



Transportation Master Plan

Planning Commission, February 2020



Introduction

- Our goal is to develop a Carroll County Transportation Master Plan (TMP) that will complement the 2019 Amendments to the 2014 Carroll County Master Plan, the 2018 Freedom Community Comprehensive Plan, and the 2019 Bicycle Pedestrian Master Plan, as well as all applicable municipality plans.

Carroll County Master Plan

The Carroll County Board of Commissioners adopted the most recent comprehensive County Master Plan in 2014. Some key elements in the plan are to:

- Encourage development in existing population centers
- Continue to promote the preservation of productive agricultural lands to protect Carroll County's heritage and agriculture's economic contribution
- Provide adequate public facilities
- Increase employment and business opportunities by designating new lands for commercial, industrial and employment campus uses
- Lay the general groundwork for planning a better future for Carroll County

Carroll County Master Plan

On June 5, 2019 the Carroll County Planning and Zoning Commission reviewed and accepted the 2019 Amendments to the 2014 Carroll County Master Plan. These changes include:

- Chapter 7: Transportation
- Updated tables and maps for planned roads and improvements to reflect roads that have been removed from the plan, roads that have been completed, roads that have been partially completed, new roads added and roads that changed
- Enhanced transportation recommendations

Freedom Comprehensive Plan

- Pursue strategies to encourage alternative modes of transportation to provide a more comprehensive approach to transportation
- Conduct a more-detailed land use/transportation interaction and traffic operations study of the Eldersburg area concentrating on land use patterns, total trip generation, increased connectivity, and existing and planned transportation facilities
- Coordinate with the Maryland Department of Transportation and the county's elected officials to advance roadway and intersection projects along Sykesville Road (MD 32) and Liberty Road (MD 26) throughout the CPA

Freedom Comprehensive Plan

- Evaluate existing methods used by the county to fund transportation improvements through the capital program and as conditions of development approval to determine whether the existing sources provide enough funding to expand the transportation network to meet anticipated travel demand.
- Reduce total travel demand along Sykesville Road (MD 32) and Liberty Road (MD 26) within the Eldersburg area by extending and connecting the Planned Major Streets, thus reducing turns and conflicts at intersections along these major roads that are made by short distance trips using these roads

Bicycle- Pedestrian Master Plan

- Focuses on the transportation aspect of bicycle and pedestrian movement as well as recreational and tourism opportunities county-wide
- Examines the implications of creating a county-wide trail network that produces a multimodal transportation system and how this can benefit the County economically and environmentally.
- Emphasizes the importance of designing with safety in mind, using best practices to create a network that will benefit all income levels, ages, races, and abilities



Identify current issues or problems within the towns transportation network



Determine long-term goals and objectives for each, specifically what goals are mentioned within the functional plans that relate to transportation

Bike-ped, roadway/highway, trail blazer, etc.



Met with five municipalities

Municipalities

Consultant

- County is the lead “policymaker” on the project; BMC will provide technical and management support for the consultant team. The project will follow templates provided by Sabra & Associates, but must consider the unique nature of Carroll County
- The eight municipalities in Carroll County have a stake in the transportation plan. Each town has its own comprehensive plan and transportation priorities which should be considered in the countywide plan.
- Create sub-area profiles
 - Safety Data
 - Congestion Data
 - Current travel patterns
 - Development & Travel Demand Forecast
 - Existing and Committed projects
 - Candidate Projects
- The most important metrics are related to safety and travel time reliability; however, reliability is difficult to forecast.



