

***FREEDOM
BICYCLE ~***

PEDESTRIAN

MASTER PLAN

& ASSESSMENT



Planning and Zoning Commission

Certified

February 18, 2014

This *Freedom Bicycle & Pedestrian Master Plan* was developed with funding support provided by the Baltimore Regional Transportation Board's Unified Planning Work Program for Fiscal Year 2013

Copies of the Certified Freedom Bicycle & Pedestrian Master Plan are available...

In hard copy or on CD at:

Carroll County Department of Land Use Planning & Development
225 N. Center Street, Suite 204
Westminster, MD 21157

Online at:

<http://ccgovernment.carr.org/ccg/compplan/freedom/freedomplan/>

For additional information, contact the Carroll County Department of Land Use, Planning & Development:

By phone: 410-386-2145

By e-mail: ccplanning@ccg.carr.org

ACCESSIBILITY NOTICE: The Americans With Disabilities Act applies to Carroll County Government and its programs, services, activities, and facilities. If you have questions, suggestions, or complaints, please contact Madeline M. Morey, the Carroll County Government Americans With Disabilities Act Coordinator, 410-389-3600 or 1-888-302-8978, or MD Relay at 7-1-1/800-735-2258. The mailing address is: 10 Distillery Drive, First Floor, Suite 101, Westminster, MD 21157



Freedom Bicycle & Pedestrian Master Plan

Alec Yeo, Chairman
Richard J. Soisson, Vice Chair
Eugene A. Canale
Matthew S. Helminiak
Jeffrey A. Wothers
Cynthia L. Cheatwood
Daniel E. Hoff, Alternate
Richard S. Rothschild, Ex-officio
Philip R. Hager, Secretary



Planning & Zoning Commission
Carroll County Government
225 North Center Street
Westminster, Maryland 21157
410-386-2145
1-888-302-8978
fax 410-386-2120
MD Relay service 7-1-1/800-735-2258

Freedom Bicycle and Pedestrian Master Plan

February 18, 2014

The Carroll County Planning and Zoning Commissioner hereby Certifies the *Freedom Bicycle and Pedestrian Master Plan* as the "official" County bicycle and pedestrian plan for the Freedom Area. This Plan should be used as a reference document for County reviews and projects in the Freedom Area.

A handwritten signature in blue ink, appearing to read "A. Yeo".

Alec Yeo, Chairman
Carroll County Planning and Zoning Commission

A handwritten signature in blue ink, appearing to read "P. Hager".

Philip R. Hager, Secretary
Carroll County Planning and Zoning Commission

CARROLL COUNTY PLANNING & ZONING COMMISSION
Planning a better future for Carroll County



Freedom Bicycle & Pedestrian Master Plan

Table of Contents

Introduction	3
Plan Foundations: County & Community Visions and Goals.....	4
Plan Foundations: State & Federal Coordination	6
Current Conditions	10
Map 1 “Designated State Bikeways”	13
Map 2 “Planned Road Improvements”	14
Map 3 “Road Classifications”	15
Map 4 “Pedestrian Walkways”	16
Map 5 “Curb Ramps & Crosswalks”	17
Map 6 “Destinations”	18
Community Work Sessions & Priorities Lists	20
Vision Statement: Freedom Bicycle-Pedestrian Master Plan	23
Plan Goals & Recommendations	23
Needs Analysis	27
Recommended Priority Projects: Bicycle & Pedestrian Improvements	28
Recommended Project Assessments & Fiscal Analysis.....	29
Ranking Methodology	30
Project Scoring.....	30
Fiscal Note & Budgeting.....	31
Project Summaries & Implementation Priorities	32
Map 7 "Recommended Projects – Planned Ranked Sections”	38
Map 8 Master Plan Map - Freedom Area Bicycle-Pedestrian Master Plan	39

Appendices

Appendix A: Community Forums: Materials, Data & Discussions	i-vii
Appendix B: Project Assessments, Scoring & Ranking	ix-xxiii



Freedom Bicycle & Pedestrian Master Plan

This page is intentionally left blank.



Freedom Bicycle & Pedestrian Master Plan

Introduction:

The Freedom area, located in southeastern-most Carroll County, is the county's largest population center. It is projected to remain the fastest growing portion of the county well into the future. The community is also home to several regional parks and provides the primary opportunity for connecting Carroll County with regional destinations in both Baltimore and Howard Counties. Currently, Freedom is marginally served by a highly-fractured network of pedestrian facilities in varying condition. Bicycle facilities are even less well-developed.

This Freedom Bicycle and Pedestrian Assessment and Master Plan proposes a detailed analysis and inventory of existing bicycle and pedestrian facilities and conditions, as well as an initial plan to improve safety and access while linking key community and regional destinations. It builds on numerous local and regional plans to develop targeted assessments and recommendations. The plans consulted include the *2001 Baltimore Regional Bicycle, Pedestrian and Greenways Transportation Plan*, the *2001 Freedom Area Community Comprehensive Plan*, the *2011 Plan it 2035 Plan*, the *2011 Town of Sykesville Master Plan*, and both the *2002 and 2014 Maryland Twenty-Year Bicycle and Pedestrian Master Plans*. Each of these documents identifies a variety of needs and describes a range of opportunities for creating and/or improving bicycle and pedestrian network connections throughout this region.

Several departments and agencies within Carroll County Government, including Land Use, Planning, & Development, Public Works, and Recreation and Parks worked together in coordination with the local community, Town of Sykesville, Baltimore Metropolitan Council, and the State Highway Administration to develop many of the proposed projects contained within this Plan.

Plan Foundations – County and Community Vision & Goals:

Carroll County Commissioners' Fourteen Planning Goals (August 2011)

1. Preserve the Fabric of our Communities -- Preserve the unique attributes of Communities
2. Preserve our Agricultural Landscape and Agribusiness -- Policies that help Agriculture remain economically viable
3. Protect County from Urbanesque Housing Development Patterns
4. [Improve] Commercial and Industrial Tax Base & More Jobs
5. Facilitate Small Business Growth
6. Encourage True Environmental Stewardship -- Ensure environmental premises and solutions are derived from VERIFIABLE science and SOUND economics
7. Promote "Celebrating America" -- Focus on being proud to be American Celebrating our Constitution & heritage.
8. Preservation of Low-Density Traditional Towns.
9. Promote Responsible Cell Tower Placement
10. Transportation -- Propose Enhancements that ... Do not require mass transit; Maintain free-flowing, fuel-efficient road systems and evaluate alternatives consistent with the fabric of our communities;



Freedom Bicycle & Pedestrian Master Plan

11. Preserve the County's historic, cultural, scenic, and architectural heritage.
12. Provide affordable community educational opportunities, libraries, & resources.
13. Promote cooperative planning relationships with our municipalities.
14. Ensure respect for unalienable individual rights by encouraging community involvement in planning, in an open two-way communication process. Provide a balanced perspective on planning goals vs. real-world effects.

Carroll County Commissioners' Environmental Principles (October 2011)

Vision

- We believe that the environment is important and must be carefully maintained. The air we breathe, the land we tend and the food and water we consume must be clean and safe in order to ensure that we maintain our health, safety, and quality of life.
- We believe that people must be a part of the solution. We must be wise stewards of the environment and thus we must provide opportunities for locally-based, people-driven solutions designed for the long-term.
- We believe an economy based on free-market principles produces innovative technologies and solutions that can conserve natural resources and promote environmental quality.
- We believe that growing awareness and free enterprise will recognize businesses that are good environmental stewards. Individuals and businesses that provide solutions should reap the rewards for conservation and environmentally sound practices. Market-based solutions to protect the environment can be more effective and implemented with fewer economic side effects than a centrally planned government approach to environmental problems.

Goals

- Maintain and improve environmental quality and encourage economic prosperity while preserving the County's rural character
- Promote land use, planning and development concepts and practices that support citizens' health, safety, well-being, individual rights and the economic viability of Carroll County
- Maintain safe and adequate drinking water and other water supplies including efforts to protect and restore the Chesapeake Bay
- Strive to protect our natural resources for future generations

Implementation Methods

The Board of County Commissioners will work with the Environmental Advisory Council, local municipalities, state agencies, other counties and our county departments, business leaders and citizens to develop and promote strategies that allow for continued economic progress while



Freedom Bicycle & Pedestrian Master Plan

pursuing good environmental stewardship. We will engage these partners in the formation of sound, balanced and reasonable environmental policies predicated on an accurate assessment of the problem.

2001 Freedom Community Comprehensive Plan (August 2001)

Vision

With the adoption of Freedom's local community comprehensive plan in August 2001, the following guiding vision and goals were outlined. The plan described the intensive community input which helped inform this document and the recommended implementation measures, which included development of a local bicycle and pedestrian master plan. The following excerpts from the plan's Executive Summary describe its intended guidance:

The Freedom Area Comprehensive Plan is a guidance tool which serves many purposes in helping the area's decision-makers shape its future. It is a source of basic information regarding current and anticipated conditions in the community. The plan identifies where and how the area will grow, what mechanisms might be used to manage the growth, and how area will go about achieving its desired future.

In order to ascertain citizens' wishes and wants for the Freedom area, three comprehensive plan update visioning meetings were held. Numerous citizens were involved in creating the following vision statement for their community:

“To create a community that is functional and aesthetically pleasing, modern and sensitive to the environment, welcoming people of all ages and income levels as well as businesses and industries that want to locate in our community of neighborhoods.”

The purpose of this vision statement is to serve as a guide which community leaders and decision makers use as a basis for the decisions made and activities undertaken.

Goals for the Freedom Area

The goals of the Freedom Area Comprehensive Plan are broad statements which tell us how the community will achieve its vision for the future.

Goal 1: *To Provide a Plan that Promotes Growth Management and Community Development*

Goal 2: *To Provide a Safe and Functional Transportation System*

Goal 3: *To Provide Adequate Public Facilities and Services*

Goal 4: *To Protect and Enhance the Environment*

Goal 5: *To Enhance the Character and Uniqueness of the Freedom Community*



Freedom Bicycle & Pedestrian Master Plan

Goal 6: *To Encourage Community Involvement in the Development, Implementation, and Monitoring of the Freedom Community Plan*

Goal 7: *To Promote Economic Development*

Plan Foundations – State & Federal Coordination:

Maryland Twenty-Year Bicycle and Pedestrian Access Master Plan (2002 & 2014)

In 2002, the Maryland Department of Transportation (MDOT) released an inaugural 20-Year Bicycle and Pedestrian Access Master Plan. Beginning in late 2012 and throughout 2013, MDOT worked on revising and updating this statewide plan. Using the 2002 plan as a basis, a year-long public outreach and engagement effort helped review accomplishments and inform needed measures for the revised plan. Further the revised plan is coordinated with and implemented through the 2035 Maryland Transportation Plan (MTP) and is consistent with new and revised state statutes. The new 20-year plan was released on January 15, 2014 and may be accessed via: www.mdot.maryland.gov/bikewalkplan. MDOT has further committed to revisiting and updating the plan at 5-year intervals. The 2014 Plan's Vision is:

"Maryland will be a place where bicycling and walking are safe, practical and inviting ways for people of all ages and abilities to complete their everyday travel. Sound policy will enable communities to craft the best solutions to their unique mobility and access challenges, and to reap the social, economic, health and environmental benefits of expanded transportation choices. Smart prioritization and creative collaboration will ensure wise and effective use of all State resources."

The Plan is based on 5 goals, each with implementation objectives:

State Goal #1: Build Connected Networks - Expand walking and bicycling networks, remove barriers, and enhance connections with transit and travel destinations.

Objectives:

- Develop connected and accessible networks of bicycle and pedestrian accommodations along state roadways
- Improve integration of bicycle and pedestrian transportation with transit
- Prioritize the enhancement of pedestrian and bicycle travel in areas with high potential for short trips that can be accomplished by walking and biking
- Improve links between shared-use paths and on-road facilities and address key gaps in transportation trail systems

State Goal #2: Improve Safety - Enhance pedestrian and bicycle safety to reduce injuries and fatalities and to make walking and biking comfortable and inviting.

Objectives:

- Improve education and training of professional involved in bicycle and pedestrian safety



Freedom Bicycle & Pedestrian Master Plan

- Improve education and training of the public regarding safe driving, walking, and biking
- Use best practices to analyze bicycle and pedestrian crashes and identify effective countermeasures
- Ensure consistent operations and maintenance to provide safe access for pedestrian and cyclists

State Goal #3: Plan and Design for Everyone - Effectively balance the needs of all transportation users to promote travel choices, ensuring that bicyclists and pedestrian needs are prioritized in appropriate locations.

Objectives:

- Strengthen evaluation of bicycle and pedestrian conditions to support multimodal decisions
- Increase professional capacity to effectively plan, design, implement, and maintain infrastructure for bicycling and walking
- Increase the use of innovative design solutions to enhance safety and comfort of bicycle and pedestrian users
- Leverage funding opportunities to improve bicycle and pedestrian networks

State Goal #4: Strengthen Communities - Partner with local governments to support walkable and bikeable communities to achieve sustainability, livability, health, and economic benefits

Objectives:

- Provide assistance and incentives to local governments to improve biking and walking
- Improve coordination between state agencies, and with local governments to support bikeable and walkable communities
- Support efforts to increase biking and walking to schools, colleges and universities
- Expand outreach and engagement in bicycle and pedestrian initiatives

State Goal #5: Promote Walking and Biking in Maryland - Support walking and biking as everyday modes of transportation and recreation and vital elements of a livable community through encouragement, marketing, and information.

Objectives:

- Promote bicycling and walking as normal transportation modes to a broad diversity of participants
- Improve access to bicycling and walking information and wayfinding
- Support growth in bicycle tourism in Maryland



Freedom Bicycle & Pedestrian Master Plan

Some of the more interesting results to come out of the updated plan were the assessments of Bicycle Level of Comfort (BLOC) and Sidewalk Availability and ADA compliance on state roadways by county. Bicycle and pedestrian conditions were studied along nearly 5,000 miles of State-owned roadway.

These assessments found that Carroll, had ranked solidly in the middle of all counties for the BLOC scores but still had notable gaps in sidewalk coverage and access compliance. Countywide, 18.4 miles of state road corridors provided pedestrian facilities. However, only 42 percent met needed ADA compliance standards. This is especially relevant since many state road corridors functions as main routes to and through Carroll's growth areas and municipalities.

