

Bicycle-Pedestrian Master Plan



Planning Better Paths to Carroll's Future

Carroll County, Maryland

CarrollBikePedPlan.org

Bicycle-Pedestrian Master Plan: Chapter 6 Distribution

Planning & Zoning
Commission
August 1, 2018



Overview

- Progress
 - Chapter Timeline
- Chapter 6: Transportation Alternative
 - Overview
 - Complete Streets
 - Low- and Fixed-Income Population
 - MD 140 Observations
 - Policy Approaches
 - Recommendations
- Photo Contest Update
- Next Steps

Progress







| Chapter | Title | Action |
|---------|--|----------------------------------|
| 1 | Introduction, Background, & Plan Development | Aug/Sept Distribution? |
| 2 | Plan Vision & Goals | Aug/Sept Distribution? |
| 3 | Existing Conditions | Accepted April 17, 2018 |
| 4 | Future Connections | Accepted April 17, 2018 |
| 5 | Making Connections Beyond the Path | Accepted January 16, 2018 |
| 6 | Transportation Alternative | In Progress |
| 7 | Design Alternatives & Safety | Accepted July 17, 2018 |
| 8 | Implementation Strategies & Funding Mechanisms | August Distribution |

Chapter 6: Goal








- Goal 4:
 - Place a greater emphasis on walking and bicycling in all planning and development processes.

