

On-street Bikeways

While the current law gives bicyclists the ability to operate on most of the roads in Baltimore County, the design of the roads, high traffic levels, and prevalent attitudes of motorists tend to discourage bicycling. To encourage bicycle use, a higher level of bicycle accommodation is needed.

A variety of roadway improvements can be made to accommodate bicycles. Which improvement is most appropriate will depend on a number of factors, including the available width and other physical characteristics of the roadway, traffic volume and speed, the continuity of bikeway facility type that can be achieved (frequent transitions between facility types within short distances should be avoided), and whether the governing jurisdiction (county or state) has approved the use of a particular type of improvement.

Types of On-street Bicycle Facilities

Bikeway is a generic term that covers all types of facilities for cycling. The two basic on-street types are bicycle lanes and bicycle routes. Also included are facilities that support bicycling, such as short term and long term parking facilities, facilities for commuters such as showers, lockers, and changing facilities, bicycle repair facilities, and rental/sharing options.

Bicycle Lane: A bike lane is a striped lane with markings on the roadway, generally 5 feet in width, designating an area for preferential or exclusive use by bicyclists. These lanes, accompanied by signage, also serve to advise motorists of the possibility of the presence of bicyclists. Bike lanes accommodate one-way travel only, and are installed on both sides of a two-way road.

New, innovative, and experimental facilities also included in the bicycle lane category are cycle tracks and buffered bike lanes. Cycle tracks and buffered bicycle lanes are bicycle exclusive facilities located within the right of way, physically separated from motorized vehicle and pedestrian traffic.

Bicycle Routes: Bike routes are marked routes on roadways for bicycle trips where the travel lane is shared with motorists. Posted signage is used to indicate routes and destinations. On local neighborhood streets that have been identified as a component of a bicycle network, signage is all that would be necessary to accommodate a bicyclist due to the street's minimal vehicular traffic and slower speeds. A widened curb lane is a variation of a bike route that is sometimes used on collectors and arterials. Extra width is provided on the outside lane to accommodate bicyclists, but the area is not striped or marked. Widened curb lanes are typically used where the existing roadway is not wide enough to accommodate a



From top: Bicycle lane, buffered bicycle lane, two-way cycle track, bicycle route.



Bicycle boulevard



Top: Bike rack in Catonsville

Bottom: A bike repair station that provides items like tubes, patch kits, water bottles, energy bars, plus air and a repair arm.

standard bike lane. Shoulders can also be considered as a bike route when they are not marked as a designated bike lane.

New types of bike route facilities include shared lane markings, sometimes referred to as “sharrows,” which supplement posted signage noting the mixing of bicyclists and vehicular traffic, and bicycle boulevards/bicycle preferred streets. A bicycle boulevard is defined as a shared roadway which has been optimized and prioritized for bicycle traffic, and is often intended as an alternative route, devised to divert bicyclists from more heavily traveled streets. In many respects, a bicycle boulevard is a form of traffic calming, because many of the design treatments used in traffic calming are the same as those used for bicycle boulevards. Such streets discourage “cut through” traffic by motorized vehicles through the incorporation of a variety of design protocols to significantly reduce traffic speeds.

Bicycle Parking: Clients, patrons and visitors require short-term parking (less than two hours). Easy-to-use outside bicycle racks are the most common way to accommodate short-term parking. Employees and building tenants, including apartment or condo dwellers, require long-term parking areas. All bicycle parking should be conveniently located, secure, and provide an adequate level of weather protection.

Bicycle Stations/Showers, Lockers, and Changing Facilities: Bike stations are multi-service centers for cyclists, focused on serving bicycle commuters. In addition to providing secure parking, full-service bike stations provide members with private lockers, showers and changing areas and on-site repair services. Some centers provide café services and wireless internet services, as well as rental bikes for non-members. Commercial buildings can also provide showers, lockers, and changing areas, although it is still rare for municipalities to include requirements for this in their zoning codes. Comparable services can be provided on a shared basis in “transportation management districts,” or through agreements with local fitness centers.

Factors that Encourage/Discourage Bicycling

Lack of defined facilities: At the workshops, many people expressed discomfort at riding on the county’s roadways because of the lack of marked bicycle lanes, requiring them to ride in traffic. Lane widths of many roads are narrow, and shoulders may be nonexistent, discontinuous, or in poor condition for bicycling.

Many find it difficult to get through intersections where they must mix with traffic, particularly when making left turns. National statistics show that even though only 11% of all bicycle accidents involve a collision with a car, 45% of these take place in intersections. Conflicts can develop between through and turning

traffic, because of the vastly different speeds of bicycles compared to motor vehicles. Treatments such as bike boxes, pocket lanes, through lane markings through intersections, etc., can be employed to address these concerns.

Too much traffic: Citizens cited “too much traffic” as the primary reason for not bicycling on county roadways. Even the most experienced on-road bicycle riders noted that they avoid particular routes because of heavy traffic.

Storm drain grates: The older grates with bars running parallel to the road, create slots that can easily catch a bicycle tire and throw the rider off the bike. While current regulations require roads and developments to use bicycle-appropriate storm grates, areas constructed before the change in regulations frequently have storm grates in place which are noncompliant.

Traffic calming measures: Devices such as speed humps may hinder bicycle movement; bump outs, sidewalk extensions, and other treatments may force bicyclists out into the motor travel lane. Drivers trying to avoid traffic calming devices may drive closer to bicyclists when passing or try to overtake the cyclist to the narrower section of the road.

Going uphill: Riding uphill is an issue of concern to bicyclists because motorists riding behind a slower-moving cyclist can become impatient. Climbing lanes are bicycle lanes on one side of a roadway that are placed to assist bicyclists with steep hills. Similar to uphill truck lanes, the lane allows vehicles to safely pass slower bicyclists.

Freeway interchanges, bridges, underpasses, and culvert crossings are common roadway barriers for bicycling. In the workshops, citizens frequently identified getting across these as a significant hindrance to walking and bicycling. Because of the number of freeways in the plan area—I-695, I-83, I-95, I-70, I-195, I-795 and I-895—they can pose significant barriers for anyone not traveling in a motor vehicle.

Facilities maintenance: Litter, debris, pavement condition and cracks, standing water, overgrown vegetation, and snow are issues of concern to bicyclists.

Lack of bicycle parking at destinations: Many places in the county, including high-demand destinations such as shopping centers, grocery stores, office buildings, town centers, and government buildings, do not have bicycle racks. Commuters or people potentially interested in commuting by bicycle also frequently mentioned the need for showers and changing facilities at or convenient to their final destination.



Lack of parking for bikes is a frequent complaint of cyclists. Providing bike racks at major destinations would help encourage bicycling.



Bike lanes can be striped on roads that have extra width.

Issues and Opportunities in Constructing On-street Bikeways

While retrofitting bicycle improvements into the existing road network is a challenging task, opportunities do exist. Some state and county roads have been built with very wide cross sections. With trends toward traffic calming and narrower lane widths, the potential exists for restriping roadways to reduce the travel lane for cars from the average of 12' wide to a minimum of 10' wide, and to use the extra area for bicycle lanes or a widened curb lane. Reducing or eliminating non-essential center turn lanes, medians, or on-street parking lanes could also provide opportunities for bicycle lanes. These types of improvements can be done with minimal expense.

The most expensive solution for providing bikeways is widening the road right-of-way. In addition to the cost of land acquisition, it is likely that utility poles, storm drains, fire hydrants, driveway aprons, and other infrastructure will need to be relocated or reconstructed. However, if a road widening is planned due to increased vehicular traffic volumes, appropriate bicycle (and pedestrian facilities) should be included.

State and local policies and design standards for roads are increasingly including bicycle accommodations. Maryland State Highway Administration policies include the provision of bike lanes, widened curb lanes, wider shoulders, and bicycle-related signage where appropriate. Baltimore County recently adopted a new public works design manual that includes standards for bicycle facilities.

Recommended On-street Bicycle Facilities

Bicycle Level of Comfort

Planning staff analyzed the recommendations made by citizens using a methodology known as Bicycle Level of Comfort (BLOC).

BLOC is a nationally accepted means of analyzing bicycling conditions on roads. It is based on research that statistically evaluated how safe bicyclists felt after riding on roads with varying conditions including road width, posted speed limits, level of motor vehicle traffic, level of truck traffic, etc.

Level A reflects the best conditions for bicyclists. Roads with an A rating could be generally characterized as having excellent to good paving conditions, light traffic, and a wide shoulder or bicycle lane. Level F roadways have the worst conditions. A road with an F rating typically has heavy auto and truck traffic, high speeds, and no shoulder.

BLOC was calculated for each road segment both in its existing condition and then with the modifications to the numerical values for vehicle lane width, bike lane width, paving condition, and traffic speed to see what conditions would be needed to reach a BLOC of C or better. In general, one or more of the following adjustments were used to improve the BLOC score:

- Adding a striped bicycle lane or a shared parking/bicycle lane on a wide neighborhood collector road
- Narrowing the vehicle travel lanes by restriping and providing a widened curb lane or bicycle lane
- Reducing the posted traffic speeds by 5 mph (only used with narrowing of lanes or the addition of bicycle lanes where a traffic calming effect could be expected)
- Improving extremely poor paving conditions

Depending on the existing condition of the road, and the options available that could reasonably be implemented, a potential recommendation for improvements was made as a result of the analysis. In many instances, especially for arterial roads, the only option to providing safe and comfortable on-road bicycle facilities is to widen the road to accommodate bike lanes or cycle tracks. For a variety of these roads, widening will be difficult due to topographic constraints, location of adjoining structures, and extreme cost. In these cases, alternative routes using less heavily trafficked roads were sought, or if possible, a sidepath was recommended.

One of the factors that makes creating dedicated bicycle lanes more difficult is the existence of parking. It is very difficult for communities and commercial districts to give up on-street parking in favor of bike lanes, especially when the actual bike lane usage may be low during the initial phases of creating a bicycle route network. For the most part, recommending bike lanes through the elimination of parking was not recommended, unless the actual level of parking usage was extremely low.

Map Recommendations

The maps and key that follow depict the plan recommendations for on-street bicycle facilities by council district.

The types of recommendations for bicycle improvements are shown in the map key according to the categories described below. Each successive category from 1 through 5 is an increasingly expensive type of improvement. It is very likely that type 4a, 4b, or 5 improvements will be prohibitively expensive if considered for bicycle improvements alone. It is expected that, in most cases, if these improvements are to occur, they would be made in conjunction with a project that also improves conditions for motor vehicles.

1a. Bicycle Route: This is the most minimal improvement, and consists of signage designating the roadway as a bicycle route as well as signage indicating route destinations and distance. The signage can be complemented by road markings such as sharrow. This type of improvement is recommended where the existing BLOC score is at least a C, and no other improvements are needed.



A sharrow pavement marking denoting shared use of the roadway.

