



Transportation Master Plan – Introduction

PLANNING & ZONING
COMMISSION

OCTOBER 5, 2022



Purpose of the Plan

The Carroll County 2014 Master Plan as amended 2019 (CCMP) Transportation Chapter 7 goal for enhancement of how the County travels was to ***provide a safe and functional intra-County transportation system that promotes access and mobility for people and goods through a variety of transportation modes.***

In furtherance of this goal, one of the principal transportation-related recommendations in the Plan is to *“update the 1962 Major Street Plan with a County-wide Transportation Master Plan”*.

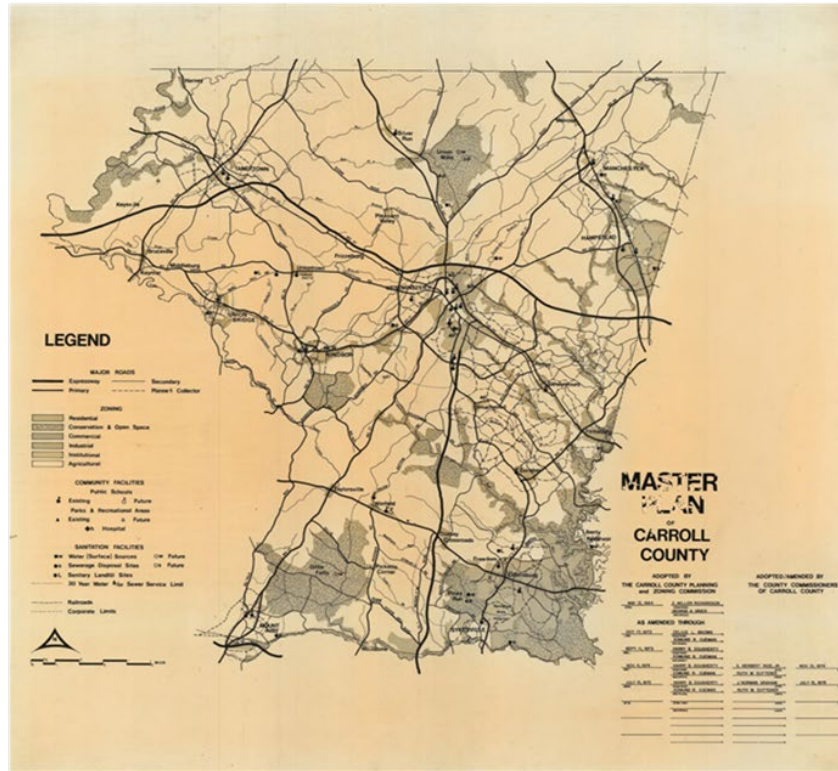
This Plan is a crucial step in recognizing the changes that have occurred over the past 60 years and implementing the County’s Land Use Plans.



Chapter 1 - Introduction

History

The original Major Street Plan was developed in recognition of the influence of the automobile and with the express purpose of interconnecting the network of state and local roadways that would provide access and mobility for residents throughout Carroll County and its eight municipalities.



Chapter 1 – Introduction

History (cont.)

A principal focus of the 1962 Major Street Plan was the construction of bypass roads around several of Carroll's incorporated towns, particularly those whose Main Streets were state highways.

These bypasses, in conjunction with local collector road construction, were expected to divert heavy traffic away from the historic towns and create economic development opportunities for the County.

The vision set forth by the 1962 Major Street Plan has remained the focus of Carroll's transportation planning efforts ever since.

Chapter 1 – Introduction (cont.)

Vision

Consistent with
goals and objectives
of adopted land use
plans

Chapter 2 - Demographics

Using 2020 Census data, this Chapter summarizes the changes that have occurred in key metrics that are relevant to transportation needs

- Population
- Age
- Household Size
- Housing
- Housing Values
- Income
- Education
- Jobs, Employment and Commuting Characteristics

Chapter 3 – Other Transportation Plans

This Transportation Plan is intended to be a comprehensive analysis of the road network and the improvements which are necessary to accomplish the long-range vision set forth in the 2014 Carroll County Master Plan, the 2018 Freedom Community Comprehensive Plan, the 2013 Finksburg Community Plan, and the eight municipal Master Plans.

It includes a vision, analysis, and recommendations for roads in Carroll County; it does not include other modes of transportation. The following plans are the County's guidance on the future of other modes of transportation.

Chapter 3 – Other Transportation Plans (cont.)

