



2023 Transportation Master Plan Review of Draft Plan

Planning and Zoning Commission
October 17, 2023



Introduction – Process to Date

- 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
 - Continued collaboration with municipalities
- October 2022 – May 2023
 - The major elements of this Draft Plan (Chapters 5,6, 7 and 8) were reviewed by the Planning Commission at 14 regular meetings
 - Minor changes were made by the Planning Commission as well as on the advice of the eight municipalities



Purpose of Today's Meeting: Review

- Background Chapters 1-4
- Chapters 5, 6, 7 and 8 with edits
- Chapter 9: Recommendations

Going Forward

- Approval by Planning Commission
 - Update as new municipal plans are adopted
 - Incorporation into new County Master Plan
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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

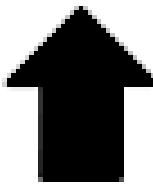
Goals

- 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



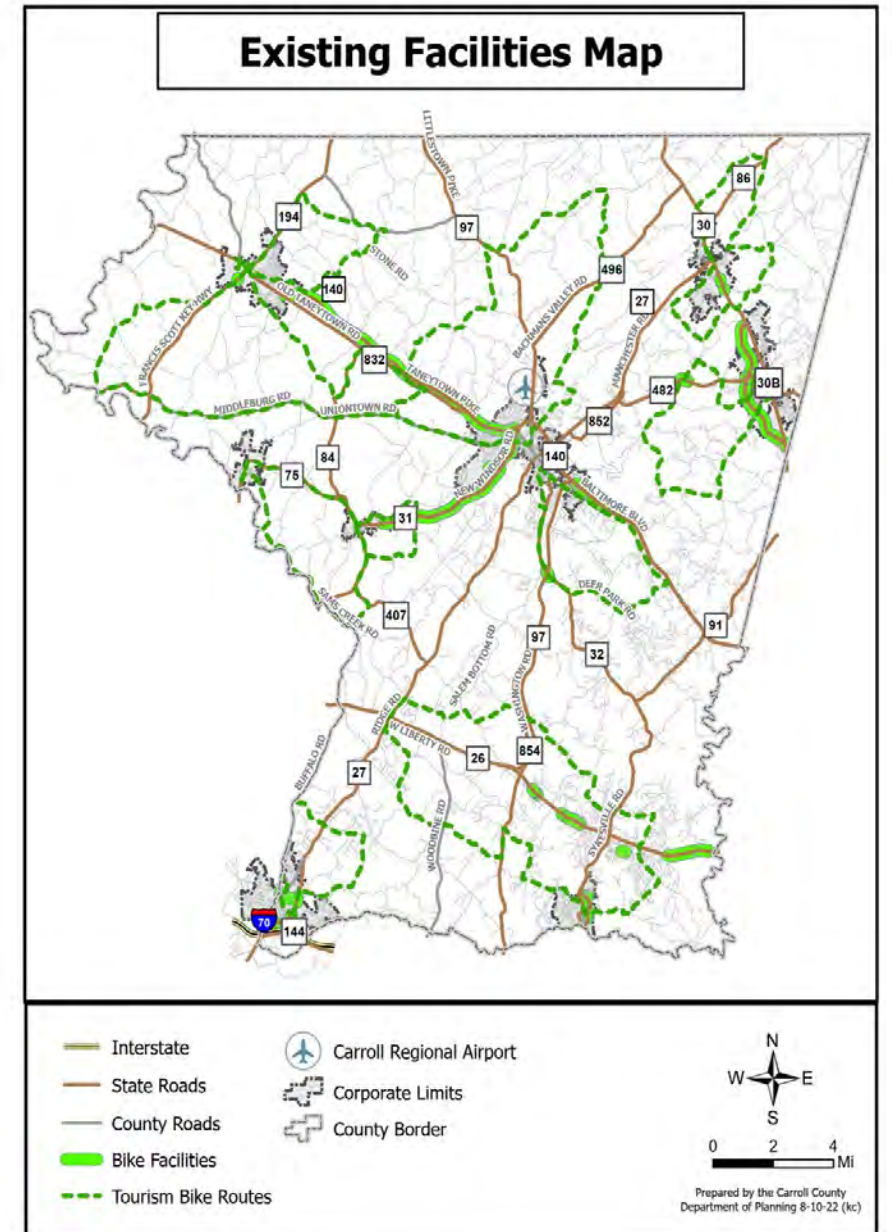
Chapter 3 Other Transportation Plans (pages 6-7)

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 County Master Plan, the Community Comprehensive Plans, and the eight municipal Master Plans. A number of other Plans are listed that provide guidance on the future of other modes of transportation and other aspects of transportation planning, including State, regional, transit, airport, bicycle/pedestrian facilities, and safety.