1b. Bike Boulevard: A variation of a bicycle route, a bike boulevard is provided on a low speed, low volume local street that has been optimized for bicycle travel through treatments such as traffic calming and traffic reduction, pavement markings and intersection crossing treatments. Bike boulevards are intended to serve as bicyclist-preferred routes and as alternatives to major roads. This type is not currently recommended for any routes, but should be considered as an option at the time of implementation of type 1a or 1c projects.

1c. Bicycle Route, Advanced: A second variation of the bicycle route, but in this case, the BLOC is less than C. This improvement type is necessary in situations where the existing road and right-of-way conditions and lack of adequate alternatives make using busy roads unavoidable. Many of these routes are either already in use by advanced bicycle riders and should be signed to alert motorists, or are a critical part of an inter-connected network. If the associated roadway is widened, bike lanes or a sidepath should be included to bring the BLOC to a more comfortable level.

2. Widened Curb Lane: Narrowing the inner traffic lanes (to a minimum of 10 feet wide) to create a widened curb lane. There were no instances where this level of improvement resulted in a BLOC score of C or better. However, the widened curb lane can be an interim solution where space for a bike lane is created by narrowing the other traffic lanes during a road repaving project but where the route does not yet connect to destinations.

3a. Bike Lane by Striping: An existing shoulder or an area along the curb is striped and/or marked for a bike lane, without restriping any of the existing traffic lanes.

3b. Bike Lane by Restriping: The traffic lanes are narrowed (to a minimum of 10 feet wide) to accommodate bike lanes.

4a. Bike Lane by Reconfiguring Medians: Where a median exists, space for bike lanes is created by a combination of narrowing the median as well as the traffic lanes.

4b. Bike Lane By Widening within Existing Right-of-Way: Space for bike lanes is created by widening the road within the existing right-of-way. Since few roads have spare right-of-way, this type of improvement is rare.

5. Bike Lane by Right-of-Way Widening: Additional right-of-way or an access easement is needed to accommodate the added bike lane paving.

The priority recommendations of the projects are based according to the cost and complexity of implementation, as well as projected levels of use. In general, Type 1, 2 and 3 improvements are candidates for short term, high priority implementation because they are the easiest and least costly. Conversely, Type 4 and 5 projects which require right-of-way acquisition and road widening are generally prioritized as long term, low priority due to their complexity and cost.

Additionally, the following were considered in determining the implementation priority:

- Identified by citizens at the citizen workshops as a priority
- Potential for a high level of use:
 - Areas with high residential density
 - Serving popular destinations for pedestrians and bicyclists such as parks, schools, transit stops, and shopping areas
- Areas that already have pedestrian or bicycle activity but need improvement, particularly for safety reasons
- Important link in a broader or regional network
- Ability to be incorporated with another construction project or maintenance operation

As with shared use path and pedestrian projects, the availability of public funding will continue to be a factor in determining when a project can be implemented.

Signature Streets

A Signature Street is a concept developed for the redevelopment of county arterial roads. It incorporates Context Sensitive Design and Complete Streets principles to accommodate many travel modes and serve individuals of all ages and abilities. The intention is, as the selected county road corridors are improved or widened, to rebuild them so that they are not only multi-modal, but also provide the design amenities that make them more like linear parks, providing an aesthetic quality that will help improve the image of the county.

The Signature Streets concept links the various smart growth planning visions and initiatives that Baltimore County has embraced, including community conservation, revitalization, transit-oriented development, redevelopment in community enhancement areas, and the promotion of livable and walkable communities—strengthening

and extending the quality of life enjoyed by Baltimore County residents.

Three county road corridors are designated as Signature Streets by this plan:



The Signature Street concept transforms selected county arterials into attractive, multi-modal corridors.

1) Rolling Road, the only direct north-south route in the plan area, is one of the busiest county arterial roads with average daily traffic as high as 26,000 vehicles on certain segments. The road is mostly four lanes. Some portions of lanes in either direction are used for parking, with gaps in the sidewalk network, and limited right-of-way, making it difficult to add dedicated bicycle lanes without widening.

2) Seminary Avenue, a significant east-west connection serving a variety of destinations, could be widened to include continuous facilities for bicycling and walking in a manner that is context sensitive to the adjoining land uses, which are mostly residential. The portion of Seminary Avenue between Falls Road and York Road is a state road. The road east from York Road to Providence Road is county owned and maintained.

3) The Joppa Road/Old Court Road corridor is also an important east-west connector. It spans not only the west side of the county, but links to the east side as well.



Map Key DISTRICT 1 – PROPOSED BICYCLE IMPROVEMENTS

No.	Name	From	To	Type ¹	Existing BLOC	Proposed BLOC	Priority ²
EXISTING							
464	Glen Artney/River Rd	Glen Artney parking lot	South Road	1a	A	-	0
484	Hilton Ave	S Rolling Rd	Basswood Ct	3	A	-	0
624	Connection to No. 8 Trolley Trail	Edmondson/Dutton Ave	No. 8 Trolley Trail	1a	-	-	0
753	Frederick Rd	Howard County line	City line	1a	-	-	0
757	Edmondson Ave	Chalfonte Dr	Oakdale Avenue	3	A	-	0
788	Montrose Ave	Frederick Rd	Tredegar Avenue	3	A	-	0
PROPOSED							
402	Annapolis Road	Virgina Avenue	Anne Arundel County line	3a	E	C	1
405	Hollins Ferry Road	BGE/Lansdowne HS	Daisy Ave	3b	E	C	3
407	Lansdowne Road	Hollins Ferry Road	Hammonds Ferry Road	3b	E	C	2
408	Hammonds Ferry Rd	5th Ave	Prop. Patapsco Valley Path	5	D	D	3
409	Hammonds Ferry Rd	Lansdowne Road	Baltimore City line	3a	C	C	2
412	Sulphur Spring Road	Washington Boulevard	I-95 Bridge	3a	D	B	1
413	Sulphur Spring Road	I-95 Bridge	Birch Avenue	3b	E	C	1
414	Southwestern Blvd	Tomday Blvd	Francis Ave	3b	F	D	1
415	Tomday Boulevard	Carville Avenue	Southwest Boulevard	1a	A	A	1
416	Francis Avenue	S Rolling Road	Selma Ave	1a	D	B	1
417	Oregon Avenue	Poplar Avenue	Francis Avenue	1a	A	A	1
418	Carville Avenue	Poplar Avenue	Francis Avenue	1a	A	A	1
419	Sulphur Spring Rd	Carville Ave	Selford Rd	1a	A	A	1
420	Birch Avenue	Sulphur Spring Road	Locust Avenue	1a	C	C	1
421	Locust Avenue	Birch Avenue	Shelbourne Road	1a	C	C	1
422	Shelbourne	Locust Avenue	Poplar Avenue	1a	C	C	1
423	Poplar Avenue	Shelbourne Road	East Drive	1a	C	C	1
424	Poplar Avenue	Hilltop Circle	Shelbourne Road	1a	A	A	1
425	Leeds Avenue	Linden Avenue	Maiden Choice Lane	1c	D	D	2
426	Beechfield Avenue	College Rd	Leeds Avenue	1c	D	D	3
427	Maiden Choice Lane	Leeds Avenue	Shelbourne Road	5	E	D	3
428	Wilkens Avenue	Leeds Avenue	Alan Drive	3a	E	B	1
429	Wilkens Avenue	Alan Drive	Valley Road	3b	C	A	1
430	Wilkens Avenue	Valley Road	Rolling Road	1a	C	B	1
431	Hilltop Road	Hilltop Circle	Wilkens Avenue	1a	C	C	1
432	Hilltop Circle	West Edge of Poplar Ave	East Edge of Poplar Ave	1a	C	C	1
433	Walker Avenue	Wilkens Avenue	Hilltop Circle	1c	D	D	1
434	Westland Boulevard	Linden Avenue	Maiden Choice Lane	1a	C	C	1
436	Arlington Ave	S Rolling Rd	Maple Ave	1a	B	B	1
437	S Rolling Rd	Francis Ave	South St	1a	B	B	1
438	Selford Road	Rolling Rd/Gun Road	Oakland Rd	3a	C	A	1

1: Type Key

1a = Share the road signage
 1b = Bicycle boulevard
 1c = Share the road signage, advanced
 3a = Bike lane by striping
 3b = Bike lane by restriping
 4a = Bike lane by reconfiguring median
 4b = Bike lane by widening within existing right-of-way
 5 = Bike lane by widening existing right-of-way

2: Priority Key

0 = Existing
 1 = High priority, short-term implementation
 2 = Moderate priority, mid-term implementation
 3 = Low priority, long-term implementation

Map Key, Continued DISTRICT 1 – PROPOSED BICYCLE IMPROVEMENTS



No.	Name	From	To	Type ¹	Existing BLOC	Proposed BLOC	Priority ²
439	Gun Road	S Rolling Road	State Park	1a	C	C	1
440	S Rolling Road	Bloomsbury Avenue	Gun Road	1c	F	E	1
443	Campus Drive	S Rolling Road	CCBC Campus	3a	C	B	2
445	Mellor Avenue	Frederick Road	Bloomsbury Avenue	1a	C	C	1
446	Magruder Avenue	Stanley Park Drive	Mellor Avenue	1a	B	B	1
447	Stanley Park Drive	Frederick Road	Magruder Avenue	1a	C	C	1
448	Asylum Lane	Bloomsbury Avenue	Hickory Drive	1a	C	C	2
449	Hickory Drive	Asylum Lane	Wade Avenue	1a	B	B	1
450	Wade Avenue	Locust Avenue	Frederick Road	1a	C	C	1
451	Shady Nook Avenue	Frederick Road	Short Line Trail	1a	A	A	1
452	Prospect Avenue	Frederick Road	Short Line Trail	1a	B	B	1
453	Frederick Road	Baltimore City Line	Forest Drive	3b	E	C	1
454	Frederick Road	Forest Dr	Rolling Road	3a	B	A	1
455	Edmondson Ridge Road/Prospect Ave	Ridge Road	Frederick Road	1a	B	B	1
456	Ridge Road	Edmondson Avenue	Edmondson Ridge Road	1a	A	A	1
457	Ingleside Avenue	Edmondson Avenue	Frederick Road	1c	D	D	3
458	Winters Lane	Frederick Road	Path connector at Walden Mill	1a	D	C	1
459	Edmondson Avenue	Baltimore City Line	Harlem Lane	3a	C	A	1
460	Edmondson Avenue	Harlem Lane	Oakdale Avenue	3a	D	B	1
461	Oakdale Avenue	Edmondson Avenue	Catonsville Park	1a	C	C	1
462	Harlem Lane	Old Frederick Road	Edmondson Avenue	1a	C	C	1
463	Old Frederick Road	Banneker Community Center	Dunbar Avenue	1a	A	A	1
468	Ingleside Avenue	Baltimore National Pike	Edmondson Avenue	1c	E	E	3
469	Ingleside Avenue	Sunset Ave	Baltimore National Pike	3a	D	B	1
471	Old Frederick Road	Harlem Lane	St. Agnes Lane	1c	D	D	2
472	St Agnes Lane	Old Frederick Road	Forest Park Avenue	1a	A	A	1
473	Forest Park Avenue	St Agnes Lane	Cooks Ln	3a	D	C	1
474	N Rolling Road	Baltimore National Pike	Frederick Road	5	E	E	3
475	N Rolling Road	Security Boulevard	Baltimore National Pike	1c	F	E	1
476	Rolling Road	Windsor Boulevard	Security Boulevard	1c	F	F	1
478	Fairbrook Road	Rolling Road	Red Line Path	1a	A	A	1
479	Johnnycake Road	Fairbrook Road	Pickall Dr	5	D	B	1
480	Dogwood Road	Western Area Park	Belmont Avenue	5	E	C	3
482	Crosby Road	Rolling Road	Johnnycake Road	3a	C	A	1
494	Ambassador Road	Dogwood Road	Lord Baltimore Drive	3a	D	B	3
526	Johnnycake Rd	Woodlawn Dr	Ingleside Av	1a	C	C	2
527	Bloomsbury Ave	Rolling Road	Mellor Ave	3a	D	C	1
677	Dunbar Avenue	Old Frederick Road	Catonsville Park	1a	A	A	1
678	South St	Washington Blvd	S Rolling Rd	1a	A	A	1
683	Maiden Choice Lane	Shelbourne Road	Wilkens Avenue	1a	C	C	2
684	Maiden Choice Lane	Wilkens Avenue	Maiden Choice Ctr	3a	B	B	1
685	Maiden Choice Lane	Maiden Choice Medical Ctr	Garden Ridge Road	5	E	C	3
686	Rolling Road	Frederick Road	Bloomsbury Avenue	1c	E	E	1
687	Virginia Avenue	Annapolis Road	Baltimore Street	1a	A	A	1
688	Baltimore Street	Virginia Avenue	Light Rail Stop	1a	A	A	1
689	Georgia Ave.	Baltimore Street	SW Area Park Path	1a	A	A	1
690	Virginia Ave	Annapolis Road	McDowell Ln	1a	A	A	1
691	McDowell Ln	Virginia Ave	Myrtle Ave	1a	A	A	1



