



Transportation Master Plan Chapter 6

Prioritization of Planned Major Streets and Planned Neighborhood Connections

Planning and Zoning Commission
May 3, 2023



Ranking of Future Roads

- There are **16** Planned Major Streets and **28** Planned Neighborhood Connections included in this Plan
- These **44** road improvements were discussed with PC over past 6 meetings
- While they are all considered necessary improvements and connections for the ultimate development of the County, certain roads are more feasible, will have a greater impact, and are more significant to the realization of the County's adopted land use plans



Criteria for Ranking

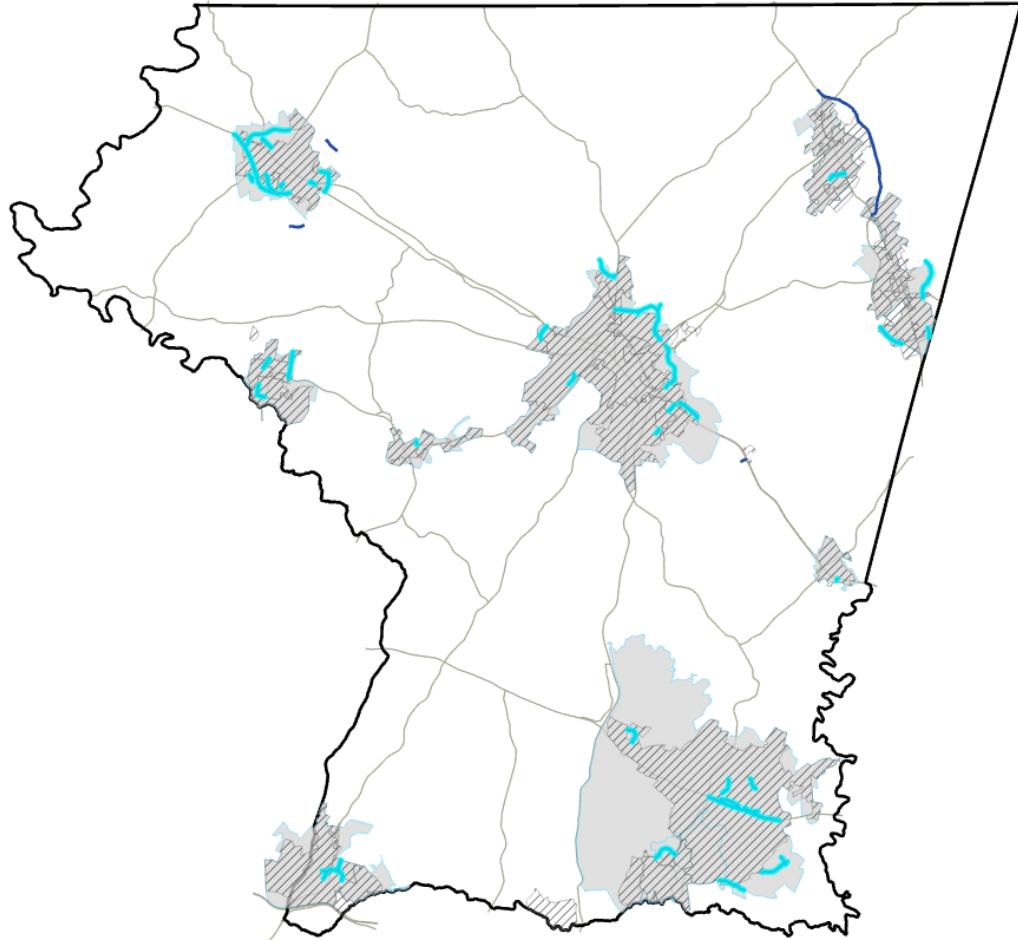
- Future road improvements were ranked using **10** criteria
- These criteria are all in the furtherance of the goal in the Adopted County Master Plan
 - Provide a safe and functional intra-County transportation system that promotes access and mobility for people and goods through a variety of transportation modes*
- Improvements that met the criterion were assigned 1 point, for a possible total of 10 points
- Following this assignment of points, all improvements are categorized as **Low**, **Medium** or **High** Priority, based on the following breakdown of points:
 - 0-3 **Low**
 - 4-6 **Medium**
 - 7-10 **High**

1. Inclusion in a Designated Growth Area/Priority Funding Area

- Demonstrates consistency with future land use plans
- Indicates an established commitment to the area
- Will serve the greatest population and/or workers

