



# 2023 Transportation Master Plan Briefing

Board of Carroll County Commissioners  
**January 25, 2024**



# Process


- 2015
  - Adoption of the County Master Plan, with one of the principal transportation-related recommendations to update the 1962 Major Street Plan with a Countywide Transportation Master Plan
- 2020
  - Transportation Corridor and Subarea Study performed by Mead and Hunt (Chapter 5)
  - Met with the eight municipalities on needs and priorities
- 2021 – 2022
  - Solicited public input through surveys, the County website, kiosks in County buildings, press releases, the .gov delivery system, and direct outreach to towns and citizens' groups; presented results to Planning Commission (Appendix A)
  - Continued collaboration with municipalities
- 2022 - 2023
  - The major elements of this Draft Plan (Chapters 5,6, 7, and 8) were reviewed by the Planning Commission at 15 regular meetings
- November 2023
  - Planning Commission Approval



## **Purpose of Today's Meeting: Briefing**

- Chapter 1: Introduction
- Chapter 2: Demographics
- Chapter 3: Other Transportation Plans
- Chapter 4: Existing Facilities
- Chapter 5: Transportation Corridor and Subarea Analysis
- Chapter 6: Planned Roadway Projects
- Chapter 7: Access Management
- Chapter 8: Emerging Trends
- Chapter 9: Recommendations

## **Going Forward**

- Update as new municipal plans are adopted
  - Adoption by Commissioners as part of Master Plan update
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# Chapter 1: Introduction (pages 1-2)

- The following recent studies, as well as input from County residents, business owners and the eight municipalities, serve as the foundation of this update:
- The **2018 Maryland Department of Transportation State Highway Administration (MDOT SHA) Planning and Environmental Linkages (PEL) study** on MD 32, focusing on the 7.2-mile portion that is shared between Howard and Carroll Counties. (Appendix B)
- The **2020 MD 26 Corridor Planning Study**, MD 32 to the Liberty Reservoir. (Appendix C)
- The **2020 Transportation Corridor & Subarea Analysis** completed for the entire County through the Baltimore Regional Transportation Board's Unified Planning Work Program (UPWP).



## Vision

- Carroll County is a suburban and rural community where community members travel efficiently by automobile through a safe, well-connected, and functional transportation system. An interconnected network of state, County, and municipal roadways provides access and mobility for people and goods to reach their destinations throughout and beyond Carroll County and its eight municipalities, protects quality of life through economic prosperity, and facilitates innovative and emerging technologies

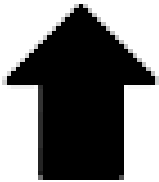
## Goals

1. Pursue policies and strategies that facilitate near-term incremental improvements to the road network that have a broad public benefit to improve mobility and safety within and approaching the County's Designated Growth Areas. (Chapter 5 Transportation Corridor & Subarea Analysis)
2. Pursue policies and strategies that facilitate Planned Roadway Projects to improve transportation safety, connectivity, and accessibility and to further the efficient flow of traffic for the ultimate development of the County's transportation network. (Chapter 6 Planned Roadway Projects)
3. Promote communication and coordination between and among the County, the municipalities, and the state with respect to access management, and pursue corridor-level access management planning processes. (Chapter 7 Access Management)
4. Integrate transportation planning with environmental and cleaner energy goals; transition to a cleaner and more efficient transportation system, with electric vehicle readiness and accommodation of autonomous vehicles incorporated into public and private projects. (Chapter 8 Emerging Trends)

# Chapter 2: Demographics (pages 3-5)

- The following trends related to future transportation needs are presented

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



## Chapter 3: Other Transportation Plans (pages 6-7)

- The Transportation Master Plan addresses the road network and its improvements
- Separate plans address:
  - Carroll County Transit
  - Carroll County Regional Airport
  - Bicycle-Pedestrian network
  - Strategic Traffic Safety