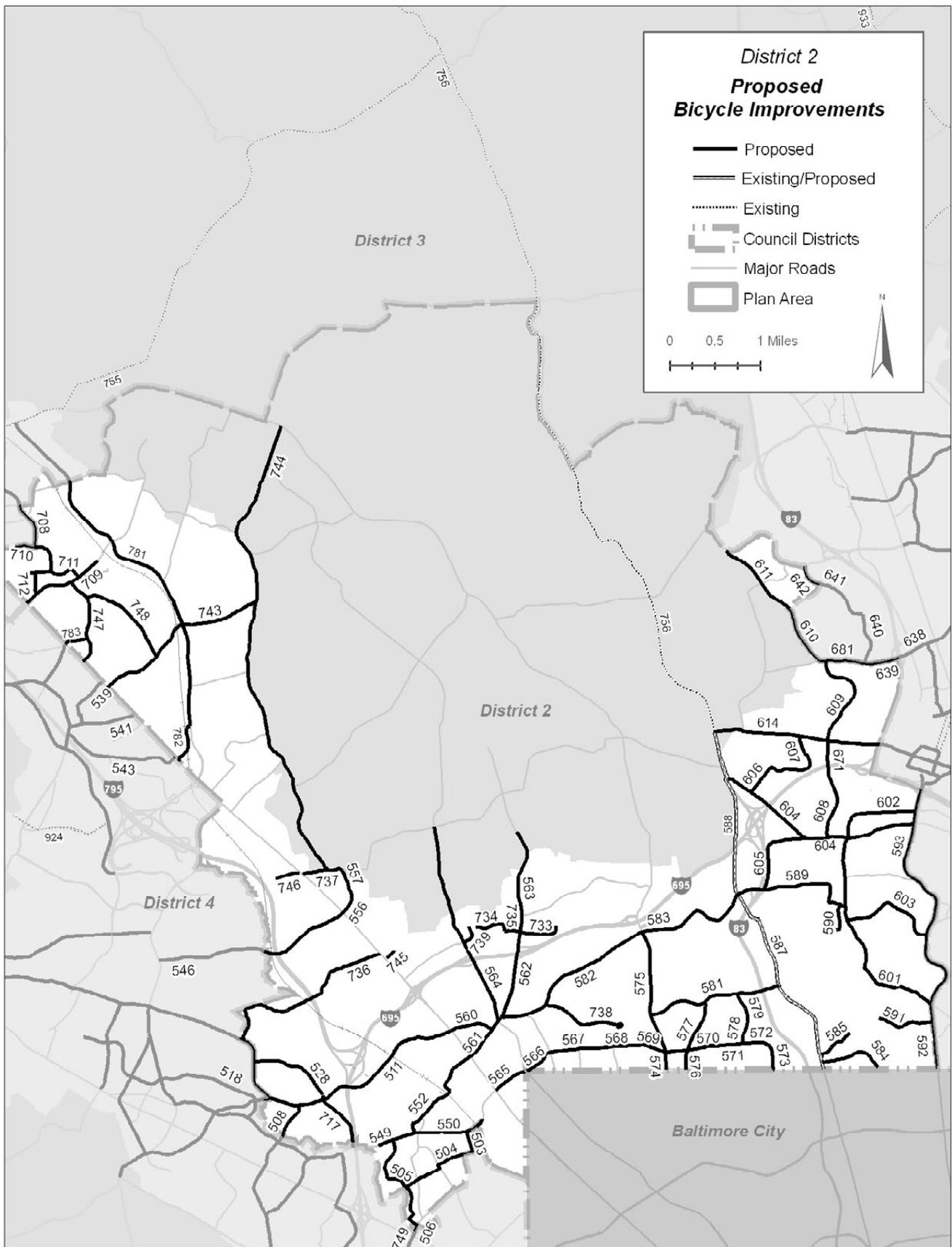
Map Key, Continued

DISTRICT 1 – PROPOSED BICYCLE IMPROVEMENTS

No.	Name	From	To	Type ¹	Existing BLOC	Proposed BLOC	Priority ²
692	Myrtle Ave	McDowell Ln	Tulip Ave	1a	A	A	1
693	Tulip Ave	Myrtle Ave	Daisy Ave	1a	A	A	1
694	Daisy Avenue	Tulip Ave	Hollins Ferry Rd	1a	A	A	1
695	Alma Road	Lansdowne Road	Clyde Ave	1a	A	A	1
696	Clyde Ave	Alma Road	Charleston Ave	1a	A	A	1
697	Charleston Ave	Clyde Ave	Bigley Ave	1a	A	A	1
698	Bigley Ave	Charleston Ave	Bero Rd	1a	A	A	1
699	Bero Rd	Bigley Ave	Caledonia Ave	1a	A	A	1
700	Caledonia Ave	Bero Rd	End	1a	A	A	1
701	Kessler Rd	Caledonia Ave	Riverview ES	1a	A	A	1
702	5th Ave	Charleston Ave	Hammonds Ferry Rd	1a	A	A	1
704	Transway Rd	Hollins Ferry Rd	End	1a	A	A	1
705	Hollins Ferry Rd	Transway Rd	Halethorpe Farms Rd	3a	A	A	1
706	Halethorpe Farms Rd	Patapsco Trail	Washington Blvd	1a	A	A	1
707	Selma Ave	Washington Blvd	Francis Ave	1a	A	A	1
713	Ingleside Ave	Sunset Ave	Future Rail Stop	3a	A	A	1
714	Cedar Ave	Selford Ave	Arlington Ave	1a	A	A	1
715	East St	Rolling Rd	St Denis Rail Stop	1a	A	A	1
716	Johnnycake Rd	Rolling Rd	Crosby Rd	1a	C	C	1
718	Crosby Rd	Pleasant Valley Dr	Rolling Rd	1a	B	B	2
719	Walden Mill Way	Winters Ln	Alexander Ave	1a	A	A	1
720	Alexander Ave	Walden Mill Way	Gilston Park Rd	1a	A	A	1
721	Gilston Park Rd	Alexander Ave	Chesworth Rd	1a	A	A	1
722	Chesworth Rd	Pleasant Valley Dr	Crosby Rd	1a	A	A	1
723	Pleasant Valley Dr	Path Connection	Crosby Rd	1a	A	A	2
724	Nuwood Dr	Path Connection	Path Connection	1a	A	A	2
725	Nuwood Dr	Baltimore Natl Pike	Baltimore Natl Pike	1a	A	A	2
726	Shared Driveway	Baltimore Natl Pike	Baltimore Natl Pike	1a	A	A	2
727	West Geipe Rd	Path Connection	Oak Lodge Rd	1a	A	A	2
728	Oak Lodge Rd	West Geipe Rd	Edmondson Ave	1a	A	A	2
729	Altamont Ave/ Blackeney Rd/Alley	Shady Nook	Short Line Path at Frederick Rd Bridge	1a	A	A	1
730	Oak St/Ash St	Asylum Ln	Valley Rd	1a	B	B	1
731	East Dr	Poplar Ave	Linden Ave	1c	E	E	2
732	Linden Ave	East Dr	Leeds Ave	1c	D	D	2
740	Valley Rd	Oak Rd	Wilkens Ave.	1a	A	A	2
742	River Road	Frederick Rd	Howard County	1a	A	A	1
752	Belmont Ave	Security Mall	Dogwood Rd	3a	D	C	2
758	Cantwell Rd	Fairbrook Road	Cross Trails Road	3a	A	A	1
759	Oldstone Rd	Johnnycake Road	Cantwell Rd	3a	A	A	1
780	Cross Trails Road	Johnnycake Road	Cantwell Rd	3a	A	A	1
784	Security Blvd	Rolling Rd	CMS Drwy	3b	A	A	1
785	Winder Rd	Fairbrook Road	Chadwick ES	1a	A	A	1

SPOT IMPROVEMENTS

No.	Location	Improvement
40	At new bridge on Grindmill Trail	Parking
42	UMBC loop	Remove rumble strips
45	Red Line Rail Stop at CMS	Bike parking
46	Red Line Rail Stop at Security Square Mall	Bike parking
47	Red Line Rail Stop at SSA near 1-70	Bike parking
49	No. 9 at Oella Ave.	Path crossing, rumble strips
51	Frederick Rd near Oella	Address blind spot
52	South Street	Replace inlet grates
53	CCBC Campus Drive	Replace inlet grates
54	Short Line and Maiden Choice Ln	Crosswalk, signage
55	Chalfonte and Edmondson	Add stop signs on Chalfonte to facilitate path access
58	Montrose Ave	Construct bike lane bypass around barrier