Consultant

- **Study Area Status (30% of total score)**
 - 20 points no study has been conducted and is listed in priority letter.
 - 0 points area is already the subject of a MDOT SHA corridor or intersection study within the past decade, area is not included in County CTP priority letter
- **Potential for Reducing Congestion (30%)**
 - 20 points area is shown as a bottleneck location in peak and midday periods by BMC/Inrix analysis
 - 0 points area is not shown as a bottleneck location
- **Potential for Crash Reduction² (30%)**
 - 10 points crash volume is substantial
 - 0 points area does not have a substantial number of crashes
- **Responsible Growth and Economic Development (10%)**
 - 30 points within or approaching priority funding area (PFA), in Main Street or targeted economic development zone, near airport or short-line rail.
 - 0 points not within or approaching PFA nor near targeted area

Area / Chapter 30 Scoring Reference		Improving Safety	Responsible Growth & Economic Development			Reducing Congestion		Status		Project Identification Totals	
		Auto	Comp Plan Consistency	Ec Dev Opportunity	Intermodal	Peak Hour	Midday	Local Priority	Unstudied	Total Score	Rank
		1.1	5.3	6.3	6.2	3.2		N/S	N/S		
Eldersburg/Sykesville											
a	MD 32 through Eldersburg town center area	0	10	0	0	10	10	10	0	550	12
b	MD 26 approaching and through Eldersburg town center area	0	10	0	0	10	0	10	0	490	13
c	MD 32 from Bennett Rd/Johnsville to _____	10	10	0	0	10	0	10	0	790	2
Taneytown											
d	MD 140 EB and Wb through Taneytown town center	10	10	10	0	10	0	0	10	690	9
e	MD 194/Frederick St NB approaching MD 140	0	10	10	0	10	0	0	10	390	16
f	Intersection of MD 77 and MD 194	0	0	0	0	10	0	0	0	240	19
Mount Airy											
g	MD 27 NB as it approaches the intersection with MD 26	10	10	0	0	10	0	0	10	640	10
h	MD 27 NB and SB north of I-70	10	10	0	0	10	10	0	10	700	4
i	MD 144/Historic National Rd EB and WB at approach to MD 27	0	10	0	0	10	0	0	10	340	18
Union Bridge/New Windsor											
j	MD 75 approaching Main St at New Windsor	0	10	10	10	10	0	0	10	415	15
Hampstead/Manchester											
k	MD 30 between town centers	10	10	0	0	10	10	0	10	700	4
l	MD 482 EB approaching MD 30	0	10	10	0	10	0	0	10	390	16
Finksburg											
n	Intersection of MD 91 and MD 32	0	0	10	0	10	10	0	10	425	14
o	MD 140 and MD 91	10	10	10	0	10	0	0	0	615	11
Westminster											
p	MD 97 NB and SB south of MD 140	10	10	0	10	10	10	10	0	875	1
q	MD 140 through Westminster town center between MD 97	10	10	10	10	10	10	0	0	700	4
r	MD 27 from Bond St to the MD140	10	10	10	10	10	10	0	10	775	3
s	MD 32/W Main St from Wmc Dr to Washington Rd	10	10	10	10	10	10	0	0	700	4
t	MD 97 at the airport	10	10	10	10	10	10	0	0	700	4

Total Weight	30%	10%			30%		30%			
Subweight	100%	25%	50%	25%	80%	20%	75%	25%		

Chapter 30 Scoring Reference
1.1 Expected Reduction in Fatalities & Injuries
1.2 Complete Streets-Oriented
3.2 Increase in Travel Time Reliability
3.3 Consistency with local comp plans

Consultant

- Based on the qualitative analysis and review of prior studies by MDOT SHA, SAI recommends the study areas described below.
 - **Taneytown Town Center** – a 2-mile radius from MD 140 and MD 194
 - **Eldersburg/Sykesville** – a 2-mile radius from MD 32 and MD 26
 - **Union Bridge/New Windsor** – a 1-mile radius from MD 75 and Main Street
 - **Westminster** – MD 27 from Park Drive to MD 140 (downtown generally); review of MD 140 access management plan for practical phasing plan.
 - **Hampstead/Manchester** – MD 30 from MD 27 to MD 482
 - **Mt. Airy** – MD 27 from Gillis Falls Road to MD 144
 - **Finksburg** – 1-mile radius from MD 91 at MD 32

