

# Bicycle-Pedestrian Master Plan



Planning Better Paths to Carroll's Future

Carroll County, Maryland

[CarrollBikePedPlan.org](http://CarrollBikePedPlan.org)

## Bicycle-Pedestrian Master Plan: Chapter 7 Discussion/Decision

Planning & Zoning  
Commission  
July 17, 2018



# Overview

- **Progress**
  - Chapter Timeline
  - Photo Contest
- **Chapter 7: Design Alternatives and Safety**
  - Updates and Changes
- **Next Steps**

# Progress

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

# Photo Contest

- Monday, May 21 to Friday, July 6
- 8 eligible photos
- Chance for **\$50 Race Pace gift card**
- Best picture based on a public vote

## Photo Contest

### The Contest:

The Carroll County Department of Planning is requesting bicycle and pedestrian photos be submitted by Carroll citizens.

### Winners:

After a public vote, the top photos will be selected to appear in the Bicycle-Pedestrian Master Plan. The photo with the most votes will receive a **\$50 gift card to Race Pace Bicycles!**

### Rules of the Contest:

1. Photos must include humans active on County bicycle or pedestrian infrastructure, which includes trails, sidewalks, bike lanes, bike signs, etc.
2. The contest will run from **Monday, May 21, 2018 through Friday, July 6, 2018.**
3. With the submission of the photo, the following must be included:
  - Name of the photographer
  - Phone number of the photographer
  - Home address of the photographer
  - Email address of the photographer
  - Infrastructure location in Carroll County where the photo was taken (e.g., Freedom Park Trail, Sykesville Linear Trail, Baltimore Street Sidewalk in Taneytown)

### Submit Photos to:

Carroll County Department of Planning

Subject line: **Bike-Ped Photo Contest**

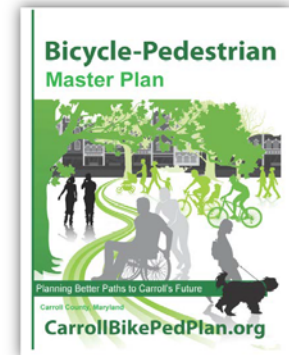
Email: **ccplanning@ccg.carr.org**

For questions call: 410-386-5145

Visit and subscribe to [CarrollBikePedPlan.org](http://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.*



Sponsored by: Race Pace Bicycles

[www.CarrollBikePedPlan.org](http://www.CarrollBikePedPlan.org)

# Chapter 7: Goal

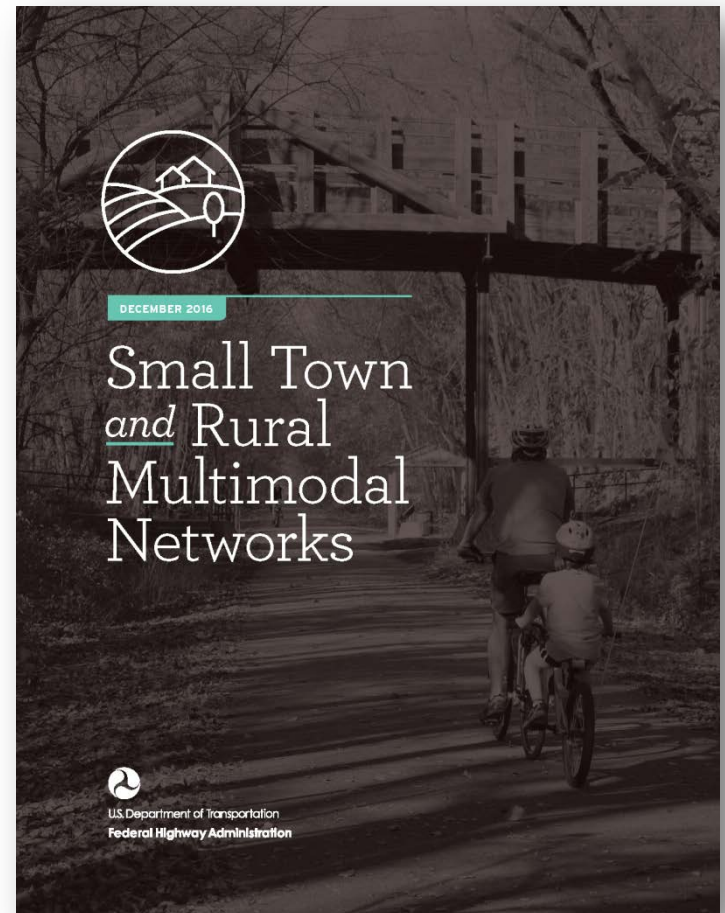
- **Goal 5:**
  - Develop and construct bicycle and pedestrian facilities to effectively balance the needs of all transportation users to promote travel choices, ensuring that bicyclist and pedestrian needs are prioritized in appropriate locations and with safety in mind.