Map Key

DISTRICT 2 – PROPOSED BICYCLE IMPROVEMENTS



No.	Name	From	To	Type ¹	Existing	Proposed	Priority ²
					BLOC	BLOC	
EXISTING							
756	Falls Rd	Seminary Rd	Mt Carmel Rd	1c	-	-	0
PROPOSED							
503	Roman Frasier Ln	Bedford Rd	Milford Mill Rd	1a	A	A	1
504	Bedford/Campfield/ Bedford Rd	Prince George Rd	Roman Frasier Ln	1a	A	A	1
505	Prince George/Villa Nova/Queen Anne Rd	Essex Rd	Milford Mill Rd	1a	B	B	1
506	Essex Road	Liberty Road	Queen Anne Road	1c	D	D	1
508	Rolling Road	Old Court Road	MD 26 Liberty Road	3a	E	B	1
511	Old Court Road	Liberty Road	Reisterstown Road	1c	F	E	1
525	Winands Road	Marriottsville Rd	Cedars Mill Road	3a	C	A	2
528	Scotts Level Road	Old Court Road	Winands Road	3a	D	B	1
546	McDonogh Road	Painters Mill Road	Reisterstown Road	5	F	C	3
549	Milford Mill Road	Cloudyfold Rd	Sudbrook Rd	3a	D	C	2
550	Milford Mill Road	Sudbrook Rd	Roman Frasier Ln	3a	E	C	2
552	Sudbrook Lane	Reisterstown Road	Milford Mill Road	1c	D	D	2
556	Craddock Lane	Reisterstown Road	After Village Queen Dr	3b	C	B	2
557	Craddock Lane	After Village Queen Drive	Green Spring Valley Road	1c	D	D	2
560	Old Court Road	Reisterstown Road	Park Heights Avenue	1c	F	E	1
561	Sudbrook Lane	Reisterstown Road	Park Heights Avenue	3a	C	A	1
562	Stevenson Road	Old Court Road	Philips Drive	3a	C	B	1
563	Stevenson Road	Philips Drive	Greenspring Valley Rd	5	E	E	3
564	Park Heights Avenue	Old Court Road	Green Spring Valley Rd	1c	F	E	1
565	Slade Avenue	Reisterstown Road	Park Heights Avenue	3b	E	B	2
566	Slade Avenue	Park Heights Avenue	Seven Mille Lane	3b	E	C	2
567	Smith Avenue	Seven Mile Lane	Sanzo Road	3a	D	C	1
568	Smith Avenue	Sanzo Road	Wickfield Road	3a	D	B	1
569	Smith Avenue	Wickfield Road	Old Pimlico Road	3a	D	B	1
570	Smith Avenue	Old Pimlico Road	Deancroft Road	5	E	B	3
571	Smith Avenue	Deancroft Road	Broadview Road	3b	D	C	3
572	Smith Avenue	Broadview Road	Penny Lane	5	D	B	3
573	Smith Avenue	Penny Lane	Baltimore City Line	3a	D	C	3
574	Green Spring Avenue	Baltimore City Line	Smith Avenue	3a	C	B	1
575	Green Spring Avenue	Old Court Road	Smith Avenue	1c	F	F	1
576	Old Pimlico/Pimlico Rd	Smith Avenue	Baltimore City Line	1a	B	B	1
577	Old Pimlico Road	Old Pimlico/Greensummit Rd	Smith Avenue	1a	B	B	1
578	Pheasant Cross Dr	Smith Avenue	Dead End Pheasant Cross	3a	B	A	3
579	Rockland Hills Drive	Dead End Rockland Hills Dr	Green Summit/ Old Pimlico Rd	3a	C	B	3
581	Old Pimlico/Greensummit Rd	Falls Road	Greenspring Avenue	3b	D	B	2
582	Old Court Road	Park Heights Avenue	Green Spring Avenue	1c	E	E	1
583	Old Court Road	Green Spring Avenue	Falls Rd	1c	E	E	1
584	Lake Ave	Baltimore City Line	Falls Rd	1c	E	E	1

1: Type Key

1a = Share the road signage
 1b = Bicycle boulevard
 1c = Share the road signage, advanced
 3a = Bike lane by striping
 3b = Bike lane by restriping
 4a = Bike lane by reconfiguring median
 4b = Bike lane by widening within existing right-of-way
 5 = Bike lane by widening existing right-of-way

2: Priority Key

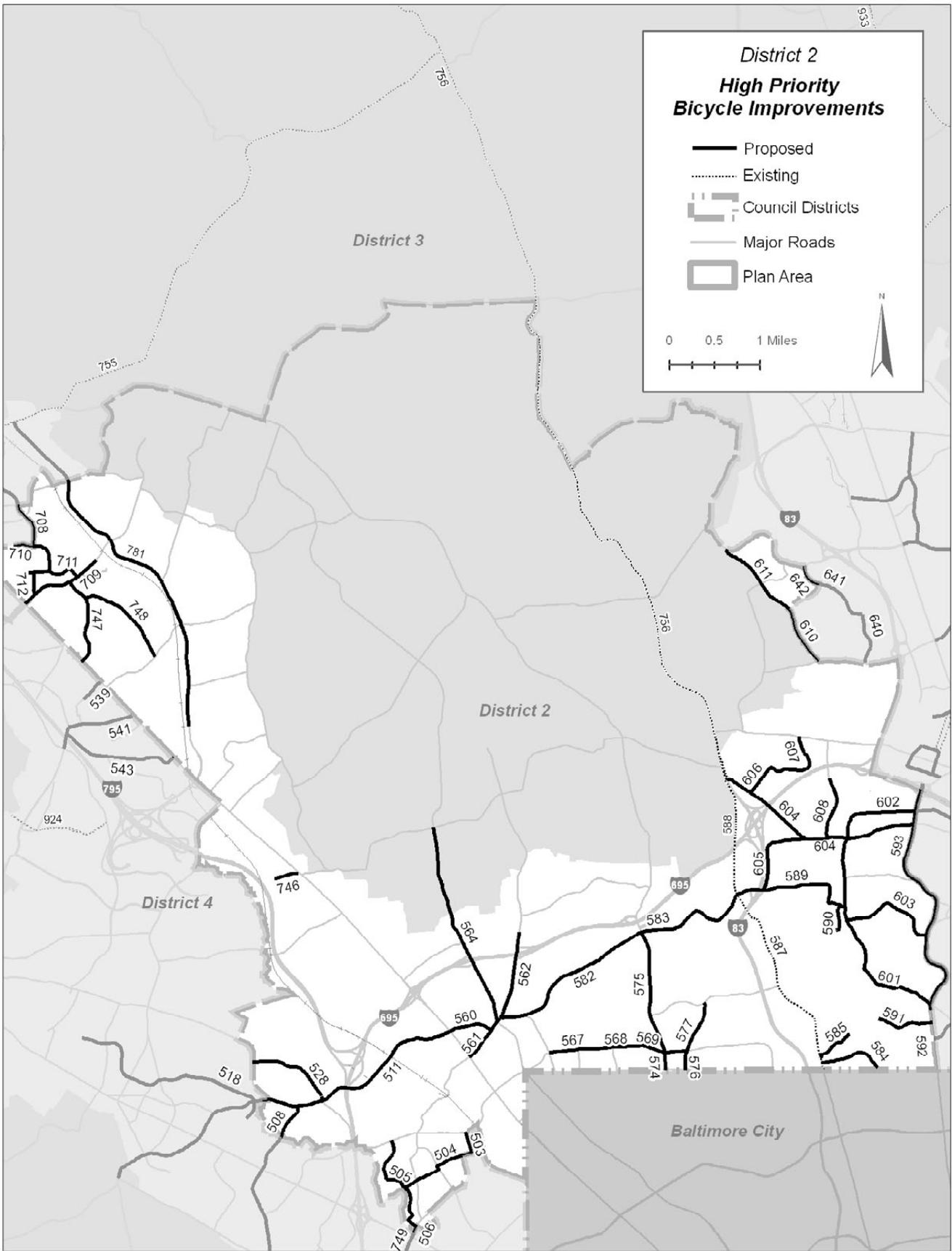
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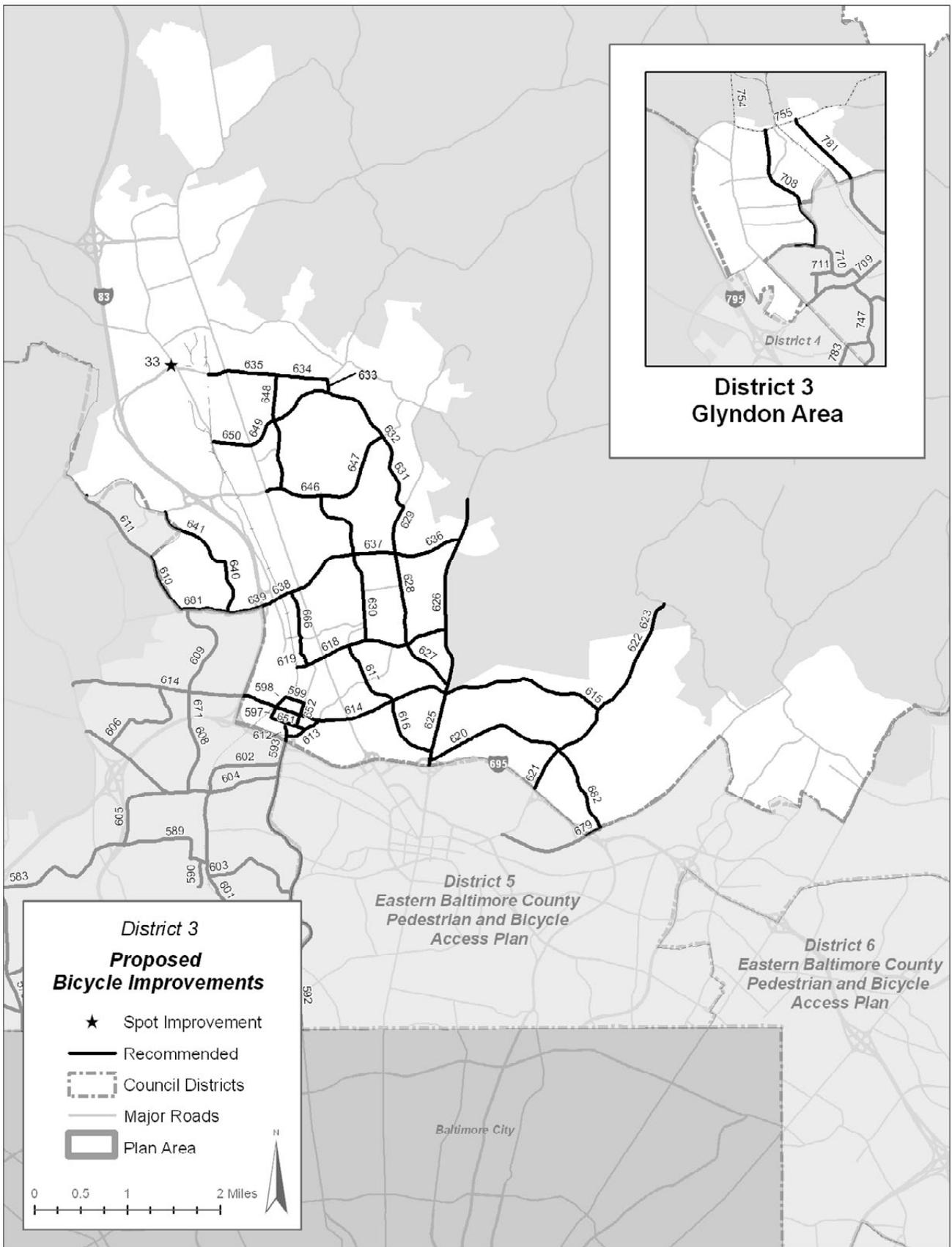


