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Chapter 4 : Future Connections

Goal 2: Identify a hierarchy of key connections and destinations within Carroll County.

This chapter will address possible Future Connections within the County. Future Connections are those desired bicycle lanes or routes, sidewalks, shared-use paths, or off-road trails that are not in an adopted comprehensive or master plan. Future Connections are connections that the County, municipalities or citizens have expressed a desire to see.

A past report, the *Greenways, Bicycle, and Pedestrian Facilities Network Technical Report* (1994 Technical Report), is referenced several times in this chapter. It was prepared in 1994 by consultant, John E. Harms, Jr. and Associates, Inc. The report

inventoried and proposed several greenways within the County. Although it was never Adopted, some of the report’s routes or similar alignments have been useful in deciding where to propose trail projects. Therefore, the Carroll County Bicycle-Pedestrian Master Plan is recommending bringing these proposed routes forward as Future Connections.

Status
Future Connections: bicycle lanes or routes, sidewalks, shared-use paths, or off-road trails that are not in an adopted comprehensive or master plan



Future Connections were also determined based on input received from citizens, municipalities, and County agencies through outreach activities. In addition to Adopted/Planned infrastructure, these projects provide important bike-ped connections to important destinations

within the County. Each municipality gave feedback as to what future alignments they would like to see within their municipal boundary. These future trails serve a variety of purposes including: travel, recreation and connectivity of key locations. Trail uses are the same as those in Chapter 3: bicycle, pedestrian and bike-ped.



County

The 1994 Technical Report was never Adopted by the County, but municipalities and County agencies have used these proposed projects to develop trail projects. These planning level alignments are included in the maps and text below. Class 1 greenways are considered areas where environmental conservation is prioritized, so they are not shown in the map. Table 4-1 shows the number of miles and projects recommended in the report. More details about these proposed trails can be viewed in the Appendix.

Some of what was proposed in the 1994 Technical Report is not being brought forward:

- **Monocacy River Trail.** This was proposed to be an environmental appreciation trail following the Monocacy River and Little Pipe Creek from the Pennsylvania border to Union Bridge. The portion along the Monocacy River is not being recommended in this plan. The decision not to bring it forward is due to public opposition and no recommendation for a trail within the *2017 Monocacy Scenic River Management Plan* (MSRMP).
- **Portions of the trails through municipalities.** The County cannot propose projects within municipal limits, where it does not have jurisdiction. Therefore, unless it is already Adopted in a town/city plan, those portions of the proposed trails that traverse into municipal territory do not apply to this plan.
- **Trails along the Liberty Reservoir.** Baltimore City owns the reservoir and much of the immediately surrounding land. The preferred use of this land is to serve as a buffer to the reservoir.

The Future Connections from the 1994 Technical Report are long term projects. Short term projects to consider include easy linkages and short distance trips that currently prevent walking or biking to a destination. Connections to neighborhoods and places such as schools could be improved by:

- Filling gaps in the sidewalk
- Repairing and fixing broken and missing portions of the sidewalk
- Improving road crossings



1994 Technical Report Proposed Projects*

Classification	Class Description	# of Proposed Trails	Miles of Proposed Trails*
Class 1 - Environmental Area**	Emphasizes the protection and preservation of stream valleys, wildlife corridors, and natural areas	0	0
Class 2 - Environmental Appreciation	Emphasizes the appreciation of the preserved natural environment while allowing limited activities and facilities such as nature study, hiking, and horseback riding	15	100.2
Class 3 - Environmental Recreation	Emphasizes a balance between environmental preservation and minimal recreational use	25	110.6
Class 4 – Medium Use Recreation	Emphasizes medium use of recreational facilities; but may not be wheelchair and stroller accessible	26	109.8
Class 5 – High Use Recreation	Emphasizes high recreational use with limited environmental preservation; horseback and nature studies may not be possible	13	32.4
	Grand Total	79	353

Table 4-1: 1994 Greenways, Bicycle, and Pedestrian Facilities Network Technical Report; *Includes all proposed trails in the report;**Class 1 = environmental conservation focuses on protection

County Future Sidewalks

Location	Description
Monroe Street	Sidewalk along Monroe from the corporate limits to Englar Road; provides connection to West Middle School
Gist Road	Fill gaps between Stoner Avenue and the hospital entrance
Stoner Avenue	Fill gaps between the Senior Center, Advanced Radiology, and the hospital

Table 4-2: County Future Sidewalks



Finksburg

Finksburg has Future Connections that include suggestions from the 1994 Technical Report. A connection along Old Westminster Pike (OWP), just outside the Finksburg Corridor at Green Hill Road, to MD 97, to Main Street in the City of Westminster, should be explored. This connection was recommended to the state as an alternate route to biking along MD 140. A major barrier to completing this route is the crossing at OWP/Main Street and MD 97.

Other places to consider improving access are:

- **Sidewalks and crosswalks leading to Sandymount Park and the Finksburg Library.** Neighborhood connections to these popular Finksburg area destinations would reduce vehicle trips. The sidewalk network of surrounding neighborhoods leading up to these places should be examined to fill gaps.
- **Determine the feasibility of sidewalks along Cedarhurst Road and Old Gamber Road.** This has been requested by residents as should also be considered.