# Chapter 7: Updates and Changes

- **Safety Data**
  - **County Emergency Communications**
  - **MVA State Crash summary, 2011 to 2015**
  - **State Police Vehicle Crashes – County vs State Roads**
  - **Walking and Biking to School Safely**

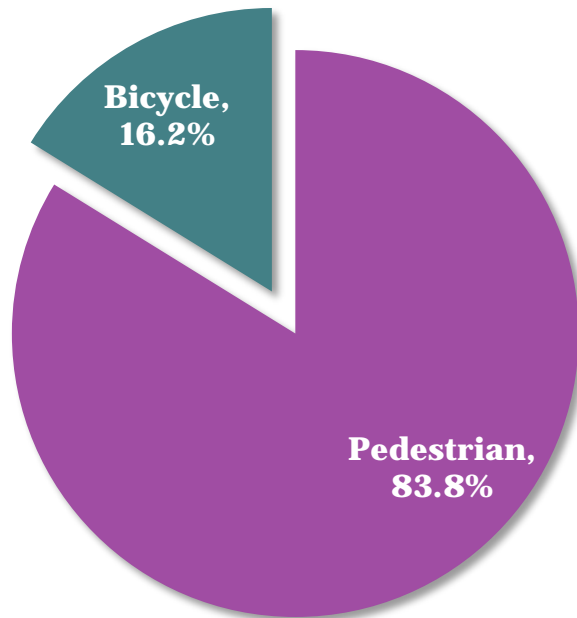
# Chapter 7: Updates and Changes

- **Design**
  - DPW input
    - ADA compliance
  - Advisory Shoulder
  - Sidewalks
  - Shared Infrastructure
  - Additional Signage
  - Other Traffic Calming Ideas