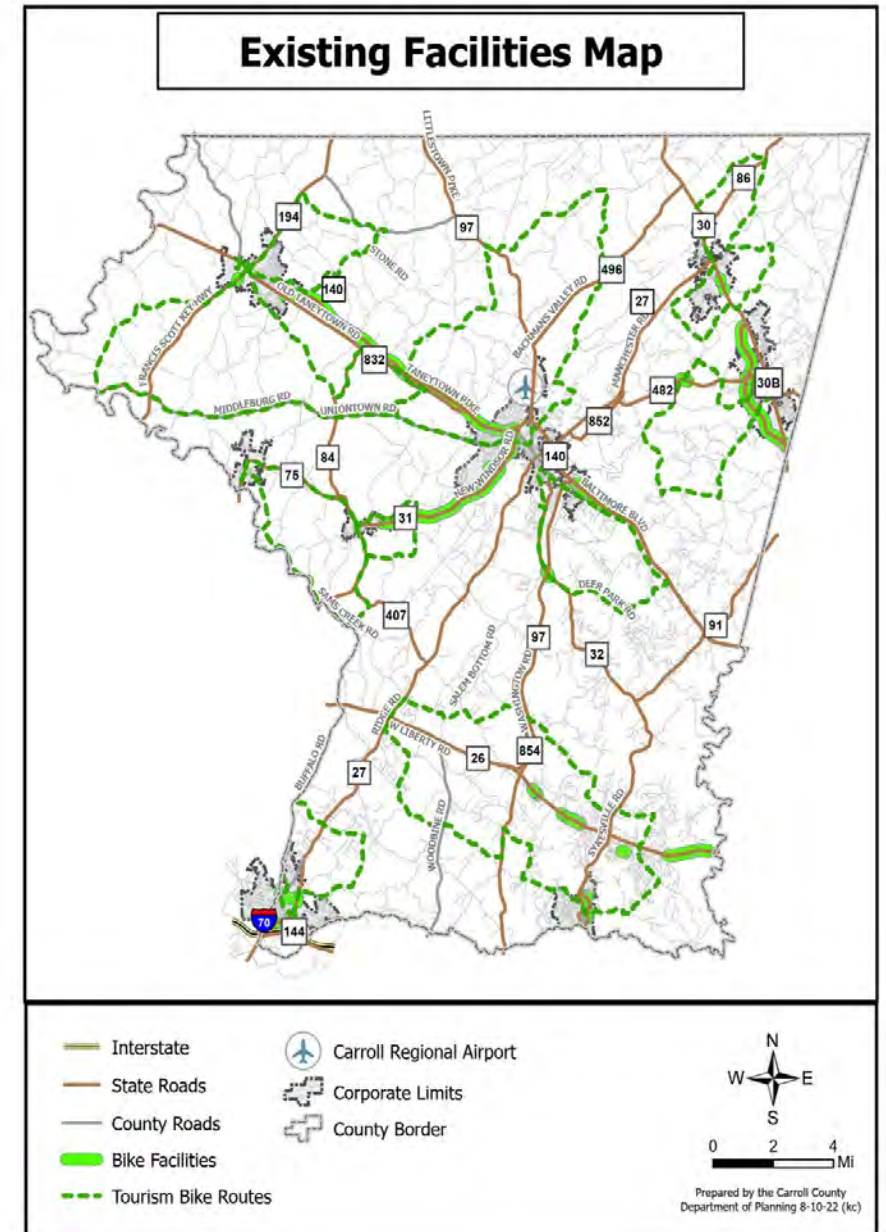


# Chapter 4: Existing Facilities

## (page 8)

Provides a Table and Countywide map showing lane mileage of interstate highways, state highways, County roads and municipal roads by functional classification.

Functional Classification	Interstate Highway	State Highway	County	Municipal	Total
Interstate	9.7	-	-	-	9.7
Principal Arterial Other Freeways & Expressways	-	-	-	-	0.0
Principal Arterial Other	-	191.2	-	-	191.2
Minor Arterial	-	154.6	18.1	15.2	187.9
Major Collector	-	70.5	239.5	29.7	339.6
Minor Collector	-	8.7	176.6	1.7	186.9
Local	-	78.2	1547.5	319.7	1,945.5
<b>Total</b>	<b>9.7</b>	<b>512.8</b>	<b>1,981.7</b>	<b>366.2</b>	<b>2,860.7</b>