County Plans

2019 Carroll County Transit Development Plan (TDP) - builds upon Carroll County's goals and objectives for transit, provides a review and assessment of current transit services, identifies unmet transit needs, and develops an appropriate course of action to address the objectives in the short-range future (typically a five-year horizon).

2015 Carroll County Regional Airport Master Plan - provides aviation activity forecasts for the Carroll County Regional Airport (DMW) over the 20-year planning horizon.

2019 Carroll County Bicycle Pedestrian Master Plan - focuses on the transportation aspect of bicycle and pedestrian movement as well as recreational and tourism opportunities county-wide.

2022 Carroll County Strategic Safety Plan – provides plans to reduce the number of traffic-related crashes, injuries, and fatalities using a comprehensive yet strategic approach.

FY23-28 Carroll County Community Investment Plan (CIP) - a six-year plan for the construction of capital projects in the County, including roads and bridges.

Chapter 3 – Other Transportation Plans (cont.)

Regional - prepared every five years by the Baltimore Metropolitan Council (BMC) with the assistance of its members jurisdictions, including Carroll County. It is a fiscally constrained, regional, long-range (20 year) transportation plan.

State

The Highway Needs Inventory (HNI)- a long term, financially unconstrained technical reference and planning document which identifies highway improvements to serve existing and projected population and economic activity in the state.

The Maryland Transportation Plan (MTP)- develops a 20-year mission for transportation in the state. The MTP outlines the State's overarching transportation priorities and helps create a larger context for transportation decision-making.

The Consolidated Transportation Program (CTP)- Maryland's six-year capital budget for transportation projects.

Municipal – Each of the eight incorporated towns and cities, with their own planning and zoning authority, are responsible for adoption of their own comprehensive plans. As required by state law, the municipal plans include transportation elements.

Chapter 5 - Transportation Corridor & Subarea Analysis

In 2020, the County, with the help of the Baltimore Regional Transportation Board's Unified Planning Work Program (UPWP), had a Transportation Corridor & Subarea Analysis completed for the entire County.

This Corridor and Subarea Analysis provides a framework for recognizing that the long list of previous studies and identified priorities in each of the County's main corridors needed to be organized into a rational framework.

Chapter 5 (cont.)

The County, municipal governments and MDOT SHA have identified through their own planning processes more than 100 potential transportation improvements.

The consultant reviewed those 100 potential transportation improvements to identify the most promising potential improvements which have a broad public benefit, improve mobility, and/or are critical to economic development.

Unlike the County's master plan and municipal master plans, this transportation plan is not exhaustive of all transportation improvements which are necessary and desirable.

It does not rely on the Major Streets Plan as a starting point for review.

It does not consider projects which have as their primary purpose to facilitate specific development projects or open up new land to development within DGAs.

Chapter 5 (cont.)

The fundamental choice: Faced with very limited funding at the municipal and county level and state investments which are focused on the major interstate bottlenecks in the metropolitan areas, the County can:

- focus on winning state investments in projects which cost hundreds of millions of dollars and hope that one or more advances through the gauntlet of planning, engineering, permitting and construction, or
- focus on near-term incremental improvements that improve local mobility while gaining some larger countywide benefit.

Chapter 5 Transportation Corridor & Subarea Analysis (cont.)

The analysis identifies the most promising potential improvements to improve traffic congestion and support economic development that is fiscally responsible and conscious of project delivery constraints such as environmental impacts and right-of-way acquisition.

Priority was given to operational improvements, break-out projects and phasing strategies that could actually be implemented in the 20-year time frame.

Chapter 5 – Transportation Corridor & Subarea Analysis (Cont.)

The six corridors included in the analysis are:

- Eldersburg/Sykesville
- Finksburg
- Hampstead/Manchester
- Mount Airy
- Taneytown
- Westminster

Chapter 5 – Transportation Corridor & Subarea Analysis (Cont.)

Each corridor analysis includes an assessment of:

1. **Land Use** – Existing and planned, based on adopted plans, including projected population and employees
2. **Existing Road Network** – description of major roads and recent improvements

Location	Project	Status	Construction Cost
A	MD 26 - Turning Lanes Construction at Oakland Mills Road in Carroll County. Improvements include the addition of right and left turn lanes and a new traffic signal.	Completed Spring 2018	\$2,720,000 Source: CTP
B	MD 26 – Intersection Capacity Improvements at Emerald Lane to Calvert Lane	Completed Summer 2019	\$5,027,000 Source: CTP
C	MD 32 – Road Widening from Main Street to Macbeth Way	Completed Fall 2020	\$4,180,000 Source: CTP

Chapter 5 – (Cont.)