Land Use and Demographic Factors

Mount Airy

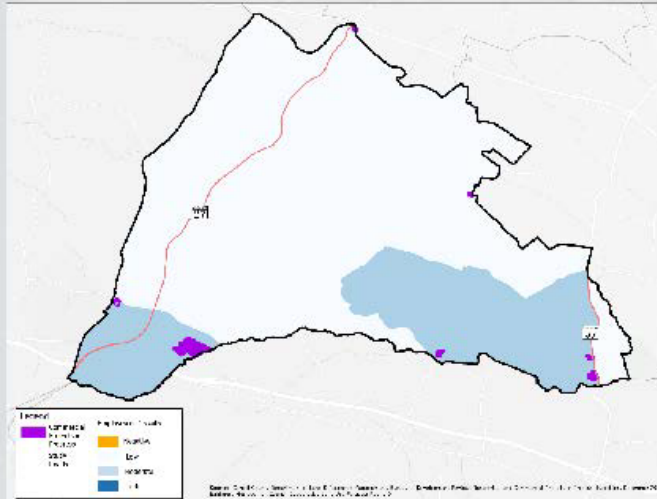
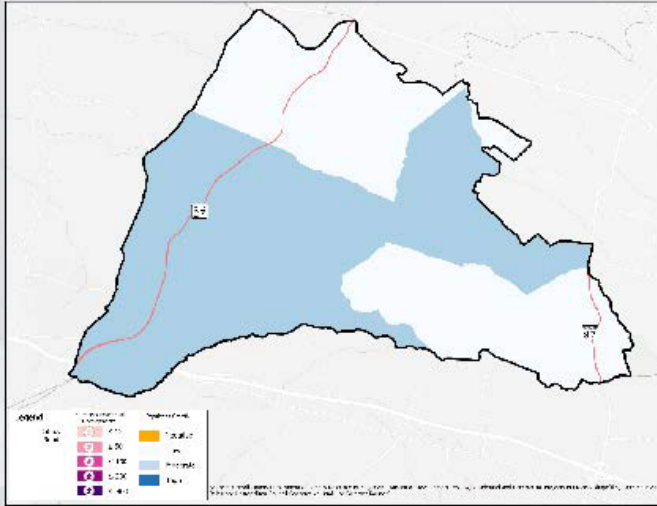
Mount Airy is located at the center of a four-county area and about an hour from both Baltimore City and Washington, D.C. Accordingly, its residents have access to both the Baltimore and DC job markets. There are notable commuter flows to Baltimore County, Baltimore City, Frederick County, Howard County, and Montgomery County. In fact, more Mount Airy residents work in these counties than in Carroll County. While Mount Airy workers come from all over the region, the most significant portion come from Frederick County, which shares part of the Mount Airy municipality with Carroll County.

The Mount Airy subarea has the second largest projected growth rate of the seven subareas of Carroll County (Table X).