Freedom

The *2014 Freedom Bicycle-Pedestrian Master Plan & Assessment* (Freedom Bike-Ped Plan) outlines priority projects for the area. Since the plan was not Adopted, all of these projects, except the Governor Frank Brown Trail, are being incorporated as Future Connections., see Table 4-3 and Table 4-4.

There are 39 mapped bike-ped project segments identified in the Freedom Bike-Ped Plan; however, the top 10 ranked projects in the plan are all pedestrian focused:

1. Sidewalk Connection on Johnsville Road between Liberty High School & Eldersburg Elementary School
2. Sidewalk Connection on Georgetown Boulevard to MD 26
3. Sidewalk Connection on Piney Ridge Parkway/Macbeth Way between Meadowcroft Road & Jay Court
4. Sidewalk Connection between Oklahoma Road & Ridge Road at MD 26
5. Sidewalk Connection on Bartholow Road from Johnsville Road to former Johnsville Senior Center
6. Sidewalk Connection on Freedom Avenue from SW of Johnsville Road to MD 32
7. Sidewalk Connection along Hodges Road to existing trail/path
8. Sidewalk Linkage on Johnsville Road with MD 26
9. Sidewalk Connection on Bennett Road from MD 32 to Oklahoma Road
10. Sidewalk Connection on Londontown Boulevard to MD 32

Some of the recommended projects in the Freedom Bike-Ped Plan have already been completed. They include:

- A sidewalk connecting Swallow Road with the Sykesville Linear Trail



- A sidewalk connecting MD 32 to the Sykesville corporate limits from MD 32 to Slacks Road
- Sidewalk along Piney Ridge Parkway (sidewalk gaps still exist)

An additional connection not mentioned in the Freedom Bike-Ped Plan is a connection to Patapsco Valley State Park. This is desired by the Department of Recreation and Parks through Freedom Park and could also include sidewalk along Raincliffe Road from Willow Bottom Road to Buttercup Road. The Town of Sykesville has requested a bicycle connection to Freedom Park along Sandosky and Raincliffe from Main Street. This will allow trail users to connect to the planned Patapsco Regional Greenway (PRG).ⁱ



Freedom Future Sidewalks

Location	Description
Bartholow Road	Gap between Hiltonhead Way and Johnsville Road & between Liberty High School and MD 32
Bennett Road	Between MD 32 and Oklahoma Road
Brangles Road	Sidewalk along road
Caren Drive	Gap between Mayfair Way and Ryon Court
Georgetown Boulevard	Pedestrian facilities
Klees Mill Road	Pedestrian facilities between Ronsdale Road and MD 26
Linton Road	Pedestrian facilities between Ronsdale Road and MD 26
Londontown Boulevard	Pedestrian facilities between Bevard Road and Georgetown Boulevard
Macbeth Way	Gaps in network on Macbeth Way between MD 32 and Jay Road & between Flintlock Court and east of Bonnie Brae Road
Oklahoma Road	Gap between Dickinson Road and MD 26
Oklahoma Road	Pedestrian facilities along Oklahoma Road between Bennett Road to just north of Monroe Avenue
Progress Way	Pedestrian facilities
Raincliffe Road	Pedestrian facilities from [from Sykesville's corporate limits] to Slacks Road
Ridge Road	Gap between Stafford Court and Monroe Avenue
Slacks Road	Pedestrian facilities from Raincliffe Road to Macbeth Way

Table 4-3: Freedom Future Sidewalks



Freedom Future Trails and Bicycle Infrastructure

Trail Name	Trail Type	Trail Use	Paved or Unpaved	Trail Description	Length (miles)*
Hollenberry Road	TBD	bike-ped	paved	from Obrecht Road to the eastern end of Piney Run Reservoir	see Table 3-18
Martz Road	TBD	bike-ped	paved	East of Piney Run Reservoir	0.9
Martz Road	TBD	bike-ped	paved	West of Piney Run Reservoir	0.8
MD 26	TBD	bike-ped	paved	Pedestrian and bicycle facilities from Klees Mill road to just east of Monarch Drive	5.0
MD 32	TBD	bike-ped	paved	Pedestrian and bicycle facilities Freedom Elementary School to the Howard County line	2.1
Obrecht Road	TBD	bike-ped	paved	Between White Rock Road and Hollenberry Road	1.2
White Rock Road	bike lane	bicycle	paved	Consistent shoulders along White Rock Road between MD 26 and Streaker Road to create safer conditions for cyclists	1.4
White Rock Road	TBD	bike-ped	paved	Between Martz Road and Obrecht Road	0.5
				Total	11.9

Table 4-4: Freedom Future Trails and Bicycle Infrastructure, *outside corporate limits and MGA



Recreation and Parks

When determining its future projects the Carroll County Department of Recreation and Parks (Rec & Parks) looks at the following factors:

1. Key destination connections
2. Recreation council input
3. Existing or achievable ownership or use of corridor
4. Existing or eligible funding

At the Baltimore Regional Trails Workshop in April 2016 key players in the region came together to discuss trail priorities. The Department of Recreation and Parks highlighted its priority projects. These are included in Table 4-5. Some of these proposed projects have similar alignments to those in the 1994 Technical Report.