3. Commuter Flows

Discussion and maps showing commuting patterns to and from each specific subarea

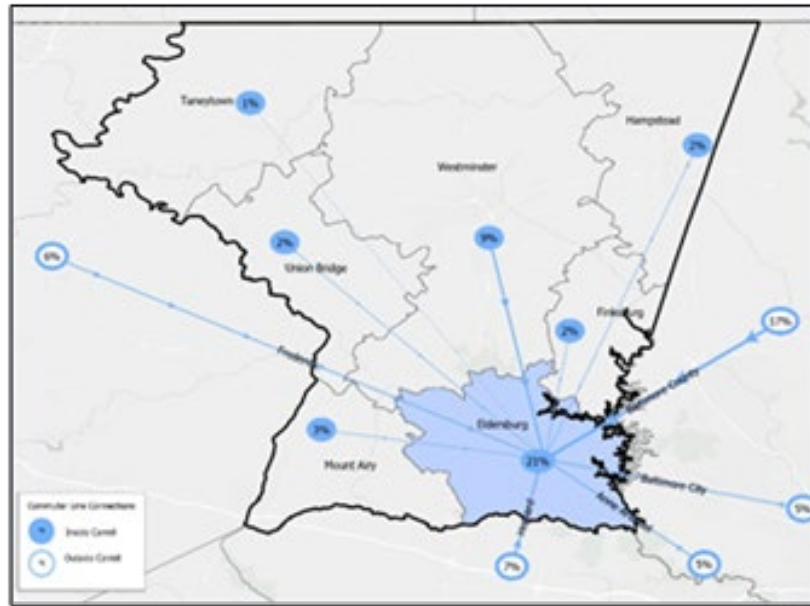


Figure 5.10 Commuting to Eldersburg/Sykesville

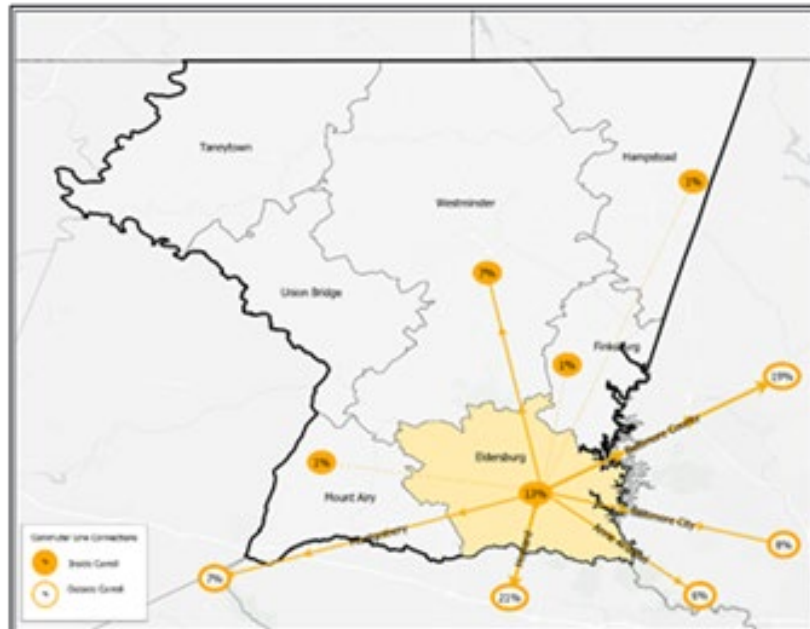


Figure 5.11 Commuting from Eldersburg/Sykesville

Chapter 5 – (Cont.)

