Drive Ext.- Bond Avenue to Butler Road
40. Mays Chapel Road Ext. - Seminary Avenue to Joppa Road
41. Thornton Road - Seminary Avenue to Jenifer Road
42. Warren Road Ext. - York Road to I-83
43. Shawan Road - McCormick Road to York Road
44. York Road - Industry Lane to Shawan Road
45. Paper Mill Road Ext. - Shawan Road to Phoenix Road
46. Towsontown Boulevard - Burke Avenue to Fairmount Avenue
47. Perring Boulevard Extension - Joppa Road to Proctor Lane

48. Proctor Lane - Perring Boulevard to Harford Road
49. Proctor Lane - Harford Road to Walther Boulevard
50. Gunview Road - Proctor Lane to Belair Road
51. Dunfield Road - Belair Road to Philadelphia Road
52. Perry Hall Boulevard - Rossville Boulevard to Forge Road Relocated
53. King Avenue - Babikow Road to Perry Hall Boulevard
54. Honeygo Boulevard - Perry Hall Boulevard to Silver Spring Road
55. Franklin Square Drive Ext. - Lennings Avenue to Dunfield Road
56. Chesaco Avenue - Philadelphia Road to Hamilton Avenue
57. Philadelphia Road - Rossville Boulevard to Cowenton Avenue
58. Bird River Road Extension - Middle River Road to Traverse Avenue
59. Riverside Drive - Eastern Boulevard to Marlyn Avenue

Mass Transit

North Rail Transit Line - Baltimore C.B.D. to Hunt Valley Business Community
with spur to Towson

West Rail Transit Line - Baltimore C.B.D. to Social Security Administration

Feeder Bus Service in north and west corridor to serve light rail lines

Park and Ride Development -

- K. Randallstown
- L. Perry Hall
- M. Dundalk
- N. Catonsville

Rail

Commuter Rail Station at Martins Field (Eastern Avenue)

Implementation of Improvements Proposed by State Rail Plan

Port

Access Improvements to Dundalk Marine Terminal Area as recommended by Port
Master Plan

Airport

Implementation of Master Plan for Glenn L. Martin Airport

Bikeways

Provision of Bicycle Parking Facilities - throughout County as warranted

Towson State University Bike Route - City Line to Campus

Class III Bike Route on McDonogh Road and Craddocks Lane from Lyons Mill Road to Greenspring Valley Road

Essex Community College informal bikeway from Maryln Avenue to Rossville Boulevard

Class II Bike Lanes on Putty Hill Avenue and Rossville Boulevard from Harford Road to Lillian Holt Drive

Class II Bike Lanes on Old Court Road from South Green Road to Greens Lane, from Liberty Road to Church Lane, and from Scotts Level Road to Greenwood Road