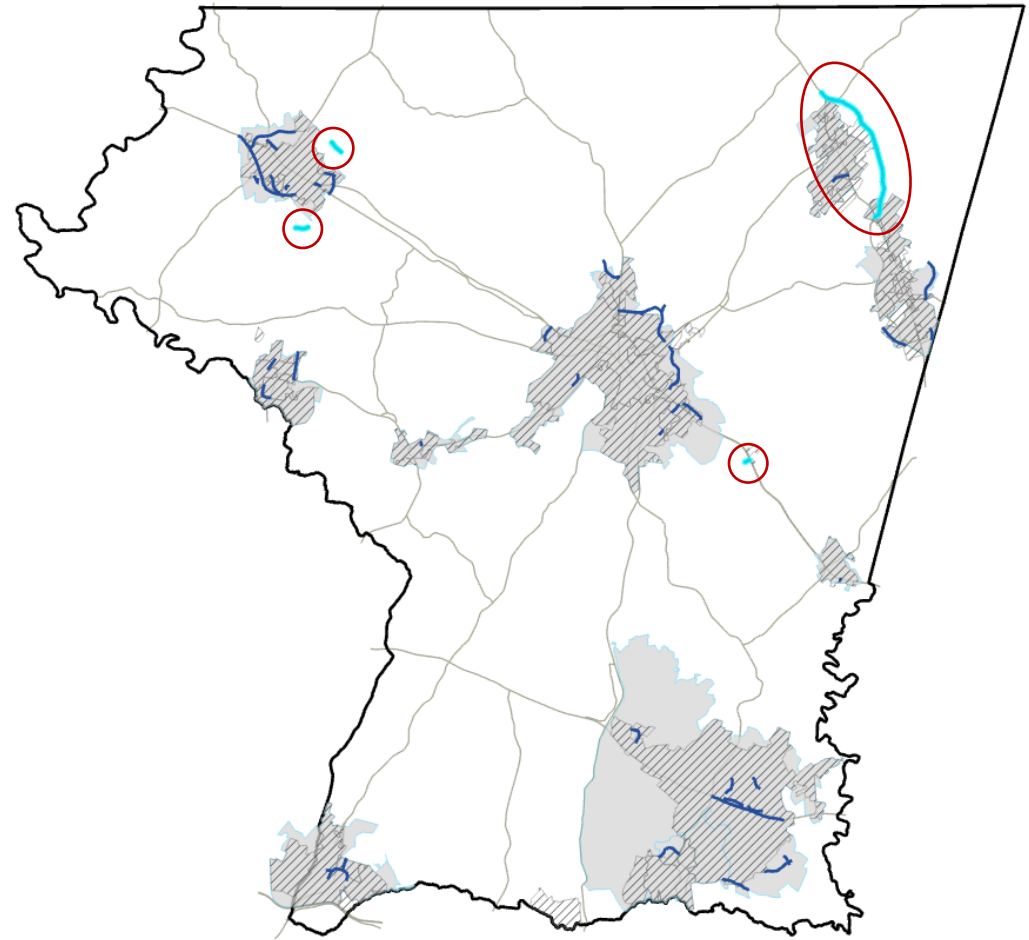


One Point



Inside DGA & PFA

No Point



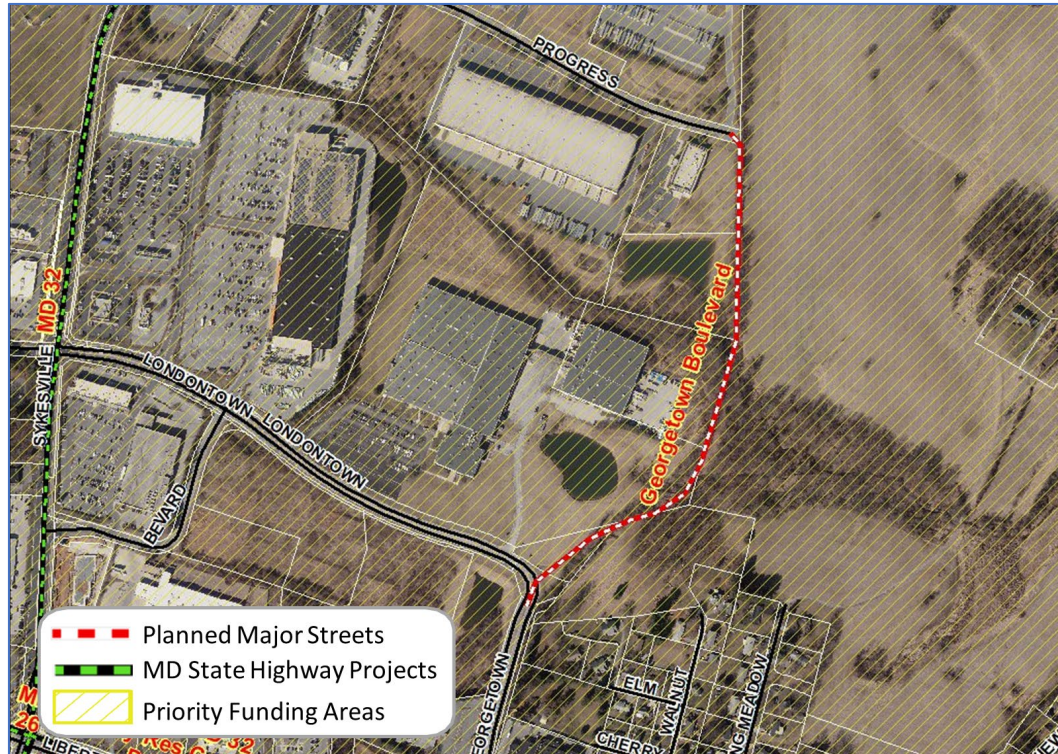
Outside DGA & PFA

2. Safety

- Elimination of sharp turns, improvement of sight lines, etc. that lessen crash potential and redirection of truck traffic
- Also includes road improvements that directly improve safety on nearby roads in the network
- In furtherance of the goals of the County's adopted Strategic Safety Plan and the Maryland Strategic Highway Safety Plan