- **Union Bridge to Gillis Falls.** This would connect the town along the County's western border to the existing Gillis Falls Park trails.
- **Taneytown to Littlestown, PA.** Follows the old abandoned rail line to Littlestown, Pennsylvania. This is a rail-to-trail conversion project along the former Genesee Wyoming Railroad line. The rail trail is to begin at Angell Road and run north across the Mason Dixon Line into southern Pennsylvania, paralleling MD 194. The trail will be a natural surface and the design will be user friendly for bicycles, pedestrians and horses. In addition, new trail or sidewalk would be planned to connect to the City of Taneytown.
- **Westminster to New Windsor to Union Bridge.** The towns of Union Bridge and New Windsor also have similar connection proposals in their comprehensive plans connecting along MD 75. The *2007 Westminster Environs Community Comprehensive Plan (2007 WECCP)* map suggests a continued connection from MD 31 but contains no text explaining the connection. The portions within the County are considered Future Connections.
- **Westminster to Hashawha Environmental Center and Bear Branch Nature Center.** The 2007 WECCP map indicates a need to connect north of the Community Planning Area but contains no supporting text. The City of Westminster also desires to see this connection.

Rec & Parks also wants to work with the state to prioritize connections along these highways:

1. MD 31 from Westminster to New Windsor
2. MD 75 from New Windsor to Union Bridge
3. MD 97 from MD 26 to Pennsylvania Line
4. MD 27 from Manchester to Westminster
5. MD 32 from MD 26 to Sykesville
6. MD 194 from Frederick County line to Pennsylvania line
7. MD 30 from Hampstead to the Pennsylvania line
8. MD 27 from Westminster to Mt. Airy



Recreation & Parks Future Trails and Bicycle Infrastructure

Trail Name	Trail Type	Trail Use	Paved or Unpaved	Trail Description	Length (miles)
Commerce Center	sidewalk	pedestrian	paved	Connect MD 97 to Commerce Center Pond	TBD
Freedom Park to Patapsco Regional Greenway (PRG)	bike-ped	bike-ped	paved	Through Patapsco Valley State Park to the PRG	TBD
Hashawha Environmental Center and Bear Branch Nature Center to Westminster	TBD	bike-ped	TBD	Connects the City of Westminster to these recreational areas	TBD
MD 97 - North	TBD	bike-ped	TBD	Use MD 97 to connect commerce center trail network to Union Mills	TBD
MD 97 – South (Washington Road)	TBD	bicycle	paved	Connects Main St in Westminster to MD 26 using MD 97	TBD
MD 26	TBD	bike-ped	paved	Connects MD 97 to MD 32	TBD
Taneytown to Littlestown, PA	TBD	bike-ped	TBD	Follows the abandoned rail line to Pennsylvania	TBD
Union Bridge to Gillis Falls	TBD	bike-ped	TBD	A connection from the town to Gillis Falls Park	TBD
Watkins Park to Watersville Road	shared-use-path	bike-ped	TBD	Watkins Park, cross over MD 27, go east on Waste Water Treatment Rd to old rail line, then northeast to Watersville Rd	TBD
Wyndtryst Drive to MD 97	TBD	bike-ped	paved	See Table 4-13	TBD
Westminster to New Windsor to Union Bridge	TBD	bike-ped	TBD	Connections on or near state highways, MD 31 and MD 75	TBD

Table 4-5: Recreation and Parks Future Trails and Bicycle Infrastructure



State and Regional Projects

One of the biggest challenges for bike-ped planning in the County is the crossing of state roads. There are locations where a bike-ped connection is needed, but a busy or dangerous intersection would pose a safety risk to cyclists and pedestrians.

At the 2017 Bicycle-Pedestrian Master Plan Citizen Outreach Meeting, participants were asked about major state highways.

- **Biking across state highways**
 - “If safe crossings were available would you be willing to use **bicycle** infrastructure to go across State Highways in Carroll County?”
 - 100% of respondents answered, “Yes.”
 - “Choose the top three State Highways you would feel most comfortable crossing if proper BICYCLE infrastructure were in place.”
 1. MD 30B in Hampstead/Manchester
 2. MD 32 in Eldersburg/Sykesville
 3. MD 140 in Westminster
- **Walking across state highways**
 - “If safe crossings were available would you be willing to use pedestrian infrastructure to go across State Highways in Carroll County?”
 - 100% of respondents answered, “Yes.”
 - Choose the top three State Highways you would feel most comfortable crossing if proper PEDESTRIAN infrastructure were in place.
 1. MD 30B in Hampstead/Manchester
 2. MD 140 in Westminster
 3. MD 32 in Eldersburg/Sykesville *and* MD 26 in Eldersburg

Further analysis is needed to determine the safest way to cross intersections along these highways. Based on citizen comments the County is suggesting working with the state, and municipalities when appropriate, to achieve the following improvements:

- A safe way to cross:
 - Appropriate locations along MD 30B in Hampstead and Manchester
 - The intersection at MD 26 and MD 97
 - The intersection at MD 32 and MD 97
 - MD 140 at MD 97
 - MD 140 at Meadow Branch Road

These suggestions do not limit the possibility of crosswalks needed to connect other popular destinations around the County.

Bike Spine Network

The Maryland Department of Transportation (MDOT) State Highway Administration (SHA) is seeking to create a new network of bicycle routes throughout the state called the Bike Spine Network. “The purpose of the spine network is not to be inclusive of all local bike routes but to



provide the best connection between Counties and provide connections to and between local existing and planned bike routes.”ⁱⁱ The state also expects there to be coordination with local tourism directors.