Using the BLOC method, the bicycle assessment revealed that overall scores statewide had improved between 2002 and 2012. In 2002, 55 percent of the State's road network received a "grade" of C or better (using a typical "A" through "F" grading system); by 2012 this had risen to slightly more than 61 percent. Statewide the worst conditions occur in urban areas. This is consistent with national trends, with comparatively better conditions occurring in rural areas with lower traffic volumes and wider rights-of-way and less comfortable conditions in urbanized areas with older, heavily used roads.

This assessment noted a wide range of sidewalk availability throughout the State. There is no equal set of quality standards to the BLOC analysis for pedestrians. Factors that contribute to the comfort and safety of all pedestrians (walkers and wheelchair users) include the width and condition of sidewalks, the availability of curb cuts, pedestrian crossings, signalization, and lighting. Many of these evaluations provided not only guidance for developing more detailed local assessments but also helped inform opportunities for improving local needs of the Freedom community, including funding mechanisms.

The revised state plan responds to the federal transportation legislation "*Moving Ahead for Progress in the 21st Century Act*" enacted in 2012. Further, the new plan's development, and implementation are coordinated with

Maryland's Twelve Planning Visions

1. **QUALITY OF LIFE AND SUSTAINABILITY:** a high quality of life is achieved through universal stewardship of the land, water, and air resulting in sustainable communities and protection of the environment;
2. **PUBLIC PARTICIPATION:** citizens are active partners in the planning and implementation of community initiatives and are sensitive to their responsibilities in achieving community goals;
3. **GROWTH AREAS:** growth is concentrated in existing population and business centers, growth areas adjacent to these centers, or strategically selected new centers;
4. **COMMUNITY DESIGN:** compact, mixed-use, walkable design consistent with existing community character and located near available or planned transit options is encouraged to ensure efficient use of land and transportation resources and preservation and enhancement of natural systems, open spaces, recreational areas, and historical, cultural, and archeological resources;
5. **INFRASTRUCTURE:** growth areas have the water resources and infrastructure to accommodate population and business expansion in an orderly, efficient, and environmentally sustainable manner;
6. **TRANSPORTATION:** a well-maintained, multimodal transportation system facilitates the safe, convenient, affordable, and efficient movement of people, goods, and services within and between population and business centers;
7. **HOUSING:** a range of housing densities, types, and sizes provides residential options for citizens of all ages and incomes;
8. **ECONOMIC DEVELOPMENT:** economic development and natural resource-based businesses that promote employment opportunities for all income levels within the capacity of the State's natural resources, public services, and public facilities are encouraged;
9. **ENVIRONMENTAL PROTECTION:** land and water resources, including the Chesapeake and coastal bays, are carefully managed to restore and maintain healthy air and water, natural systems, and living resources;
10. **RESOURCE CONSERVATION:** waterways, forests, agricultural areas, open space, natural systems, and scenic areas are conserved;
11. **STEWARDSHIP:** government, business entities, and residents are responsible for the creation of sustainable communities by collaborating to balance efficient growth with resource protection; and
12. **IMPLEMENTATION:** strategies, policies, programs, and funding for growth and development, resource conservation, infrastructure, and transportation are integrated across the local, regional, state, and interstate levels to achieve these Visions.



Freedom Bicycle & Pedestrian Master Plan

the revised *Maryland Transportation Plan* which MDOT was recently completed.

Smart Green & Growing Legislation 12 Planning Visions (2009)

This Freedom area document also meets Maryland's Twelve Planning Visions by fostering a more functional pedestrian and bicycle accessible network linking neighborhood to neighborhood and enabling residents to reach community destinations without using a motor vehicle. This plan and its recommendations respond to State Visions 1, 2, 3, 4, 6, 9, 11, and 12.

Community input, concerns, and suggestions form the basis of many of the plan's goals and recommendations to meet their expectations for community designs supporting their desired quality of life. Citizen priorities also informed the project ranking process to identify critical factors to consider for implementation. Having more options for reaching nearby destinations has been among the community's long standing transportation priorities. Development of this plan, with specific network improvement projects, helps establish a stewardship role and sets an implementation responsibility to enable sustainable alternatives supporting both the community's health needs and their desired quality of life. By linking formerly disparate neighborhoods, community design and growth patterns will better meet the community's vision. By connecting pedestrian and bicycle friendly linkages across the community, transportation network capacity, and function can be improved by relieving a portion of local traffic volume while improving local air quality by reducing vehicle miles traveled.

Federally Funded Programs - Map 21 Legislation (2012)

MAP-21, the "*Moving Ahead for Progress in the 21st Century Act*" was signed into law in 2012. Funding surface transportation programs for fiscal years (FY) 2013 and 2014, MAP-21 is the first long-term highway authorization enacted since 2005 and provides funding for highway, transit, bike, and pedestrian programs. Local access to these funds is typically coordinated through state pass-through programs targeted to attract project-specific funding requests. MAP-21 establishes a new program named Transportation Alternatives (TA) to support a variety of alternative transportation projects. It incorporates a variety of transportation enhancement options along with several new activities. This mechanism also consolidates and supports several key funding programs, including the "*Safe Routes to Schools*" (SRTS) program, which funds new or improved pedestrian and bicycle facilities intended to allow students to walk or bike to schools. Beyond SRTS funding, two of the most flexible, and therefore most frequently used TA options, are the "*The Recreational Trails Program*" (RTP) and "*Congestion Mitigation and Air Quality*" (CMAQ) funding mechanisms. Many of the recommended projects within this plan have a high potential to meet funding criteria for one of these TA funding resources for at least a portion of the project costs. Future federal funding programs may offer an even wider set of alternatives and will remain an important element in fulfilling this plan's goals.

"*The Recreational Trails Program*" (RTP) provides funds to the States to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. The RTP is an assistance program of the Department of Transportation's Federal Highway



Freedom Bicycle & Pedestrian Master Plan

Administration (FHWA). Federal transportation funds benefit recreation including hiking, bicycling, in-line skating, equestrian use, cross-country skiing, snowmobiling, off-road motorcycling, all-terrain vehicle riding, four-wheel driving, or using other off-road motorized vehicles. The RTP funds come from the Federal Highway Trust Fund, and represent a portion of the motor fuel excise tax collected from non-highway recreational fuel use: fuel used for off-highway recreation by snowmobiles, all-terrain vehicles, off-highway motorcycles, and off-highway light trucks. The RTP funds are distributed to the States by legislative formula: half of the funds are distributed equally among all States, and half are distributed in proportion to the estimated amount of non-highway recreational fuel use in each State. The “*Congestion Mitigation and Air Quality*” (CMAQ) program covers a very broad range of projects in targeted areas. CMAQ will fund projects and programs within air quality nonattainment and/or maintenance areas that are aimed at reducing transportation related emissions of ozone, carbon monoxide, and particulate matter. Bicycle and pedestrian improvements are among the more frequently proposed CMAQ-eligible projects.

Current Conditions:

County Planning staff inventoried existing and planned Freedom area pedestrian and bicycle facilities beginning in the summer of 2012. They also performed an initial review of barriers to developing bicycle and pedestrian facilities which have affected the project area. For the purposes of this project, the Freedom area will be defined as the entire 5th Election District and those portions of the 14th Election District of Carroll County included in the *2001 Freedom Community Comprehensive Plan*.

Using the *2001 Freedom Community Comprehensive Plan* as a starting point, County Planning staff inventoried existing automobile, bicycle, and pedestrian facilities within the Freedom area. Planned facilities in the development pipeline (both currently under construction or programmed for future construction), under county jurisdiction as well as within the Town of Sykesville, were then added to this base inventory.

The following existing facilities were inventoried:

- Designated State Bikeway Corridors – Map #1
- Planned Road Improvements – State & County – Map #2
- State Road Classification – Map #3
- County Road Classifications – Map #3
- Existing Sidewalks – Map #4
- Existing Paved Paths (state/county/municipal/parks) – Map #4
- Existing Crosswalks/curb ramps – Map #5
- Major Destinations – Map # 6

The Freedom area has two state-designated bike routes, MD 26 and MD 32. They bisect the Freedom area from north to south and east to west, respectively as illustrated on the following Map #1, found on page 10. Both of these roads are classified as principal arterials and are among the most heavily-travelled vehicular corridors in the county. Additionally, state-funded studies have considered the issues associated with turning movements and access management



Freedom Bicycle & Pedestrian Master Plan

on the MD 26 corridor. As a result of these and other studies, as well as various local planning documents, a set of planned roadway projects which include retrofit or upgrade projects, addition of planned major streets or extensions of roadways are also mapped. It is important to note that for both Carroll County and Freedom, the current adopted master or comprehensive plan dates to 2000 and 2001 respectively. These documents are both currently under review and update. With the Freedom area plan, at least three of the current adopted planned street extensions or additions are recommended for reexamination. As a result, these segments may be officially removed or realigned in the future. All of these roadway improvement sections are illustrated on Map #2; see page 11 for data.

State and county road classifications were examined to determine the suitability of various roadway categories for designation for bicycle or pedestrian uses. In general, county routes classified as local roadways, minor and major collectors, minor arterials, and principal arterials are candidates for consideration and are shown on the initial inventory. Map #3, located on page 12, depicts a composite of all existing road classifications for the Freedom area.

The *2001 Freedom Community Comprehensive Plan* addressed pedestrian facilities extensively within its transportation element. The plan's current conditions assessment inventoried existing 2-sided sidewalk roadways, existing 1-sided sidewalk roadways, and future sidewalk locations proposed at that time. However, most of the data collection and development of the 2001 Freedom area plan occurred during the mid- to late-1990's.

In August, staff conducted another sidewalk/paths/trails inventory from 2011 aerial mapping augmented by a windshield survey. Concurrently, existing crosswalks and curb ramps were also inventoried using state and local data. Local resources consulted included County Public Works and Recreation and Parks data as well as information from the Town of Sykesville. This updated facility inventory is illustrated on Map # 4 on page 13 to show sidewalks and trails as well as on Map#5 seen on page 14 detailing crosswalks and curb cuts.

Planning staff also mapped major destinations in the Freedom area. Major destinations preliminarily included shopping centers, schools, downtown areas, and social and civic uses such as parks and ball fields, public facilities such as the branch library and senior/community center or area fire stations. Additional destinations, as well as origination points, were added based on recommendations from citizens provided during the community outreach phase. County staff also examined development plans in progress to see what additional connections may be logical to develop in the near future. This composite information may be found on page 15 as illustrated on Map #6.

Planned facilities captured in the updated inventory include:

- Projects contained in County and Municipal CIPs
- Development plans in progress - both under county and municipal review
- Local bikeways grant project (Maryland Bikeways Grant via MDOT)
- Planned sidewalks (*2001 Freedom Community Comprehensive Plan and/or 2011 Town of Sykesville Master Plan*)



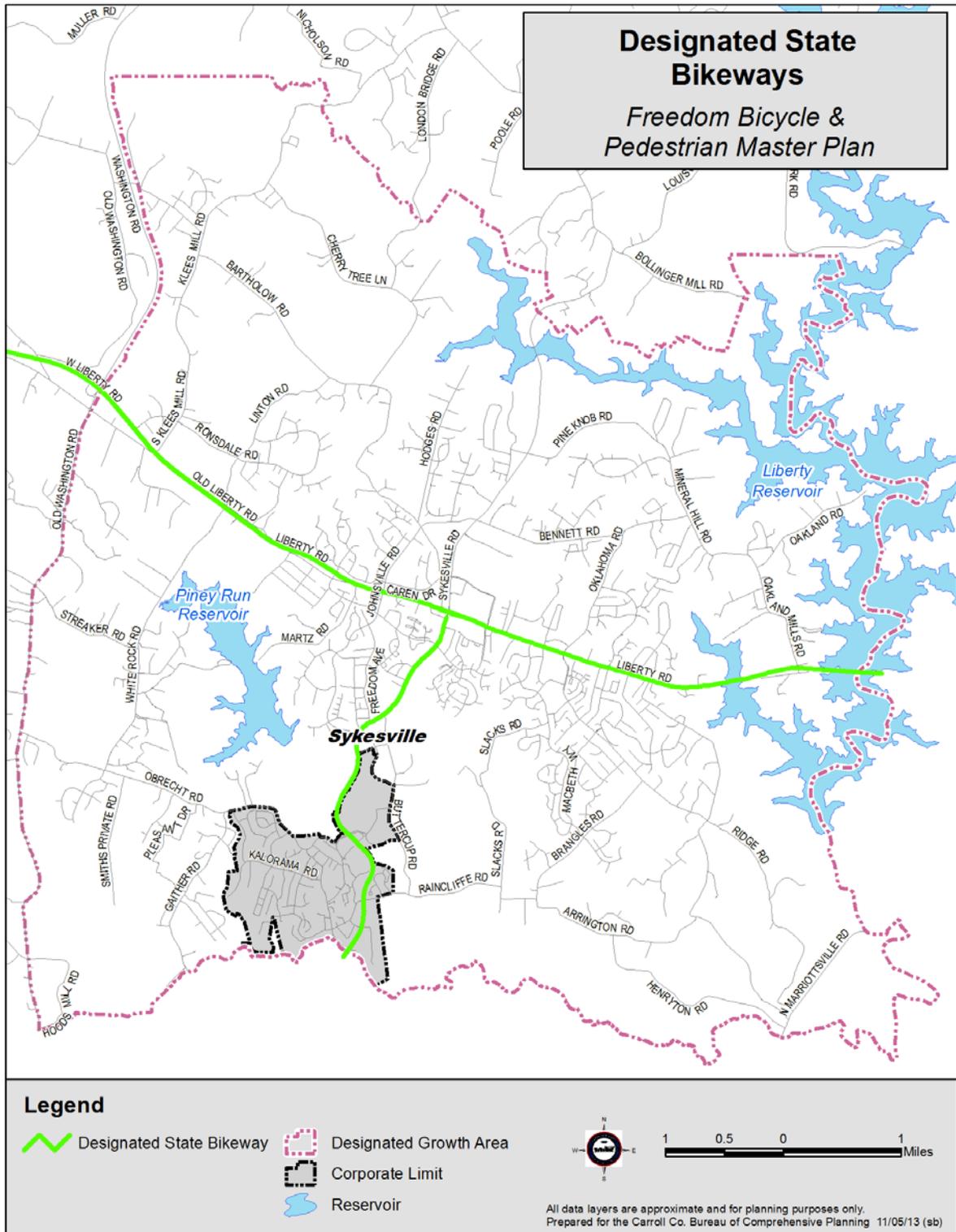
Freedom Bicycle & Pedestrian Master Plan