Map Key, Continued

DISTRICT 2 – PROPOSED BICYCLE IMPROVEMENTS

No.	Name	From	To	Type ¹	Existing BLOC	Proposed BLOC	Priority ²
585	Lakeside Drive	Falls Road	Robert E Lee Park	1a	C	C	1
587	Falls Road	Ruxton Road	City Line	1c	E	C	3
588	Falls Road	Ruxton Road	Seminary Ave	1c	F	C	3
589	Ruxton Road	Bellona Avenue	Falls Road	1c	E	E	3
590	L' Hirondelle Club Rd	Ruxton Road	Club House	1a	B	B	1
591	Woodbrook Lane	Charles Street	Robert E Lee Park	1a	C	C	1
592	Charles Street	Baltimore City Line	Bellona Avenue	3b	E	D	2
593	Charles Street	Bellona Ave	Towsontown Boulevard	3a	B	A	1
594	Charles Street	Towsontown Boulevard	Joppa Road	3a	C	C	1
595	Charles Street	Joppa Road	Bellona Avenue	3a	C	B	1
601	Bellona Avenue	Charles Street	Ruxton Road	1c	D	D	1
602	Bellona Avenue	Ruxton Road	Charles Street	1c	D	D	1
603	Malvern Avenue	Bellona Avenue	Charles Street	1a	B	B	1
604	Joppa Road	Charles Street	Falls Road	1c	E	E	1
605	Old Court Road	Joppa Road	Ruxton Road	1c	E	E	1
606	Tally Ho Road	Joppa Road	Clearfield Circle	1a	B	B	1
607	Tally Ho Road	Clearfield Circle	Seminary Avenue	1a	A	A	1
608	Thornton Road	Joppa Road	Landon Ave	1a	D	B	1
609	Thornton Road	Seminary Avenue	Timonium Road	3a	C	A	2
610	Jenifer Road	Timonium Road	Oak Farm Court	1a	C	C	1
611	Jenifer Road	Oak Farm Court	Padonia Road	1c	D	D	1
614	W Seminary Avenue	Dulaney Valley Road	St Paul School	4b	D	C	3
639	Timonium Road	I-83	Pine Valley Drive	5	E	C	3
642	Greenpoint Road	Chatterton Road	Padonia Road	1a	C	B	1
671	Thornton Road	Landon Ave	Joppa Road	5	E	A	2
681	Timonium Road	Pine Valley Drive	Jenifer Road	4a	E	D	3
708	Sacred Heart Ln	Butler Rd	Walgrove Rd	3a	C	C	1
709	Cherry Hill Rd	Reisterstown Rd	End	3a	A	A	1
710	Walgrove Rd	Reisterstown Es	Shirley Manor Rd	1a	A	A	1
711	Shirley Manor Rd	Hannah More Park	Cherry Hill Rd	3a	A	A	1
712	Lindellen Ave	Shirley Manor Rd	Cherry Hill Rd	3a	A	A	1
717	Scotts Level Rd	Old Court Rd	Milford Mill Rd	5	E	A	3
733	Philips Dr	North Of Red Barn Ct	Melody Ln	1c	A	A	2
734	Woodvalley Dr	West End	Melody Ln	1c	A	A	2
735	Melody Ln	Woodvalley Dr	Philips Dr	1c	A	A	2
736	Mt Wilson Ln	Reisterstown Rd	Winands Rd	1c	D	D	2
737	Greenspring Valley Rd	Craddock Ln	Garrison Forest Rd	1c	D	D	2
738	Lightfoot Dr	Greenspring Quarry Trail	Garrison Forest Rd	1a	B	B	2
739	Michelle Way	Park Heights Ave	Connector Path	1a	A	A	2
743	Gwynnbrook Ave	Reisterstown Rd	Garrison Forest Rd	1c	D	D	3
744	Garrison Forest Rd	Greenspring Valley Rd	Greenspring Ave	1a	C	C	2
745	Keller Rd	Reisterstown Rd Sidepath	End	1a	A	A	2
746	Tobins Ln	Reisterstown Rd	End	1a	A	A	1
747	Highfalcon Rd	E Cherry Hill Rd	Reisterstown Rd	3a	C	B	1
748	Academy Ave	Highfalcon Rd	Gwynnbrook Ave	1c	D	D	1
781	Central Ave/Owings Mills Blvd	Butler Rd	Groff Rd/Stevenson Univ	3b	-	-	1
782	Groff Rd	Owings Mills Blvd	Reisterstown Rd	1a	A	A	2
783	Timber Grove/Delight Rd	Highfalcon Rd	Church Rd	1c	-	-	2





Map Key

DISTRICT 3 – PROPOSED BICYCLE IMPROVEMENTS



No.	Name	From	To	Type ¹	Existing BLOC	Proposed BLOC	Priority ²
EXISTING							
754	Hanover Pike	Carroll County line	Butler Rd	1a	-	-	0
755	Butler Rd	Hanover Pike	Falls Rd	1a	-	-	0
PROPOSED							
597	Front Avenue	Lincoln Avenue	W Seminary Avenue	1a	B	B	1
598	Front Avenue	W Seminary Avenue	Morris Avenue	1a	B	B	1
599	Morris Avenue	Front Avenue	Francke Avenue	1a	A	A	1
610	Jenifer Road	Timonium Road	Oak Farm Court	1a	C	C	1
612	Charles Street	Bellona Avenue	End	1a	B	B	3
613	Bellona Avenue	Charles Street	W Seminary Avenue	5	E	B	3
614	W Seminary Avenue	Dulaney Valley Road	St. Paul School	4b	D	C	3
615	Seminary Avenue	Providence Road	Dulaney Valley Road	1a	D	C	2
616	Charmuth Road	Dulaney Valley Road	Seminary Avenue	1a	C	B	1
617	Charmuth Road	Seminary Avenue	Ridgely Road	3a	C	B	1
618	Ridgely Road	Dulaney Valley Road	York Road	3a	C	B	1
619	Ridgely Road	York Road	Lutherville L.R. Station	1a	C	B	1
620	Hampton Lane	Dulaney Valley Road	Providence Road	1a	C	A	1
621	Providence Road	Beltway 695	Hampton Lane	1a	B	B	1
622	Providence Road	Hampton Lane	Lake Crest	1c	E	D	1
623	Providence Road	Lake Crest	Loch Raven Reservoir	1c	C	C	1
625	Dulaney Valley Road	Beltway 695	Pot Spring Road	3b	F	C	2
626	Dulaney Valley Road	Pot Spring Road	Stella Maris Road	3a	E	D	2
627	Potspring Road	Dulaney Valley Road	Ridgely Road	1a	C	B	1
628	Potspring Road	Ridgely Road	Girdwood Road	1a	C	B	1
629	Pot Spring Rd	Chantrey Road	Stella Maris Road	1a	A	A	1
630	Eastridge Road	Ridgely Road	Padonia Road	3a	D	B	1
631	Girdwood Road	Potspring Road	Treher Rd	1a	B	B	1
632	Cranbook Road/Girdwood	Greenside Drive	Treher Rd	1a	D	C	2
633	Ridgland Road	Girdwood Road	Warren Road	1a	B	B	2
634	Warren Road	Greenside Drive	Ridgeland Road	5	F	C	2
635	Warren Road	York Road	Greenside Drive	5	F	E	2

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 1c = Share the road signage, advanced
 3a = Bike lane by striping
 3b = Bike lane by restriping
 4a = Bike lane by reconfiguring median
 4b = Bike lane by widening within existing right-of-way
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2: Priority Key

0 = Existing
 1 = High priority, short-term implementation
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Map Key, Continued

DISTRICT 3 – PROPOSED BICYCLE IMPROVEMENTS

No.	Name	From	To	Type ¹	Existing BLOC	Proposed BLOC	Priority ²
636	Timonium Road	Dulaney Valley Road	Potspring Road	4b	F	C	2
637	Timonium Road	Potspring Road	York Road	3a	E	B	1
638	Timonium Road	York Road	Beltway 83	5	F	C	3
639	Timonium Road	Beltway 83	Pine Valley Drive	5	E	C	3
640	Pine Valley Drive	Timonium Road	Dead End Pine Valley Dr	1a	A	A	1
641	Greenpoint Road	Pine Valley Drive	Chatterton Road	1a	A	A	1
642	Greenpoint Road	Chatterton Road	Padonia Road	1a	C	B	1
646	E Padonia Road	Eastridge Road	York Road	3a	D	B	1
647	E Padonia Road	Cranbrook Road	Eastridge Road	3a	D	C	1
648	Greenside Drive	Warren Road	Padonia Road	3a	D	B	1
649	Cranbrook Road	Greenside Drive	York Road	1a	D	D	1
650	Church Lane	York Road	Rail Road	1a	C	C	1
651	Lincoln Ave	Front Avenue	Bellona Avenue	1a	B	B	1
652	Francke Ave	Lincoln Ave	Morris Avenue	1a	B	B	1
653	Shopping Center Road	Ridgely Road	W Aylesbury Rd	5	D	D	2
666	Aylesbury Road	Shopping Center Rd	Timonium Road	1a	C	C	2
679	Cromwell Bridge Road	Providence Rd	Cowpens Ave	3a	D	B	1
681	Timonium Road	Pine Valley Drive	Jenifer Road	4a	E	D	3
682	Cowpens Avenue	Cromwell Bridge Road	Providence Road	1a	D	C	3
708	Sacred Heart Ln	Butler Rd	Walgrove Rd	3a	C	C	1
781	Central Ave/ Owings Mills Blvd	Butler Rd	Groff Rd/ Stevenson Univ	3b	-	-	1