The state recommended a network from:

- Deer Park Road to MD 91
- MD 91 to MD 140 to Frederick County
- MD 97 from MD 140 to Pennsylvania line
- MD 26 (all)

The Carroll County Department of Planning made the following comments. These comments took into consideration citizen concerns, surrounding Maryland jurisdictions and goals from County agencies. Comments are grouped based on state categories:

- Safety Issue
 - This is a very dangerous intersection, appropriate separated infrastructure and major intersection improvements needed to accommodate bikes. Consider an alternate route, which partially follows a Tourism Route. Instead of MD 140 follow Old Westminster Pike; (OWP) down MD 97 to MD 26; residential area needs good crossing infrastructure at OWP and MD 97
 - MD 140 is a very dangerous road especially through the City of Westminster; heavy traffic and high speeds. The public has commented that even experienced bicyclists do not feel safe on MD 140. Consider an alternate which partially follows a Tourism Route: MD 140 to Old Westminster Pike (OWP) at Green Mill Road/Suffolk Road -> Continue along OWP until it turns into Main Street -> Continue on Main Street until it turns into WMC Drive -> WMC Drive back to MD 140
 - Areas with no shoulders from MD 91 up to this point. Heavy, high speed traffic is dangerous. Suggest appropriate separated bike infrastructure.
 - MD 140 and MD 91 is a very dangerous intersection, appropriate separated infrastructure and major intersection improvements needed to accommodate bikes
 - MD 32 and MD 26 intersection is dangerous appropriate separated infrastructure and major intersection improvements needed to accommodate bikes
- Local Opposition
 - Concerns from citizens and officials to avoid riding MD 140
- Master Plan
 - MD 32 south of MD 26: A County priority for road improvements. Consider connecting to Howard County network MD 32 south to MD 144.
 - MD 26 East of MD 32 to Liberty Reservoir: A County priority for road improvement. If the state prefers this route, appropriate separated bike infrastructure should be included that accommodates bikes on MD 26, a road with heavy traffic.

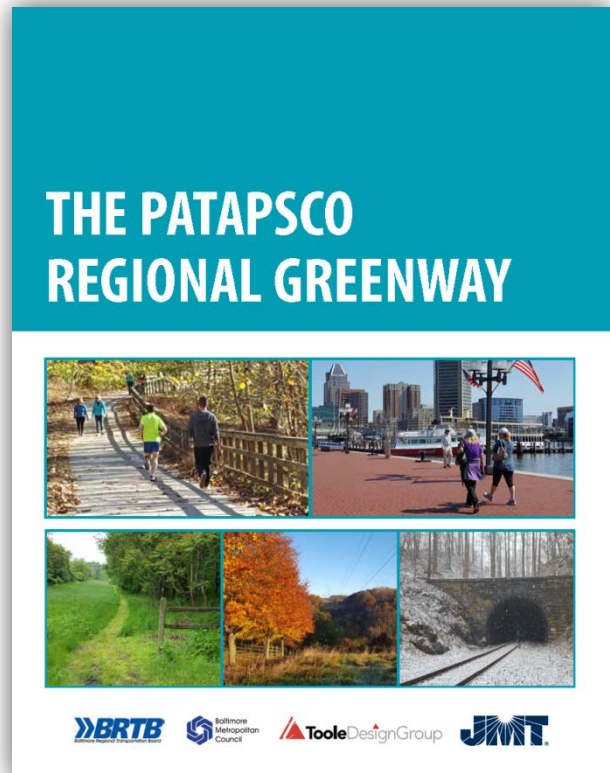


- Other
 - End alternate route from Old Westminster Pike through Main Street to WMC Drive
 - Deer Park Road to MD 97 is another alternate route to avoid MD 140. This also partially follows a Tourism Bike Route.
 - Consider alternate route from Old Westminster Pike down MD 97 to MD 26

Patapsco Regional Greenway

The Patapsco Regional Greenway (PRG) is a 58-mile system using existing trails, roads and utility corridors to connect neighborhoods and destinations in Baltimore City and Baltimore, Anne Arundel, Howard and Carroll Counties. The PRG Concept Plan and Implementation Matrix identifies and prioritizes a shared-use path system along the Patapsco Valley between Sykesville and the Inner Harbor of Baltimore. A completed greenway system will improve opportunities for transportation, recreation and economic development for communities along the route.

In Carroll County, the desire is for this regional system to connect to Sykesville's Main Street. While most of the PRG corridor will be a greenway and linear trail within Patapsco Valley State Park (PVSP) there is potential for additional economic activity around the areas outside of the parkⁱⁱⁱ, such as Sykesville's Historic Main Street. Neighborhood connections within Sykesville to the PRG are also examined to increase activity along the proposed greenway. The PRG Concept Plan calls for additional studies to determine the expansion potential for connections into Mounty Airy. It recommends evaluating unused rail corridors.



Towns

Town of Hampstead

Continuing with its goal to encourage alternative means of travel the Town of Hampstead desires a Future Connection that seeks to close a gap in bicycle infrastructure on Panther Drive.



Pedestrian accommodations already exist at this location. This proposed connection is shown in Table 4-6.