- Local Planned trails (*2001 Freedom Community Comprehensive Plan and/or 2011 Town of Sykesville Master Plan*)
- Planned major streets
- Regional projects in adjacent portions of Baltimore and/or Howard Counties



Freedom Bicycle & Pedestrian Master Plan

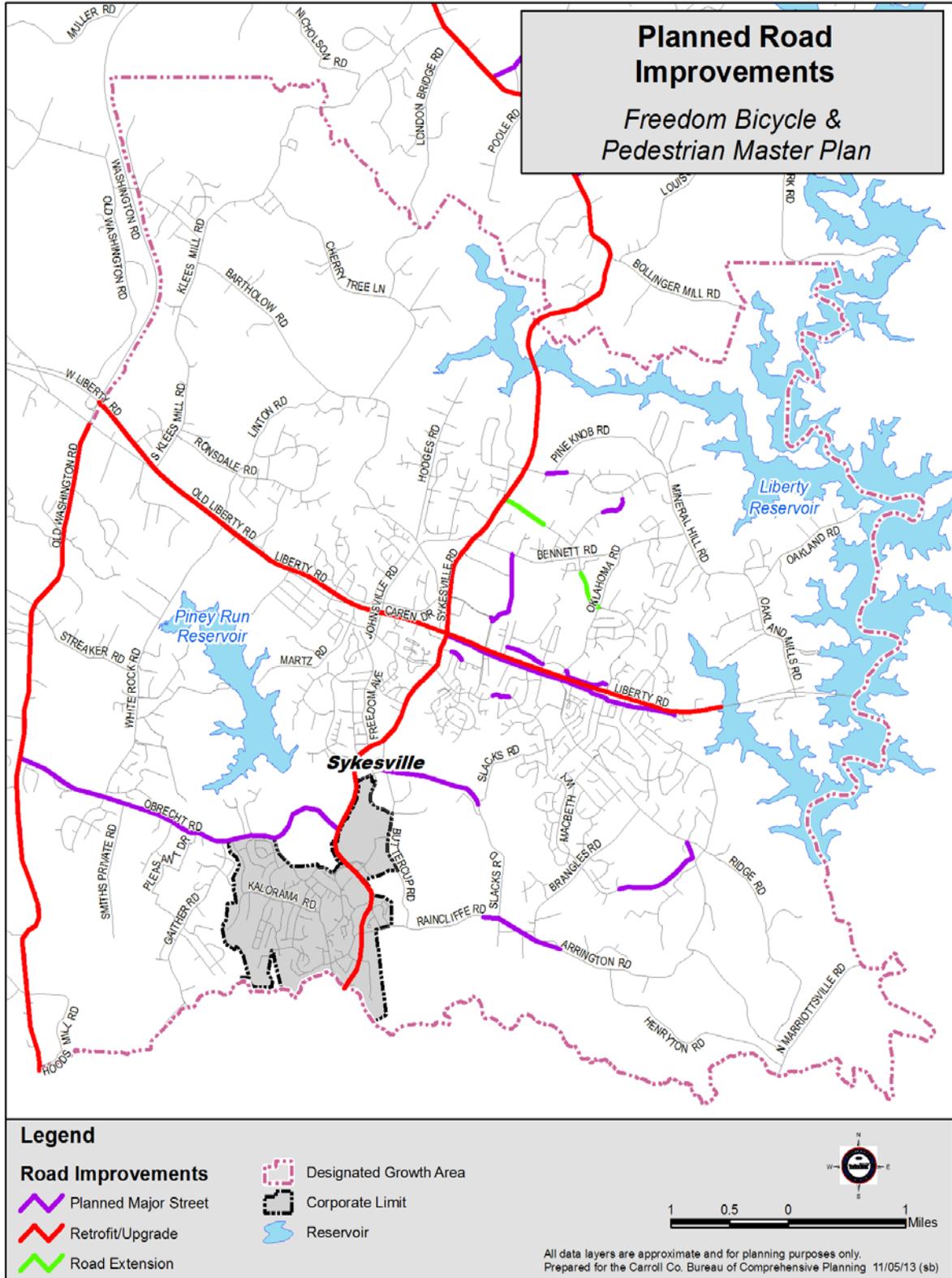
Map 1





Freedom Bicycle & Pedestrian Master Plan

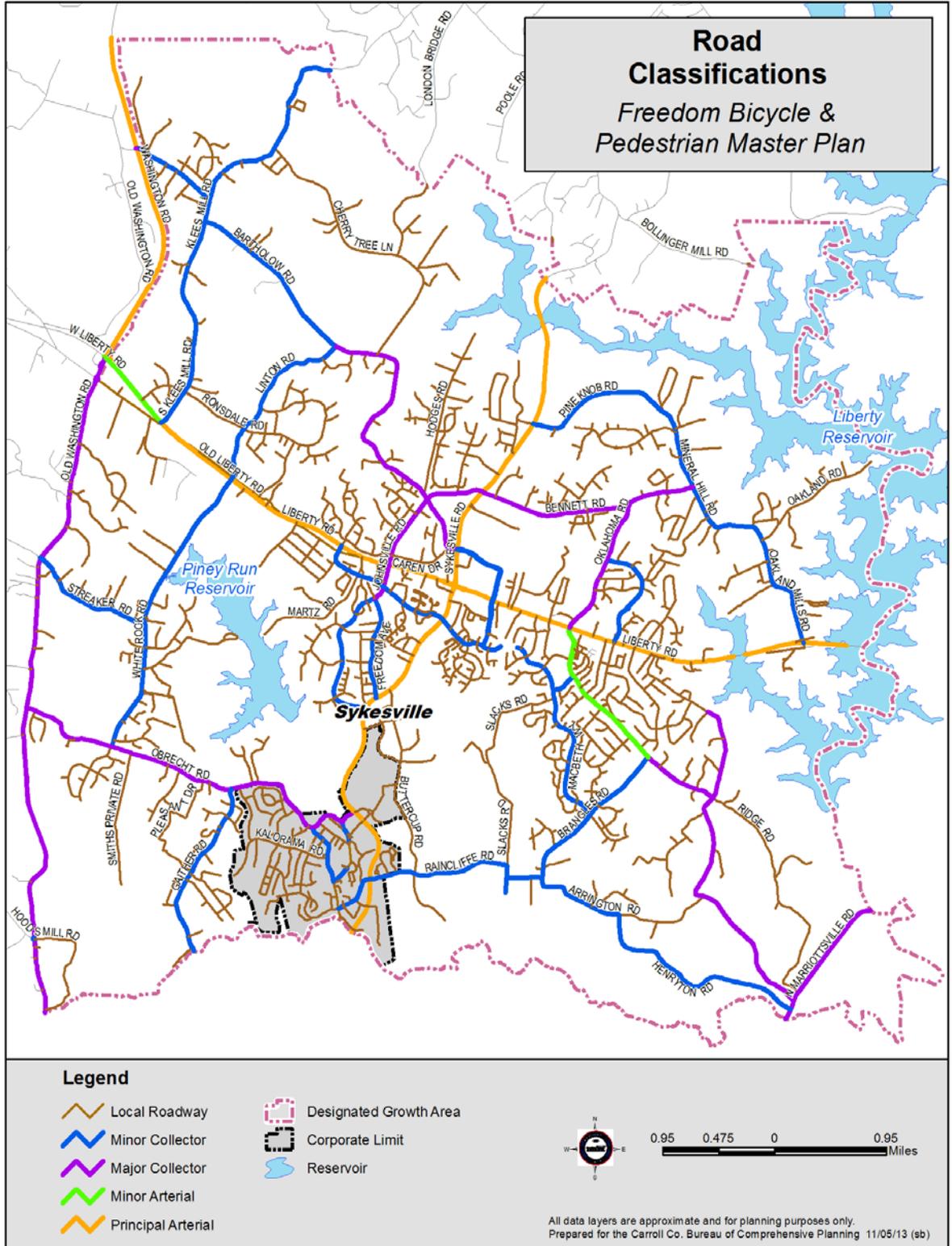
Map 2





Freedom Bicycle & Pedestrian Master Plan

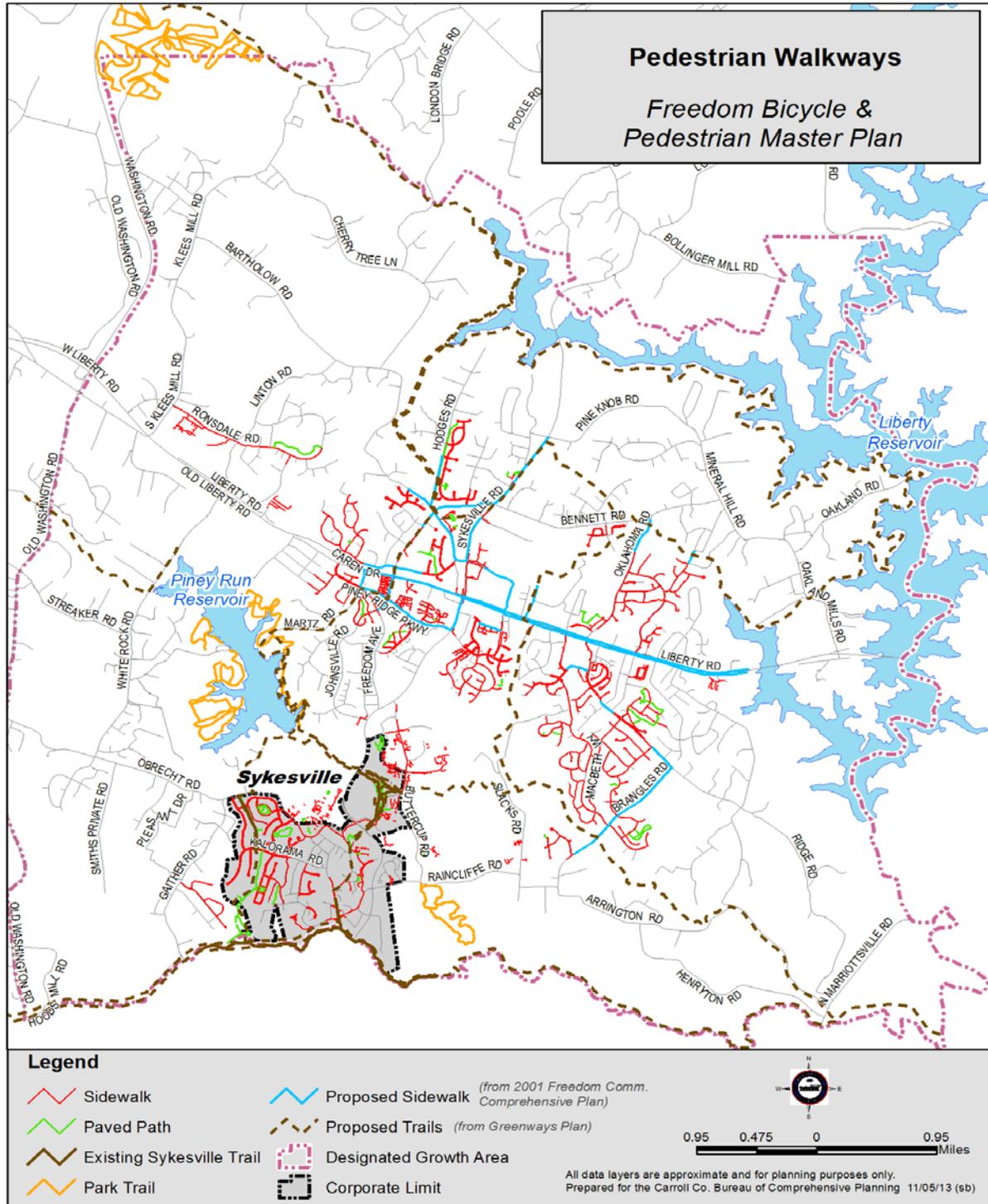
Map 3





Freedom Bicycle & Pedestrian Master Plan

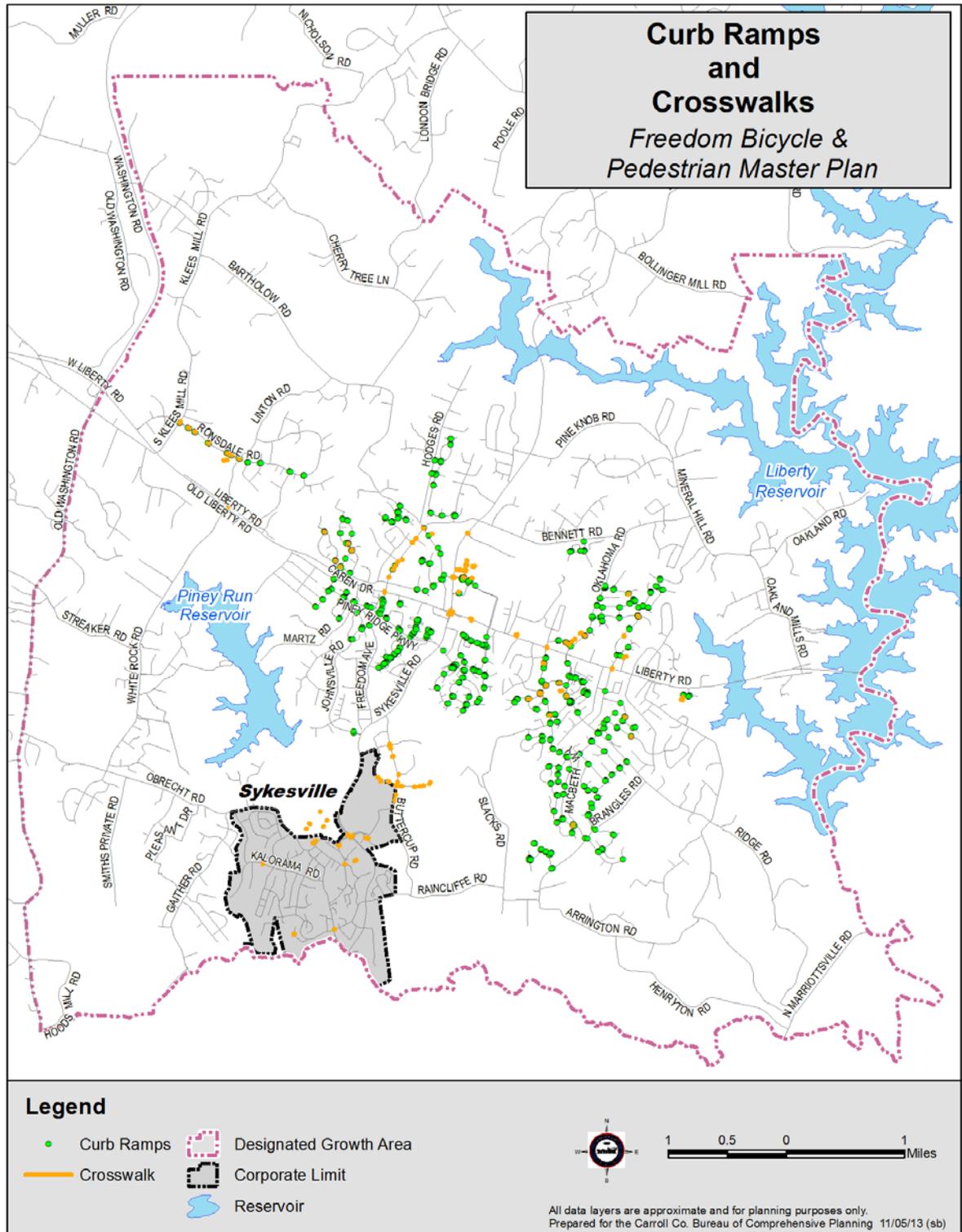
Map 4





Freedom Bicycle & Pedestrian Master Plan

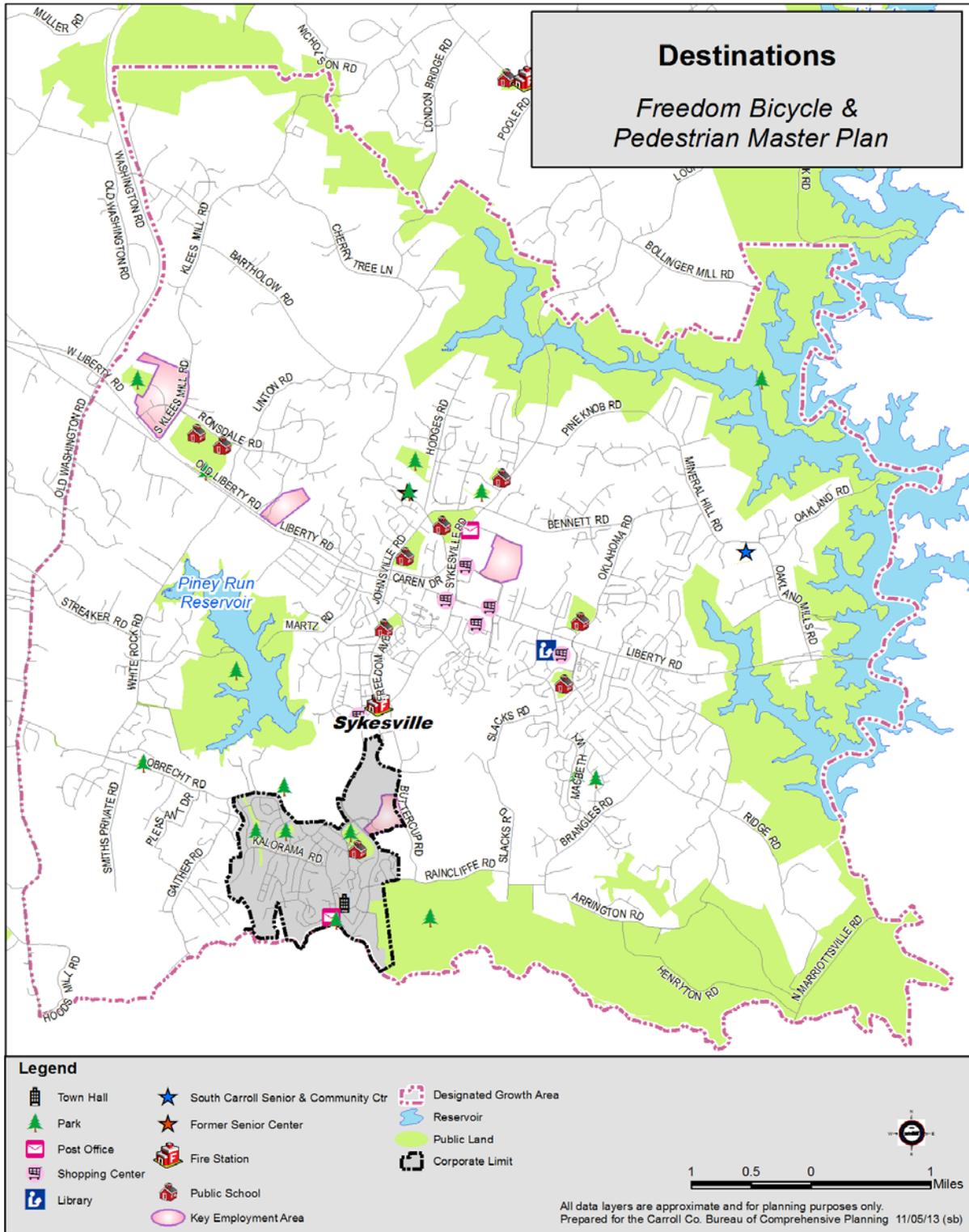
Map 5





Freedom Bicycle & Pedestrian Master Plan

Map 6





Freedom Bicycle & Pedestrian Master Plan

Currently, no capital sidewalk/path/trail projects are part of the approved FY 2014 County CIP for the Freedom area. A capital project request for an initial portion of the Governor Frank Brown Trail (described in more detail on page 13) to connect the MD 32 Park & Ride lot with Macbeth Way has been submitted for the upcoming FY 2015 CIP by Recreation and Parks. This request is targeted to leverage additional grant funds enabling a key north-south connection between Eldersburg and Sykesville. As an additional part of the overall Gov. Brown Trail project, authorization has recently been secured to apply funds from a related Public Works Agreement to create a pedestrian and bicycle connection for the missing section of Macbeth Way east of MD32. Additionally, Freedom's highest ranked priority project, sidewalk connecting Liberty High School with MD 32 along Bartholow Road, has been moved into the immediate implementation queue through re-programming other unexpended funds. The project's final design and engineering were in process during fall 2013 and construction is slated for 2014. The Town of Sykesville's current CIP provides funds for two new pathways, one sidewalk connection, and two lighting projects for existing pedestrian corridors.

The Freedom-Area Trail Study is a two-phase, grant-funded feasibility and design project through MDOT's *Maryland Bikeways* program being led by Carroll County Recreation and Parks. The implemented project will be named the "Governor Frank Brown Trail," honoring Carroll County's only elected governor. This namesake is all the more fitting since Gov. Brown's farm became the Springfield State Hospital in 1896; his original land will now comprise a majority of the trail's main corridor.

The project is assessing opportunities for linking existing, pedestrian-appropriate facilities through a defined corridor between Eldersburg to the robust pedestrian and bicycle network of the Town of Sykesville. These potential connections will seek to adapt and reuse existing, but minimally-travelled, paved routes on the Springfield Hospital Center (SHC) property. The Phase I study will assess opportunities within three primary corridors at the boundaries of the SHC campus to link nearly ten miles of bike and pedestrian-friendly routes. The project's second phase is considering future opportunities to link slightly more distant local destinations, regional destinations and/or future trail segments. This portion of the project will seek to define and protect the highest probability alignments from future pre-emption.

Both Carroll County and the Town of Sykesville have a number of planned trail projects envisioned at various short, intermediate, and long-term planning horizons. These future projects were also mapped along with numerous community destinations throughout the Freedom area.

Planned major streets mapped in the 2001 Freedom plan are included, where appropriate, as part of the bicycle and pedestrian plan's proposed network enhancements. Additional technical field review is recommended to assess the feasibility of to retain some of these recommended alignments noted for inclusion and expansion of the network. Using the Baltimore Region's Long-Range Transportation Plan (*Plan It 2035*) as a guide, other projects from adjacent portions of Baltimore County and Howard County were also studied to seek preliminary regional connection opportunities. An inventory map of the results and existing condition information



Freedom Bicycle & Pedestrian Master Plan

was presented to county and outside agencies for review and comment. Further, it also formed the basis for community discussions during public work sessions with Freedom area residents.

Community Work Sessions: October 2012 & March 2013

Community members attended an initial public workshop at the South Carroll Senior and Community Center on October 24, 2012 to be briefed on the overall project and inventory results for the Freedom Area Bicycle & Pedestrian Assessment and Master Plan. Planning staff sought feedback and input on local concerns and issues. Residents were requested to list their most popular destinations and most frequent starting points, as well as for recommendations on what should be the highest current priorities for improvements as well as their greatest existing challenges for walking and bicycling in Freedom. Citizens were asked to share their detailed local knowledge to help augment the draft inventory data. Those in attendance were presented with work maps depicting both existing and proposed/adopted pedestrian and bicycle facilities. They were asked to note where and what kinds of issues they'd encountered and to pinpoint locations where they felt investments were most needed. While the noted destinations are often ending points, many suggestions also link to important but unmentioned intermediate and/or co-located destinations, such as the SHC and Sykesville-Freedom Fire Company ballfields, Patapsco Valley State Park, and Hugg Thomas Wildlife Management Area, all of which may be reached by various connections to Freedom Park and/or Sykesville.

