

Bicycle-Pedestrian Master Plan



Planning Better Paths to Carroll's Future

Carroll County, Maryland

CarrollBikePedPlan.org

Bicycle-Pedestrian Master Plan: Chapters 3 and 4 Distribution

Finksburg Planning and
Citizens Council
March 22, 2018



Overview

- **Progress**
- **Citizen Outreach**
- **Vision**
- **Chapter 3 - Existing Conditions**
- **Chapter 4 - Future Connections**
- **Next Steps**

Progress

- **Input from:**
 - Town staff
 - Dept. of Rec & Parks
 - Dept. of Public Works
 - Citizens (outreach)

Progress

Chapter	Title	Action
1	Introduction, Background, & Plan Development	
2	Plan Vision & Goals	
3	Existing Conditions	In Progress
4	Future Connections	In Progress
5	Making Connections Beyond the Path	Accepted January 16, 2018
6	Transportation Alternative	
7	Design Alternatives & Safety	April Distribution
8	Implementation Strategies & Funding Mechanisms	

Citizen Outreach

- 2016 Interest Survey (January-March 2016)
- 2017 Citizen Outreach Meeting (3/21/17)

What improvements would influence you to walk in Carroll County more often?

85.3% More walking trails or paths

52.6% Improved sidewalks (fill in missing pieces, wider, etc.)

What keeps you from walking in Carroll County more often?

60.7% I don't have trails, sidewalks or appropriately paved areas.

66.1% I don't feel safe due to walking conditions/traffic

What keeps you from riding a bike to a Carroll County destination more often?

68.7% There is a lack of bicycle facilities (bike lanes, paths, wide shoulders, etc.)

65.8% I don't feel safe due to road conditions/traffic.

Citizen Outreach

- When asked to provide additional comments about walking and biking in Carroll County responses showed:
 - **Top Responses**
 - commented on the need for abundant & more efficient sidewalks, crosswalks, shoulders, paths, trails, and lighting (pedestrian and bicycle use)

Plan Vision

- *“Carroll County is a diverse community made up of suburban centers, towns, rural areas, places of recreation and heritage destinations that are well connected in a safe and efficient manner to enable recreational choices and transportation options.”*

Chapter 3 Goal

- **Goal 1:**
 - Identify and assess existing bicycle and pedestrian facilities and networks.



Chapter 3

- **Existing:** a bicycle lane or route, sidewalk, shared use path, or off-road trail that is already in existence; full construction is complete.

**76 Miles**
Existing
Under Construction
Countywide bike facilities and trails

Chapter 3

- **Under Construction:** construction on a bicycle lane or route, sidewalk, shared use path, or off-road trail that is set to begin within the year or construction is currently taking place. A facility under construction may or may not be in a master plan.

Chapter 3

- **Adopted/Planned:** a bicycle lane or route, sidewalk, shared use path, or off-road trail that is identified in a Town or County master plan or site plan but is not yet under construction.

50  **Miles**

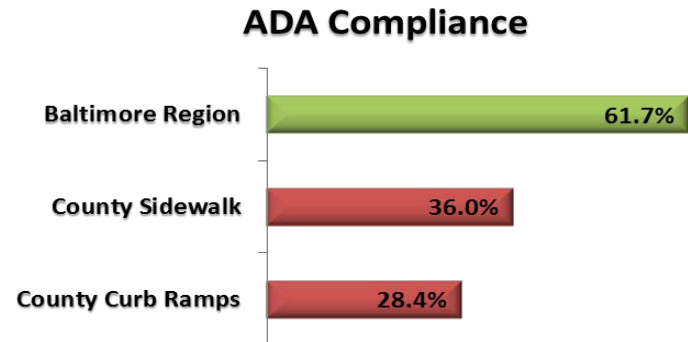
Adopted/Planned
Countywide bike facilities and trails

Chapter 3: Findings

- Projects take place in a disjointed manor
- Existing network is incomplete - gaps and a lack of connectivity
- Continue examining existing infrastructure & consider:
 - Inventory of roads including wide shoulders, crossing distance, signalization, intersection spacing, buffer from traffic, width and condition of sidewalk, gaps in sidewalk, and lighting

Chapter 3: Findings

- Continue with the plan to get existing sidewalks and curb ramps up to ADA compliance
- Best Practices in design for bicycle infrastructure (see Chapter 7)
- Bike-Ped Stakeholder Group