One Point

No Point



Georgetown Blvd Extended
High Priority



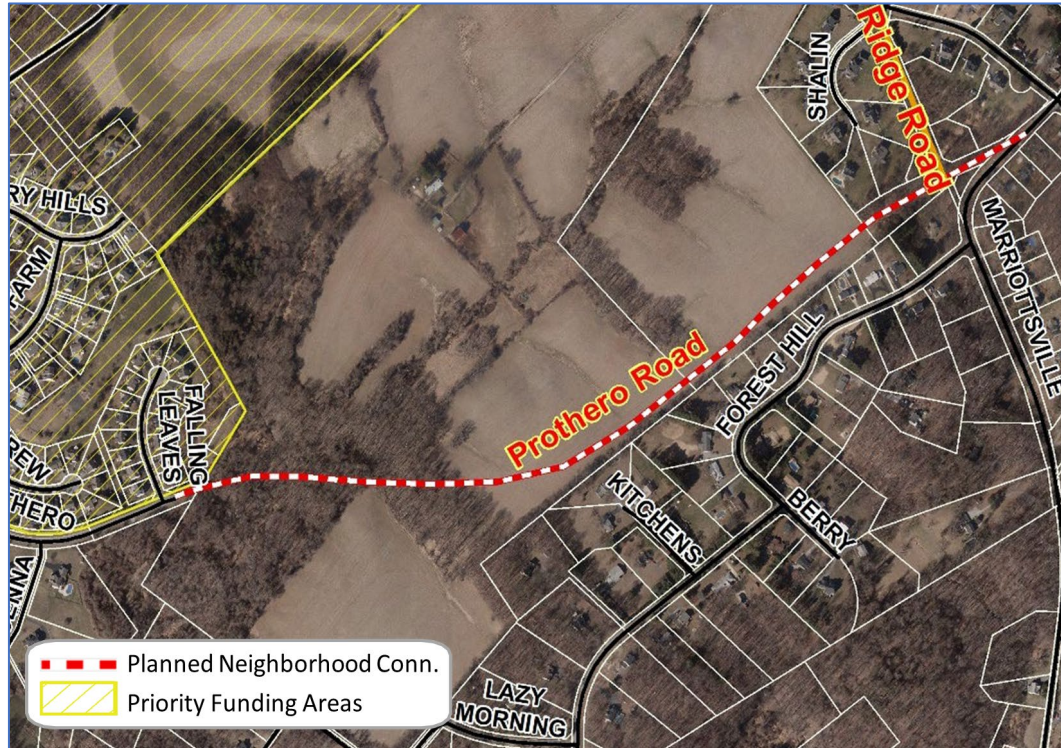
Aileron Ct Extended
Medium Priority

3. Functional Classification

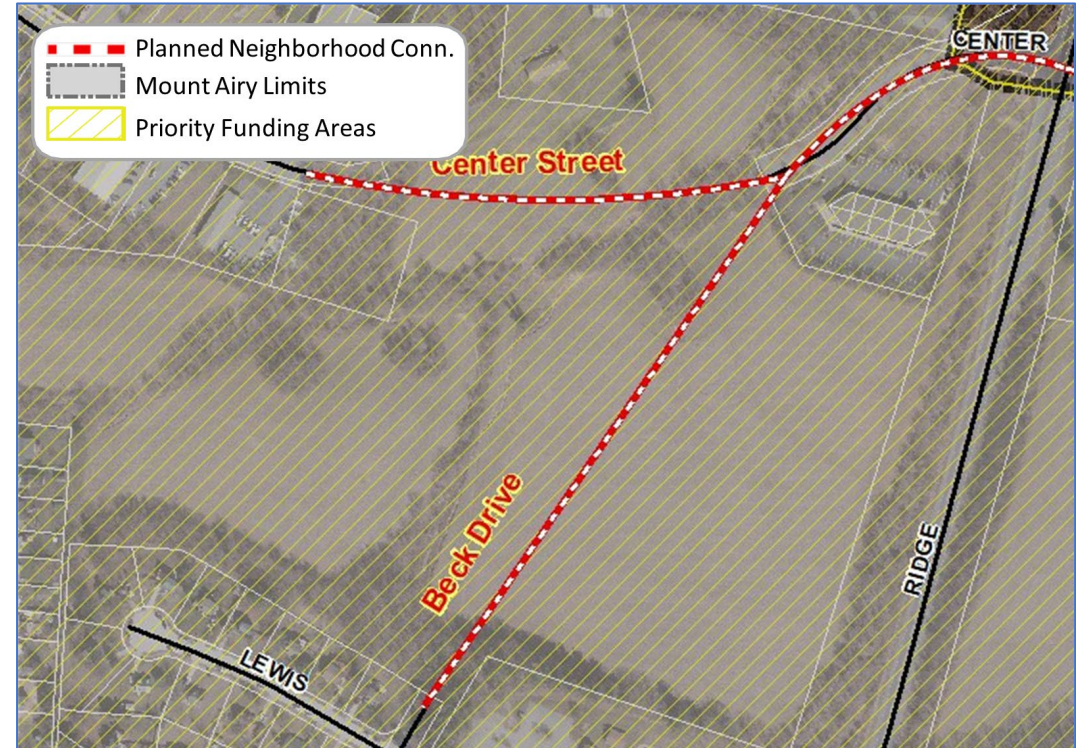
- Priority should be given to collector roads over local roads, as higher functional classifications can carry more traffic and serve a larger area.
 - Collector roads are the links from land uses to the arterial roads, which are typically state roads that link population or employment centers.
 - Local Roads are streets that provide for direct access to individual land uses, and are typically low in traffic volume.