Hampstead Future Trails and Bicycle Infrastructure

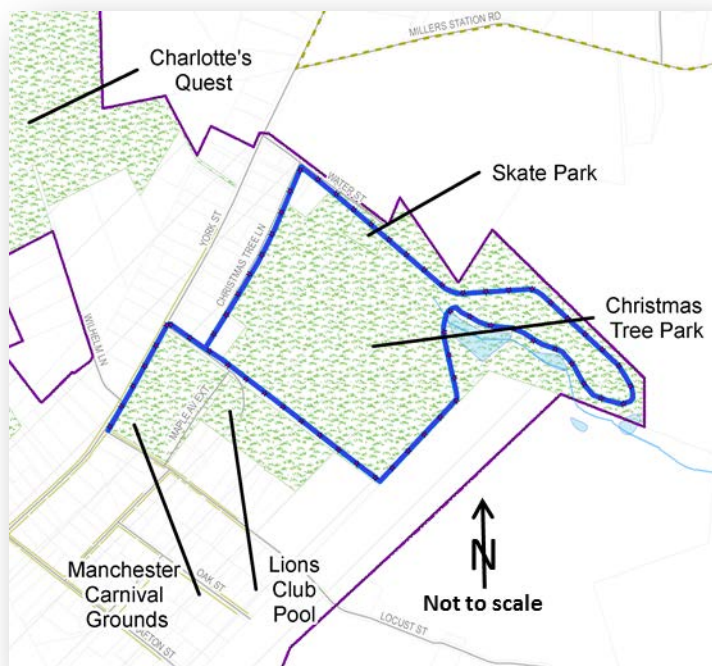
Trail Name	Trail Type	Trail Use	Paved or Unpaved	Trail Description	Length (miles)
Panther Drive to MD 482 bike lane	TBD	bicycle	paved	from the current adopted/planned facilities on Panther to the bike lane on MD 482; around former North Carroll HS property	0.2

Table 4-6: Hampstead Future Trails and Bicycle Infrastructure

Town of Manchester

The Town of Manchester hopes to create open spaces, connected by trails and paths, through cluster subdivision as stated in the *2008 Manchester Comprehensive Plan (MCP)*. The town is in the process of updating its comprehensive plan to include bike-ped accommodations. However, at the time of this plan Manchester’s Future Connections only include pedestrian accommodations. These are outlined in Table 4-8.

A future pedestrian connection will encompass the Skate Park and Christmas Tree Park, and will allow access to the Lions Club recreation area and the Manchester Carnival Grounds. This trail will follow portions of Christmas Tree Lane and Water Street, and a sidewalk extension will be added along York Street, Table 4-7. The Town believes that cluster subdivision will aid in buffering sensitive areas and provide the community with a network of common open space.





Manchester Future Sidewalks

Location	Description
Sidewalk Extension- York Street	Extension of sidewalk by 0.1 miles along York Street, between Locust Street and Victory Street; to connect to the future Christmas Tree Park loop

Table 4-7: Manchester Future Sidewalks

Manchester Future Trails and Bicycle Infrastructure

Trail Name	Trail Type	Trail Use	Paved or Unpaved	Trail Description	Length (miles)
Christmas Tree Park Loop	TBD	pedestrian	TBD	Walking path around Christmas tree park	1.3
Total					1.3

Table 4-8: Manchester Future Trails and Bicycle Infrastructure



Town of Mount Airy

The Town of Mount Airy has placed emphasis on safe, alternative transportation connections throughout the community prioritizing downtown connections. Key connections in the Mount Airy network include connections:

- To downtown
- To residential developments
- To parks and other community amenities
- Between Frederick and Carroll Counties
- Across MD 27

This will aid in making Mount Airy the interconnected walking/biking community it desires to be.^{iv}

The only proposed Future Connection for the town would fill a gap in the existing and planned network is mention in Table 4-9. An extension of the adopted Prospect Road Trail in Frederick County is a Town future connection. The trail will begin at the Prospect Road/Hill Street intersection and run southeast just across the Carroll County Border.^v

A future bike-ped resource will be the Town of Mount Airy Trails Master Plan. A kickoff event for stakeholders took place on Friday, January 5th in the Town Hall. The purpose of the plan is to preliminary engineer the design of a mile long trail segment and of a trail crossing at MD 27 and Center Street. This plan is expected to be completed in 2018.

Mount Airy Future Trails and Bicycle Infrastructure

Trail Name	Trail Type	Trail Use	Paved or Unpaved	Trail Description	Length (miles)
Prospect Road Extension	TBD	bike-ped	TBD	Fills the gap between adopted/planned Prospect Rd trail in Frederick and the existing rail trail in Carroll starting near Prospect Rd/Hill St, to the railroad tracks ending just over the Carroll boundary	0.1

Table 4-9: Mount Airy Future Trails and Bicycle Infrastructure



Town of New Windsor

No future connections have been designated by the Town of New Windsor within its corporate limits. However, the *1994 Greenways, Bicycle and Pedestrian Facilities Network Technical Report* proposes connections between New Windsor and other parts of the County. There are three of these connections mentioned in the *2007 New Windsor Community Comprehensive Plan* (2007 NWCCP):

- **The Little Pipe Creek Trail along MD 75.** The Town of Union Bridge and the Town of New Windsor desire to see a connection between the two towns along MD 75, as stated in both of their comprehensive plans.^{vi} The Little Pipe Creek Trail is mentioned in the 2007 NWCCP and proposed to be a 3.5 mile trail that would follow the MD 75 existing road right of way, with a width of eight to ten feet. The desire is for it to accommodate bicyclists and pedestrians. The 2007 NWCCP map shows this trail connecting to the Atlee Ridge Linear Park Trail.^{vii}
- **Trail to Springdale Road parallel to Little Pipe Creek.** This is indicated on the comprehensive plan map but not in the text.
- **Trail to Westminster along Old New Windsor Pike.** This is indicated on the comprehensive plan map but not in the text.