Chapter 4 Goal

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



Chapter 4 Goal

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

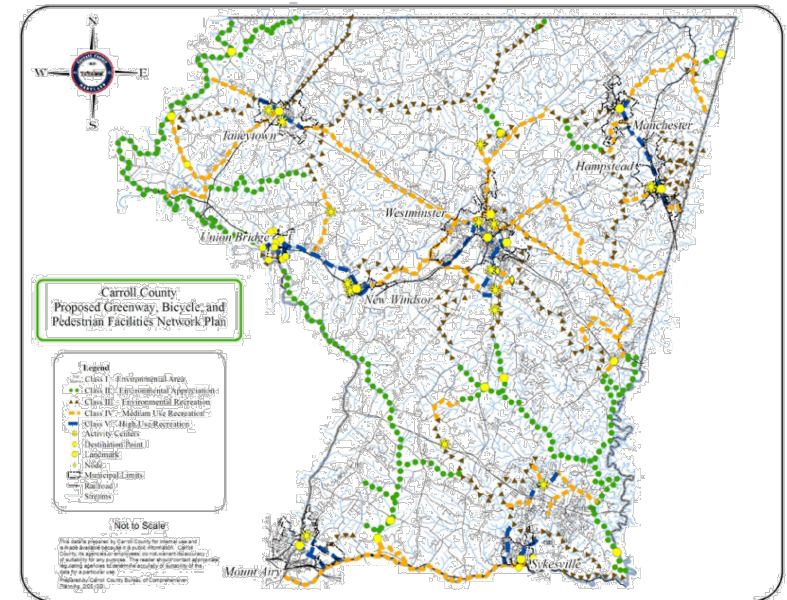
200+  **+** Miles

Future Connections
Countywide bike facilities and trails

Chapter 4: Recommendations

Consider the following:

- 1994 Technical Report (excluding the exceptions)
- A consultant bike-ped study (transportation study)
- A comprehensive study of:
 - Old Westminster Pike bike-ped from Finksburg to Westminster, and an MD 97 crossing
- Marking existing routes with wayfinding signage



Chapter 4: Recommendations

Consider the following:

- Linking neighborhoods to community and recreation centers
- Linking senior communities to nearby senior centers
- Creating a citizen and/or stakeholder group

Chapter 4: Recommendations

Consider the following:

- Continuing working with municipalities to ensure interconnectivity
- Safe crossings at state highway intersections
- Work with the state to ensure policies are consistent with County plans
- Adopting the Freedom Bike-Ped Master Plan by reference