Spot Improvements

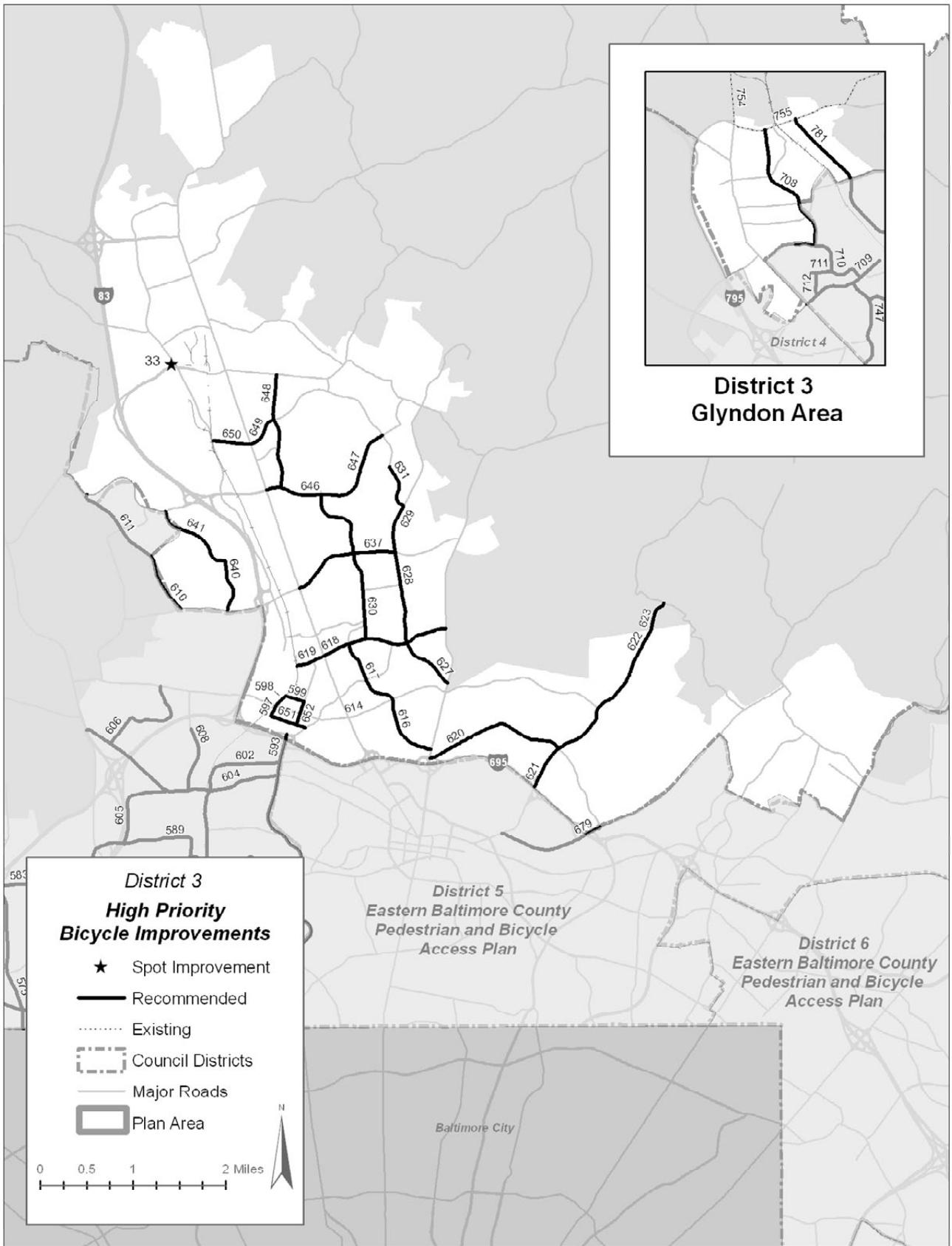
No.	Location	Improvement
33	Warren Rd Light Rail Station	Bike Rack

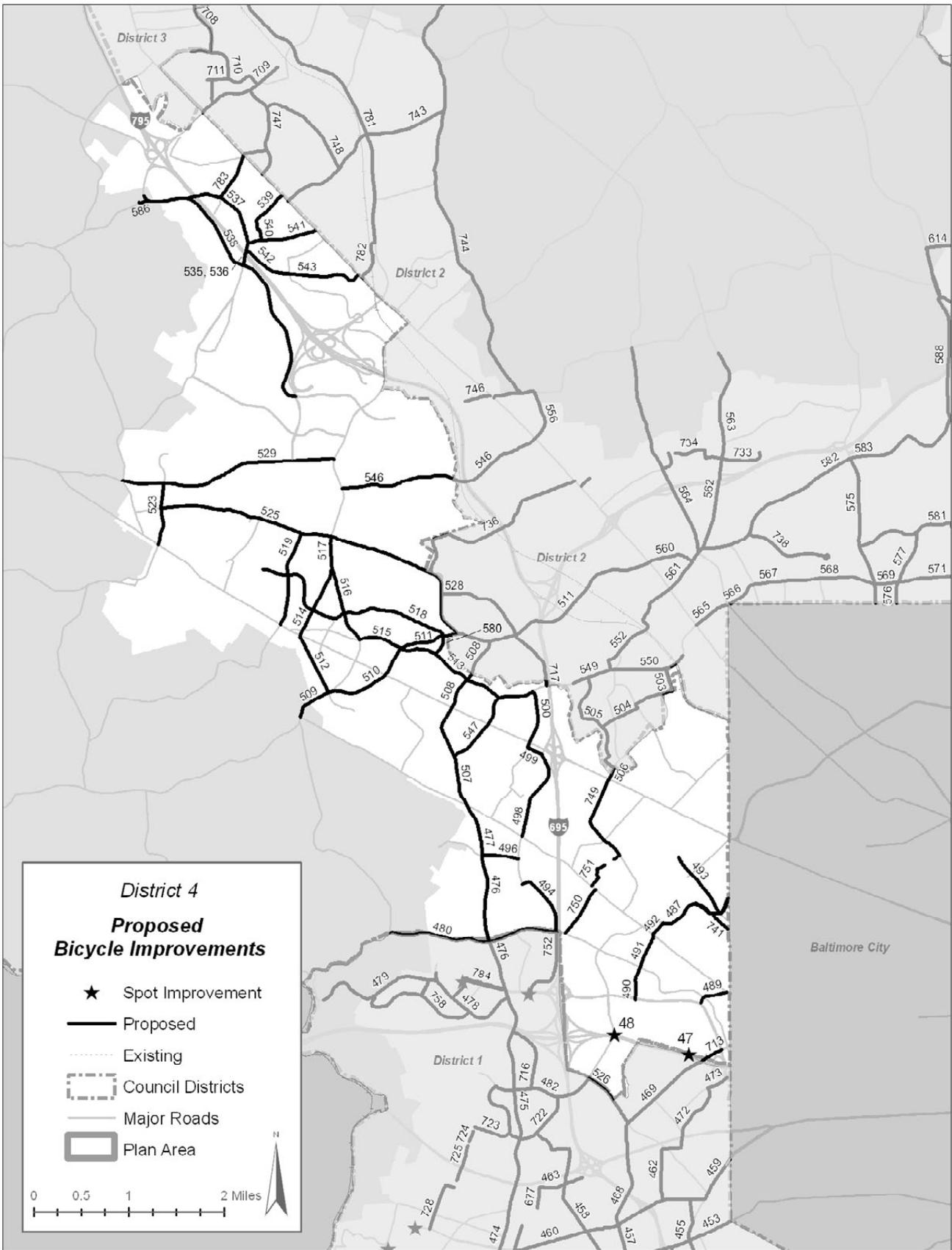
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 4a = Bike lane by reconfiguring median
 4b = Bike lane by widening within existing right-of-way
 5 = Bike lane by widening existing right-of-way

2: Priority Key

0 = Existing
 1 = High priority, short-term implementation
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 3 = Low priority, long-term implementation





DISTRICT 4 – PROPOSED BICYCLE IMPROVEMENTS

Map Key



No.	Name	From	To	Type ¹	Existing BLOC	Proposed BLOC	Priority ²
PROPOSED							
476	Rolling Road	Windsor Boulevard	Security Boulevard	1c	F	F	1
477	Rolling Road	Windsor Mill Road	Windsor Boulevard	5	F	F	3
480	Dogwood Road	Western Area Park	Belmont Avenue	5	E	C	3
487	Gwynn Oak Avenue	City Line	West of Cedar Drive	1a	D	C	1
489	Kernan Drive	Dogwood Road	Windsor Mill Road	3a	D	B	2
490	Gwynn Oak Avenue	Security Boulevard	Dogwood Road	3b	D	C	2
491	Gwynn Oak Avenue	Dogwood Road	Windsor Mill Road	1c	D	D	2
492	Gwynn Oak Avenue	Windsor Mill Road	Woodlawn Drive	1c	D	C	2
493	Gwynndale Avenue	Gwynn Oak Avenue	Kelox Road	1a	C	B	2
494	Ambassador Road	Dogwood Road	Lord Baltimore Drive	3a	D	B	3
496	Windsor Boulevard	Ambassador Road	Rolling Road	3b	D	B	3
498	Lord Baltimore Drive	Windsor Mill Road	Lynne Haven Dr	5	E	C	3
499	Lynn Haven Drive	Lord Baltimore Drive	Washington Avenue	1a	A	A	3
500	Washington Avenue	Lynn Haven Drive	Milford Mill Road	3a	D	B	2
503	Roman Frasier Ln	Bedford Rd	Milford Mill Rd	1a	A	A	1
504	Bedford/Campfield/ Bedford Rd	Prince George Rd	Roman Frasier Ln	1a	A	A	1
506	Essex Road	Liberty Road	Queen Anne Road	1c	D	D	1
507	Rolling Road	Liberty Road	Windsor Mill Road	1c	F	F	1
508	Rolling Road	Old Court Road	Liberty Road	3a	E	B	1
509	Old Court Road	Windsor Mill Road	Greens Lane	1c	E	D	1
510	Old Court Road	Greens Lane	Liberty Road	1c	E	C	1
511	Old Court Road	Liberty Road	Reisterstown Road	1c	F	E	1
512	Greens Lane	Old Court Road	Liberty Road	1c	E	E	3
513	Church Lane	Old Court Road	Milford Mill Road	1a	B	C	2
514	McDonogh Road	Liberty Road	Brenbrook Drive	3a	D	B	2
515	Church Lane	Old Court Road	Brenbrook Drive	1c	D	D	2
516	Brenbrook Drive	Church Lane	McDonogh Road	1c	D	D	3
517	McDonogh Road	Brenbrook Drive	Winands Road	3b	D	B	2
518	Allenswood Road	Collier Road	Old Court Road	1a	A	A	1
519	Offutt Road	Liberty Road	Winands Road	3a	C	B	2
523	Marriottsville Road	Liberty Road	Lyons Mill Road	3a	C	A	1
525	Winands Road	Marriottsville Rd	Cedars Mill Road	3a	C	A	2
526	Johnnycake Rd	Woodlawn Dr	Ingleside Av	1a	C	C	2
529	Lyons Mill Road	Liberty Road	Painters Mill Road	5	E	E	3
535	Pleasant Hill Road	Red Run Boulevard	Tollgate Road	1a	A	A	1
536	Pleasant Hill Road	Tollgate Road	Church Road	1a	B	B	1
537	Church Road	Pleasant Hill Road	Red Run Boulevard	1a	B	B	3
538	Red Run Boulevard	Painters Mill Road	Owings Mills Boulevard	3b	F	C	3
539	Dolfield Boulevard	Millpond Court	Reisterstown Road	1a	C	C	1
540	Featherbed Lane	Pleasant Hill Road	Millpond Court	1a	C	A	2
541	Pleasant Hill Road	Church Rd	Reisterstown Road	1a	C	C	1
542	Tollgate Road	Ritters Lane	Pleasant Hill Road	1a	C	C	1
543	Tollgate Road	Reisterstown Road	Ritters Lane	1a	A	A	1
546	McDonogh Road	Painters Mill Road	Reisterstown Road	5	F	C	3
547	Milford Mill Road	Rolling Road	Washington Avenue	3a	D	C	2
550	Milford Mill Road	Sudbrook Rd	Roman Frasier Ln	3a	E	C	2
580	Downey Dale Dr	Allenswood Rd	Church Ln	1a	A	A	1



