



Town of Bel Air

CSLA Efforts to Improve Safety for
Motorists, Pedestrians and Cyclists

GORDON STREET & MAIN/BOND STREET INTERSECTION



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- Designated as Maryland Route 924
- Intersection is located at a split in the road with Bond Street providing for south bound traffic and Main Street north bound traffic through downtown
- Located at the main entry point from residential areas in north Harford County with a significant number of vehicles approaching the intersection at high speeds



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- Connector to the Liriodendron Mansion which accommodates frequent area events
- Located in close proximity to Bel Air Elementary School which attendance areas reach across Main/Bond Streets



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- The location at the split creates confusion for motorists and for pedestrians
- Utilities, signs, parking and landscape create concerns with visibility for pedestrians
- Pavement markings faded and access poorly maintained (this condition was corrected by SHA just prior to the study)

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- Public input meeting for Safe Streets for All (SS4A) Action Plan revealed several intersections that were of most concern to residents
- Gordon & Main/Bond appeared to be highest priority because of nearby uses and confusing alignment

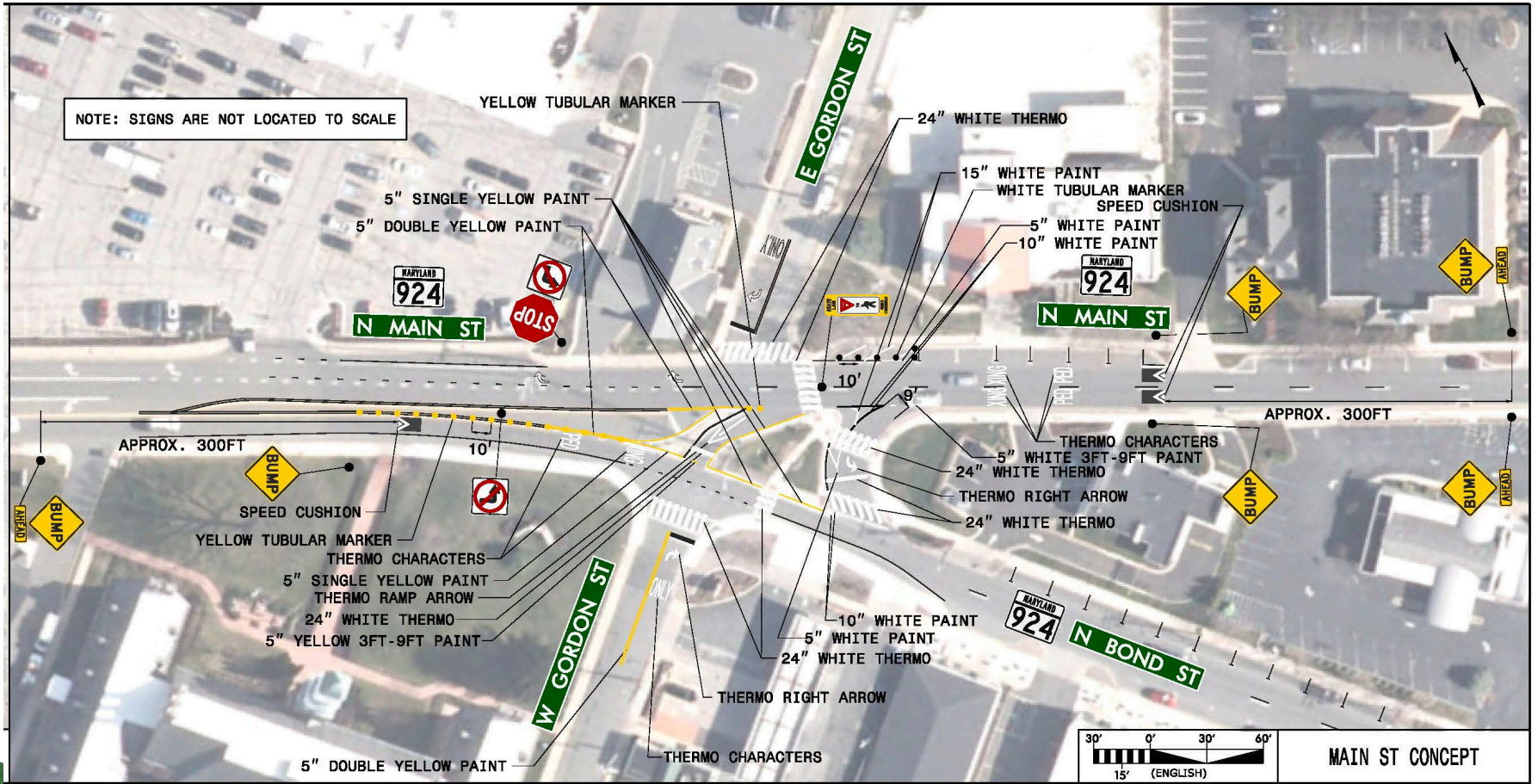
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- Series of workshops were held to review the intersection and discuss possible solutions
 - A 'walk audit' was conducted to experience the existing conditions firsthand
 - Input was solicited via email, letter, on-site interviews and web feedback of interested stakeholders.
 - Review of past data on speed, volume and accidents was done
 - Experts from various agencies offered diverging viewpoints regarding possible answers to the many challenges
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- The final selected plan included the following:



Speed Cushions along both approaches



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Closure of the left turn lane from SB Main Street to EB Gordon Street

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Highlight crosswalks, add additional signage (including a panel sign at crosswalk), eliminate parking space to increase visibility and narrow lane width to slow traffic.



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Next steps

- Solicit input during and after the demonstration project via – interviews, letters & web response
 - Conduct measurement of speed and volume to determine any effect on traffic
 - Coordinate other area studies to see if there are measurable changes
 - Review with SHA possible permanent changes to the intersection.
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