Type	Growth
Population	1,395
Households	663
Workers	(185)
Employment	871

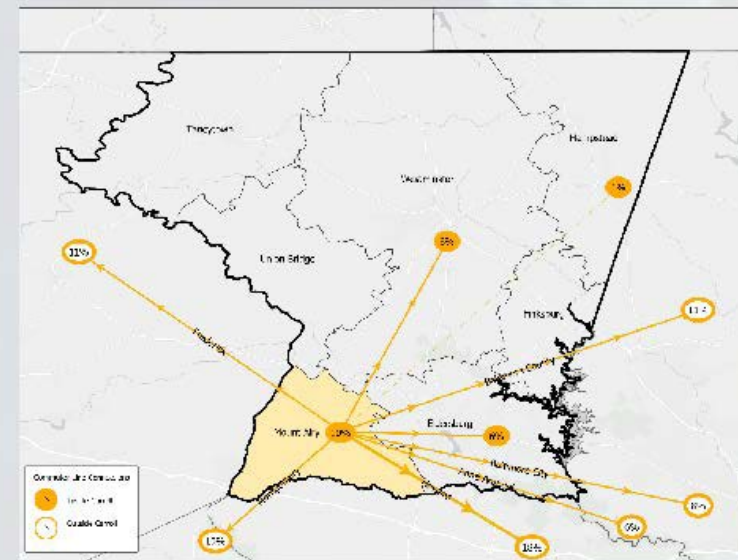
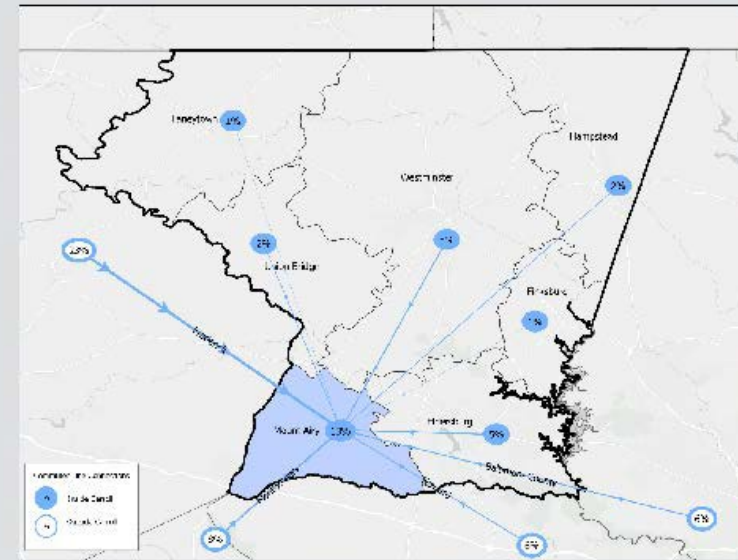
Table X: Mount Airy region growth 2020 – 2040, Baltimore Metropolitan Council

Population and housing growth are expected in the northern parts of the Mount Airy DGA, with the majority along MD 27, and additional growth in the northeastern quadrant of the area. Employment growth is likely to concentrate in Downtown Mount Airy and on the corridors leading to downtown, as outlined in the 2013 Mount Airy Master Plan. Some of the downtown growth is predicated on the construction of the new Twin Arches Business Park and accompanying communities, located in the eastern part of the DGA. While there are other residential and commercial developments throughout the region, none are expected to have significant impact on overall population or employment.