Map Key, Continued

DISTRICT 4 – PROPOSED BICYCLE IMPROVEMENTS

No.	Name	From	To	Type ¹	Existing BLOC	Proposed BLOC	Priority ²
PROPOSED							
586	Church Road branch	Red Run Boulevard	Church Road	1a	A	A	3
713	Ingleside Ave	Sunset Ave	Future Rail Stop	3a	A	A	1
717	Scotts Level Rd	Old Court Rd	Milford Mill Rd	5	E	A	3
741	Purnell Dr	Gwynn Oak Ave	City Line	1a	A	A	1
749	Essex Rd	Liberty Rd	Windsor Blvd	3a	C	A	1
750	Featherbed Ln	Windsor Mill Rd	Dogwood Rd	1c	D	D	2
751	Sauter Ln	Windsor Mill Rd	Windsor Blvd/Path	1a	A	A	2
752	Belmont Ave	Security Mall	Dogwood Rd	3a	D	C	2

SPOT IMPROVEMENTS

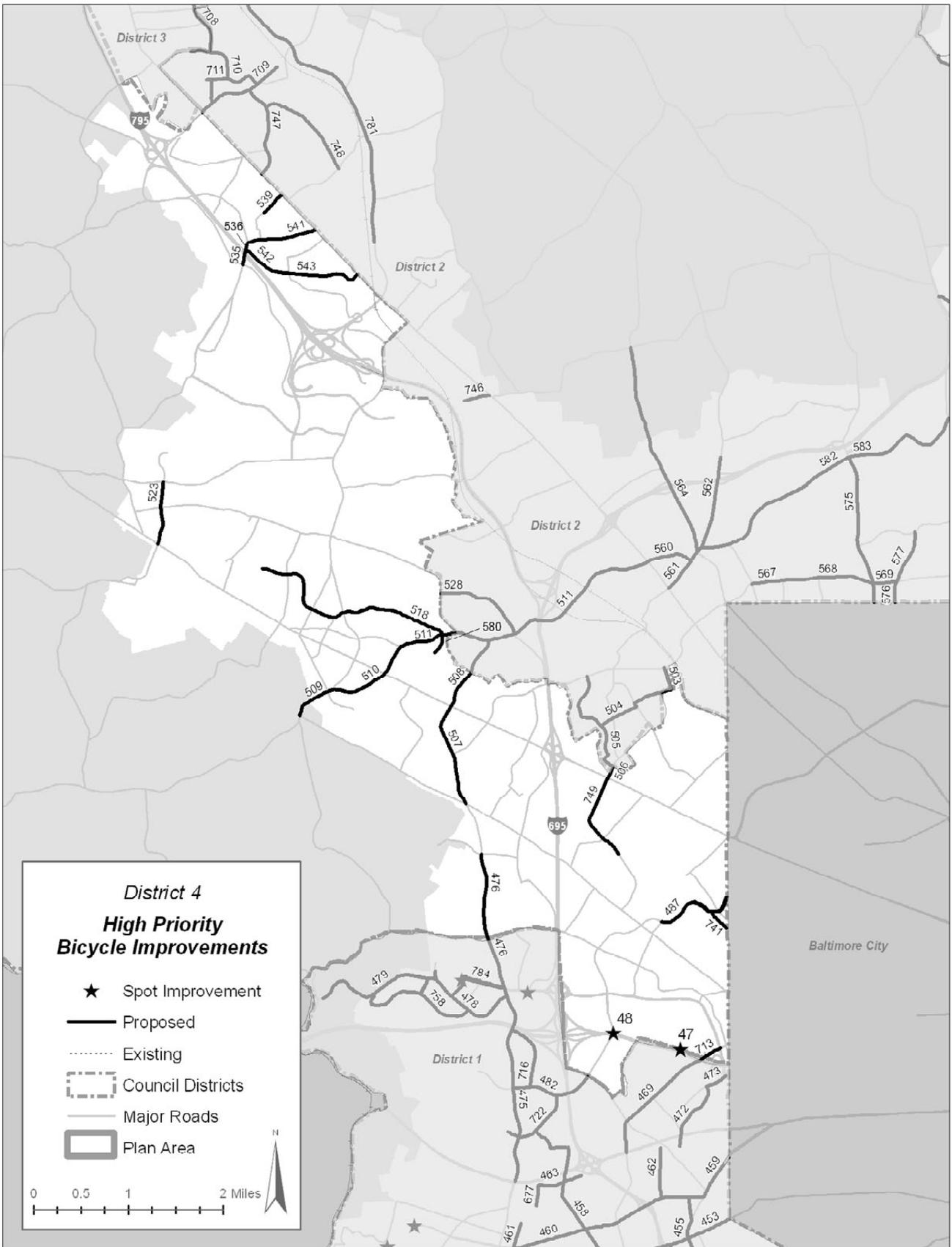
No.	Location	Improvement
47	Red Line Rail Stop at Woodlawn Dr.	Bike Parking/Stairs with Bike Gutter
48	Red Line Rail Stop near I-70 interchange	Bike Parking

1: Recommendation Key

- 1a = Share the Road Signage
- 1b = Bicycle Boulevard
- 1c = Share the Road Signage, Advanced
- 3a = Bike Lane by Striping
- 3b = Bike Lane by Restriping
- 4a = Bike Lane by Reconfiguring Median
- 4b = Bike Lane by Widening within Existing Right-of-way
- 5 = Bike Lane by Widening Existing Right-of-way

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Targeted Pedestrian, Bicycle and Shared Use Path Improvements

In addition to the priorities of the improvement lists, this plan also recommends that the Catonsville area be the focus of the initial improvements made in western Baltimore County.

The framework for establishing a highly walkable and bikeable community already exists and can be readily built upon. Catonsville has an active private nonprofit organization, Catonsville Rails To Trails, which has been instrumental in creating the No. 8 Streetcar Path, and is developing the Short Line Trail. The only existing bike lanes on county roads are located in Catonsville at Edmondson Road and Hilton Avenue.

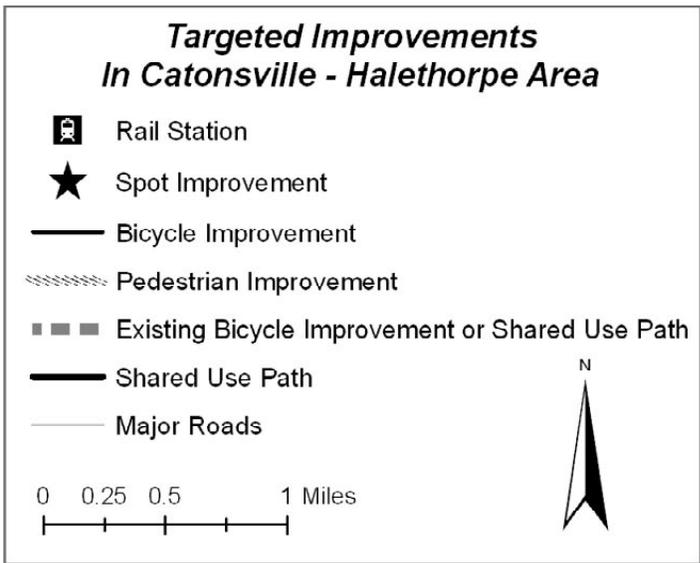
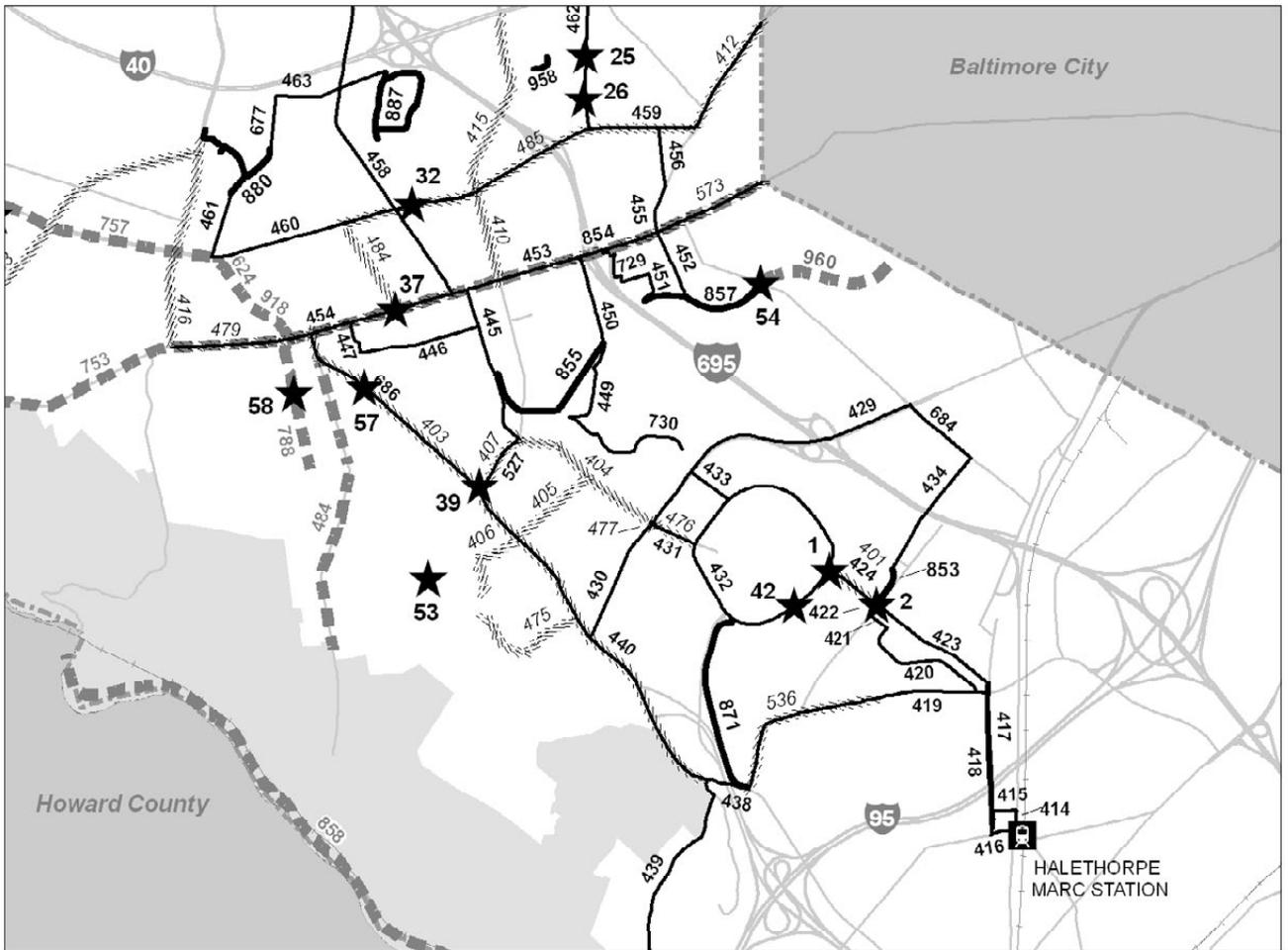
The presence of these facilities has increased the interest of the community in walking and bicycling, and the ability of new facilities to attract users is high. In addition, there are two nearby colleges— the Catonsville campus of the Community College of Baltimore County and the University of Maryland Baltimore County campus. Students attending these institutions are likely to use a well-connected bicycle system for commuting and to access commercial areas.