4. Local Goals & Policies

Discussion of historic and most recent plans, including the challenges presented

5. Traffic Conditions

Includes existing and projected levels-of-service & travel speeds

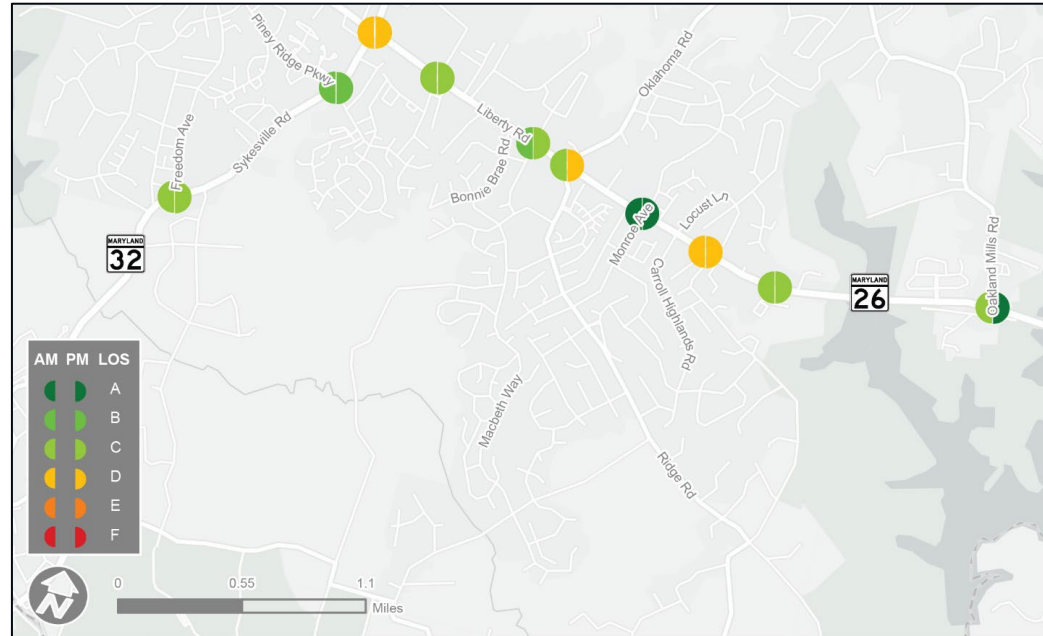


Figure 5.12 Eldersburg/Sykesville Existing Traffic Conditions

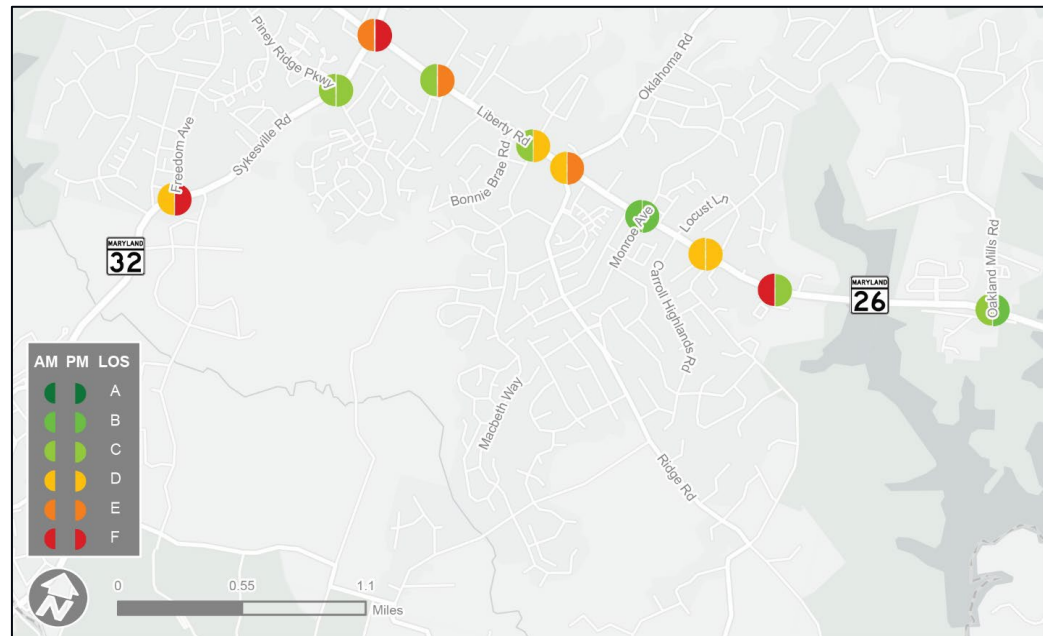


Figure 5.13 Eldersburg/Sykesville 2040 No-Build Traffic Conditions

Chapter 5 – (Cont.)