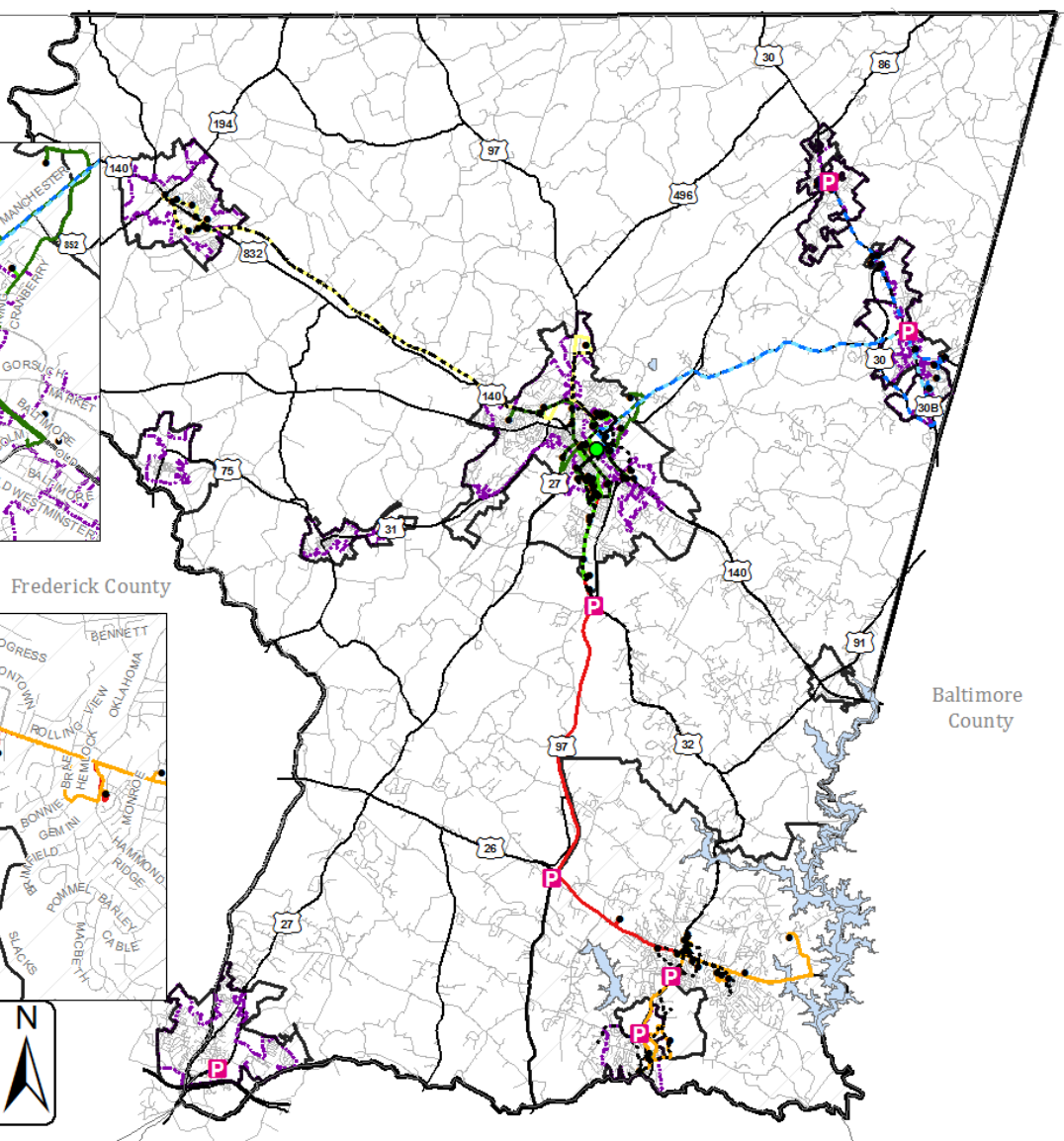
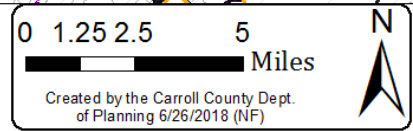
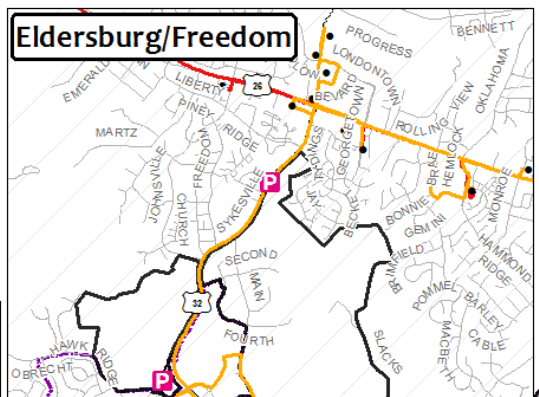
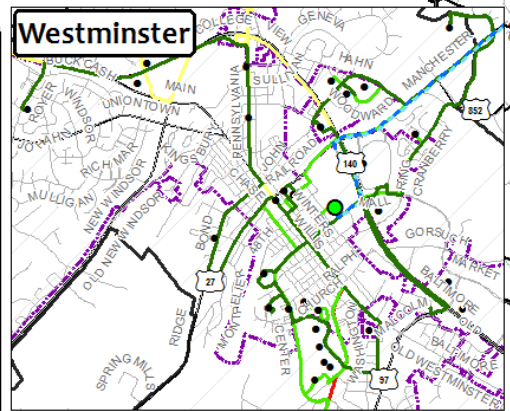
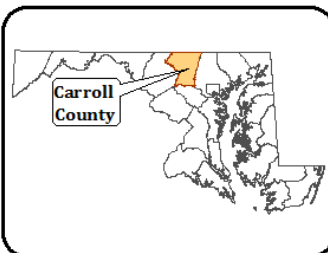
County Park and Ride and TrailBlazer Routes

Legend

-  Growth Area Boundary
-  Corporate Limits
-  County Border
-  Park and Ride
-  BERC (Hub)
-  TrailBlazer Stops

TrailBlazer Routes

-  Hampstead Manchester Original*
-  Hampstead Manchester Alt Rte*
-  Westminster #1**
-  Westminster #2**
-  Taneytown
-  South Carroll
-  Eldersburg/Westminster



Chapter 6: Overview

- **Definition: Complete Streets**
 - Streets that are designed and operated to enable safe access for all users
 - Allow greater ease in crossing the street and walking and biking to destinations
 - Looking at roads as a part of a larger transportation network shared by multiple users, including pedestrians and bicyclists
 - A change in approach from autocentric to multimodal

Chapter 6: Why Complete Streets?

- Address the safety issues that are common on Carroll's rural roads.
- Address the safety issues that are common to walking and biking to school.
- Reduce traffic by reducing vehicle travel for short trips.
- Work with the state's newly established Complete Streets Program.

Chapter 6: Why Complete Streets?