One Point

No Point




Prothero Rd Extended
High Priority



Beck Dr Extended
Medium Priority

4. Existing Financial Support/Right-of-Way

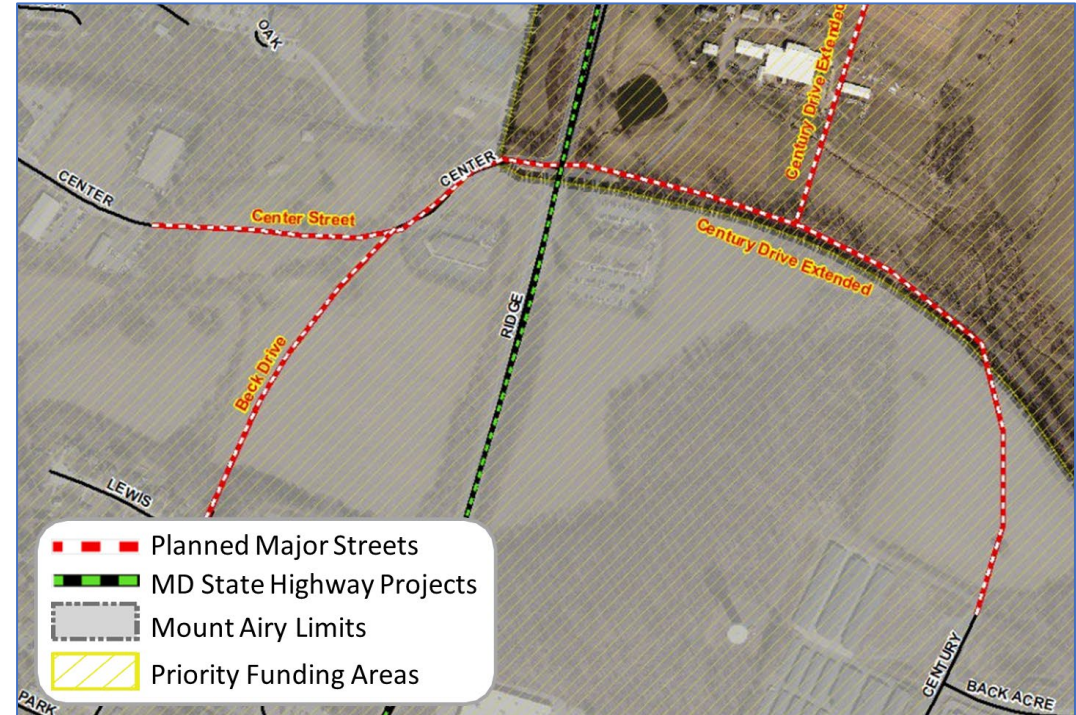
- Projects for which ROW has been acquired, concept or planning is complete or underway, or part of the project is included in the County's Community Investment Program (CIP) or municipal budget
 - Indicates investment and commitment to the improvement
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One Point

