

Chapter 9 Recommendations (pages 71-72)

<p>General</p>	<ol style="list-style-type: none"> 1. Affirm and continue to implement the recommendations in the 2014 Carroll County Master Plan as amended 2019 Amended, 2018 Freedom Community Comprehensive Plan, and 2013 Finksburg Corridor Plan where they reinforce the Carroll County Transportation Master Plan.
<p>Chapter 5 Transportation Corridor & Subarea Analysis</p>	<ol style="list-style-type: none"> 2. Adopt by reference the Carroll County Transportation Master Plan, and any amendment to it, into the future Master Plan update. 3. Study the County's land use and transportation interaction as part of the future Master Plan update. 4. Support development that reduces the Average Daily Traffic by investigating the Zoning Ordinance and Subdivision Regulations for related impediments.
<p>& Chapter 6 Planned Roadway Projects</p>	<ol style="list-style-type: none"> 1. Advance the design, right-of-way acquisition, and construction of Planned Roadway Projects and Most Promising Potential Improvements through <ol style="list-style-type: none"> a. the use of the County's CIP, bonds, special assessments, and other financing tools, b. the development review process, and c. partnerships with the municipalities, state, BMC, landowners, land developers, and other public-private partnerships. 2. Planned Roadway Projects and Most Promising Potential Improvements should be designed and constructed to <ol style="list-style-type: none"> a. improve connectivity, b. enhance safety, c. reduce traffic congestion, d. reduce conflicts between short distance and longer distance travel on major roadways, e. accommodate all users of the right-of-way (motorists, bicyclists, pedestrians), f. comply with the County's road standards, with designs consistent with adjacent land use, and g. maintain a high quality of life. 3. Where complete construction is infeasible, partial construction should be completed to facilitate inter-parcel connectivity. 4. Coordinate with BMC to Adopt Planned Roadway Projects and Most Promising Potential Improvements into the Long-Range Transportation Plan and advance County priorities through the Unified Planning Work Program. 5. Within the constraints of funding availability and taking into consideration the prioritization established, proactively work to acquire land necessary for the construction of Planned Major Streets, Planned Neighborhood Connections, and Most Promising Potential Improvements identified in this Plan. 6. Partner with the municipalities to develop a right-of-way preservation strategy for potential road improvements with priority given to those areas where development is most likely to occur over the next decade.

	<p>7. Monitor the progress of ongoing municipal plan updates and amend the recommendations of this Plan to be consistent with all amended plans.</p> <p>8. Further analyze the feasibility of Planned Major Street and Planned Neighborhood Connection alignments.</p> <p>9. Conduct traffic studies to determine viable options to move traffic safely and efficiently, including heavy truck traffic in known or identified trouble spots throughout the County.</p> <p>10. Study the efficacy of traffic impact fees as a means to address the long list of transportation capacity and connectivity improvements needed. (Consultant study)</p> <p>11. Evaluate existing methods used by the County to fund transportation improvements through the capital program conducted and as conditions of development approval to determine whether the existing sources provide sufficient funding to expand the transportation network to meet anticipated travel demand.</p> <p>12. Identify other potential sources for funding Planned Roadway Projects and Most Promising Potential Improvements, including roadway and intersection capacity enhancement, road extension, and road realignment projects.</p> <p>13. Investigate a greater role and responsibility for construction of state arterial and collector roads with the CIP funding in partnership with the state.</p> <p>14. Continue to work with MDOT SHA and the eight municipalities to analyze evolving roadway conditions and identify additional Planned Roadway Project and Most Promising Potential Improvements in areas where development and traffic patterns are changing.</p> <p>15. Continue to work with MDOT SHA to</p> <ul style="list-style-type: none"> a. prioritize and advance roadway and intersection projects along state highways, <ul style="list-style-type: none"> i. through the submission of the County's annual CTP Priority Letter; work with the County's Delegation to the General Assembly, and ii. through the update of Carroll County's Highway Needs Inventory (HNI). b. rank roadway and intersection projects along state highways, and c. seek funding for streetscape improvements such as those in New Windsor and Sykesville, citing measures implemented in past streetscape projects. <p>16. Continue to monitor and advocate for MDOT SHA's I-70 TSMO plans.</p>
<p>Chapter 7</p> <p>Access Management</p>	<p>1. Coordinate with MDOT SHA to promote access management best practices along state highways.</p> <ul style="list-style-type: none"> a. Update existing access management plans as needed. b. Adhere to recommendations and implementation strategies in existing access management plans. c. Identify corridors in need of an access management plan.

	<p>2. The County should request MDOT SHA reconvene corridor-level access management planning processes and follow through with such plans to achieve adoption by the respective municipalities.</p>
	<p>3. Work with MDOT SHA to develop an access management policy to implement current and future access management plans.</p>
	<p>4. Review the Zoning Ordinance, Subdivision Regulations, and the County’s standards for highway and street design and construction to identify any obstacles that would prevent implementation of access control policies, particularly on arterials and collector roads, and a connecting system of internal and external streets, providing for shorter and fewer vehicle trips and better traffic circulation.</p>
<p>Chapter 8 Emerging Trends</p>	<p>1. Provide accessible and equitable locations for EV charging infrastructure throughout the County on public and private property.</p> <ul style="list-style-type: none"> a. Analyze data to understand where EV charging infrastructure would most effectively and equitably be located, taking into consideration areas with lower income populations and concentrated commercial and industrial areas. b. Create guidelines on how charging infrastructure should be located and de c. Consider requirements for Level Two charging infrastructure in all new development.
	<p>2. Educate the public about EV, AV, and other new forms of transportation technology.</p>
	<p>3. Evaluate development review policies that may be impacted by the transition to EVs and AVs, such as reducing parking standards.</p>
	<p>4. Coordinate with federal, state, regional, and local agencies to implement EV and AV technology.</p> <ul style="list-style-type: none"> a. Work with the state, municipalities, and surrounding jurisdictions to prepare the County’s roadways for EVs and AVs. b. Work with MAGIC to help implement the AV corridor.