6. Possible and Recommended Approaches

Analysis of options and general conclusions based on data provided

7. Most Promising Potential Improvements in the Six Corridors

Specific improvements

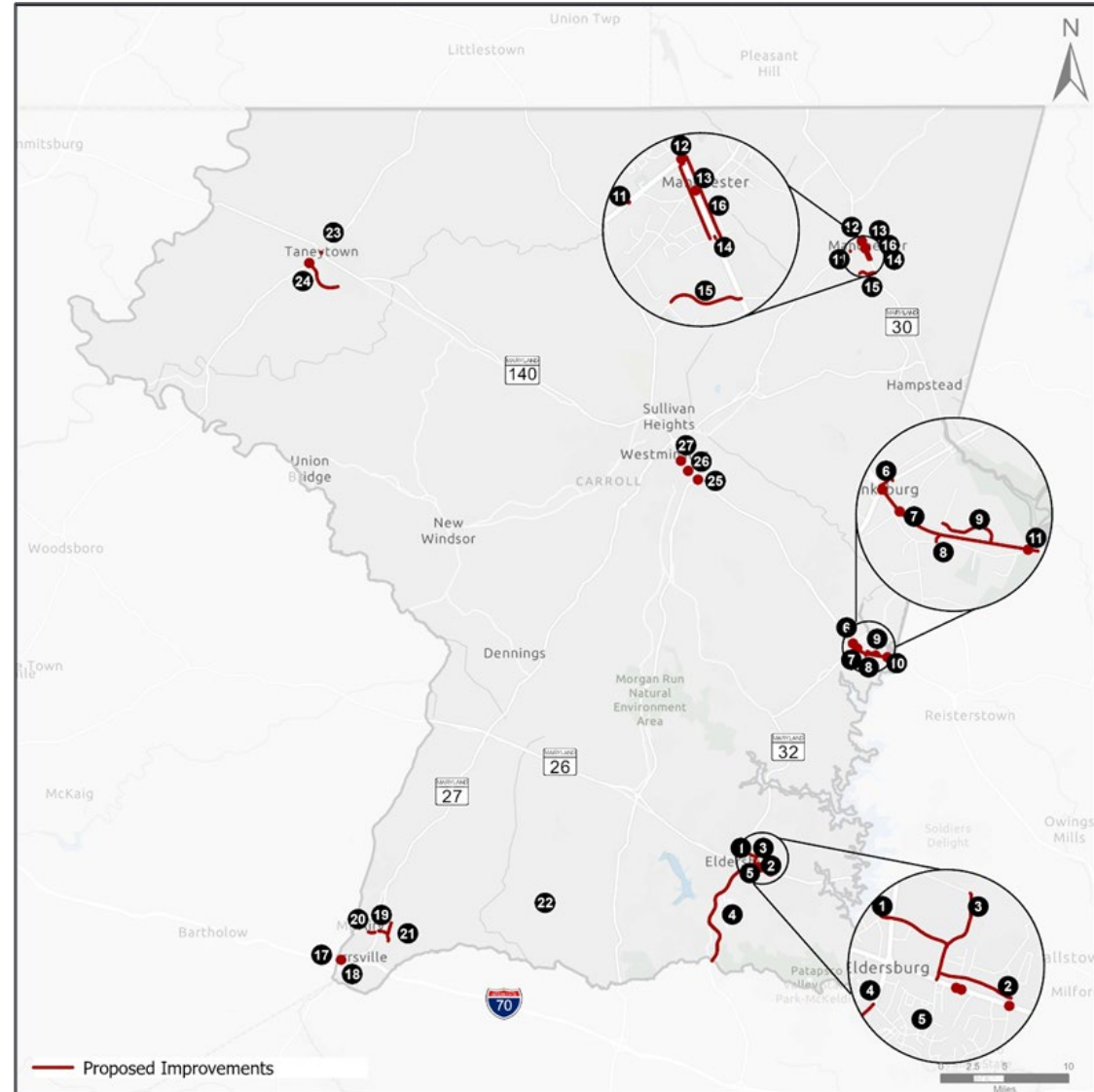


Figure 5.7 Most Promising Potential Improvement to Improve Mobility and Reduce Traffic Congestion

Chapter 5 – Transportation Corridor & Subarea Analysis (Cont.)