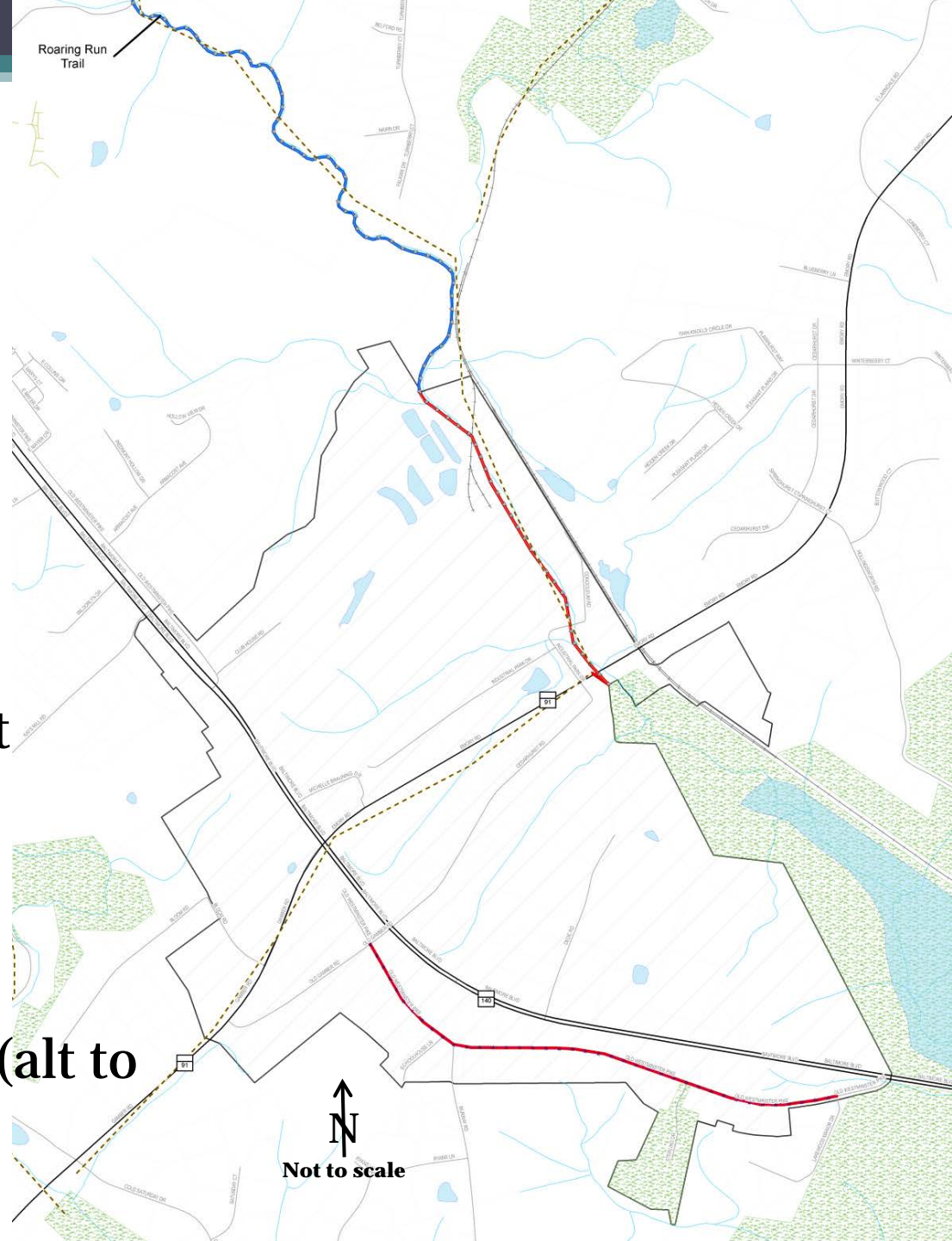
Finksburg

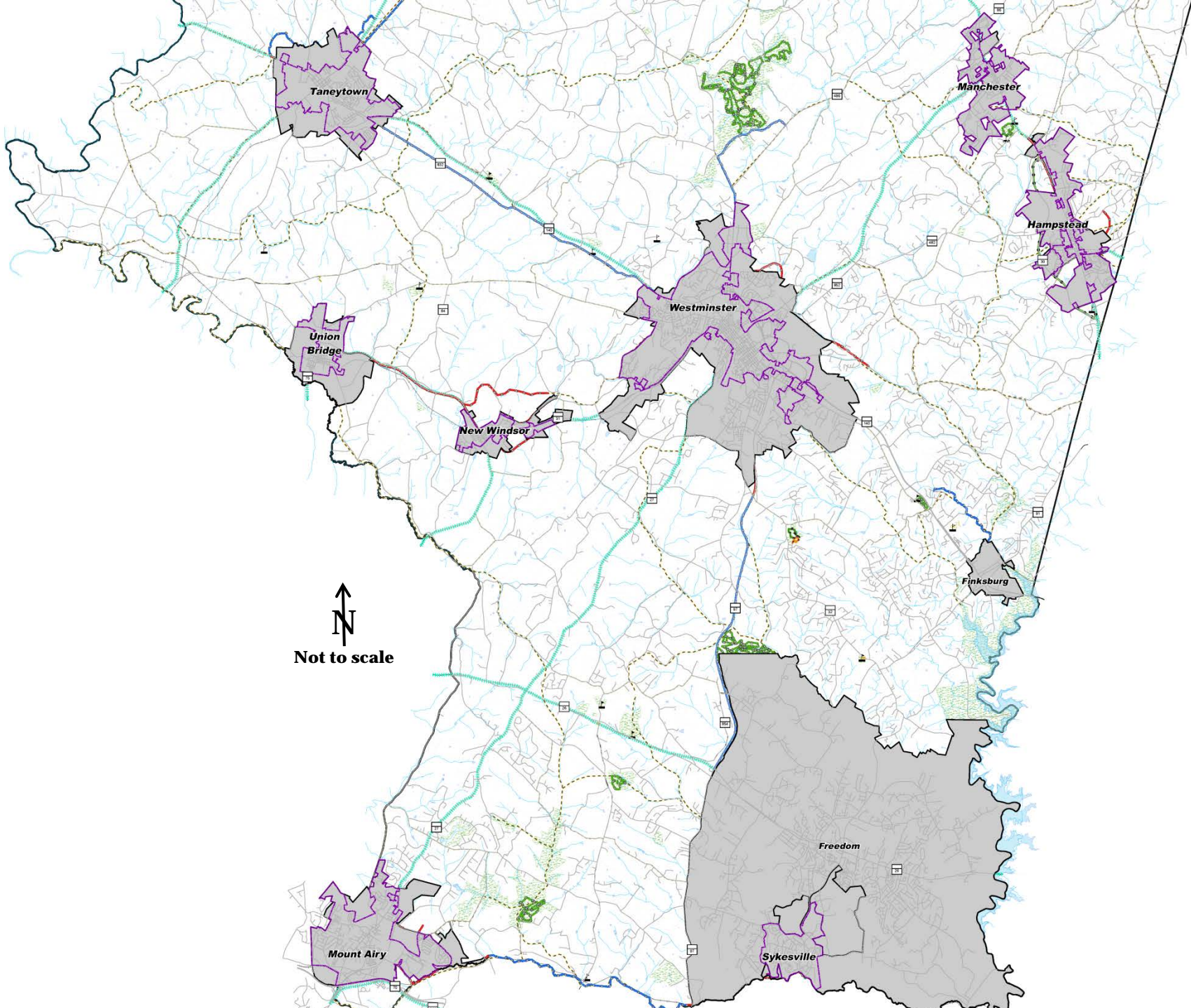
Planned(Corridor)

- Roaring Run
- Old Westminster Pike (OWP)

Future Connections

- 1994 Technical Report
 - Beaver Run
 - Roaring Run
 - MD 91
 - North Branch of the Patapsco
- OWP to Westminster (alt to MD 140)





Next Steps

- **Bike-Ped Picture Contest – people active on trails in Carroll County**
- **Chapter 7 – Design Alternatives**

Questions?

CarrollBikePedPlan.org

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