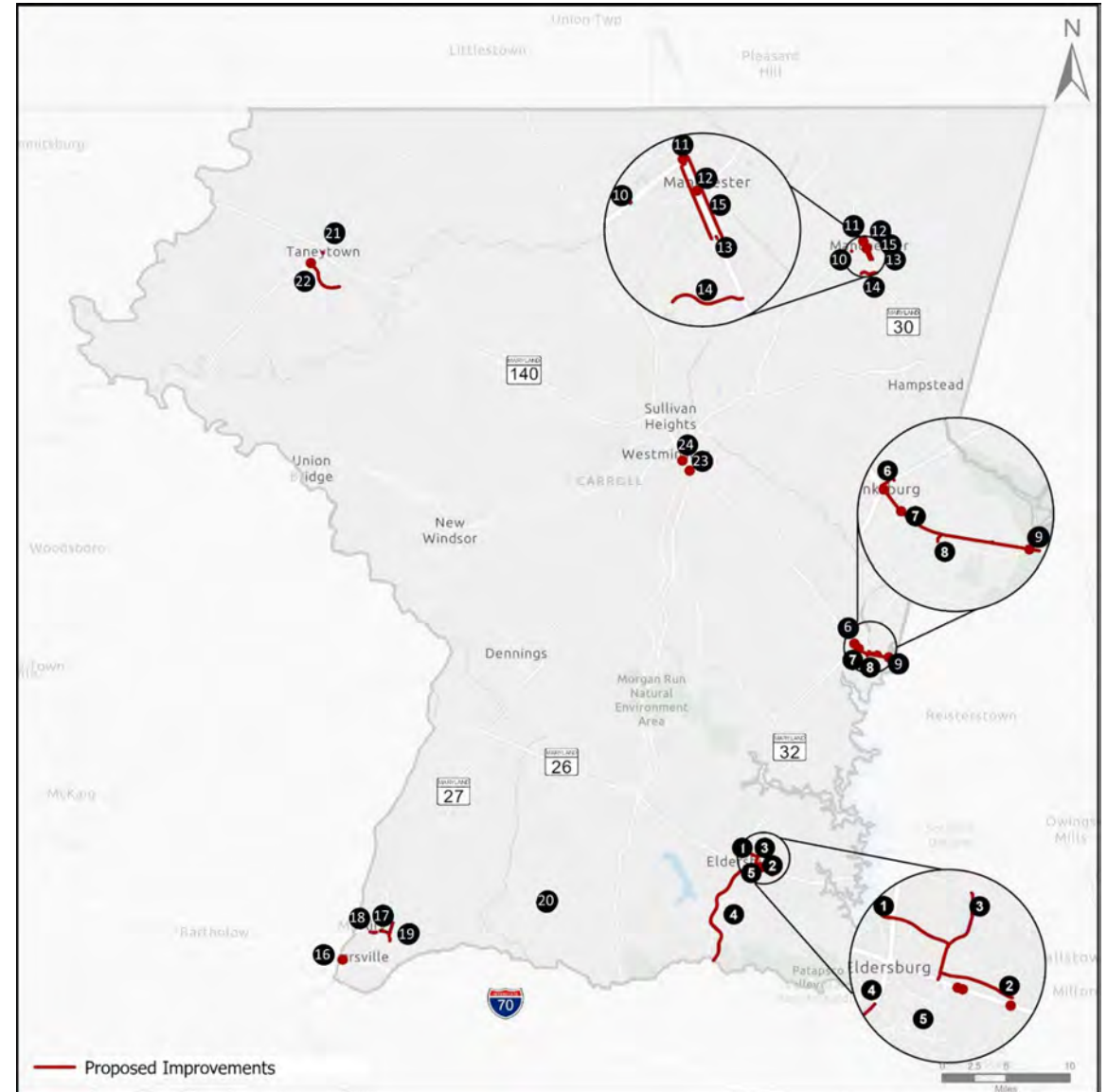


# Chapter 5: Transportation Corridor and Subarea Analysis (pages 9-41)

- Identifies how the largest transportation projects in the County and municipal Master Plans could be implemented incrementally to achieve mobility benefits sooner rather than later.
- Recommends thinking beyond major projects which have long been identified and desired, in favor of improvements which can maintain or improve today's traffic congestion levels even as the number of trips increases over the next 20 years.