Chapter 4 Existing Facilities (page 8)

This chapter 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
Total	9.7	512.8	1,981.7	366.2	2,860.7

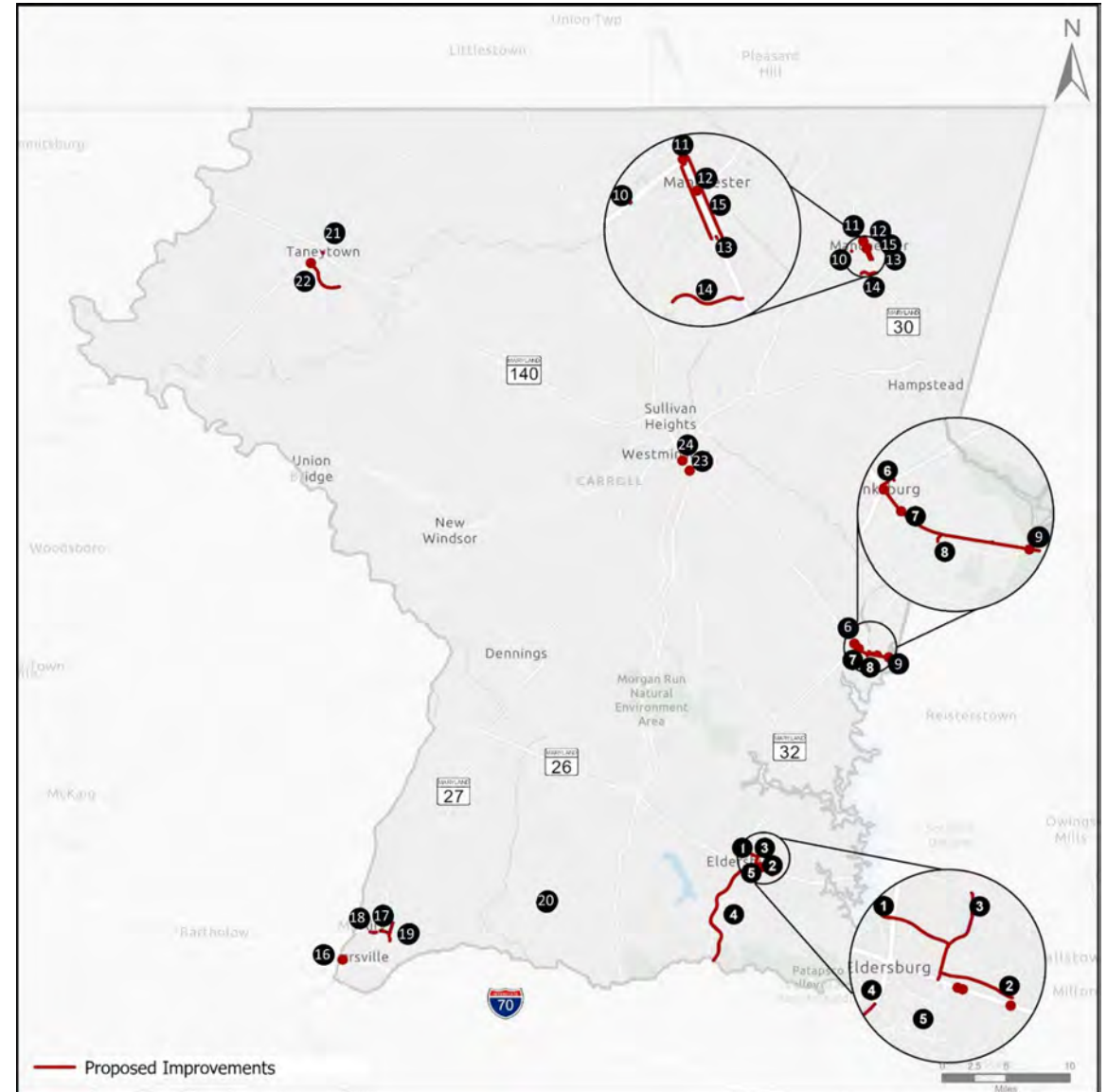


Chapter 5 Transportation Corridor and Subarea Analysis (pages 9-41)

The analysis in this chapter aims to identify how the largest of transportation projects which have been identified in the County and municipal Master Plans could be implemented incrementally to achieve mobility benefits sooner rather than later. The plan 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.