- Improve public health.
- Facilitate communities with improving their equity and economy.
- Create safe connections between and within rural towns.
- Empower local communities to work with larger transportation departments.

Chapter 6: Benefits

- Health and Quality of Life
 - Improvement to community health
 - Assistance to people with disabilities
 - Improvement to mobility for seniors and assistance with aging in place
 - Assistance in combating childhood obesity

Chapter 6: Benefits

- Infrastructure and Safety
 - Reduction in traffic congestion
 - Reduction in crashes and making roads safer
 - Assistance in keeping kids safe
 - Safety improvements for those walking or biking to destinations
 - Addition of lasting value to transportation infrastructure
 - Providing the opportunity to improve coordination with the state to address safety issues
 - Creation of policies necessary to safely accommodate existing road users





Chapter 6: Benefits

- Economics and Costs
 - Creation of little to no additional transportation budget expense
 - Reducing household transportation costs
 - Stimulation of the local economy including:
 - Boosting sales
 - Bringing in new businesses
 - Improving employment levels
 - Increasing property values
 - Growing private sector investment
 - Providing additional transportation funding opportunities

Chapter 6: Benefits

- Nearly 1/2 of all County collisions occurred along the roadway, on the shoulder or mid-road
 - (County Sheriff & Municipal Police Crash Data, Chapter 7)
- Bike-Ped crashes often end in the pedestrian or bicyclist being transported from the scene to emergency services
 - (MVA & County Sheriff Data, Chapter 7)
- Carroll County's Emergency Communications responded to over 100 bike-ped related incidents between January 2016 and May 2018
- Children are more likely to be involved in a collision on a bicycle than as a pedestrian
 - (MVA Data, Chapter 7)

Chapter 6: Benefits

- At least **4** people are walking along roads within Carroll County that have no shoulder
 - (Interest Survey)
- At least **4** people are biking on roads with no shoulder in Carroll County
 - (Interest Survey)
- Walking and biking for short trips to parks, restaurants, historic sites or stores is something that is desired by Carroll residents
 - (Citizen Outreach Meeting)

Chapter 6: Challenges

- **Carroll's Challenges to Creating Complete Streets**
 - Much of Carroll's land is made up of large lot subdivisions and low-volume traffic.
 - There are significant fiscal constraints when it comes to maintenance of new bike-ped infrastructure.
 - Many County roads do not have the necessary right-of-way (ROW) to install bike lanes or off-road paths..

Chapter 6: Low- & Fixed Income

1,130

people walk to
work in **Carroll
County**

2,687






Carroll County
households do **not**
have an available
vehicle

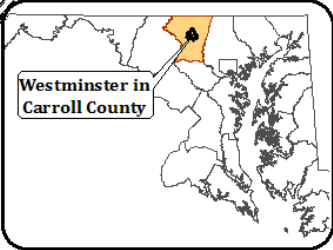
1,133

Westminster
households do **not**
have an available
vehicle

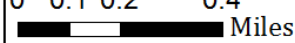
Bike-Ped Observation Area MD 140 in Westminster