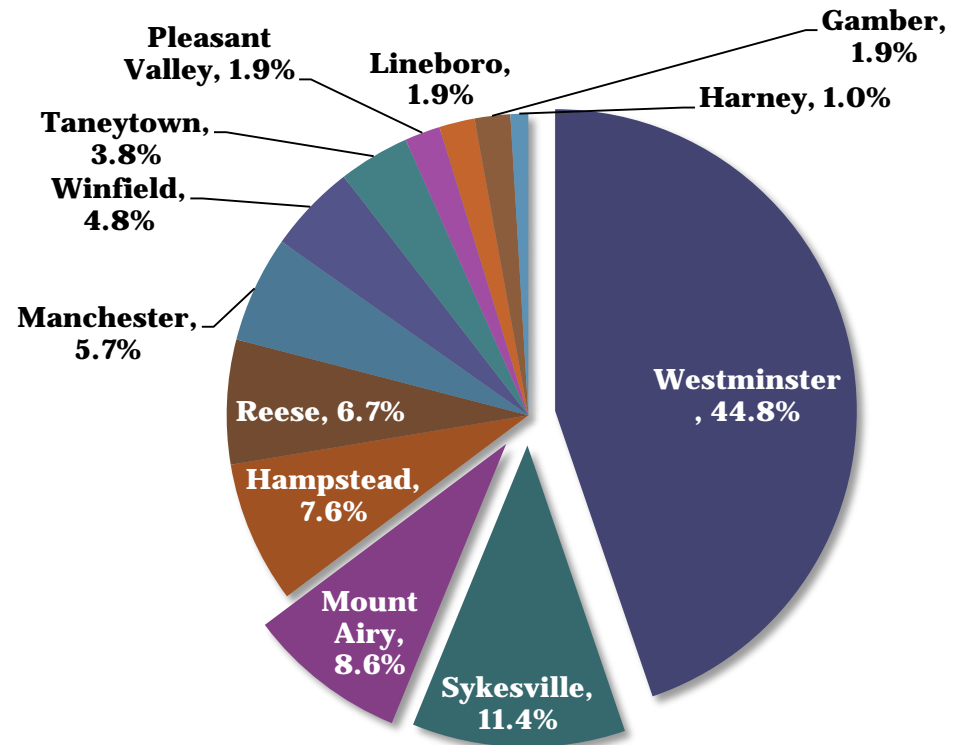


# Chapter 7: Updates and Changes

## Emergency Response Bike-Ped Calls



## Emergency Response Bike-Ped Calls by Fire District





# Chapter 7: Updates and Changes

## State Police Crash Data

**44%**

**of Crashes on  
County Roads**

**34%**

**of Crashes on  
State Roads**

# Chapter 7: Updates and Changes

- Added MVA data from 2011 to 2015



60% of Crashes  
between  
May & October



Crashes  
80% → death  
or injury



3% of all crashes  
19% of fatalities



Crashes  
↑ 20%



Crashes  
often caused by  
teens &  
young adults

# Chapter 7: Updates and Changes

- **Safe Routes for Children**
  - **Characteristics of children**
    - Slow to react
    - Narrow field of vision
    - Challenges judging the speed & distance of approaching vehicles
    - Difficulty focusing on more than one thing at a time
    - Difficulty determining the direction of auditory input

# Chapter 7: Updates and Changes

- **Safe Routes for Children**
  - **SRTS Survey – Robert Moton Elementary**
    - The vast majority of the parents identified
      - **distance** (85%)
      - **traffic** (78 % speed, 74% volume)
      - **infrastructure** (crossings 63%, sidewalks/paths 56%)
    - Affect why children do not walk or bike to school

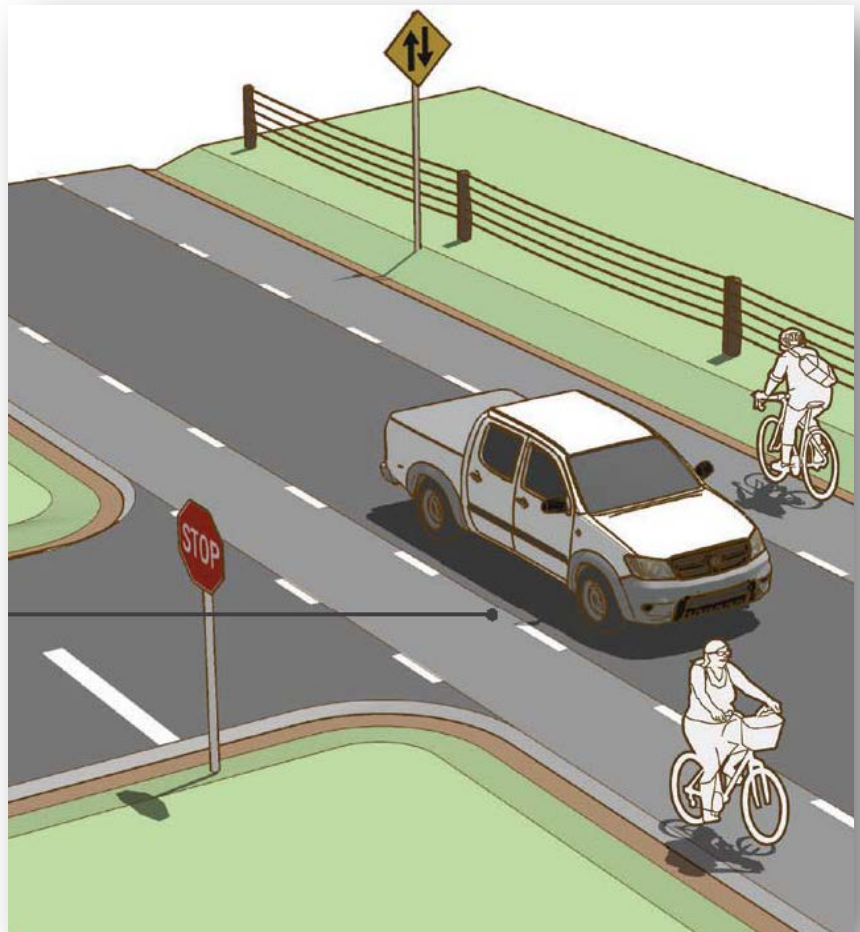
# Chapter 7: Updates and Changes

- Design Related Manuals for Implementation
  - Bicycle-Pedestrian Design Manual
  - ADA Self-Evaluation (in progress)
  - ADA Transition Plan