8. Benefits and Impacts

Cost range, impacts
on LOS and travel
times

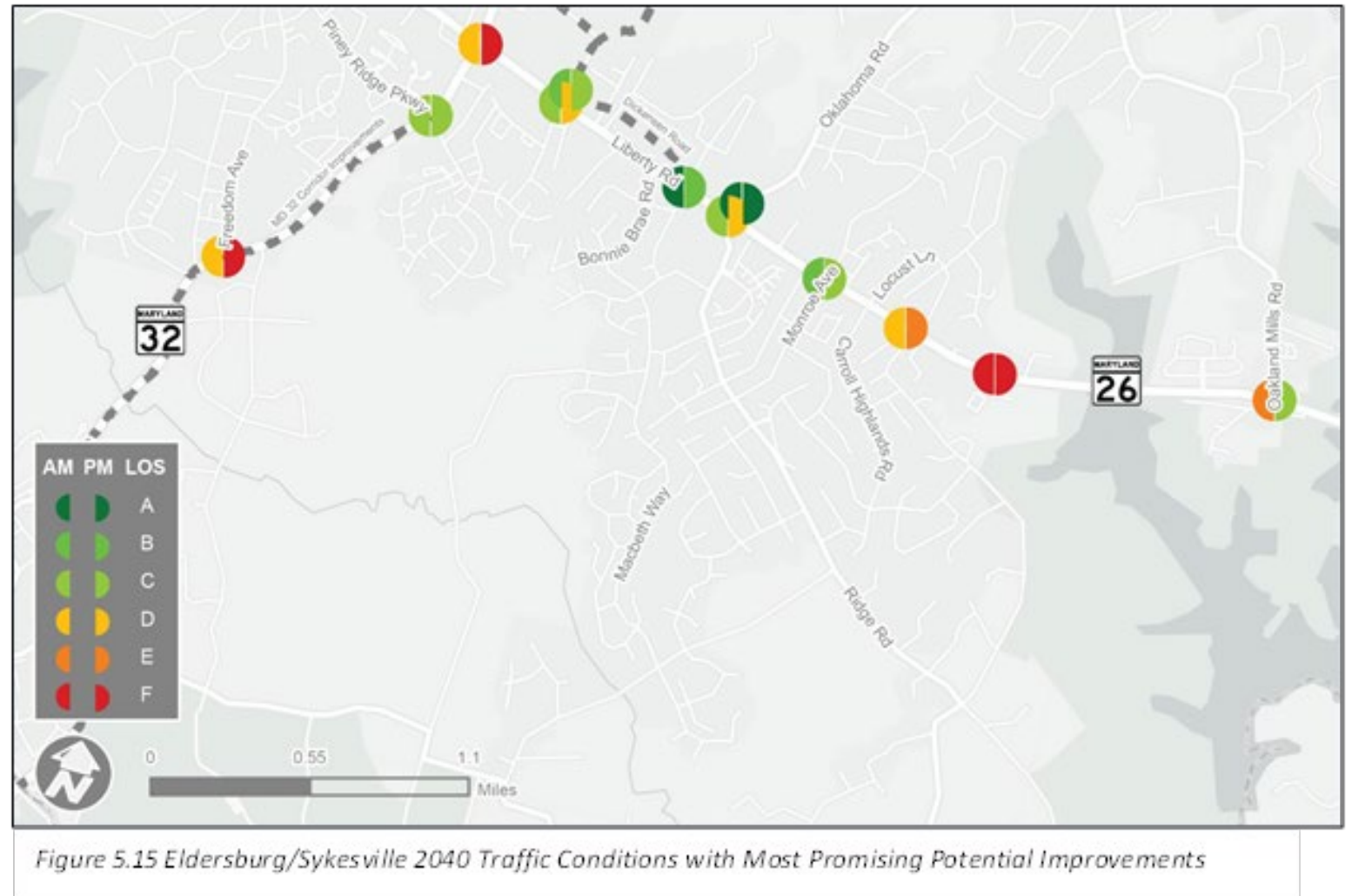


Figure 5.15 Eldersburg/Sykesville 2040 Traffic Conditions with Most Promising Potential Improvements

Chapter 6 – Planned Major Streets

An inventory of State Planned Roadway Projects, County & Municipal Planned Major Streets and Planned Roadway Connections has been listed in Carroll County Master and Comprehensive Plans since 1964. These planned roadways serve as a guide for necessary transportation improvements and connections as the County develops.

All these projects have originated in a state or local planning document or are the result of a needed capacity or safety improvement. The alignments shown are generally for planning purposes; the exact alignments are to be determined at the time of design. Projects such as resurfacing, minor intersection improvements, traffic, signing, lighting, and signalization and bridge rehabilitation and enhancement projects are not included on the list.