Planning staff reengaged with Freedom residents for a follow-up discussion on March 13, 2013. This meeting summarized the inventory results and provided a detailed discussion of community comments, ideas, and issues shared since October 2012. Residents were asked to augment the existing inventory data and share their perceptions of the accuracy of the priorities and challenges discussed during and after the October meeting. Additional feedback was requested on another set of work maps and incorporated into both the inventory data and the summary of priorities and challenges. Copies of the community discussion materials, feedback forms, and work session presentations are included in Appendix A of this plan. The following lists compile noted origination and destination points, as well as community-perceived priorities and challenges raised during both of the public work sessions.

Priority Origination Points & Destination Points

Community & Public Buildings

- Eldersburg Branch – Carroll County Public Library
- Liberty High School to MD 32
- School Campus Connections – to all Six Freedom area public schools
- South Carroll Senior & Community Center
- Sykesville-Freedom Volunteer Fire Company

Neighborhoods & Communities

- Bike to Western & Southern Carroll
- Eldersburg to Sykesville via Springfield/Warfield
- 3 mile radius around Eldersburg



Freedom Bicycle & Pedestrian Master Plan

- Larger neighborhoods
- Downtown Sykesville
- Neighborhoods adjacent to all area schools
- Travel from neighborhood to neighborhood OR community to community

Parks

- Freedom Park
- Fire trail network
- Liberty Reservoir
- Morgan Run
- Piney Run Park
- Piney Run Park to Sykesville & Eldersburg

Roads & Road Corridors

- Becket Road
- Georgetown, Londontown, Bonnie Brae, Monroe – Need pedestrian areas
- Locust Lane
- Macbeth Way
- Martz Road
- MD 26 to Freedom Park
- MD 97
- Old Liberty Road segments – Utilize as alternative routes
- Pine Knob Road-Bollinger Mill Road area
- Slacks Road corridor
- Stratford Road
- Strawbridge Terrace
- White Rock Road to Piney Run Park

Shopping

- Buppert's
- Carroll Square
- Liberty Exchange
- Shopping along MD 26/MD 32 corridor

Community Priorities for Improving Bicycle & Pedestrian Access

To Support Biking in Freedom

- Bike lane along Piney Ridge Pkwy, Macbeth Way)
- Bike lanes along open shoulders
- Separation from cars
- Shoulders – Preserve Open Access
- Striping/repainting MD26 & MD32



Freedom Bicycle & Pedestrian Master Plan

Community Priorities for Improving Bicycle & Pedestrian Access, cont'd.

To Reach Destinations in Freedom

- Authorize a County-level Bike/Pedestrian advocate
- Connecting cut off communities (ex. Macbeth Way)
- Connecting neighborhoods with one another
- Connecting schools with surrounding neighborhoods
- Education regarding CATS availability
- Education & awareness to “Share the Road” & traffic laws/driver education
- Signage- Both Bike & Pedestrian
- Streetlights in neighborhoods
- SW trail link to Piney Run
- Sykesville to Eldersburg connection
- Sykesville linear trail (Piney Run, Martz Road, Hollenberry Road)
- White Rock Road: MD 26 to Obrecht

To Support Walking in Freedom

- Crossing MD 26 & MD 32 safely - Lack of Crosswalks
- Disconnected sidewalks
- Lack of Sidewalks
- Safe pedestrian connections at Raincliffe Road & Sandosky Road
- Sidewalks along MD 26, MD 32, & Georgetown Boulevard

Challenges To Improving Bicycle & Pedestrian Access

Constraints & Missing Facilities

- Add sidewalks to NE corner of MD 26 & MD 32 (Walgreens)
- Connectivity to other counties
- Connecting the 2 Macbeths
- Lack of ADA ramps
- Steep slopes
- Lack of connections between existing sidewalks or trails
- Lack of crosswalks (lights, signals, signal timing)
- Lack of shoulders
- Lack of sidewalks
- Random & inconsistent sidewalks
- Random & inconsistent crosswalks

Maintenance & Operations

- Inconsistent shoulders & curbing
- Line of sight issues (trees, shrubs, terrain & grade, poles, etc.)
- Overhanging trees
- Roadway improvements being made without cyclists and/or pedestrians in mind
- Make White Rock Road safe for bikes



Freedom Bicycle & Pedestrian Master Plan

- Stop calling MD 26 a bike route until improvements are made

Challenges To Improving Bicycle & Pedestrian Access, cont'd

Education, Safety & Enforcement

- Access controls along MD 26
- Pedestrian & bicycle conflicts on sidewalk
- Lack of proper signage
- Drivers attitudes toward bikers
- Law enforcement of bicycle/pedestrian laws
- Drivers Education programs should cover bicycle/pedestrian laws

This detailed feedback and public discussion proved essential to gauging the community's priorities while preparing the assessments which are the foundations of this plan. From this cumulative data, a vision statement for walking and biking in the Freedom area, a set of goals, and a series of implementation recommendations responding to the vision and goals were developed. These culminate in both policy and implementation recommendation. These implementation recommendations were distilled into 39 specific projects or segments targeted towards better linkages between existing, disconnected portions of the community.

Vision Statement: Freedom Bicycle-Pedestrian Master Plan

The Freedom community is an active & vibrant community where neighborhoods, institutions, and activity centers are well connected in a safe and efficient manner to enable all modes and means of travel.