No Point



Monroe Ave Extended
High Priority



Center St Extended
High Priority

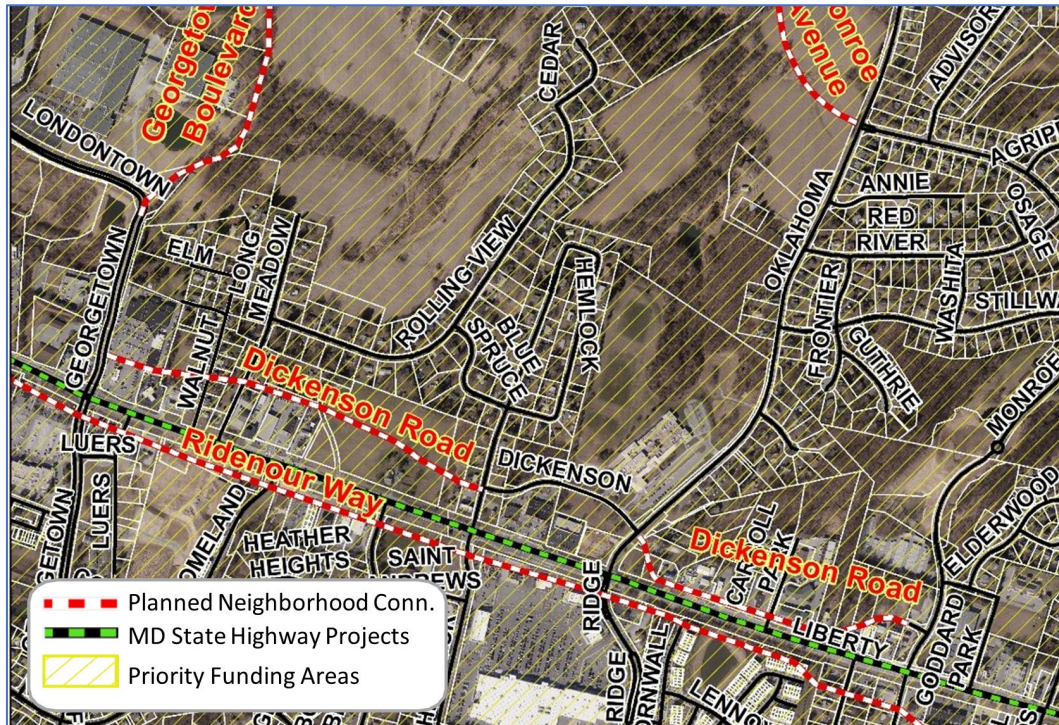
5. Connectivity

- Connection to arterials or major collectors that provide a benefit for the larger area and may reduce dependence on intersections experiencing a high volume of traffic
- Connectivity between residential neighborhoods also important

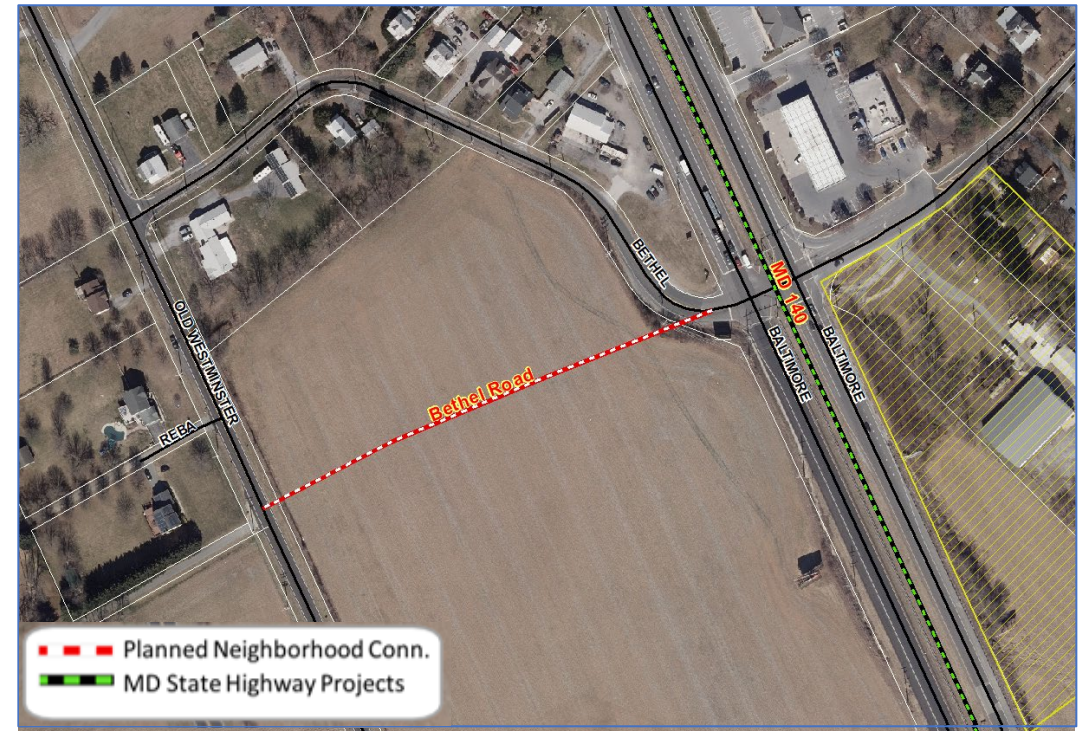


One Point

No Point



Dickenson Rd Extended (various segments)
High Priority



Bethel Rd Realigned
Medium Priority

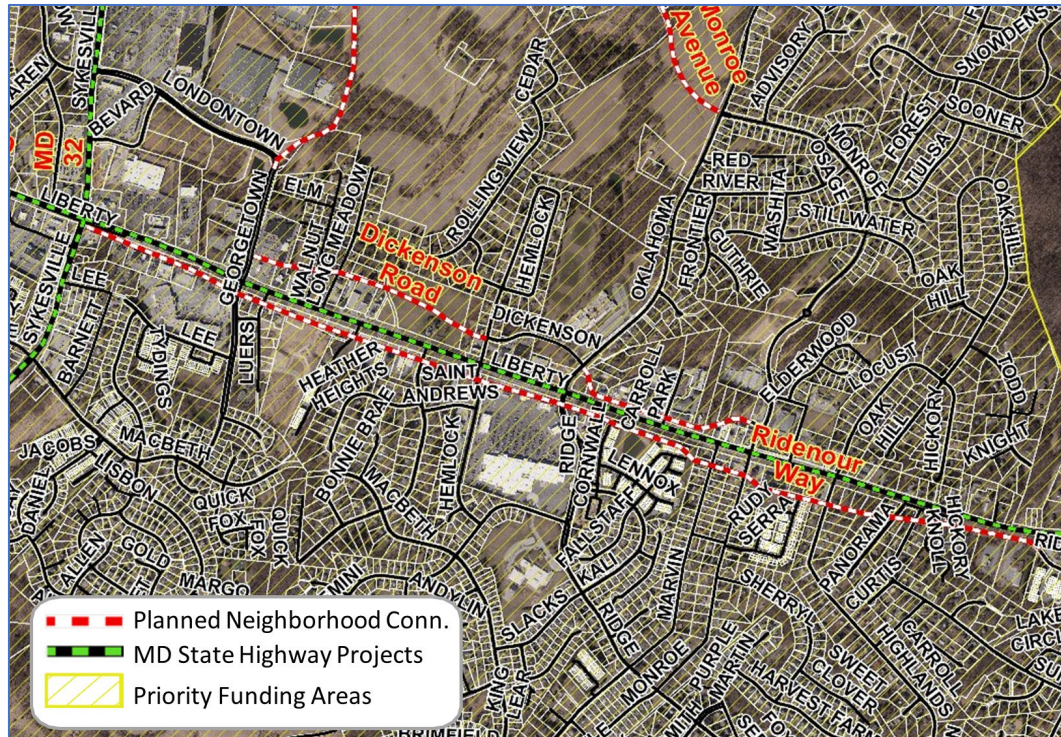
6. Improve Operation of Existing Infrastructure