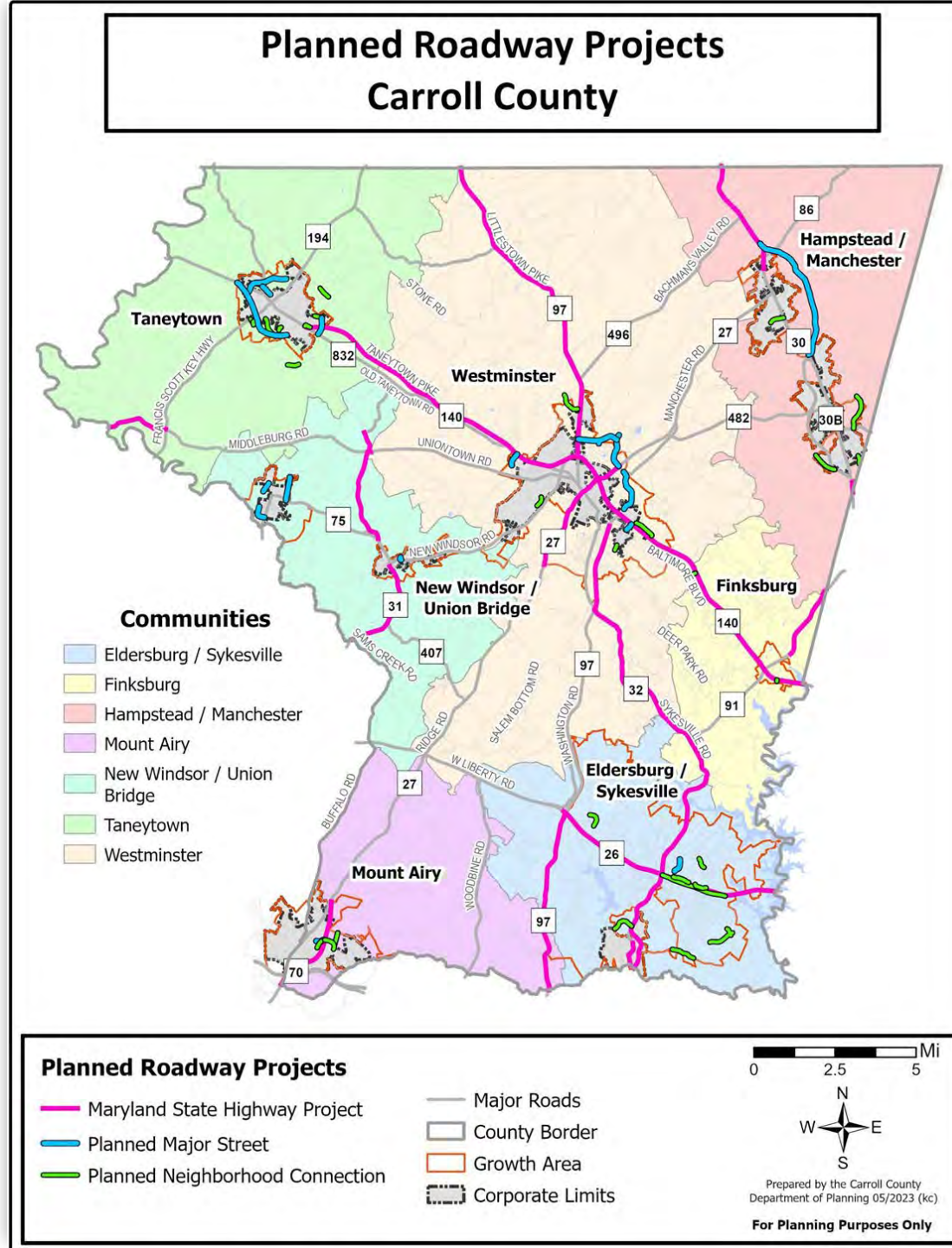
Chapter 5 identifies the most promising potential improvements (see table on page 13) following an analysis of the following geographic areas:

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



# Chapter 6: Planned Roadway Projects (pages 42 – 64)

- Since 1964, Carroll County Master and Comprehensive plans have included an inventory of Planned Roadway Projects,
- These planned roadways serve as a guide for necessary transportation improvements and connections as the County develops.






# Chapter 6 (con't)

- Includes an updated analysis of all Planned Roadway Projects in Carroll County.
  - **24** roads were removed
  - **44** roadways remain future Planned Major Streets and Planned Neighborhood Connections. Maps and descriptions of each are provided by geographic area.
- Future road improvements were ranked using 10 criteria, as described on page 64.
  - All improvements are categorized as Low, Medium or High Priority.