Goal #1

Identify a hierarchy of key connections and destinations within the Freedom Community and target funding to projects that will yield the greatest impact on the community as a whole.

Recommendations

- *Find ways to make facility improvements for pedestrians and bicyclists during resurfacing and other maintenance or retrofit projects, including stormwater management facilities in appropriate and feasible locations.*
 - In some cases constructing separate, stand-alone bicycle and pedestrian facilities may not be possible due to a lack of right-of-way or it might be cost prohibitive. In those cases, the County should attempt to work within the right-of-way, via demarcation, signage, etc., to accommodate and highlight non-motorized travel. As stormwater management needs increase, these retrofit projects merit project-



Freedom Bicycle & Pedestrian Master Plan

specific exploration as concurrent opportunities to expand and/or link community trails as well as implement recommended projects.

- *Collect data to justify and elevate investments in bicycle and pedestrian infrastructure.*
 - Data gathering for roadways, otherwise known as Average Daily Trips, is common practice at all levels of government. The County should consider establishing routine collection of bicycle and pedestrian trip information to see where future investments should be made.
- *Through the CIP process, augmented by appropriate grant opportunities, begin to fill in existing gaps in the sidewalk network with a primary focus on areas of civic and economic activity.*
- *Through the CIP process, augmented by appropriate grant opportunities, begin to fill in existing gaps in the trails and paved path network with a primary focus on areas of civic, economic, and recreational activity.*
 - Construct the proposed Governor Brown Trail
 - Connect both the Town of Sykesville and the Eldersburg area to the trail systems at Piney Run Park
 - Connect both segments of Macbeth Way
 - Explore options to better connect the South Carroll Senior Center with surrounding communities. The new South Carroll Senior Center is fairly removed from the Freedom community as a whole. Access to the center is primarily via automobile. The County should seek viable trail or path options to connect the center with the existing Freedom sidewalk and trail system.
- *Through the CIP process, begin to install curb ramps and marked crosswalks at intersections where those facilities are currently lacking and time it with the overlay schedule already in place.*
 - An inventory of the existing curb ramps and marked crosswalks in the Freedom study area revealed that curb ramping was actually far more plentiful and common throughout the community than marked crosswalks. The County has recently begun including sidewalk projects in the CIP under transportation improvements. The County should also consider constructing curb ramps and marking crosswalks at intersections where those facilities are currently lacking. This should also be considered in areas where pedestrian facilities do not currently exist if it is determined that there is enough right-of-way to make future construction of sidewalk possible.
- *Work with the State of Maryland to provide adequate bicycle and pedestrian facilities along MD 26 and MD 32.*
 - Both MD 26 and MD 32 lack sidewalks, bike lanes, and in many cases, adequate or consistent shoulders to accommodate pedestrians and cyclists. While significant expansion of both roadways is planned at both the County and regional level, this expansion is not anticipated in the foreseeable future. The County and state should explore ways to upgrade bicycle and pedestrian facilities



Freedom Bicycle & Pedestrian Master Plan

while minimizing the possibility of those improvements being ripped up when the roadways are expanded in the future. These two roadways act as the transportation backbone of the Freedom Area.

- *Upgrading the bicycle and pedestrian facilities along these corridors would significantly improve the overall connectivity of the community.*

Goal #2

Leverage and utilize, to the greatest extent possible, state and federal funding for improvements to existing bicycle and pedestrian facilities as well as construction of new bicycle and pedestrian infrastructure.

Recommendations

- *The Maryland Bikeways Program.* Administered by MDOT, this program was established in November 2011 as part of the Cycle Maryland Initiative. The County should seek technical assistance and grant monies to jumpstart needed connection to major destinations within the Freedom community.
- *Map 21:* The US Congress first authorized the Recreational Trails Program in the Intermodal Surface Transportation Efficiency Act of 1991. It was reauthorized in 1998 under the Transportation Equity Act for the 21st Century (TEA-21) and again in 2013 with the Moving Ahead for Progress in the 21st Century Act (MAP-21). The Recreational Trails Program is a reimbursement based program which provides funds to project sponsors to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. Examples of trail uses include hiking, bicycling, in-line skating, equestrian use, canoeing, kayaking, cross-country skiing, snowmobiling, off-road motorcycling, all-terrain vehicle riding, four-wheel driving, or using other off-road motorized vehicles. Funding is authorized under a new program entitled, "Transportation Alternatives." Under the new agreement, funding for long standing key bicycle and pedestrian programs such as Transportation Enhancements and Safe Routes to School has been consolidated, replaced by the Transportation Alternatives Program (TAP) which provides funding for programs and projects defined as transportation alternatives. The MAP-21 legislation apportions Maryland an average of \$1,000,000 per year through FY 14.
- *Transportation Improvement Program (TIP):* The TIP is a four-year, fiscally constrained, and prioritized set of transportation projects, compiled from statewide, local, and regional plans. It is guided by the Maryland Transportation Plan (MTP), which establishes a long-term vision for Maryland's transportation network. The TIP contains federally funded projects plus regionally significant State and local projects. All projects were identified as "high priority" through Maryland's planning process and qualify to receive available transportation funding.



Freedom Bicycle & Pedestrian Master Plan

Goal #3

Work with local elected officials, government agencies, and community leaders to promote and emphasize bicycle and pedestrian safety training and outreach. Develop and construct pedestrian and bicycle facilities with safety in mind.

Recommendations

- *Consider advertising webinars, distributing literature, and creating web links on County websites to sites regarding traffic laws as they relate to shared bicycle and pedestrian use.*
- *Include a category for proposed bicycle and pedestrian facilities in the County's annual Community Investment Program (CIP) that is affiliated with transportation infrastructure and not just associated with or limited to recreational facilities or institutional uses. With transportation funding continuing to be limited at the County and state level due to ongoing economic issues, now would be an optimal time to consider beefing up capital expenditures with regard to planned bicycle and pedestrian facilities.*
- *Utilize the local Metropolitan Planning Organization (Baltimore Metropolitan Council) to the greatest extent possible to document and leverage funding opportunities for pedestrian walkways and bicycle facilities.*

Goal #4

Place a greater emphasis on walking and bicycling in transportation planning and the development process.

Recommendations

- *Require, at the County level, construction of bicycle and pedestrian facilities in site plans and subdivisions of a certain or specified density. Currently the County requests that sidewalks be constructed in residential subdivisions and site plans developed in the R-7,500, R-10,000, and R-20,000 zones. Sometimes this ideal is met with resistance. The construction of sidewalks and bikeways are not necessarily just for recreational purposes and should carry greater significance in community design. As transportation preferences continue to evolve and change, either out of necessity or as a matter of choice, non-motorized modes of travel may become a more widely used part of the overall transportation network.*
- *In areas of higher density, promote integrated development patterns for greater connectivity and pedestrian orientation. The County should consider requiring bicycle and pedestrian facilities on land zoned for higher density residential development. The County should determine what that density threshold is and amend applicable development manuals and local ordinances accordingly.*



Freedom Bicycle & Pedestrian Master Plan

- *Establish design standards for bicycle and pedestrian facilities.* The development community generally prefers consistency of expectations. The County should consider adopting existing state standards for the construction of bicycle and pedestrian facilities, or a variation thereof.
- *Define the exceptional circumstances, such as low density development or the rehabilitation of significant historic landscapes where bicycle and/or pedestrian connectivity interferes with a site's context or setting, in which facilities for bicyclists and pedestrians will NOT be required in all transportation projects.*

Needs Analysis:

The following barriers to developing pedestrian and bicycle facilities were initially identified:

- Past growth patterns
- Policy conflicts (interdepartmental/code issues)
- Maintenance costs
- Maintenance and operating agreements/partnerships, particularly with multiple participating property owners
- Initial funding costs
- NIMBY-ism and additional challenges created by public perceptions of various institutional uses or facilities
- Man-made obstacles (structures/utilities - telephone poles – hydrants - power boxes/right-of-way/driveways)
- Natural obstacles (streams - steep slopes)
- Safety and risk – from both traffic/vehicular conflicts as well as crime/personal safety

As the county's rural areas began growing in the mid-20th century, sidewalks were rarely included within these new development patterns. As these once-rural areas became denser suburban neighborhoods, pedestrian facilities were still not typically considered necessary. In many Freedom area neighborhoods constructed during the past 30 years, sidewalks are nonexistent. This has moved the Freedom area towards becoming a highly automobile-dependent community. As a result, the perceived need for sidewalks, even in densely developed areas, waned even further. Both public and private costs have been driven up as a result of this development pattern. These burdens can be viewed in terms of road construction and maintenance dollars, quality of life due to longer local travel times, frustrations, and fuel costs, lost public health benefits of walking or biking, increased risks due to heavy traffic volumes and turning movement conflicts while unduly depleting the limited resource of roadway network capacity. Private developers may sometimes balk at the initial costs for constructing sidewalks or trails. County and/or state agencies may also disagree on constructing sidewalks or other bike/pedestrian-oriented facilities based on both long-term maintenance costs and liability or safety issues.

While engaging the community to frame a master plan vision, it is not uncommon to find citizens vigorously supporting pedestrian and bicycle facilities at the broadest, conceptual level. However,



Freedom Bicycle & Pedestrian Master Plan

resident backing is also likely to falter as general concepts are transformed into a specific proposal for a trail adjacent to their parcel or a sidewalk connection on their property. Ideally, everyone seems to prefer to live at the end of a cul-de-sac with little to no vehicular or pedestrian traffic but still close to paths, sidewalks, or trails on someone else's property.

As previously noted, once a property is developed it becomes significantly more difficult and more expensive to retrofit a sidewalk or trail. This is not only due to inflation, but also due to subsequent development and community perceptions. The needed right-of-way to construct a sidewalk or trail may not have been previously secured and the cost to acquire the land may be prohibitive. The location of utilities such as telephone poles, hydrants, and power boxes may also preclude the construction of bike and pedestrian facilities in appropriate locations. And, as noted above, the resistance to change in an existing community by residents can be very significant and vocal.

Just as it is very expensive to construct culverts and bridges for roadway projects in areas where streams, floodplains, and wetlands exist, it is also difficult to make pedestrian and bicycle connections. During tight budget times, searching for the path of least resistance and designing sidewalks and paths with the natural and built environment in mind should be paramount. Proposed projects already contained in state and local plans are generally fairly large in size and scope. This plan sought to examine where smaller scale links and connections could also be made to make the current fragmented system more functional. The focus was not on retrofitting entire neighborhoods or areas where pedestrian and bicycle facilities were wholly absent, but rather on linking existing facilities and major destinations.

The challenge in developing and implementing a functional pedestrian and bicycle network which serves the community's needs is two-fold. First, connections must be made between older, densely-developed neighborhoods, the traditional town or village centers and the newer residential developments. These vital linkages are most logical when considered as part of an overall retrofit plan establishing paths, sidewalks, and trails throughout many existing residential developments and neighborhoods. Secondly, it must be anticipated that any concerted retrofit effort will undoubtedly face some or all of the technical, economic and political obstacles outlined above.

Recommended Priority Projects: Bicycle & Pedestrian Improvements

Based on feedback received at the public work sessions, the identified community needs and opportunities, as well as a preliminary staff analysis, the initial set recommended connections are:

Bicycle Network: Key Projects & Improvement Projects

- Consistent shoulders along White Rock Road between MD 26 and Streaker Road to create safer conditions for cyclists

Bicycle & Pedestrian Network: Key Projects & System Improvements

- Lack of curb ramps and marked crosswalks: multiple locations throughout the study area
- Pedestrian and bicycle facilities along MD 26 from Klees Mill road to just east of Monarch Drive



Freedom Bicycle & Pedestrian Master Plan

- Pedestrian and bicycle facilities along MD 32 from Freedom Elementary School to the Howard County line
- Pedestrian and bicycle facilities connecting Piney Run Park and its existing trail system with the surrounding community
 - Along Martz Road east of Piney Run Reservoir
 - Along Martz Road west of Piney Run Reservoir
 - Along White Rock Road between Martz Road and Obrecht Road
 - Along Obrecht Road between White Rock Road and Hollenberry Road
 - Along Hollenberry Road from Obrecht Road to the eastern end of Piney Run Reservoir

Pedestrian Network: Gaps & Missing Links

- Gap in pedestrian network on Bartholow Road between Hiltonhead Way and Johnsville Road & between Liberty High School and MD 32
- Gap in pedestrian facilities along Caren Drive between Mayfair Way and Ryon Court
- Gap in pedestrian facilities along Johnsville Road between Victor Drive and MD 32
- Gaps in pedestrian facilities network on Macbeth Way between MD 32 and Jay Road & between Flintlock Court and east of Bonnie Brae Road
- Gap in pedestrian facilities along Oklahoma Road between Dickinson Road and MD 26
- Gap in pedestrian facilities on Ridge Road between Stafford Court and Monroe Avenue
- Pedestrian facilities along Bennett Roads between MD 32 and Oklahoma Road

Pedestrian Network: Key Projects & System Improvements

- Pedestrian facilities along Georgetown Boulevard
- Pedestrian facilities along Klees Mill Road between Ronsdale Road and MD 26
- Pedestrian facilities along Linton Road between Ronsdale Road and MD 26
- Pedestrian facilities along Londontown Boulevard between Bevard Road and Georgetown Boulevard
- Pedestrian facilities along Oklahoma Road between Bennett Road to just north of Monroe Avenue
- Pedestrian facilities along Progress Way
- Pedestrian facilities along Raincliffe Road from MD 32 to Slacks Road
- Pedestrian facilities along Slacks Road from Raincliffe Road to Macbeth Way
- Pedestrian facilities (paved path) on the grounds of the South Carroll Senior Center
- Pedestrian facilities connecting Swallow Road with the Sykesville Linear Trail

Recommended Project Assessments & Fiscal Analysis:

As seen from the broad community input and noted in the plan goals, all of these recommended projects are integral elements for a functional community network. They are included to enable a detailed set of targets that will be publically accessible. By setting a public baseline for expectations, all involved stakeholders will be both informed of and accountable for their roles in meeting these targets. This accountability extends in all directions. It will require highway and road operations



Freedom Bicycle & Pedestrian Master Plan

agencies to include proactively retrofit projects into both maintenance and operations programs, or structure them into concurrent planned system improvements. It will involve a bona fide commitment to target a percentage of recommended projects for inclusion in the County's regular capital budgeting process via an annual Community Investment Program (CIP) or other similar effort. It will obligate community members to not only be advocates for the broad concept of a walkable/bikeable community but to be part of the very local solutions as specific retrofit projects seek to make connections within their neighborhoods. It will necessitate that both the development community and those responsible for the review and approval of development plans become active partners into the implementation of recommended projects. It will dictate that government agencies and departments coordinate internally and interjurisdictionally to seek new, concurrent opportunities to coordinate all types of retrofit projects and to update planning and/or implementing mechanisms, needs analyses, and recommendations at appropriate intervals.