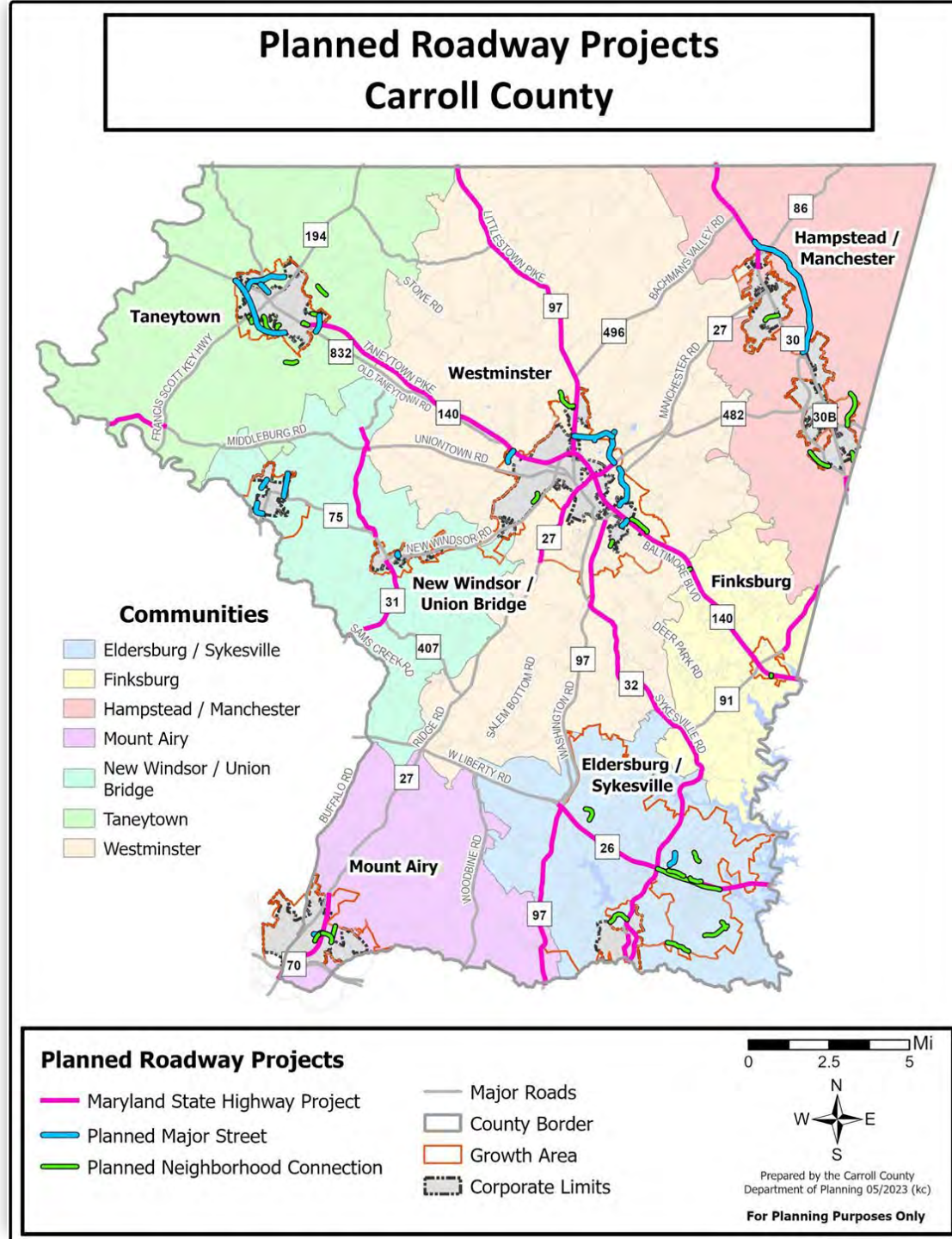
Chapter 6 identifies the most promising potential improvements (see table on page 13) following an analysis of the following geographic areas:

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






Chapter 6 Planned Roadway Projects (pages 42 – 64)

An inventory of Planned Roadway Projects, including Maryland State Highway Projects, County and Municipal Planned Major Streets and Planned Neighborhood 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.






- This chapter includes an updated analysis of all Planned Roadway Projects in Carroll County. Following this examination, **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. Following this assignment of points, all improvements are categorized as Low, Medium or High Priority.

Prioritization of Planned Major Streets

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

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.

MDOT SHA has identified roadway corridors in Carroll County that could benefit from corridor-wide AM concepts. These corridors include MD 26, MD 140, and MD 32. The plans and studies for these corridors have not been implemented in a deliberate manner nor are they legally binding. Moving forward, it is essential that corridor-level AM planning processes 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. AV technology is poised to have numerous benefits over and above those provided by EVs such as improved safety, supporting aging in-place, reduced transportation costs (if shared), reduced congestion, and reduced right-of-way devoted to transportation.



Chapter 9 Recommendations (pages 71-72)

- **Recommendations**

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.

Pages 71 and 72 include Recommendations in the following categories:

- General (4)
- Chapter 5 and Chapter 6 (16)
- Chapter 7 (4)
- Chapter 8 (4)

[Carroll County Transportation Master Plan Webpage](#)