- Project provides an alternative, often a parallel roadway, to an arterial that experiences congestion and furthers interconnectivity among land use activities
- Allows more efficient functioning of State roads and through traffic

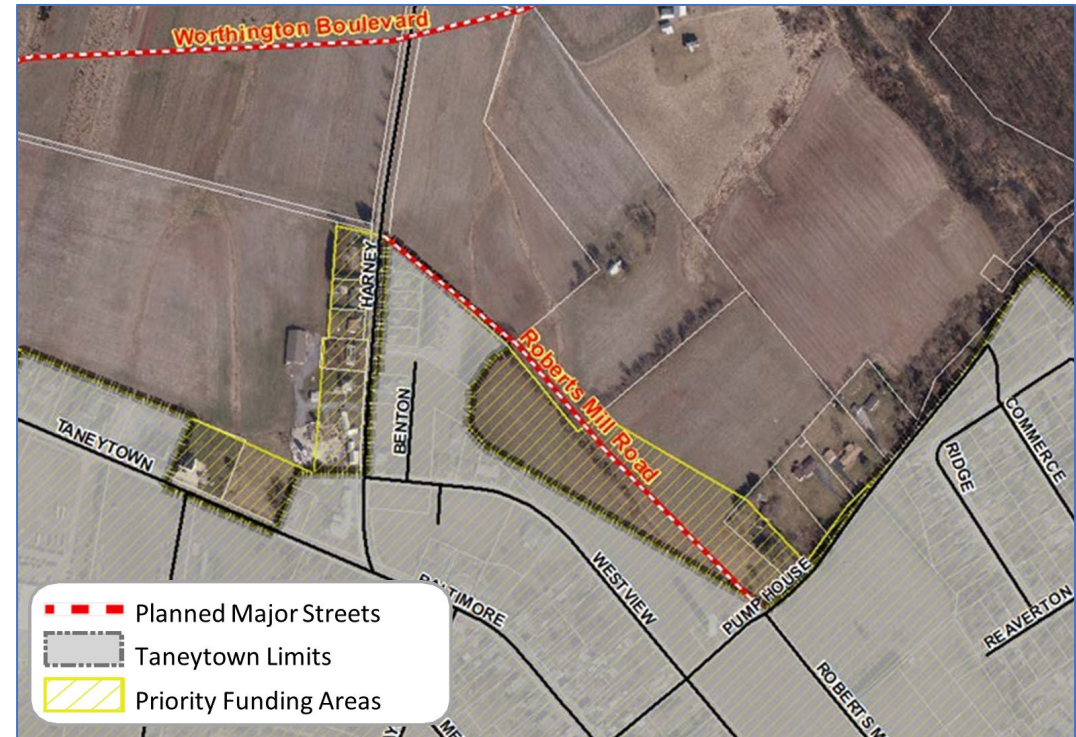


One Point

No Point



Ridenour Way Extended (various segments)
High Priority



Robert's Mill Rd Extended
Medium Priority

7. Economic Prosperity

- Provides access to jobs and supports commercial and industrial development
- In furtherance of the economic development goals and policies in the County Master Plan