Chapter 6 - Planned Major Streets (Cont.)

Over the past 18 months, staff, with the help of the municipalities, has assessed the Planned Major Streets and Planned Roadway Connections included in the county and municipal land use plans.

Each road was reviewed for continued need and feasibility and recommendations have been made regarding the continued inclusion in this TMP.

Of the 73 roads included in the various plans, 43 have been retained and 30 have been recommended for removal.

Key Crossing Road

A new road from relocated Stumptown Road to Old Taneytown Road

Functional Classification: Unclassified

Length: 2,820 feet

Right-of-Way Status: ROW not secured



PURPOSE: This road is associated with new development through which the alignment is proposed. It will provide connectivity to the development, as well as be part of an overall roadway network providing alternative routes for local vehicular traffic.

Malcolm Drive Extension

Extension of Malcolm Drive from Market Street to Old Manchester Road

Functional Classification: Major Collector Urban

Length: 7,136 Feet

Right-of-Way Status: A portion of the ROW is owned by the County



PURPOSE: Constructing Malcolm Drive in its entirety would provide a major connection between MD 140 and MD 27, improving access and circulation to the northeast portion of the Westminster community.

Market Street Extension

Extension of Market Street from MD 140 to Old Westminster Pike

Functional Classification: Major Collector Urban

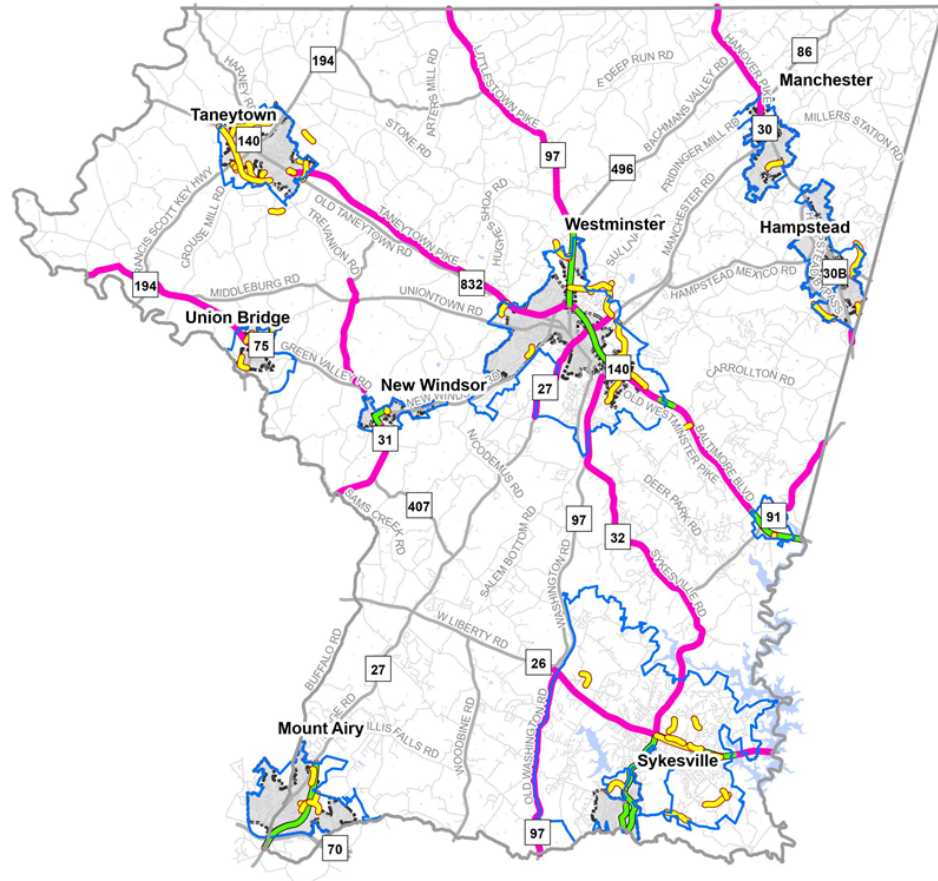
Length: 1,244

Right-of-Way Status: A portion of the ROW is owned by the County



PURPOSE: Constructing this segment will provide an additional route between a heavily travelled County roadway and MD 140. Currently, a large amount of traffic uses neighborhood streets as cut-through access to MD 140. These streets are not suited to handle large volumes of traffic.