These trails create a network of accessibility for pedestrians and bicyclists from New Windsor to other parts of the County.



Town of Sykesville

The 2010 *Town of Sykesville Master Plan (TSMS)* refers to improving connections across town. However, some projects that would fill important gaps in the bike-ped network were not mentioned. The town recognizes how residents desire to access other areas in or outside of town and has indicated the desire to:

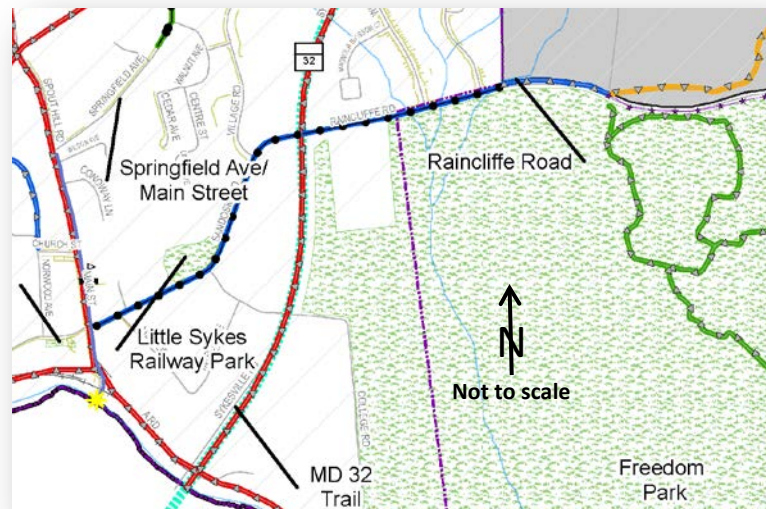
- **Improve access from the Westside of the Town to the downtown.**
- **Improve access to the Obrecht Road ball fields.** These ball fields frequently used by residents. A resident currently mows a path of grass for people to walk to these fields. This connection is from the northern point of the existing Linear Trail to Wimmer Lane.
- **Improve bicycle accommodations along Sandosky and Raincliffe Roads.** Sidewalk currently exists on Sandosky Road, and the developer included sidewalk on Raincliffe Road when the Raincliffe development was constructed. Bicycle accommodations are still needed.
- **Improve Raincliffe Road access to Freedom Park.** There is a gap in the pedestrian network at the Town boundary and there is no bicycle connection. Both residents and Town representatives have expressed a desire to see this gap filled. The new connection would add sidewalk and bicycle accommodations from the town limits to Buttercup Road and Freedom Park where there is an existing park trail.
- **Creating connections from Warfield to Downtown and Freedom Park.** The Warfield project is moving forward, with an initial component consisting of residential development. As a result, the Town has come to an agreement with developers to create various connections across MD32 to sidewalks that would allow continuity to the Downtown area of the community.

Table 4-10 and Table 4-11 lay out these connections desired by the town.

There are additional future projects in the area that will provide bike-ped connection opportunity to Sykesville:

- Patapsco Regional Greenway
- A connection to the Town of Mount Airy

The Patapsco Regional Greenway would continue from Sykesville's Main Street parallel to the Patapsco River and to Baltimore City. The





Town of Mount Airy and Sykesville both have plans for trails along the Patapsco River. These projects coincide with one of the County’s desired Future Connections from the 1994 *Greenways, Bicycle and Pedestrian Facilities Network Technical Report* (1994 Technical Report).

Sykesville Future Sidewalks

Location	Description
Raincliffe to Freedom Park	Sidewalk connection from town limits to Freedom Park
Main Street Urban Reconstruct	Includes constructing a sidewalk along both sides of MD 851 from River Rd to Third Ave

Table 4-10: Sykesville Future Sidewalks

Sykesville Future Trails and Bicycle Infrastructure

Trail Name	Trail Type	Trail Use	Paved or Unpaved	Trail Description	Length (miles)
Carroll Fields Subdivision to Downtown	TBD	bike-ped	paved	Connects Carroll Fields Subdivision to Royal electric, then to Church Street	0.4
Obrecht Road Ball Fields	TBD	bike-ped	paved	Connection to the ball fields on Obrecht Road, using the Northern point of the Linear Trail and Connecting that to Wimmer Lane	0.4
Raincliffe/Sandosky Bike Facility	TBD	bicycle	paved	bike facility along Sandosky from Main St to Raincliffe Rd connecting to Freedom Park	0.6
Raincliffe to Freedom Park	TBD	bike-ped	paved	Sidewalk and bike facility connection from town limits to Freedom Park	0.1
Total					1.5