Legend

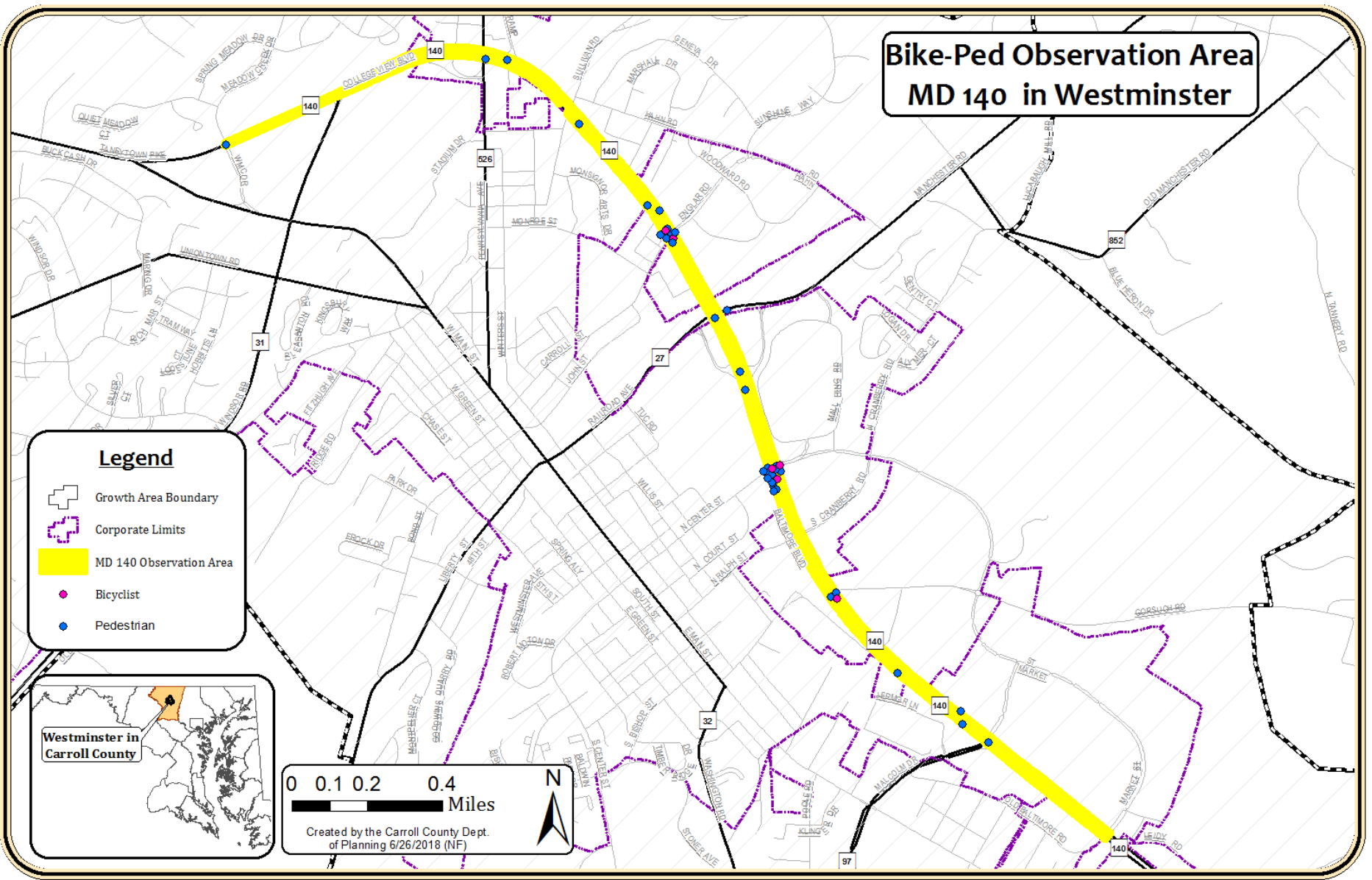

-  Growth Area Boundary
-  Corporate Limits
-  MD 140 Observation Area
-  Bicyclist
-  Pedestrian



0 0.1 0.2 0.4 Miles



Created by the Carroll County Dept.
of Planning 6/26/2018 (NF)



Chapter 6: MD 140 Observations

- From WMC Drive to Market St.

75.0%

were male



20.5%

were of minority races



86.4%

were pedestrians



13.6%

were bicyclists





Chapter 6: Policy Approaches

| Approach | Description | Important Considerations |
|--|---|--|
| Commissioner Driven Ordinance | Legally changes the County code to require the needs of all users be addressed through transportation projects | Is legally binding |
| Commissioner Driven Resolution | An official statement of support for addressing community transportation needs | Is not legally binding |
| Commissioner Approved Plan | May contain a Complete Streets policy; often these policies are found in community comprehensive plans or transportation plans | Creates the vision for Complete Streets but is not regulatory in the County code |
| Commissioner Approved County Policy | Adopted as an official County policy and cites detailed ways of building partnerships between County agencies, the community, and decision makers | Is not legally binding Requires a strong commitment from County leadership |
| Commissioner Approved Design Guidelines | An integration of Complete Streets in planning and design | Requires the creation of a Design Guide that must be incorporated in all projects; often does not require public input |
| Department Policy | When a county agency/department creates an “in house” policy that must be followed on all its projects | Requires a strong commitment from department/agency leadership |
| Executive Order | The chief executive, often the mayor, defines the problems and directs agencies to make necessary corrections | Requires a strong commitment from city/town leadership |