# Chapter 7: Updates and Changes

- **Advisory Shoulder**
  - AKA “dashed bicycle lane”
  - Creates (for cyclists) usable shoulders on a narrow road
  - Shoulder is delineated by pavement markings



# Chapter 7: Updates and Changes

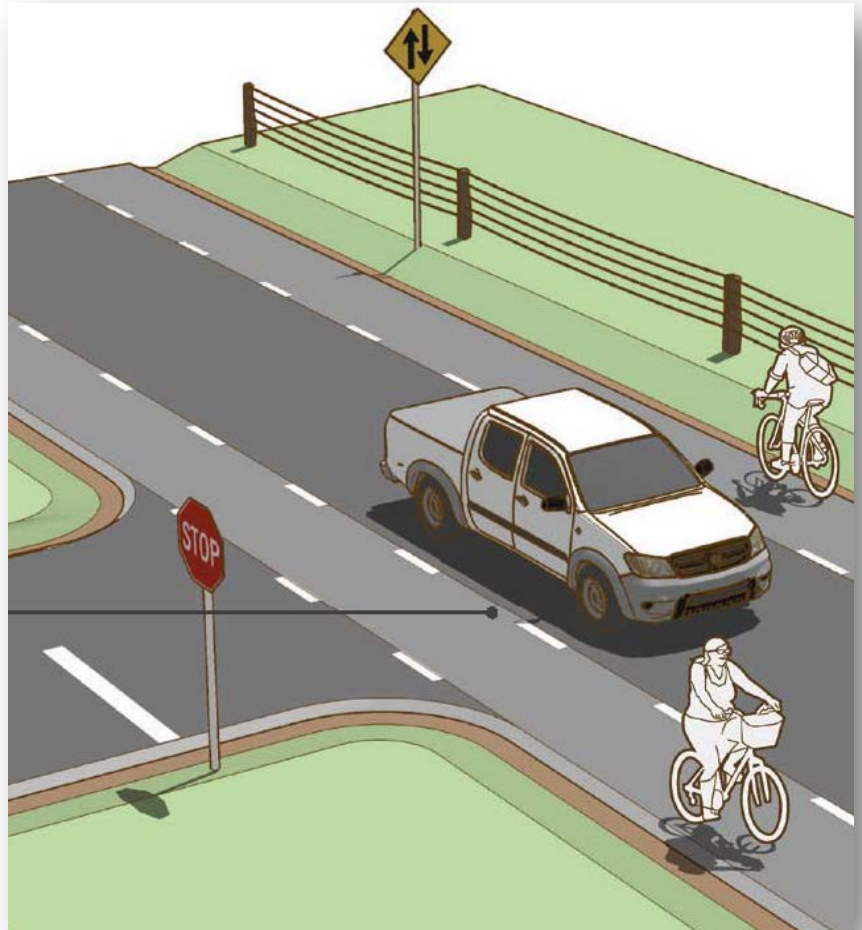
- **Advisory Shoulder**

- **Some advantages**

- Provide a delineated but nonexclusive space available for biking on a no shoulder, narrow road
    - Minimize potential impacts to visual or natural resources through efficient use of existing space
    - Function well within a rural and small town traffic and land use context

# Chapter 7: Updates and Changes

- **Advisory Shoulder**
  - **Practical Locations**
    - Low speed roads
    - Low to medium traffic volume roads
    - Rural roads





# Chapter 7: Updates and Changes

- Other Traffic Calming (pavement markings)
  - Advantages:
    - Low cost
    - Low impact to emergency vehicles
    - Low impact to drainage
  - Disadvantages
    - Less effective at reducing speeds in the winter due to visibility
    - Maintenance is higher as a result of snow plowing