Planned Major Road Projects Carroll County



Planned Major Roads

— Planned Major Streets/Neighborhood Connectors

— CTP: Consolidated Transportation Program

— HNI: Carroll County

— Major Roads

— Roads

County Border

Growth Area

Corporate Limits

0 2.5 5 Mi



Prepared by the Carroll County
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Chapter 6 - Planned Major Streets (Cont.)

Chapter 7 – Access Management

In the late 2000's MDOT SHA identified roadway corridors in Carroll County that could benefit from corridor-wide access management concepts. MDOT SHA conducted planning level access management studies on MD 26 and MD 140. These plans have not been implemented in a deliberate manner nor are they legally binding. There is no corridor-level agreement on how and where access should be provided to new development projects.

This plan will recommend the convening of a corridor-level access management planning process involving the State, County and municipalities.



Figure 5.60 MDOT SHA Access Management Corridors in Carroll County

Chapter 8 – Emerging Trends



Alternative and future modes of transportation will also be featured in this Plan. This includes electric cars and buses, autonomous and semi-autonomous vehicles, autonomous delivery robots, electric bikes and scooters.

Chapter 9 – Summary of Findings & Recommendations

This Chapter will primarily be a compilation of the recommendations regarding:

- Most promising potential improvements in the six corridors
- Updating of Planned Major Streets

Chapter 10 – Implementation Process

This Chapter will lay out and prioritize the actions necessary to implement the recommendations in Chapter 9

Appendix A - Citizen Outreach

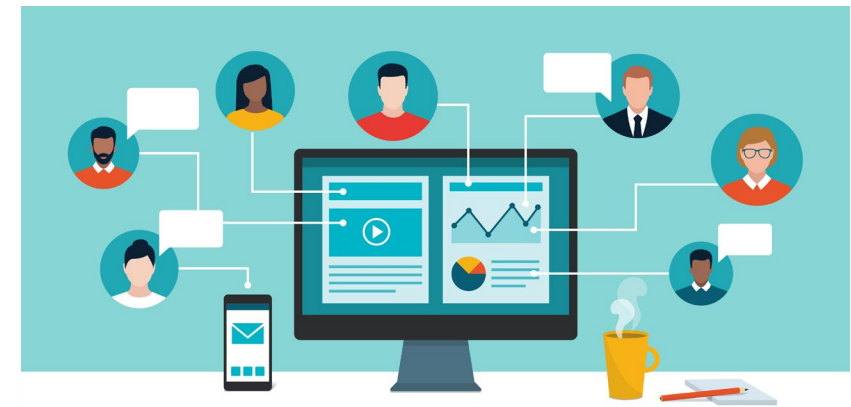
The Department of Planning conducted 2 surveys in 2021 and 2022 to solicit public input.

Input was solicited through the County website, kiosks in County buildings, press releases, the .gov delivery system, and direct outreach to towns and citizens' groups.

Approximately 200 people responded to each survey.

Questions were asked regarding the types of travel, travel patterns, transportation concerns, perceptions of congestion, and alternative vehicles.

Results of both surveys were presented to the Planning Commission.



Appendix B & C – MD 32 Planning & Environmental Linkages Study and MD 26 Corridor Study

In 2018, MDOT SHA completed a Planning and Environmental Linkages (PEL) study on MD Route 32 focusing on the 7.2-mile portion that is shared between Howard and Carroll Counties. The purpose of the study was to develop a long-term vision for managing future traffic, while identifying short-term safety and operational improvements that would address more immediate needs and support economic development opportunities.

In 2020, MDOT worked in conjunction with the Carroll County Department of Planning to review the 2002 MD 26 Corridor Planning Study. The objectives of this effort included updating the traffic and safety analysis, redefining existing and future roadway needs, and developing strategies to assist with gradual implementation of targeted improvements as needs and opportunities are identified.

Next Steps

Staff will be presenting the Chapters outlined in this presentation at the Planning Commission's regularly scheduled meetings and work sessions.

Following the PC's approval of the Plan, it will be transmitted to the BCC for their consideration.

Continued Citizen Outreach

Citizen input will be encouraged throughout the remainder of the review process with the Planning Commission and Board of County Commissioners.

Scan the QR code to view the County's Transportation Master Plan webpage



<https://www.carrollcountymd.gov/government/directory/planning/transportation/carroll-county-transportation-master-plan/>

CONTACT US: transportplan@carrollcountymd.gov

Questions