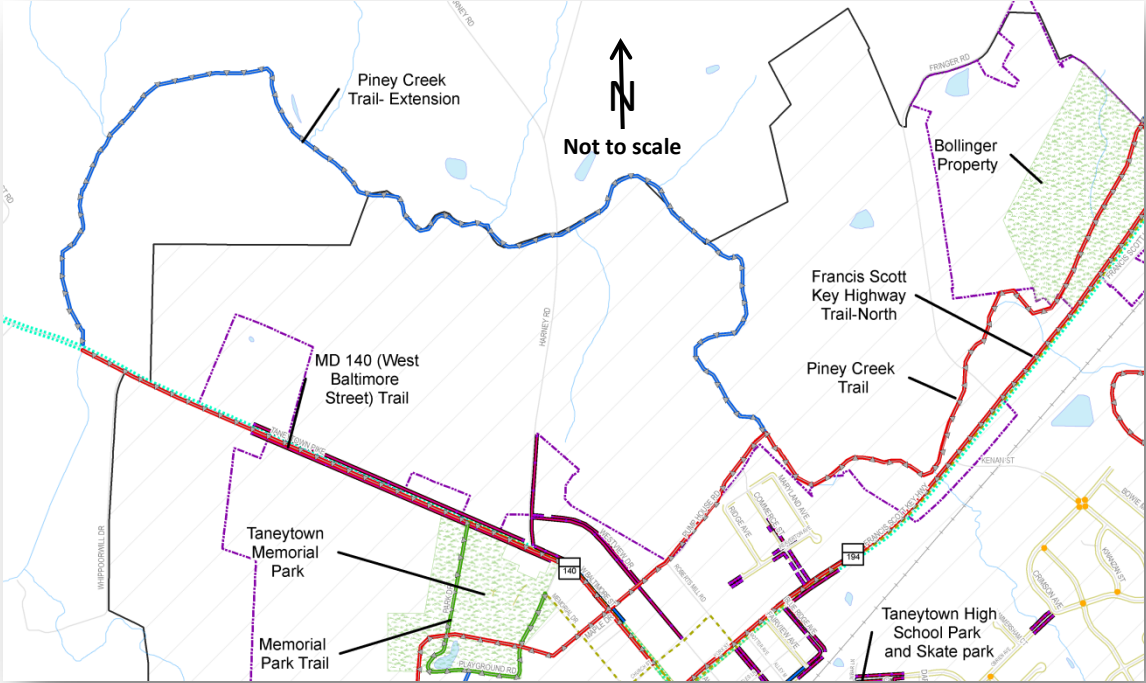
Table 4-11: Sykesville Future Trails and Bicycle Infrastructure

City of Taneytown

To better connect downtown, residential, and recreation areas, Future Connections are desired throughout the City. These connections, viewable in Table 4-12, would improve the recreational appeal to the North and West of the City.

Notable planned facilities include:

- **Piney Creek Trail Extension.** This is an addition of the Adopted/Planned trail mentioned Chapter 3. It will extend 1.1 miles outside of the Municipal Growth Area (MGA). This portion is not reflected in Table 4-12. This Future Connection trail would be a total of 2.4 miles.
- **Playground Road to Frederick Street.** This is a trail that will connect to MD 194 from the Memorial Park, running parallel to the Adopted/Planned bike trail. A portion of this trail goes through the Piney Creek 100-year floodplain.





Taneytown Future Trails and Bicycle Infrastructure

Trail Name	Trail Type	Trail Use	Paved or Unpaved	Trail Description	Length (miles)*
Piney Creek Trail - Extension	shared-use-path	bike-ped	TBD	Follows entirety of Piney Creek until it meets MD 140 outside of MGA	1.3
Flickinger Park Loop	pedestrian path	pedestrian	paved	Trail loop around Flickinger Park	0.3
Roberts Mills Pond to Amicus Street	shared-use-path	pedestrian	unpaved	Connects pond to neighborhood off Amicus St	0.1
Roberts Mill Park to Amicus Street	shared-use-path	pedestrian	unpaved	Connects park to neighborhood off Amicus St; less than 0.1 mi	0.1
Playground Road to Frederick Street	TBD	bike-ped	TBD	Path from Playground Rd at Memorial Park to Frederick St	0.5
Bollinger Park Extension - North	TBD	bike-ped	TBD	Extend the Bollinger park trail system to the north following Piney Creek and then to the east to connect to Francis Scott Key Highway	0.8
Total					3.1

Table 4-12: Taneytown Future Trails and Bicycle Infrastructure, *within corporate limits and MGA



Town of Union Bridge

There are no Future Connections in the Town of Union Bridge. However, the goals of the 2008 *Union Bridge Community Comprehensive Plan (UBCCP)*, as amended, address the importance of connecting neighborhoods and creating opportunities for community interaction. This allows for the placement of bike-ped trails and paths into any new developments in town.

The connection from the 1994 Technical Report that the town incorporated into its plans is the bike-ped connection between the towns of Union Bridge and New Windsor.



City of Westminster

Many of the projects within and around the city limits will be led by the County Department of Recreation and Parks. Connections are desired from the city of Westminster to other parts of the County. In planning future facilities, the city would like to focus on:

1. Creating linkages for bicycle and pedestrian trails.
2. Investigating the feasibility of creating those bicycle and pedestrian linkages while taking into account the required easements.

At the time of the development of this plan both New Windsor Road (MD 31) and Baltimore Boulevard (MD 140) are state designated bike routes. However, the state is in the process of updating these routes. The current connection at MD 31 and MD 140 does not allow bikes to make a left turn. A future bike lane on WMC Drive would allow bicycles to turn both left and right.