Ranking Methodology:

In total, 39 mapped project segments are included in this plan. All of these included projects will provide measureable benefits and merit implementation within adjacent or concurrent site or subdivision development proposals, public works, resource management, or road improvement projects. As part of the overall feasibility analysis, this planning effort has attempted to develop a methodology to help establish retrofit priorities for the CIP budgeting efforts.

Since CIP funding will be a County-directed effort, this assessment prioritized projects associated with local roadways rather than the Freedom area highway corridors already prioritized by the state and under their jurisdiction. Accordingly, assessments were not made for projects within the MD 26 corridor or the MD 32 corridor south of MD 26.

Since the Governor Frank Brown Trail is already under development through the *Maryland Bikeways Program* and is already a recognized priority, its recommended sections and associated project were not ranked through this broader effort.

Lastly, several recommended projects are currently pending construction, associated with projects nearing final development approval or have recently requested or received funding. Consequently, they were not assessed in this effort since their development will most likely occur outside of any future CIP process.

Of the plan's 39 recommended project segments, 30 were scored for CIP budgeting prioritization using the assessment worksheet. The nine segments which were not initially ranked for County budgeting consideration can always be included into the prioritization process in the future should it be deemed necessary or if any portions of these projects remain incomplete.

Project Scoring:

Assessments and scoring were linked directly to a project's ability to further the plan's overall vision and meet specific goals. A project scoring sheet template was developed. It is a two-part scoring process to determine each recommended project's degree of concurrence with the plan's four broad goals. The first section develops a qualitative score based on goals #1, #2, & #3; the second half



Freedom Bicycle & Pedestrian Master Plan

ranks the planning-level fiscal note for project development against goal #4. The project scoring template can be found in Appendix B.

To assess how well a given project might fulfill Goal #1, scoring focused on targeting connections that could serve the greatest numbers of residents, those which would connect more points of origination and destination and those which linked most closely to those points. To achieve Goal #2, projects were analyzed for their ability to connect with other transportation facilities and resources, such as commuter and/or rideshare parking, CATS shuttle stops, and even the number of existing pedestrian networks linked by the project. For consistency with Goal #3, safety enhancements such as connectivity to Freedom's six public schools, creation of crosswalks, inclusion universally accessible curb cuts and/or ramps, as well as projects with other safety elements were factored into the rankings.

With scores for the first three goals as the basis, a project's ability to fulfill goal #4 is assessed by weighing factors involved with implementation costs and available funding. Scoring will consider current eligibility for grant funding as well as stipulations or requirements for grant programs, project readiness, need for land acquisition, project scope/complexity, and the potential for implementing concurrently with a variety of other public or private development projects. By assessing certain fixed opportunities, such as proximity to public or private development projects, tracking and connecting their implementation to specific project locations becomes more likely. Due to the changing nature of grant programs and their funding priorities, the scoring process envisions ranking a project's attainment for goal #4 as a project moves towards implementation within an identified CIP budgeting cycle.

Fiscal Note & Budgeting:

Planning-level construction estimates were developed for all 39 of the recommended individual projects. As previously noted, 30 of those were scored and ranked for CIP budget priorities. Currently, the number 1 ranked project, the segment to connect Liberty High School to MD 32 via Bartholow Road, has been forwarded for further budget estimate refinements as the initial recommended project to include in the upcoming FY 2015 to FY 2020 County CIP budget cycle.

The included planning-level cost estimates were based on a draft alignment, proposed location, and estimated length; they included construction, land acquisition, design/engineering costs, and a contingency allowance. It is important to note that these planning level estimates utilize only generalized cost multipliers and do not consider individual site constraints or engineering requirements. They are intended to provide an overall scope but not a detailed construction estimate, as a result it should be expected that actual costs will vary from the planning estimates.

If all of these ranked projects were to be built, the total estimated costs for development would be approximately \$3,661,000. Individual project estimates ranged from approximately \$18,600 to \$340,500 with an average cost per project of nearly \$126,900. The assessment rankings and individual project cost estimates can be found in Appendix B, page ii.



Freedom Bicycle & Pedestrian Master Plan

While these costs present a new budget line item, framing them in terms of preserved vehicle capacity on the roadway network and measurable progress towards meeting various water and water quality permit standards places a more appropriate scale to the investment. Recent research points to the importance of this effort to help ensure the quality of life which drives the desirability of Freedom's neighborhoods while offering the comprehensive public health benefits afforded by a more active lifestyle and reducing vehicle emissions. According to current research published in *Real Estate Economics*, in "neighborhoods with greater walkability, the resale value of both residential and commercial properties is higher. And according to a 2009 report commissioned by CEOs for Cities, 'a one-point increase in walk score was associated with an increase in value [per property] ranging from \$700 to \$3,000 depending on the market.'" (<http://realestate.msn.com/blogs/post--ditch-the-car-dying-suburbs-revived-by-walking>) Increased property values, as well as attainment of various environmental benchmarks, support the merits of these public investments not only to the individual property owner but to the governing jurisdiction as well.

Project Summaries & Implementation Priorities:

Measurable progress towards making walkable and bikeable connections between adjoining neighborhoods and linking Freedom area residents to local community destinations is long overdue. The mid-1990's community discussions which informed what ultimately became the *2001 Freedom Community Comprehensive Plan* highlighted the community's support and desire for other options to travel to local destinations. In the May 1996 community survey, also conducted to provide background information for the plan, 65 percent of the nearly 1,800 respondents supported improving pedestrian facilities in their communities. In other community discussions relating to the plan, traffic congestion was cited as the highest priority constraint facing the community. Of the nine transportation network recommendations, five involved pedestrian-related improvements or actions, including development of this targeted plan.

The desire for improving pedestrian and bicycle facilities has become a regular theme in community conversations since that time. Residents frequently note the well-developed walking/biking opportunities available in the Town of Sykesville and the ease of connecting to trails and path on adjacent state-owned lands. This level of concern was consistent in initial community discussions during late 2012 through mid-year 2013 to initiate an update of the 2001 plan. Of individual responses offered at "Listening Sessions" conversations asking about public priorities and key questions to answer for the future, fully 40 percent of responses included some mention of improving opportunities and conditions for walking and biking in the community.

The following ranked, recommended projects are highlighted as the top-tier project for the initial phase of County-directed implementation. As previously noted, the nature of these projects increases the likelihood of successful grant funding via one or more of the federal pass through programs of the *Transportation Alternatives Program*. Placing these projects into the CIP budget cycle will allow for funding reservations which may be significantly reduced through available grant programs, with the remaining budget item potentially being required matching funds. This also enables projects to move beyond the conceptual stage into actual engineering and design, which may, for many of the projects, be able to be accomplished using existing County staff.



Freedom Bicycle & Pedestrian Master Plan

Accomplishment of this critical phase also enables these projects to qualify as “shovel-ready,” making them all the more eligible for short-term or specially offered grant funds.

All of the recommended projects are depicted on Map 7 which notes specific ranked segments as well as the following top priority projects for county-funded implementation. The inventoried existing current conditions, noted project recommendations, as well as origination and destination points are compiled on Map 8 as a comprehensive summary map of Freedom Bicycle and Pedestrian Plan.



Freedom Bicycle & Pedestrian Master Plan

Project Rank #1: Sidewalk Connection on Johnsville Road between Liberty High School & Eldersburg Elementary School

Total Score: 90
Goal #1: 56
Goal #2: 10
Goal #3: 24

Length: 2,640 feet

Estimated Costs: \$111,620



Project Rank #2: Sidewalk Connection on Georgetown Boulevard to MD 26

Total Score: 82
Goal #1: 54
Goal #2: 10
Goal #3: 18

Length: 500 feet

Estimated Costs: \$42,030



Project Rank #3: Sidewalk Connection on Piney Ridge Parkway/Macbeth Way between Meadowcroft Road & Jay Court

Total Score: 79
Goal #1: 48
Goal #2: 10
Goal #3: 21

Length: 2,150 feet

Estimated Costs: \$135,820





Freedom Bicycle & Pedestrian Master Plan

Project Rank #4: Sidewalk Connection between Oklahoma Road & Ridge Road at MD 26

Total Score: 74
Goal #1: 43
Goal #2: 10
Goal #3: 21

Length: 790 feet

Estimated Costs: \$66,410



Project Rank #5: Sidewalk Connection on Bartholow Road from Johnsville Road to former Johnsville Senior Center

Total Score: 72
Goal #1: 37
Goal #2: 13
Goal #3: 22

Length: 2,131 feet

Estimated Costs: \$90,100



Project Rank #6: Sidewalk Connection on Freedom Avenue from SW of Johnsville Road to MD 32