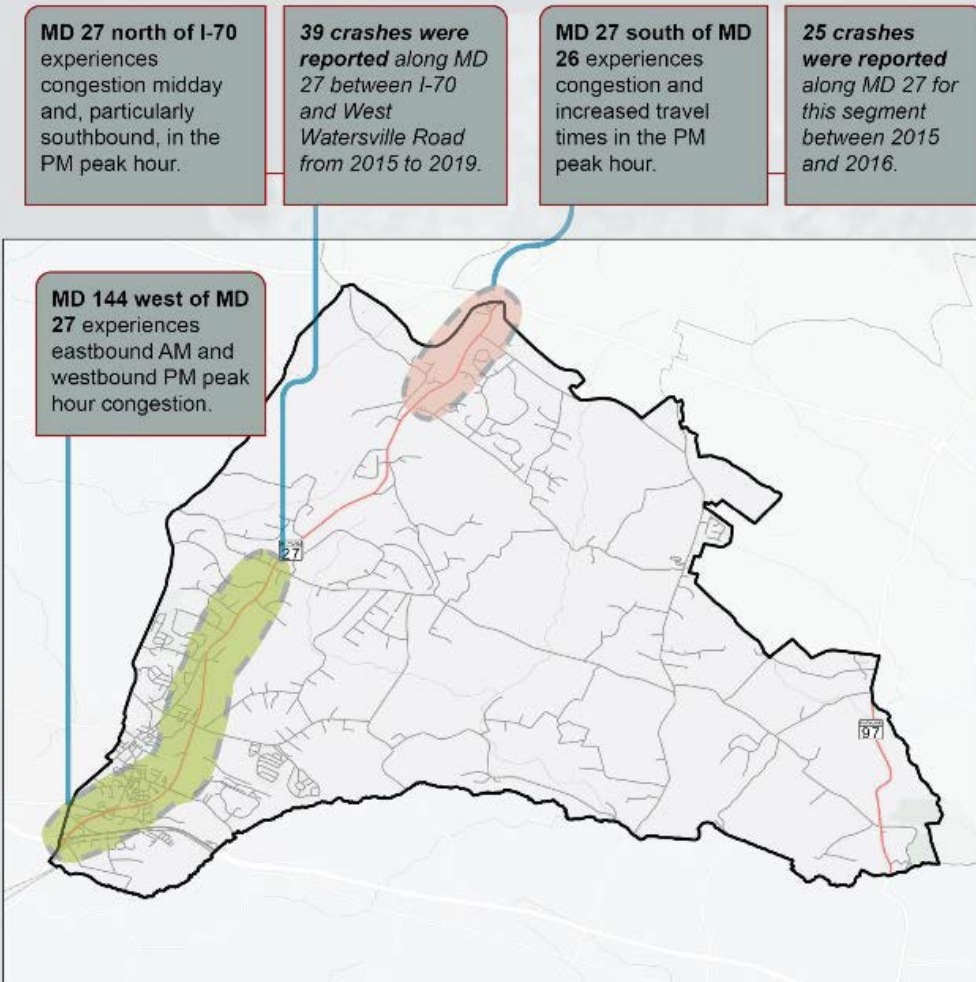
Travel Flows

Mount Airy



Potential Study Areas

Mount Airy



Recent and Committed Projects

Mount Airy

Project	Status	Construction Cost
MD 27 – Roadway Realignment of MD 27 (Ridge Road) intersection, Gillis Falls Road and Hamisville Road.	Under Construction	\$ 2,179,000
MD 27 – Bicycle Retrofit to reconstruct sidewalks along Railroad Avenue between Baltimore Boulevard to Hollow Rock Avenue	Under Construction	\$2,900,000
MD 27 – Roadway Reconstruction of a right turn lane on northbound MD 27 (Ridge Road) at Center Street.	Completed 2017	\$500,000
MD 27 – Roadway Resurfacing of 2.3-miles of Ridge Road (MD 27) between Watersville Road and the Frederick County line.	Completed 2018	N/A

Candidate Roadway Projects

Project: MD 27 - Roadway Reconstruction				
Cost Estimate: \$27,900,000				
Multi-lane 1.9-mile reconstruction of Ridge Road between Kate Wagner Road and Bond Street				
Status: Planning			Source: HNI & County Comp Plan	
No. Action	FD/ROW	HNI	MDOT CTP	Other
PP (On Hold)	Const 20XX	County Comp Plan		
PE	NEPA Complete	Muni / Area Plan		
Project: MD 27 - Roadway Reconstruction				
Cost Estimate: \$36,500,000				
Divided highway 1.9-mile reconstruction of Ridge Road between Frederick County line to MD 808A.				
Status: Planning			Source: HNI & County Comp Plan	
No. Action	FD/ROW	HNI	MDOT CTP	Other
PP (On Hold)	Const 20XX	County Comp Plan		
PE	NEPA Complete	Muni / Area Plan		



Reduce traffic incidents that contribute to traveler delays and loss of life or injury



Improve travel time and reduce traveler delay on all modes of travel



Improve travel time reliability (consistency and predictability of travel times) and resiliency



Enhance access to jobs and other opportunities

All goals consistent with regional goals of Maximize2045

Goals & Objectives

Next Steps

- Meeting with BMC and Consultant next Tuesday, February 11th
- Consultant
 - Conduct field observations to determine causes of congestion.
 - Receive and review crash data from MHSO.
 - Develop SYNCHRO model for each study area
 - Congestion analysis (**not** to include safety as a focal point) at the six recommended areas
 - Develop preliminary congestion management to include innovative at-grade intersections, improvements to the local roadway network, transportation systems management and operations, and increased road capacity, as may be appropriate
- Continue to work with municipalities
- Schedule public meetings
- Launch website



Comments or Questions?