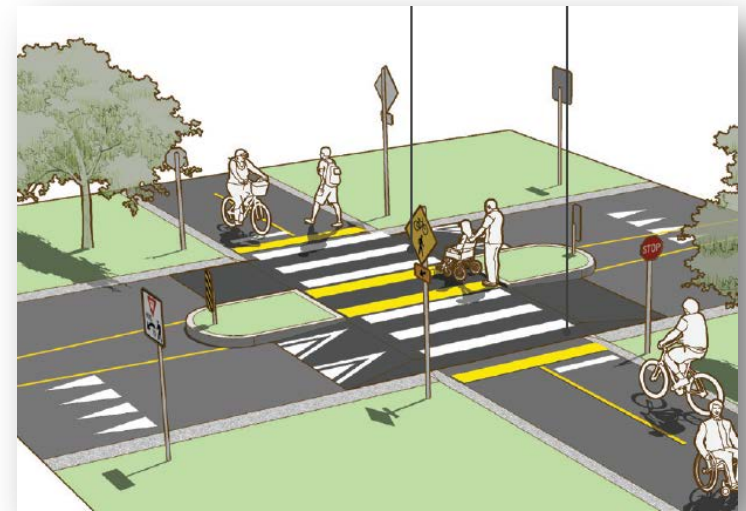
# Chapter 7: Updates and Changes

- Creative Placemaking



# Chapter 7: Updates and Changes

- Shared-use path
- Sidewalks
  - Reduce “walking along roadway” crashes
- Bicycle Signage



# Chapter 7: Updates and Changes

- Design for Children

- **Greater separation**, near high speed & high volume streets
- Clearly **define facilities** for walking and biking
- Install **controlled crossings** near schools
- Include **wayfinding signage** all through the school campus
- **Satellite drop-off** locations can be designed for children to walk a safely
- **Connect schools to neighborhoods**
- Site new schools near bike-ped infrastructure that do not cross major highways or roads



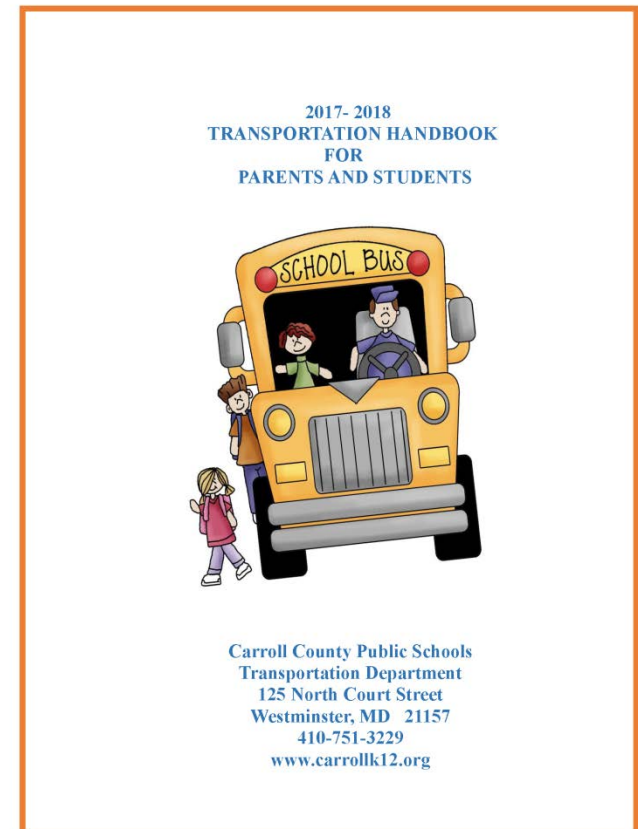
# Recommendations (New)

- **Safety**
  - Continue to work with Carroll County Emergency Communications to obtain data on bicycle and pedestrian related crashes
  - Partner with existing County, state, national and global programs, such as Safe Kids, to promote safe walking and biking for children



# Recommendations (New)

- **Safety**
  - Promote safe walking and biking to and from schools within a one mile radius, as is consistent with the Carroll County Public Schools Transportation Policy
  - Utilize existing state safety resources and programs
    - MHSO technical assistance
    - Street Smart campaign
    - Toward Zero Deaths



# Recommendations (New)

- **Design**
  - **Update policies to include bike-ped accommodations**
    - Update the *Design Manual for Roads and Storm Drains* and any other County transportation or road policy to include bike-ped accommodations **OR**
    - Create a bicycle and pedestrian focused design manual;
    - Incorporate ADA compliance standards
    - Encourage best practices in the development of all bicycle and pedestrian infrastructure

# Recommendations (New)

- **Design**
  - Include design guidelines as a part of a countywide Complete Streets policy
  - Utilize best practices when designing for walking and biking to and from schools and school bus stops within a one mile radius of middle and high schools



# Next Steps

- **August Meeting (tentative)**
  - Chapter 6 – Transportation Alternative
  - Chapter 8 – Implementation
  - Chapters 1 & 2 – Introduction & Vision/Goals
- **Final Draft (8 chapters)**
  - August/September

Questions?

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