Total Score: 69
Goal #1: 33
Goal #2: 8
Goal #3: 28

Length: 4,270 feet

Estimated Costs: \$269,745





Freedom Bicycle & Pedestrian Master Plan

Project#7: Sidewalk Connection along Hodges Road to existing trail/path

Total Score: 65
Goal #1:42
Goal #2: 7
Goal #3: 21

Length: 440 feet

Estimated Costs: \$18,605



Project#8: Sidewalk Linkage on Johnsville Road with MD 26

Total Score: 59
Goal #1: 38
Goal #2: 7
Goal #3: 14

Length: 690 feet

Estimated Costs: \$29,175



Project#9: Sidewalk Connection on Bennett Road from MD 32 to Oklahoma Road

Total Score: 58
Goal #1:32
Goal #2: 6
Goal #3: 20

Length: 6,755 feet

Estimated Costs: \$340,545





Freedom Bicycle & Pedestrian Master Plan

Project#10: Sidewalk Connection on Londontown Boulevard to MD 32

Total Score: 58

Goal #1: 32

Goal #2: 6

Goal #3: 20

Length: 2,502 feet

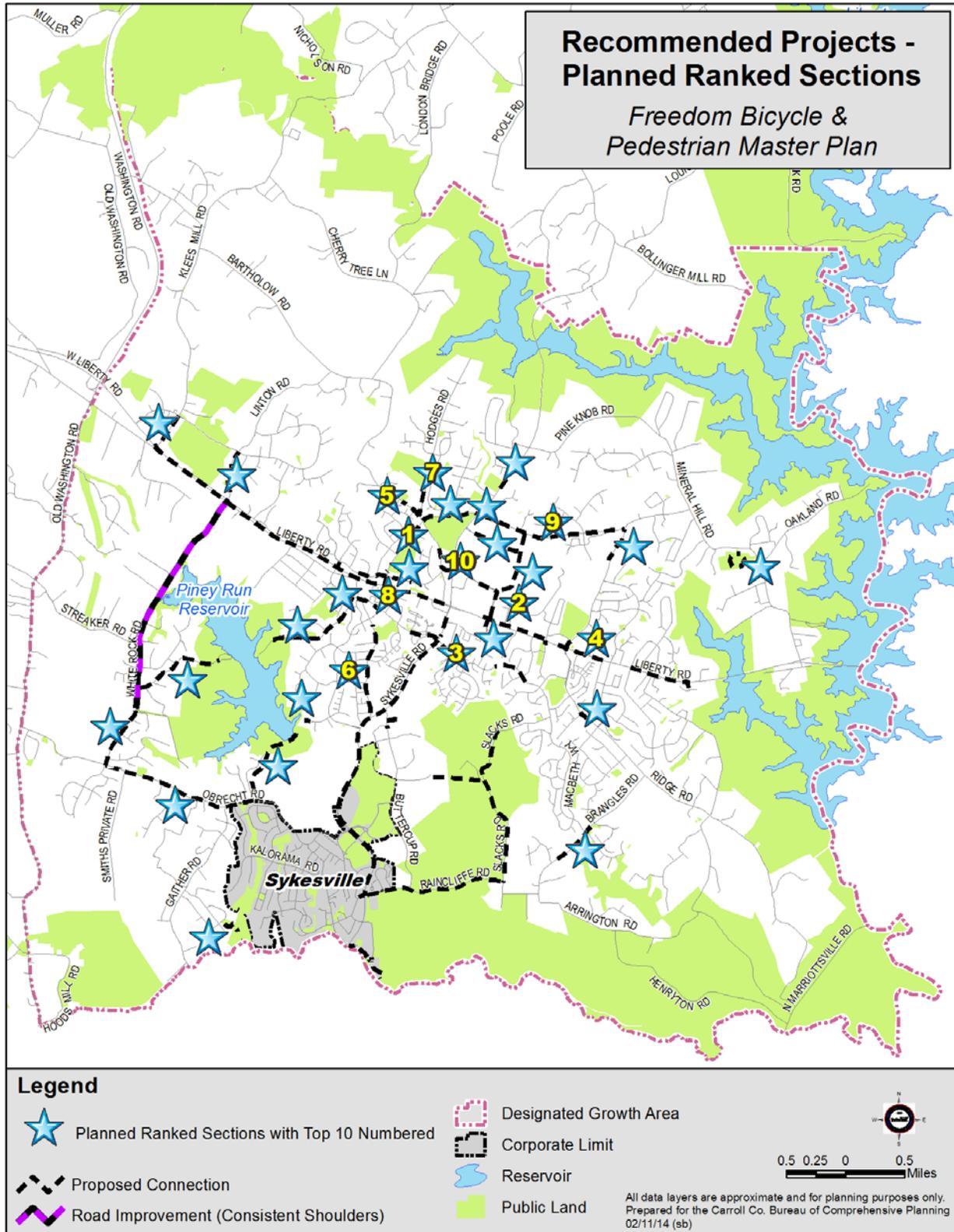
Estimated Costs: \$210,325





Freedom Bicycle & Pedestrian Master Plan

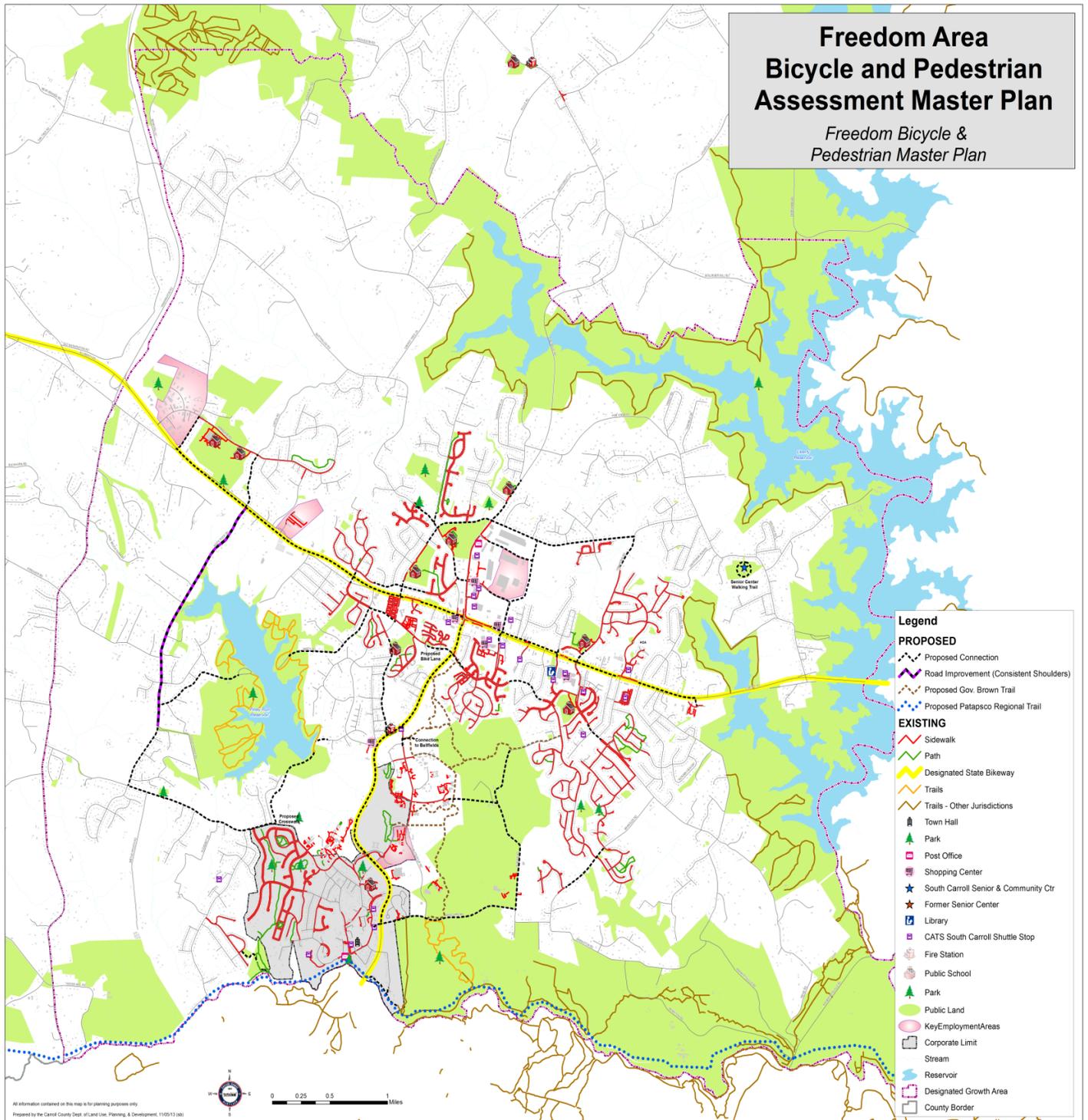
Map 7





Freedom Bicycle & Pedestrian Master Plan

Map 8





Freedom Bicycle & Pedestrian Master Plan

This page is left blank intentionally

Appendix A:

Community Forum - Materials, Data & Discussions



October 24, 2012 Public Meeting: Presentation, Outreach & Feedback Postcards, and Group Discussion Worksheet

FREEDOM AREA BICYCLE & PEDESTRIAN ASSESSMENT & MASTER PLAN

Kick Off Meeting
South Carroll Senior & Community Center
October 24, 2012

Carmel County Department of Land Use, Planning, & Development staff
Scott Graf, Comprehensive Planner
Barbara Lilly-Keane, Comprehensive Planner



FREEDOM AREA BICYCLE & PEDESTRIAN ASSESSMENT & MASTER PLAN

Agenda:
Introduction
Context of Plan

- Freedom Area Trail Study
- Freedom Area Bicycle & Pedestrian Master Plan
- Freedom Community Comprehensive Plan

Current Conditions

- Inventory of Existing Facilities
- Inventory of Planned Facilities



FREEDOM AREA BICYCLE & PEDESTRIAN ASSESSMENT & MASTER PLAN

Agenda (Continued):
Group Discussion

- Origins & Key Destinations
- Community Priorities
- Challenges

Next Steps





Freedom Bicycle & Pedestrian Master Plan

ORIGINS & DESTINATIONS:

<ul style="list-style-type: none"> Shopping along MD 26/32 corridors Larger neighborhoods Piney Run Park Morgan Run Library Liberty Exchange Senior Center Downtown Sykesville Pine Knob-Bollinger Mill area Neighborhoods adjacent to all area schools Travel from neighborhood to neighborhood OR community to community Slacks Road corridor 	<ul style="list-style-type: none"> Liberty Reservoir Utilize Old Liberty Road segments MD 97 Eldersburg to Sykesville via Springfield MD 26 to Freedom Park Connect school campuses (Liberty HS, Elders Elem, Freedom Elem, etc.) Liberty HS to MD 32 Pedestrian access along Georgetown, Londontowne, Bonnie Brae, Monroe Bupperts White Rock to Piney Run Piney Run to Sykesville & Eldersburg
---	---

COMMUNITY PRIORITIES:

<ul style="list-style-type: none"> Connecting out of communities (ex. MacBeth Way) Sidewalks along MD 26, MD 32, & Georgetown Sykesville linear trail (Piney Run, Martz Rd, Hollenberry Rd) Bike lane along Piney Ridge Pkwy, MacBeth Way Crossing MD 26 & MD 32 safely (lack of crosswalks) Lack of Sidewalks Disconnected sidewalks Streetlights in neighborhoods 	<ul style="list-style-type: none"> Connecting schools with surrounding neighborhoods Connecting neighborhoods with one another Education regarding CATS availability Education & awareness to "Share the Road" and traffic laws/driver education Bike/Ped advocates at the County level Striping/repainting MD 26 & MD 32 Bike lanes Bike and Pedestrian signage
---	--

CHALLENGES:

<ul style="list-style-type: none"> Lack of sidewalks Lack of crosswalks (lights, signals, signal timing) Lack of proper signage Lack of ADA ramps Lack of shoulders Inconsistent shoulders & curbing Line of sight issues (trees, shrubs, terrain & grade, poles, etc.) Overmazing trees Steep slopes Lack of connections between existing sidewalks or trails Pedestrian & bicycle conflicts on sidewalk 	<ul style="list-style-type: none"> Law enforcement of bicycle / pedestrian laws Drivers Ed programs should cover bicycle / pedestrian laws Connecting the 2 MacBeths Drivers attitudes toward bikers Connectivity to other counties Roadway improvements being made w/o cyclists & pedestrians in mind Access controls along MD 26 Make White Rock safe for bikes Scrap calling MD 26 a bike route until improvements are made Random & inconsistent sidewalks Random & inconsistent crosswalks
--	--



Freedom Bicycle & Pedestrian Master Plan

JOIN THE CONVERSATION TO IMPROVE WALKING & BIKING IN FREEDOM!
October 24, 2012 - 7 pm - South Carroll Senior & Community Center
Come share your vision for linking your neighborhood to places you'd like to reach by foot & by bike!

Bring your local perspective to an open dialogue on the walking & biking needs of your community.

Your ideas & suggestions will help guide improved access for bicyclists & pedestrians in neighborhoods across the Freedom area.

This discussion with Comprehensive Planning staff will be a key starting point for creating an area-wide Bicycle & Pedestrian Master Plan.

CARROLL CO. BUREAU OF COMPREHENSIVE PLANNING
 225 N. Center Street
 Room 204
 Westminster, MD 21157

Phone: 410.386.2145
 Fax: 410.386.2120
 Email: planning@ccp.carr.org

Carroll Co. Bureau of Comprehensive Planning
 225 North Center Street
 Westminster, MD 21157

Presorted
 First-Class Mail
 U.S. Postage Paid
 Westminster, MD
 Permit No. 347

Type address here or use Mail Merge to automatically address this publication to multiple recipients.

JOIN THE CONVERSATION TO IMPROVE WALKING & BIKING IN FREEDOM!
October 24, 2012 - 7 pm - South Carroll Senior & Community Center

JOIN THE CONVERSATION TO IMPROVE WALKING & BIKING IN FREEDOM!

The places in Freedom I'd MOST like to walk or bike to are ...

I'll be starting my trip from ...

I think the highest priorities to improve walking & biking in Freedom are ...

Today, the GREATEST challenge I have in walking or biking is ...

WE WANT KNOW WHERE YOU'D LIKE TO GO IN YOUR NEIGHBORHOOD & COMMUNITY!

Carroll Co. Bureau of Comprehensive Planning
 225 North Center Street
 Westminster, MD 21157

Carroll Co. Bureau of Comprehensive Planning
 225 North Center Street, Room 204
 Westminster, Maryland 21157
 ATTENTION: Scott Graf

Please place your stamp here
 Postage is required for delivery

JOIN THE CONVERSATION TO IMPROVE WALKING & BIKING IN FREEDOM!



Freedom Bicycle & Pedestrian Master Plan

March 13, 2013 Public Meeting: Presentation & Outreach Postcard

Feedback Postcard & Group Discussion Worksheet were unchanged from October meeting



Carroll Co. Bureau of
Comprehensive Planning
225 North Center Street
Westminster, MD 21157

Presorted
First-Class Mail
U.S. Postage Paid
Westminster, MD
Permit No. 347

Type address here or use Mail Merge to
automatically address this publication
to multiple recipients.



**CONTINUING THE CONVERSATION:
YOUR IDEAS FOR IMPROVING
WALKING & BIKING IN FREEDOM!**



PARKING

March 13, 2013 - 7 pm - South Carroll Senior & Community Center



**CONTINUING THE CONVERSATION: YOUR IDEAS FOR
IMPROVING WALKING & BIKING IN FREEDOM!**
March 13, 2013 - 7 pm - South Carroll Senior & Community Center

In October, Freedom-area residents shared their ideas & experiences as vitally important background for developing the community's first-ever Bicycle & Pedestrian Master Plan.

Come out & learn what your neighbors answered when asked:

- Where they wanted to get TO & FROM by foot or by bike
- What they felt are the key challenges & opportunities to be met for the future

This discussion will be a critical next step to creating an area-wide approach to make traveling in, around & across Freedom *WITHOUT* a car more comfortable, accessible & predictable in the future.

BE SURE TO ADD YOUR VOICE TO THE CONVERSATION!





Freedom Bicycle & Pedestrian Master Plan

This page is intentionally left blank.



Appendix B:

Project Assessments, Scoring & Ranking





Freedom Bicycle & Pedestrian Master Plan

Freedom Bicycle Pedestrian Master Plan Recommended Project - Planning Level Cost Estimated

Trail**	Trail Length (feet)	Cost of Construction	Cost of Land Acquisition	Engineering (10%)	Contingency (20%)	TOTAL	ZONING CLASS
1	2,465	\$46,218.75	\$22,069.56	\$6,828.83	\$2,889.84	\$78,006.98	*R-20 & C
2	917	\$17,193.75	\$19,998.85	\$3,719.26	\$2,371.81	\$57,928.78	*R-20 & R-10
4	2,000	\$37,500.00	\$8,264.46	\$4,576.45	\$9,152.89	\$59,493.80	C
5	1,580	\$29,625.00	\$14,146.01	\$4,377.10	\$8,754.20	\$56,902.31	* R-20 & C
6	875	\$16,406.25	\$14,261.94	\$3,066.82	\$6,133.64	\$39,868.64	R-40
7	1,080	\$20,250.00	\$14,876.03	\$3,512.60	\$7,025.21	\$45,663.84	R-20
8	7,259	\$136,106.25	\$82,766.38	\$21,887.26	\$43,774.53	\$284,534.42	* R-20, R-40, & C
9	1,770	\$33,187.50	\$81,267.22	\$11,445.47	\$22,890.94	\$148,791.13	IR/BG
10	2,505	\$46,968.75	\$28,561.76	\$7,553.05	\$15,106.10	\$98,189.66	* R-20, R-40, & C
11	4,225	\$79,218.75	\$67,248.24	\$14,646.70	\$29,293.40	\$190,407.08	* R20, R-10, & C
12	575	\$10,781.25	\$2,376.03	\$1,315.73	\$2,631.46	\$17,104.47	C
13	4,032	\$75,600.00	\$36,099.17	\$11,169.92	\$22,339.83	\$145,208.93	* R-20 & C
14	2,905	\$54,468.75	\$43,681.70	\$9,815.05	\$19,630.09	\$127,595.59	*R-40 & R-20
15	4,713	\$88,368.75	\$75,015.61	\$16,338.44	\$32,676.87	\$212,399.66	* R-10, R-20, & C
16	1,359	\$25,481.25	\$40,557.85	\$6,603.91	\$13,207.82	\$85,850.83	R-10
17	2,225	\$41,718.75	\$102,157.94	\$14,387.67	\$28,775.34	\$187,039.70	IR/BG
18	3,195	\$59,906.25	\$146,694.21	\$20,660.05	\$41,320.09	\$268,580.60	IR/BG
19	790	\$14,812.50	\$36,271.81	\$5,108.43	\$10,216.86	\$66,409.60	IR/BG
20	500	\$9,375.00	\$22,956.84	\$3,233.18	\$6,466.37	\$42,031.39	IR/BG
21	2,502	\$46,912.50	\$114,876.03	\$16,178.85	\$32,357.71	\$210,325.09	IR/BG
22	2,480	\$46,500.00	\$34,159.78	\$8,065.98	\$16,131.96	\$104,857.71	R-20
23	690	\$12,937.50	\$9,504.13	\$2,244.16	\$4,488.33	\$29,174.12	R-20
24	1,168	\$21,900.00	\$17,562.90	\$3,946.29	\$7,892.58	\$51,301.77	* R-20 & R-40
25	6,755	\$126,656.25	\$135,301.60	\$26,195.78	\$52,391.57	\$340,545.20	* IR, C, R-20, & R-10
26	4,270	\$80,062.50	\$127,433.43	\$20,749.59	\$41,499.19	\$269,744.70	R-10
27	2,150	\$40,312.50	\$64,164.37	\$10,447.69	\$20,895.37	\$135,819.93	R-10
28	2,640	\$49,500.00	\$36,363.64	\$8,586.36	\$17,172.73	\$111,622.73	R-20
29	2,131	\$39,956.25	\$29,352.62	\$6,930.89	\$13,861.77	\$90,101.53	R-20
30	440	\$8,250.00	\$6,060.61	\$1,431.06	\$2,862.12	\$18,603.79	R-20
31***	1,372	\$99,350.00	\$54,000.00	\$15,000.00	\$9,900.00	\$178,250.00	* R-20 & IR
Sub-Total for Ranked Projects						\$3,752,354.01	
3	2,000	\$37,500.00	\$43,618.00	\$8,111.80	\$16,223.60	\$105,453.40	*R-20 & R-10
32	320	\$6,000.00	\$4,407.71	\$1,040.77	\$2,081.54	\$13,530.03	R-20
33	400	\$7,500.00	\$18,365.47	\$2,586.55	\$5,173.09	\$33,625.11	Employment Campus
34	580	\$10,875.00	\$26,629.94	\$3,750.49	\$7,500.99	\$48,756.42	Employment Campus
35	390	\$7,312.50	\$17,906.34	\$2,521.88	\$5,043.77	\$32,784.49	Employment Campus
36	2,300	\$43,125.00	\$105,601.47	\$14,872.65	\$29,745.29	\$193,344.41	Employment Campus
37	7,380	\$138,375.00	\$338,842.98	\$47,721.80	\$95,443.60	\$620,383.37	Employment Campus
38	6,430	\$120,562.50	\$295,224.98	\$41,578.75	\$83,157.50	\$540,523.72	Employment Campus
39	32,406	\$1,215,225.00	\$1,785,454.55	\$300,067.95	\$600,135.91	\$3,900,883.41	Gov. Brown Trail
TOTAL ~ ALL PLAN RECOMMENDED PROJECTS						<u>\$9,241,638.36</u>	