# Prioritization of Planned Major Streets

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High 	Medium 	Low 
Bennett Cerf Drive – Meadow Branch	Bennett Cerf Drive Extended	Connector Road
Center Street Extended	George Street Extended	Key Crossing Road
Georgetown Boulevard Extended	Malcolm Drive Extended	MD 30 Relocated (Manchester Bypass)
Market Street Extended	Mount Pleasant Boulevard	Rockland Road Extended
Taneytown Greenway (Antrim Blvd Ext)	Robert’s Mill Road Extended	Springdale Avenue Relocated
		Worthington Boulevard

# Prioritization of Planned Neighborhood Connections

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High 	Medium 	Low 
Allendale Lane Extended	Aileron Court Extended	Crouse Mill Road Realigned
Arrington Road Realigned	Beck Drive Extended	Diehl Road Relocated
Dede Road Extended	Bethel Road Realigned	Feeser Road Relocated
Dickenson Road Extended (various segments)	Boxwood Drive Extended North	Shower Road Connection
Leidy Road Extended	Boxwood Drive Extended South	Starboard Drive Extended
Monroe Avenue Extended	Century Drive Extended	
Pleasant Valley Road Realigned	Century Road	
Prothero Road Extended	Chandler Drive Extended	
Ridenour Way Extended (various segments)	Crossbridge Drive Extended	
	Doss Garland Drive Extended	
	Obrecht Road Extended	
	Sells Mill Road Relocated	
	Southwestern Avenue Extended	
	Stumptown Road Relocated	

# Chapter 7: Access Management (pages 65-66)

Access Management (AM) is the proactive management of vehicular access points to land parcels adjacent to all manner of roadways. AM encompasses a set of techniques that can be used to control access to highways, major arterials, and other roadways. These techniques include:

- Access Spacing,
- Driveway Spacing,
- Safe Turning Lanes,
- Median Treatments, and
- Right-of-Way Management.

Corridors identified by MDOT SHA that could benefit from corridor-wide AM concepts include: MD 26, MD 140, and MD 32.

- Plans and studies for these corridors have not been implemented in a deliberate manner nor are they legally binding.
- Corridor-level AM planning processes will need to be assessed and adopted by all relevant parties.



# Chapter 8: Emerging Trends (pages 67-70)

- To plan effectively in 2023, it is important to discuss emerging transportation technologies such as **electric vehicles (EV)** and **autonomous vehicle (AV)** technology.
- Transitioning from internal combustion engine (ICE) to EVs requires adapting our lifestyles and the way we plan for the County, particularly for EV charging infrastructure.
- AVs are in the preliminary stages of testing but could have numerous benefits.



# Chapter 9: Recommendations (pages 71-72)

A “recommendation” is a course of action which assists in the achievement of a goal. Adoption of this plan and its recommendations does not guarantee an immediate change. Rather, implementation of the plan’s recommendations will be realized as the outcome of the County’s efforts to maintain the reliability of its transportation network, to create access to its developed and developing parcels, and to promote the mobility of its residents.

The TMP includes 22 Recommendations in four categories:

- General
- Transportation Corridor and Subarea Analysis & Planned Roadway Projects
- Access Management
- Emerging Trends

- **General (5)**
  - TMPs interaction with municipal plans, other County plans, and the future Master Plan update
  - Zoning Ordinance and Subdivision Regulations to reduce congestion
- **Transportation Corridor and Subarea Analysis & Planned Roadway Projects (Chapter 5 & Chapter 6) (13)**
  - Implementation of MPPIs and Planned Roadway Projects specifically targeting partnerships, financing, right-of-way preservation, the development review process, further feasibility of alignments, inclusion in the Long-Range Transportation Plan
  - Implementation of State Highway Projects by partnering with MDOT to prioritize projects through the annual CTP Priority Letter and the update of the HNI
  - Monitor areas where development and traffic patterns are changing to identify additional Planned Roadway Projects
- **Access Management (Chapter 7) (2)**
  - Promote Access Management (AM) best practices along state highways by coordinating with MDOT SHA to reconvene AM planning processes and develop policy to implement existing and future AM plans, and review the County Code for obstacles
- **Emerging Trends (Chapter 8) (2)**
  - Promote the transition to EVs and Avs through partnership, education of the public, and evaluation of County codes and policies



# Questions

[Carroll County Transportation Master Plan Webpage](#)