Map Key
TARGETED IMPROVEMENTS IN CATONSVILLE – HALETHORPE AREA

No.	Name	From	To	Type ¹	Comment
EXISTING IMPROVEMENT					
484	Hilton Ave	S. Rolling Rd	Basswood Ct	3	Existing Bicycle lane
624	Connection to No. 8 Trolley Trail	Oakdale Ave	No. 8 Trolley Trail	1a	Existing route
753	Frederick Rd	Oella county line	City line	1a	Existing signed shoulder
757	Edmondson Ave	Chalfonte Dr	Oakdale Avenue	3	Existing shared parking/bike lane
788	Montrose Ave	Frederick Rd	Tedegar Ave	3	Existing Bicycle lane
858	Patapsco Valley State Park Trail	Glen Artney Rd Parking	Ilchester/River Road	6b	Existing Shared Use Path
918	No. 8 Trolley Trail	Edmondson Junction	Frederick Rd	6b	Existing Shared Use Path
960	Short Line Rail Trail	Maiden Choice Ln	Charlestown Ret. Village	6a	Existing Shared Use Path
SHARED USE PATHS					
853	Connector Path	Westland Boulevard	Poplar Avenue	6b	UMBC connector
854	Short Line Rail Trail	Wade Ave	Blakeney Rd Alley	6b	Shared Use Path Connection over Frederick Rd Bridge
855	Short Line Rail Trail	Mellor Avenue	Maple Street	6b	Shared Use Path
857	Short Line Rail Trail	Shady Nook Ave	City Line	6b	Shared Use Path
871	Metropolitan Blvd Sidepath	Hilltop Circle	Sulphur Spring Rd	6b	Sidepath
880	Catonsville Park Trail	Oakdale Avenue	Park parking lot/ Dunbar Ave	6b	First phase in engineering
887	Banneker CC Trail	Old Frederick Road	Banneker Community Center	6b	Shared Use Path
958	Existing Path Repaving	Longview Dr	Westowne ES	6b	Consider conversion to path

Continued on Page 64



Map Key, Continued
TARGETED IMPROVEMENTS IN CATONSVILLE – HALETHORPE AREA

No.	Name	From	To	Type ¹	Comment
PEDESTRIAN IMPROVEMENTS					
401	Poplar Ave	Hilltop Circle	Shelbourne	1	
403	S Rolling Rd	Frederick Rd	IMetropolitan Boulevard	2	
404	Hilltop Rd	Wilkens Avenue	Bloomsbury Avenue	2	
405	Valley Rd	S Rolling Road	Hilltop Road	2	
406	Campus Dr	S Rolling Road	CCBC Campus	1	
407	Bloomsbury Ave	Mellor Ave	S Rolling Road	1	
410	Ingleside Ave	Edmondson Ave	Frederick Rd	2	
412	Edmondson Ave	Baltimore City Line	Harlem Ln	2	
415	Ingleside Ave	Baltimore National Pike	Edmondson Ave	2	
416	N Rolling Rd	Baltimore National Pike	Frederick Rd	2	
475	Collegiate Dr	S Rolling Rd	Ccbc Campus	1	
476	Hilltop Rd	Hilltop Circle	Wilkens Ave	1	
477	Hilltop Rd Roundabout	East Side Hilltop Road	West Side Hilltop Road	1	
479	Frederick Rd	Mellor Ave	Rolling Rd	2	
483	Old Frederick Rd	Rolling Road	Frederick Road	2	
484	N Beaumont Ave	Edmondson Ave	Frederick Rd	2	
485	Edmondson Ave	Harlem Ln	Beaumont Ave	2	
573	Frederick Rd	City Line	Bishops Ln	2	Planned streetscape project
BICYCLE IMPROVEMENTS					
414	Southwestern Blvd	Tomday Blvd	Francis Avenue	3b	Restripe for Bike Lane
415	Tomday Blvd	Carville Avenue	Southwest Blvd	1a	Share the Rd/Bicycle Route Sign
416	Francis Ave	Carville Avenue	Southwest Blvd	1a	Share the Rd/Bicycle Route Sign
417	Oregon Avenue	Poplar Avenue	Francis Avenue	1a	Share the Rd/Bicycle Route Sign
418	Carville Avenue	Poplar Avenue	Francis Avenue	1a	Share the Rd/Bicycle Route Sign
419	Sulphur Spring Rd	Carville Avenue	Selford Rd	1a	Share the Rd/Bicycle Route Sign
420	Birch Avenue	Sulphur Spring Road	Locust Avenue	1a	Possible Bike Boulevard
421	Locust Avenue	Birch Avenue	Shelbourne Road	1a	Share the Rd/Bicycle Route Sign
422	Shelbourne	Locust Avenue	Poplar Avenue	1a	Share the Rd/Bicycle Route Sign
423	Poplar Avenue	Shelbourne Road	East Drive	1a	Possible Bike Boulevard
424	Poplar Avenue	Hilltop Circle	Shelbourne Road	1a	Share the Rd/Bicycle Route Sign
428	Wilkens Avenue	Leeds Avenue	Alan Drive	3a	Shared bike/parking lane
429	Wilkens Avenue	Alan Drive	Valley Rd	3a	Shared bike/parking lane
430	Wilkens Avenue	Valley Road	Rolling Road	1a	Reduce speed; Share the Rd/Bicycle Route Sign
431	Hilltop Road	Hilltop Circle	Wilkens Avenue	1a	Share the Rd/Bicycle Route Sign
432	Hilltop Circle	West edge of Poplar Ave	East edge of Poplar Ave	1a	Remove rumble strips at bike area
433	Walker Avenue	Wilkens Avenue	Hilltop Circle	1c	Road width varies, pinch point
434	Westland Boulevard	Linden Avenue	Maiden Choice Lane	1a	Share the Rd/Bicycle Route Sign
438	Selford Rd	Rolling Rd/Gun Rd	Carville Avenue	3a	Shared bike/parking lane
440	S Rolling Rd	Bloomsbury Avenue	Gun Rd	1c	Share the Rd; Future widening
445	Mellor Avenue	Frederick Road	Bloomsbury Avenue	1a	Share the Rd/Bicycle Route Sign

Map Key, Continued
TARGETED IMPROVEMENTS IN CATONSVILLE –HALETHORPE AREA

No.	Name	From	To	Type ¹	Comment
446	Magruder Avenue	Stanley Park Drive	Mellor Avenue	1a	Share the Rd/Bicycle Route Sign
447	Stanley Park Drive	Frederick Road	Magruder Avenue	1a	Share the Rd/Bicycle Route Sign
449	Hickory Drive	Asylum Lane	Wade Avenue	1a	Share the Rd/Bicycle Route Sign
450	Wade Avenue	Locust Avenue	Frederick Road	1a	Share the Rd/Bicycle Route Sign
451	Shady Nook Avenue	Frederick Road	Short Line Trail	1a	Share the Rd/Bicycle Route Sign
452	Prospect Avenue	Frederick Road	Short Line Trail	1a	Share the Rd/Bicycle Route Sign
453	Frederick Road	Baltimore City Line	Forest Drive	3b	SHA streetscape project from City to Bishops Ln; Consider parking on one side only
454	Frederick Road	Forest Dr	Rolling Road	3a	Existing shoulders marked as bike lanes
455	Edmondson Ridge Rd/Prospect Ave	Ridge Road	Frederick Road	1a	Share the Rd/Bicycle Route Sign
456	Ridge Road	Edmondson Avenue	Edmondson Ridge Road	1a	Share the Rd/Bicycle Route Sign
458	Winters Lane	Frederick Road	Trail Connector at Walden Mill	1a	Share the Rd/Bicycle Route Sign
459	Edmondson Avenue	Baltimore City Line	Harlem Lane	3a	Stripe shared bike/parking lane, interim bike route signage
460	Edmondson Avenue	Harlem Lane	Oakdale Avenue	3a	Shared bike/parking lane, narrow center turn lane if possible
461	Oakdale Avenue	Edmondson Avenue	Catonsville Park	1a	Share the Rd/Bicycle Route Sign
463	Old Frederick Road	Banneker Community Center	Dunbar Avenue	1a	Share the Rd/Bicycle Route Sign
527	Bloomsbury	Rolling Road	Mellor Ave	3a	Stripe shared bike/parking lane
677	Dunbar Avenue	Old Frederick Road	Catonsville Park	1a	Share the Rd/Bicycle Route Sign
684	Maiden Choice Ln	Wilkens Ave	Maiden Choice Med Ctr	3a	Stripe shared bike/parking lane
686	Rolling Road	Frederick Road	Bloomsbury Avenue	1c	Share the Rd/Bicycle Route Sign; future bike lane by widening
729	Altamont Ave/Blackeney Rd/Alley	Shady Nook	Short Line Path over Frederick Rd Bridge	1a	Share the Rd/Bicycle Route Sign
730	Oak St/Ash St	Asylum Ln	Valley Rd	1a	Share the Rd/Bicycle Route Sign

SPOT IMPROVEMENT

No.	Location	Improvement
1	Hilltop Circle and Poplar Ave	Bus shelter
2	Shelbourne Rd and Poplar Ave	Bus shelter
25	Harlem Ln and Maple Forest Rd	Ramp
26	Harlem Ln and Harlem Ln	Ramp
32	Edmondson Ave and Wesley Ave	Sidewalk
37	Across Frederick Road at Catonsville Library	Improved crosswalks
39	Catonsville HS at Rolling Rd	Improved crosswalks
42	UMBC loop	Remove rumble strips
53	CCBC Campus Drive	Replace inlet grates
54	Short Line and Maiden Choice Ln	Crosswalk, signage
57	S. Rolling Rd and Park	Crosswalk
58	Montrose Ave	Construct bike lane bypass around barrier

1: Type Key

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|---------------------------------------|------------------------------|
| 1 = Sidewalk on One Side | 3 = Existing Bike Lane |
| 2 = Sidewalk on Both Sides | 3a = Bike Lane by Striping |
| 1a = Share the Road Signage | 3b = Bike Lane by Restriping |
| 1c = Share the Road Signage, Advanced | 6b = Paved Shared Use Path |