Greyed-Out Projects are those identified in the draft 2013 Freedom Bicycle & Pedestrian Master Plan as currently underway for implementation or under jurisdiction of MD SHA

* When a proposed pathway goes through multiple zonings, the average of the costs per acre is used for the cost of land acquisition.

** Trail Number corresponds mapped segment locations

*** Reflects Carroll County CIP Budget estimates for FY15-FY20

Estimates prepared by Carroll County Bureau of Comprehensive Planning, August 2013



Freedom Bicycle & Pedestrian Master Plan

Goal:							
Place a greater emphasis on walking and bicycling in transportation planning and the development process.							
Connecting to Transportation Resources							
	Links to the Gov. Brown Trail	Links to other networks <i>1 pt. each</i>	Links to a Rideshare or Commuter service	Links to Park & Ride or parking	Links to a CATS stop	Concurrent with Planned Street	Concurrent with Designated Bike Corridor
Total Points for Goal:							
Comments/Notes:							
Goal:							
Work with local elected officials, government agencies, and community leaders to promote and emphasize bicycle and pedestrian safety training and outreach. Develop and construct pedestrian and bicycle facilities with safety in mind.							
	Connection within 2 mile radius to a school	Provides At least 1 cross walk	Provides At least 2 cross walks	Upgrade for universal access	Concurrent with other safety enhancement	Includes other safety element	Coordinates with other jurisdiction safety programs or measures
	X 2 pts.	X 2 pts.	X 3 pts.	X 2 pts.	X 2 pts.	X 2 pts.	X 2 pts.
Total Points for Goal:							
Comments/Notes:							
Total for all Goals – Project Score							
Comments/Notes:							
<u>Part 1 Ordinal Ranking – Out of Total Projects:</u>							



Freedom Bicycle & Pedestrian Master Plan

Freedom Bicycle-Pedestrian Master Plan Project Priority Assessment ~ Part 2 Implementation & Funding

Goal:

Leverage and utilize, to the greatest extent possible, state, federal and/or grant funding for improvements to existing bicycle and pedestrian facilities as well as construction of new bicycle and pedestrian infrastructure.

Funding Opportunities/Requirements & Implementation Readiness/Challenges

Grant Funding Opportunity	0-10 % Required Match	11-30% Required Match	31-50% Required Match	Unrestricted In-Kind Match	Restricted In-Kind Match	No Forward Funding Required	Forward Funding Required
Component #1	3 pts.	2 pts.	1 pt.	3 pts.	2 pts.	3 pts.	1 pt.

Construction Readiness	Planning Alignment	Preliminary Engineering	Portions in progress/ Complete	Fully on publically-available land 1 owner	Fully on publically-available land 2 owners	Land Acquisition Required
Component #2	1 pt.	2 pts.	3 pts.	3 pts.	2 pts.	

Comments/ Notes:

Project Challenges	Length	Sensitive Area/ Environmental Constraints	Steep Slope Grade Issues	Bridges and/or Stream Crossings	Easement, ROW, Utility Restrictions	Compatibility with adjacent land uses
Component #3	<500' 3 pts.					
	<1,000' 2pts.	Low: 3 pts. Med.: 2 pts. High: 1 pt.	Low: 3 pts. Med.: 2 pts. High: 1 pt.	None: 3 pts. 1: 2 pts. 2+: 1 pt.	None: 3 pts. Min.: 2 pts. High: 1 pt.	High: 3 pts. Med.: 2 pts. Low: 1 pt.
	1,000'+ 1 pt.					



Freedom Bicycle & Pedestrian Master Plan

Construction Alternatives	Potential to implement with any development plan	Potential to implement with a local road or intersection project	Potential to implement with a Park or Recreation project	Potential to implement with a Resource Management project	Potential to implement with a CCPS project	Potential to implement with a CIP or other capital project
Component #4	High x 3 pts. Med. x 2pts. Low x 1 pt.	High x 3 pts. Med. x 2 pts. Low x 1 pt.	High x 3 pts. Med. x 2 pts. Low x 1 pt.	High x 3 pts. Med. x 2 pts. Low x 1 pt.	High x 3 pts. Med. x 2 pts. Low x 1 pt.	High x 3 pts. Med. x 2 pts. Low x 1 pt.
Comments/Notes:						
Total Points for Goal Components:	#1	#2	#3	#4		
<u>Assessment – Total Score for Part 2:</u>						
<u>Final Ordinal Ranking – Out of Total Projects:</u>						
Other Comments/Notes /Recommendations:						



Freedom Bicycle & Pedestrian Master Plan

Pedestrian/Bicycle Connection Locations & Project Number*

1	Brangels Rd - Sidewalk
2	Ridge Rd - Connection
4	Senior Center Trail
5	Oklahoma Rd to Bennett
6	MD32 - Freedom ES to Irving Ruby Rd
7	Riverview Link w/ Sykesville Linear Trail
8	Obrecht Rd to White Rock Rd
9	Klees Mill from MD26 to Ronsdale Rd
10	Linton Rd from Ronsdale Rd to MD26
11	Martz Rd (W) to White Rock
12	Waters Edge Rd to Piney Run Park
13	Hollenberry Rd - Connect from Obrecht Rd to Piney Run Park
14	White Rock Rd from Obrecht Rd to Cooley Ridge Dr.
15	Martz Rd (E) to Piney Ridge Parkway
16	Piney Ridge Parkway to Martz Rd
17	Progress Way to Georgetown Blvd, Ext. (Future)
18	Georgetown Blvd, Ext. (Future)
19	Oklahoma Rd - Connect to Ridge Rd - MD26
20	Georgetown Blvd to MD26
21	Georgetown Blvd MD26 to MD32
22	Caren Dr - Connect Sidewalk to Johnsville Rd
23	Johnsville Rd - Connect Sidewalk to MD32
24	MD32 - from Bennett Rd & Johnsville Rd to Freedom ES
25	Bennett Rd to Oklahoma Rd
26	Freedom Ave. - Connect from Johnsville Rd to MD32
27	Piney Ridge Parkway & MacBeth Way - Meadowcroft Rd to Jay Ct.
28	Johnsville Rd Sidewalk - Connect Liberty HS to Eldersburg ES
29	Bartholow Rd from Johnsville Rd to former Senior Center
30	Hodges Rd/Park - Connect to Stone Manor path
31	Bartholow Rd - Connect Liberty HS to MD32

*Refer to Notations on Project Budget Estimate Table –page xii
Correspond to following Project Priority Assessments & Rankings



Freedom Bicycle & Pedestrian Master Plan

This page is intentionally left blank.

Freedom Bicycle-Pedestrian Master Plan Project Priority Assessment

Vision for Bicycle & Pedestrian Connectivity:

The Freedom community is an active & vibrant community where neighborhoods, institutions, and activity centers are interconnected in a safe and efficient manner for all modes of travel

The following plan goals are directing the plan assessment & evaluation criteria for the following proposed project:

Identify a hierarchy of key connections & destinations within the Freedom community and target funding to projects that will yield the greatest impact on the community as a whole.

Neighborhood & Community Linkages

	#1	#2	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	#17	#18	#19	#20	#21	#22	#23	#24	#25	#26	#27	#28	#29	#30	#31*	
Number of structures within .25 mile radius 500 or less x 1 pt. 501 to 1,000 x 2 pts. 1,000 or more x 3pts.																															
Number of neighborhood connections Up to 2 Community Connections # x 1 pt. 3 Community Connections x 2 pts. 4 or More Community Connections # x 3 pts.	2	3	1	1	2	1	3	1	1	1	1	1	1	3	3	1	1	2	1	1	2	2	1	1	1	3	2	1	1	1	
Destination Linkages 1 point per destination Links to 1 School # x 1 pt. Links to 2 or More Schools # x 1 pt. Links to Community Facilities/ Institutions i.e. Library, Church, Legion, Sr. Center # x 1 pt. Links to 1 Park/Rec Area - Municipal County, Private, State # x 1 pt. Links to 2 or more Parks/Rec Areas # x 1 pt. Links to 1 Commercial Destination # x 1 pt. Links to 2 or More Commercial Destinations # x 1 pt.	12	5	1	9	12	12	12	2	12	6	6	9	6	12	12	1	1	6	12	2	12	12	12	12	12	15	12	12	15	18	
Distance to Destination Points & Origination .25 mile or less # x 3 pts. More than .25 mile up to .5 mile # x 2 pts. More than .5 mile # x 1 pt.	3	1	1	4	4	2	4	3	4	4	4	15	2	3	3	4	2	8	6	6	6	9	8	7	4	5	7	6	6	10	
	4	20	3	6	20	10	15	16	6	2	6	5	6	16	19	24	24	27	35	18	10	15	5	12	16	25	35	18	20	38	
Total Points for Goal:	<u>21</u>	<u>29</u>	<u>6</u>	<u>20</u>	<u>38</u>	<u>25</u>	<u>34</u>	<u>22</u>	<u>23</u>	<u>13</u>	<u>17</u>	<u>30</u>	<u>15</u>	<u>34</u>	<u>37</u>	<u>30</u>	<u>28</u>	<u>43</u>	<u>54</u>	<u>27</u>	<u>30</u>	<u>38</u>	<u>26</u>	<u>32</u>	<u>33</u>	<u>48</u>	<u>56</u>	<u>37</u>	<u>42</u>	<u>67</u>	

Comments/Notes:

Freedom Bicycle-Pedestrian Master Plan Project Priority Assessment - Page 2, Cont'd.

The following plan goals are directing the plan assessment & evaluation criteria for the following proposed project:

Place a greater emphasis on walking and bicycling in transportation planning and the development process.

Connecting to Transportation Resources

								#1	#2	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	#17	#18	#19	#20	#21	#22	#23	#24	#25	#26	#27	#28	#29	#30	#31					
Connection Opportunities With Other Networks & Resources	Links to the Gov. Brown Trail	Other Network Linkages 1 pt. each	Links To CATS	Links to Rideshare or Commuter service	Links to Park & Ride or other parking	Concurrent with Planned Street	Concurrent with Designated Bike Corridor																																			
								5	9	3	6	8	4	5	3	4	3	4	3	1	4	4	5	4	10	10	14	6	7	7	6	8	10	10	13	7	13					
Total Points for Goal:								5	9	3	6	8	4	5	3	4	3	4	3	1	4	4	5	4	10	10	14	6	7	7	6	8	10	10	13	7	13					

Comments/Notes:

Freedom Bicycle-Pedestrian Master Plan - Recommended Project Priority Assessment - Page 3, Cont'd.

The following plan goals are directing the plan assessment & evaluation criteria for the following proposed project :

Work with local elected officials, government agencies, and community leaders to promote and emphasize bicycle and pedestrian safety training and outreach. Develop and construct pedestrian and bicycle facilities with safety in mind.

Connecting to Transportation Resources

	#1	#2	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	#17	#18	#19	#20	#21	#22	#23	#24	#25	#26	#27	#28	#29	#30	#31*
Safety Enhancements & Opportunities For Access Improvements Within 2 mile radius from school(s) x 2 pts. Includes safety training or advocacy. Provides 1 new crosswalk x 2 pts. Provides 2 or more crosswalks # x 3 pts. Provides Universal Access Upgrade or Improvement. Concurrent with other safety project or program. Coordinates added safety element or program with other jurisdiction.																														
Total Points for Goal:	4	8	2	6	6	4	7	7	6	5	4	6	11	10	15	9	14	21	18	17	16	14	19	20	28	21	24	22	16	21
Comments/Notes:	4	8	2	6	6	4	7	7	6	5	4	6	11	10	15	9	14	21	18	17	16	14	19	20	28	21	24	22	16	21
Total Points:																														
Goal #1	21	29	6	20	38	25	34	22	23	13	17	30	15	34	37	30	28	43	54	27	30	38	26	32	33	48	56	37	42	67
Goal #2	5	9	3	6	8	4	5	3	4	3	4	3	1	4	4	5	4	10	10	14	6	7	7	6	8	10	10	13	7	13
Goal #3	4	8	2	6	6	4	7	7	6	5	4	6	11	10	15	9	14	21	18	17	16	14	19	20	28	21	24	22	16	21
Total for Functional Goals	30	46	11	32	52	33	46	32	33	21	25	39	27	48	56	44	46	74	82	58	52	59	52	58	69	79	90	72	65	101
Project Ranking - Assessment Part 1	26	17	30	24	13	22	17	24	22	29	28	21	27	16	12	20	17	5	3	10	13	9	13	10	7	4	2	6	8	1
Comments/Notes:																														