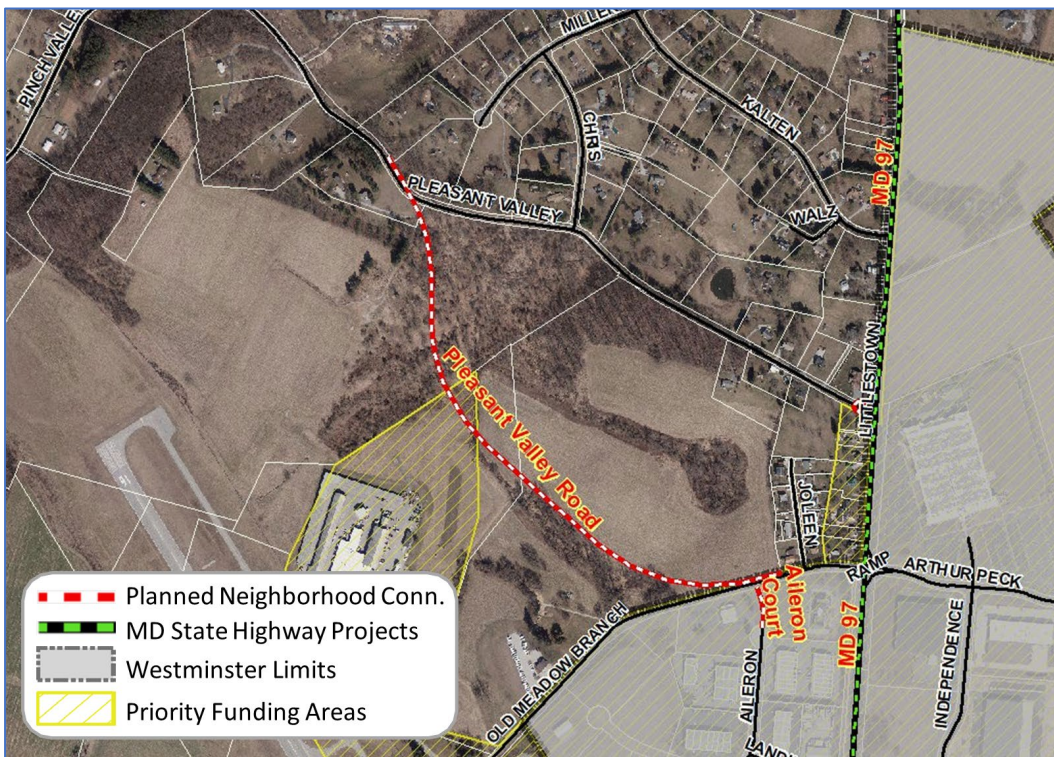


One Point

No Point



Bennett Cerf Dr – Meadow Branch
High Priority



Pleasant Valley Rd Realigned
High Priority

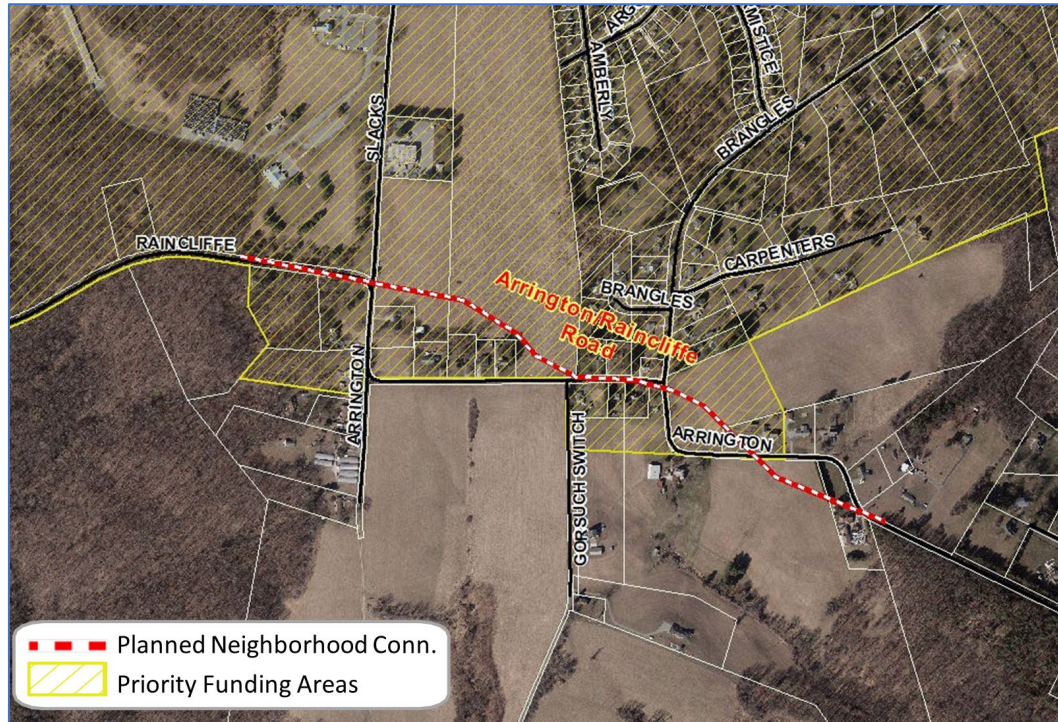
8. Immediacy of Need

- Recent and in-process development within and immediately outside the area necessitates priority
- This evaluation may change over time, as proposals are submitted