A greenway is mentioned in the 2009 CWCP that would connect the city to the northern part of the County and help to conserve natural resources, protect habitats, and offer opportunities for linear recreation, alternative transportation, and nature study.^{viii} The idea for this greenway is taken from the 1994 Technical Report. It is considered a Future Connection because the specifics such as the beginning and end of the greenway are not determined in the 2009 CWCP; rather, only key connections are identified. The city would like to see the Union Mills to Westminster Greenway as a potential greenway corridor that could:

- Connect the City of Westminster to the proposed reservoir site at Union Mills Homestead
- Be designated along stream valleys
- Provide connections to:
 - Hashawha Environmental Center
 - The Carroll County Sports Complex
 - Local parks in Westminster

The 1994 Technical Report and the *2010 Taneytown Community Comprehensive Plan (TCCP)* map address the desire for a trail connection between Taneytown and Westminster, along Old Taneytown Road (MD 832).

The city also desires to connect McDaniel College and Carroll Community College as there is often a need to travel between these two campuses. It is not yet



Figure 4-1: A McCycles station at McDaniel College



determined what the route for this will be; however, since McDaniel College has an expanding bike share program for its students, called McCycles, Figure 4-1, a bicycle connection may be something to consider. The distance between the two campuses is about four to five and a half miles, and approximately a 25 to 35 minute bicycle ride, according to Google Maps. All proposed Future Connections may be seen in Table 4-13.



Westminster Future Trails and Bicycle Infrastructure

Trail Name	Trail Type	Trail Use	Paved or Unpaved	Trail Description	Length (miles)
Airport Drive	bike lane	bike	paved	A small section of sidewalk exists. Bike infrastructure is still needed here parallel to existing sidewalk. Bike-Ped facilities are planned along all of Airport Dr.	0.1
Bennett Cerf Drive and Bennett Cerf Drive Extended Link	TBD	bike-ped	TBD	Create a small linkage between the two trails	TBD
Main St/WMC Drive to MD 140 – Bike Route	TBD	bike	paved	Along WMC Drive from MD 31 to MD 140,	0.3
McDaniel College to Carroll Community College	TBD	TBD	TBD	A connection between McDaniel College and Carroll Community College	TBD
MD 97 – to Union Mills	TBD	bike-ped	TBD	Connect city to Union Mills and Hashawha; Use MD 97 to connect commerce center trail network to Union Mills	TBD
Old Taneytown Road	TBD	bike-ped	paved	Connection between Westminster and Taneytown	9.0
Wyndtryst Drive to MD 97	sidewalk and TBD	bike-ped	paved	Along Wyndtryst Dr; complete sidewalk connection Near Upper Field Cir to MD 97; possible combination of sidewalk and a trail	0.3

Table 4-13: Westminster Future Trails and Bicycle Infrastructure



Recommendations

The connections identified provide an opportunity to enhance the County bike-ped network beyond what has been Adopted in comprehensive and master plans. When completed, these Future Connections will provide more opportunities to residents and visitors to bike and walk to various destinations across Carroll County, including towns. This does not limit the potential of other connections to important destinations not specifically identified in this chapter. The following are recommended for consideration:

- Consider trail connections from the 1994 Technical Report proposed greenways (excluding the exceptions mentioned)
- Consider having a consultant study the County for bike-ped connectivity as part of a larger transportation study
- Consider completing a comprehensive study of:
 - A bike-ped connection on Old Westminster Pike, between Finksburg and Westminster, including solutions for crossing MD 97
- Consider marking existing routes with wayfinding signage directing pedestrians and bicyclists to historical sites such as main streets
- Consider linking surrounding neighborhoods to community and recreation centers
- Consider linking communities with large senior populations to nearby senior centers
- Consider filling sidewalk gaps
- Consider installing sidewalk on both sides of the street
- Consider working with a citizen and/or stakeholder group to identify additional connections that will further enhance the bike-ped network
- Work with municipalities to ensure alignments for Future Connections create a countywide interconnected network
- Consider adding safe bike-ped crossings to state highway intersections to access popular destinations
- Work with the state to ensure policies and designated bikeways and bike networks are consistent with County plans



Citations

ⁱ (Carroll County Government, 2001 Freedom Community Comprehensive Plan 2001)

ⁱⁱ Sotherland, Peter. Bike Spine Comment Extension and Tourism Coordination. Message to Nokomis Ford, June 28, 2017 - sha.state.md.us

ⁱⁱⁱ Baltimore Regional Transportation Board, Baltimore, Metropolitan Council, and Toole Design Group. *The Patapsco Regional Greenway*. 2017. P. 15.

^{iv} Town of Mount Airy, MD. *2013 Town of Mount Airy Master Plan*. Mount Airy, November 3, 2014. P. 105

^v (Town of Sykesville 2011)

^{vi} New Windsor, MD. *2007 New Windsor Community Comprehensive Plan*. New Windsor, July 5, 2007, Amended December 20, 2020. P. 103.

^{vii} New Windsor, MD. *2007 New Windsor Community Comprehensive Plan*. New Windsor, July 5, 2007, Amended December 20, 2020. P. 103.

^{viii} City of Westminster, MD. *2009 City of Westminster Comprehensive Plan*. Westminster, September 28, 2009. P. 244