Chapter 6: Recommendations

The following are recommended to improve and enhance transportation options in the County:

- Work with other County departments and municipalities to explore developing a countywide Complete Streets Policy where applicable **within Designated Growth Areas** as design, construction, and maintenance funding are available
 - The policy should include but is not limited to transit, students, those who are economically disadvantaged, and minority populations

Chapter 6: Recommendations

- **Build collaborative groups:**
 - Work with the state to accommodate Carroll County Complete Streets policy recommendations when making changes to state roads that connect municipalities and growth areas
 - Work with the state to ensure installations of state road crossings accommodates best practices and Carroll County Complete Streets policies for all transportation users
 - When initiated by municipalities, work with municipalities to create and implement local Complete Streets policies
 - Work with parent and student groups to incorporate Complete Streets that accommodate alternate transportation to schools

Chapter 6: Recommendations

- Consider studying the need for bike-ped accommodations that lead to TrailBlazer stops
- Consider studying the feasibility and demand for bicycle accommodations on the TrailBlazer shuttle and routes, including bike racks at stops and on buses
- Consider bicycle accommodations, such as bike racks, at the BEREC Transportation Hub
- Consider alternate routes to roads that may include sidewalks, paths, and trails that connect people to frequented destinations such as parks, schools, recreation facilities, libraries, senior centers, shopping centers, and employment centers

Chapter 6: Recommendations

- Consider studying the need for bike-ped connections to Park and Ride lots
- Consider completion of the pedestrian network by filling in sidewalk gaps and providing sidewalk on both sides of the street
- Consider requiring developers to incorporate Complete Streets concepts within the site design process
- Consider a regularly planned Pedestrian and Bicycle Census at select locations within the County's growth areas to determine pedestrian and bicycle activity on County roads and infrastructure

Photo Contest

- It's time to VOTE!
- Public voting ends August 17
- Top photo will receive a **\$50 Race Pace gift card**
- Over 100 responses
- [Survey Monkey](#)

Photo Contest

IT'S TIME TO VOTE!

Visit [SurveyMonkey](#) or use the QR code to vote for your favorite photo.



The Contest:

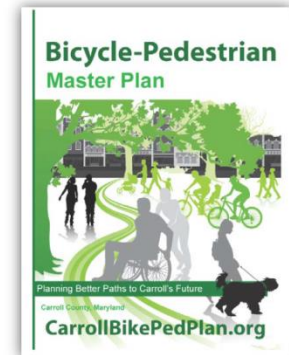
The Carroll County Department of Planning requested bicycle and pedestrian photos be submitted by Carroll citizens. The contest ran from Monday, May 21, 2018 through Friday, July 6, 2018.

It is time for a public vote!

Photo Submission Has Ended! The photo that receives most votes will receive a **\$50 gift card to Race Pace Bicycles!** The top photos will be selected to appear in the Bicycle-Pedestrian Master Plan.

Voting Rules for the Contest Include:

1. Photos must include humans active on County bicycle or pedestrian infrastructure, which includes trails, sidewalks, bike lanes, bike signs, etc.
2. Voting on your favorite photo will be available until **Friday, August 17, 2018.**



Sponsored by: Race Pace Bicycles

For questions call: 410-386-5145

Visit and subscribe to [CarrollBikePedPlan.org](#) to learn more about the Bicycle-Pedestrian Master Plan.

Disclaimer:

By submitting your photos, you understand that your images are being released into the public domain. This means that your photos may be copied, downloaded, or used by others. A submitted photo may be used without compensation by Carroll County Government. If we receive complaints alleging copyright infringement, the image in question shall be removed immediately.

[www.CarrollBikePedPlan.org](#)

Next Steps

- Photo Contest Voting
 - Ends August 17
- August
 - Chapter 8 – Implementation
 - Chapters 1 & 2 – Introduction & Vision/Goals
- Final Draft (8 chapters)
 - August/September



Questions?

CarrollBikePedPlan.org

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