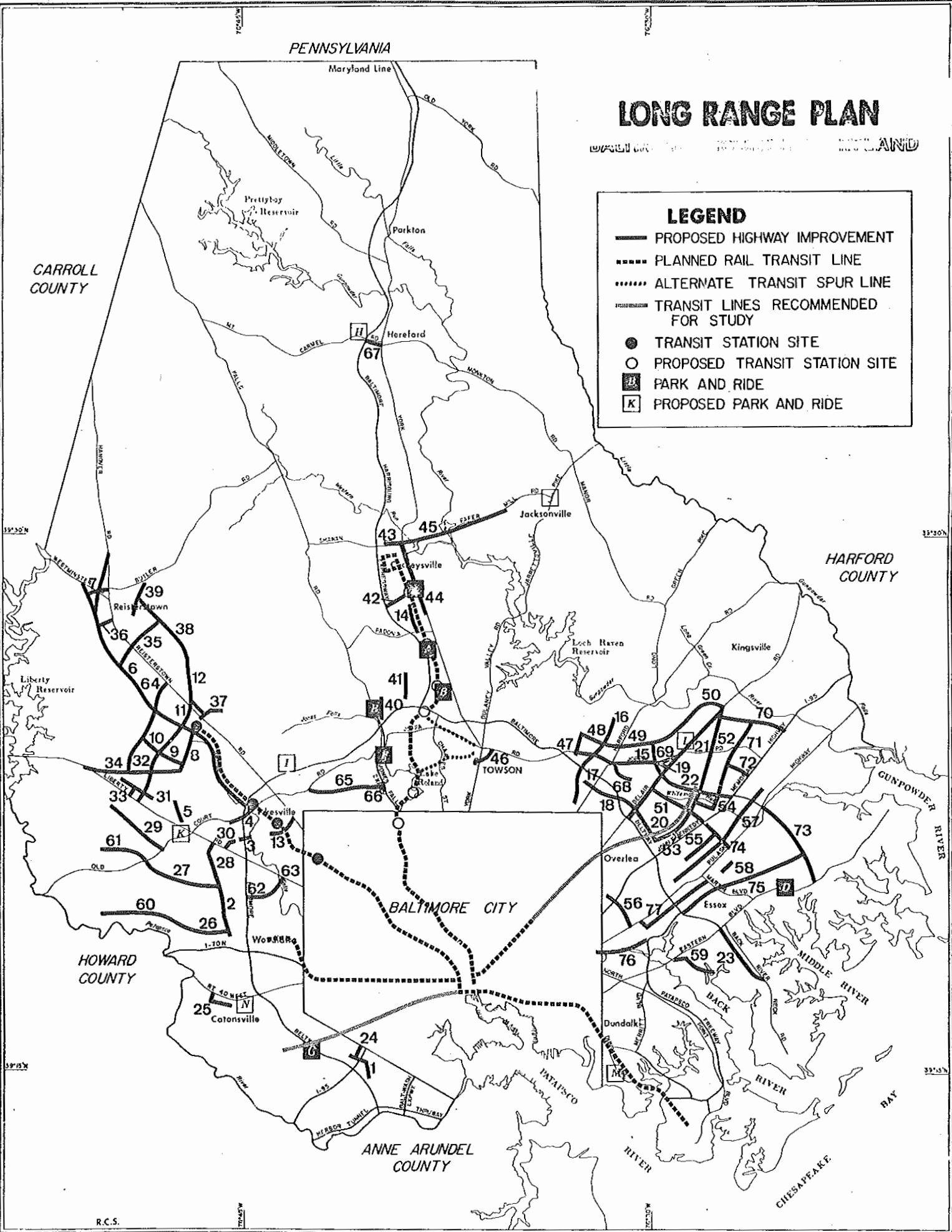
PENNSYLVANIA

LONG RANGE PLAN

WASTON 1970 1975 1980 1985 1990 1995 2000 2005 2010 2015 2020 2025 2030 2035 2040 2045 2050 2055 2060 2065 2070 2075 2080 2085 2090 2095 2100

LEGEND

- PROPOSED HIGHWAY IMPROVEMENT
- PLANNED RAIL TRANSIT LINE
- ALTERNATE TRANSIT SPUR LINE
- TRANSIT LINES RECOMMENDED FOR STUDY
- TRANSIT STATION SITE
- PROPOSED TRANSIT STATION SITE
- PARK AND RIDE
- K PROPOSED PARK AND RIDE



Long Range Plan (1995 +)

Highways

These roads are included in the long-range plan to preserve corridors for the future, rather than as commitments for construction.

60. Security Boulevard Extension - Dogwood Road to U.S. 29 Extended
61. Windsor Boulevard Extension - Old Court Road to U.S. 29 Extended
62. Windsor Boulevard - Windsor Mill Road to Patterson Avenue Extended
63. Patterson Avenue Extension - Liberty Road to Windsor Boulevard
64. Pleasant Hill Road Extension/Relocation - Reisterstown Road to Lyons Mill Road Relocation
65. Pimlico Road Extension - I-83 to Old Court Road
66. Pimlico Road Interchange with I-83
67. Monkton Road Extension - York Road to Mt. Carmel Road at I-83
68. Dunfield Road to Joppa Road
69. Whitemarsh Boulevard - Belair Road
70. Forge Road Relocation - Belair Road to Philadelphia Road
71. Honeygo Boulevard - Silver Spring Road to Forge Road
72. Ebenezer Road - Honeygo Boulevard to Cowenton Avenue
73. Whitemarsh Boulevard - Pulaski Highway to Eastern Avenue
74. Dunfield Road - Philadelphia Road to Pulaski Highway
75. Windlass Boulevard - Southeast Boulevard to Whitemarsh Boulevard
76. Windlass Boulevard - City Line to Patapsco Freeway
77. Kelso/Batavia Farms Road - Pulaski Highway

Mass Transit

Southeast Rail Transit Line - Baltimore C.B.D. to Sparrows Point

Northeast Rail Transit Line - Baltimore C.B.D. to Whitemarsh Town Center; Baltimore C.B.D. to Clifton Park is an adopted regional priority. Baltimore County recommends that this line be extended to the Whitemarsh Town Center

Southwest Rail Transit Line - Baltimore C.B.D. to Catonsville; while this line is not an adopted regional priority, Baltimore County recommends retaining this line as a long-range possibility

Feeder Bus Service in Southeast, Northeast, and Southwest Corridors to serve light rail transit lines

Rail

Commuter Rail Stations at Rossville (Beltway) and at Chase/Harewood on the Conrail Northeast Line

Commuter Rail Station at Beltway on Conrail South Line

Improvements to Commuter Rail Service on B&O and Conrail Lines

Port

Access improvements in Dundalk area to reduce conflicts between truck and local traffic

Airport

Access improvements to Glenn L. Martin Airport

Bikeways

Bike Route on Wine Spring Lane from Bellona Avenue to Charles Street

Wide curb lanes and improved shoulders on Old Court Road between Liberty Road and Falls Road



BALTIMORE COUNTY, MARYLAND

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COUNTY ADMINISTRATIVE OFFICER: B. Melvin Cole

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DIRECTOR OF PLANNING AND ZONING: John D. Seyffert