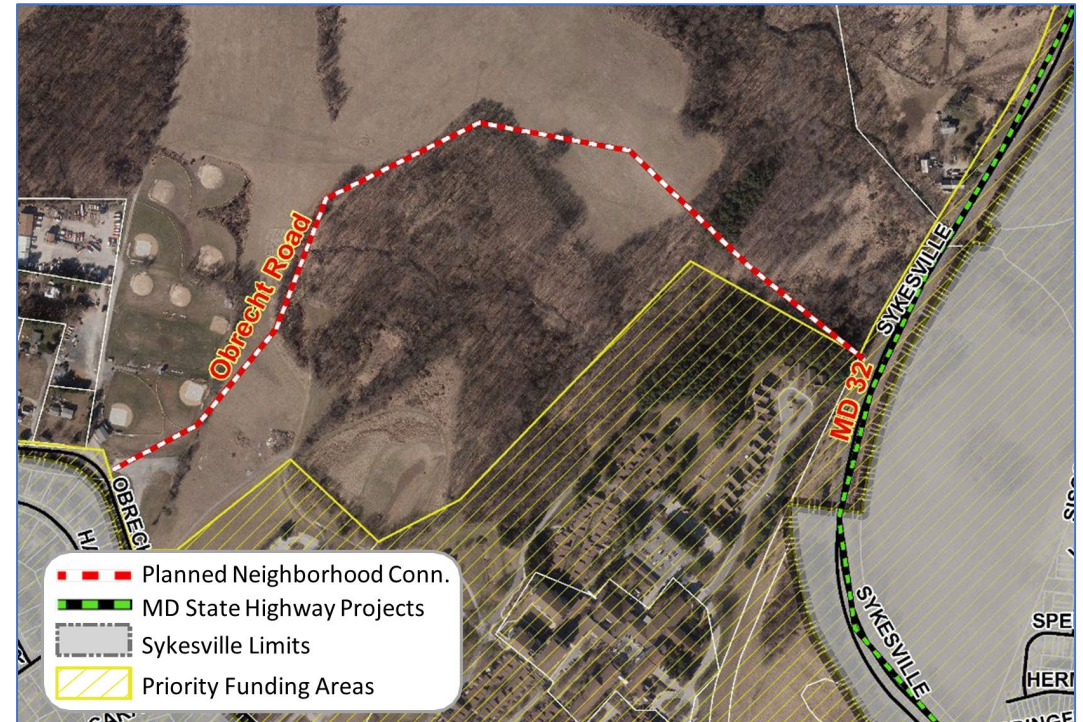


One Point

No Point



Arrington Rd Realigned
High Priority



Obrecht Rd Extended
Medium Priority

9. Environmental Considerations

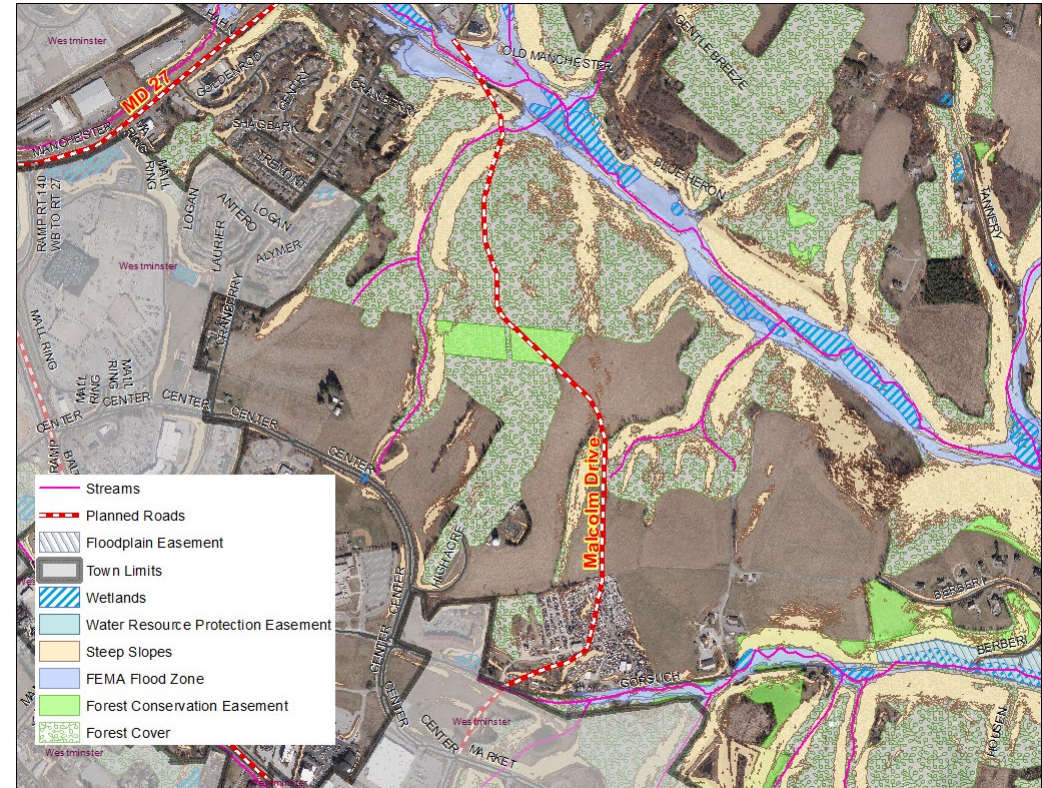
- Project has minimal effects on environmental and cultural resources
- Included in this assessment are Water Resource Protection Easement, FEMA Floodplain, Floodplain Easement, Streams, Wetlands, Steep Slopes (>25%), Forest Conservation Easement, and Forest Cover
- Improvements can be constructed with these constraints, but they add complexity and therefore cost

One Point



Springdale Ave Relocated
Low Priority

No Point



Malcolm Dr Extended
Medium Priority

10. Cost/Benefit Analysis

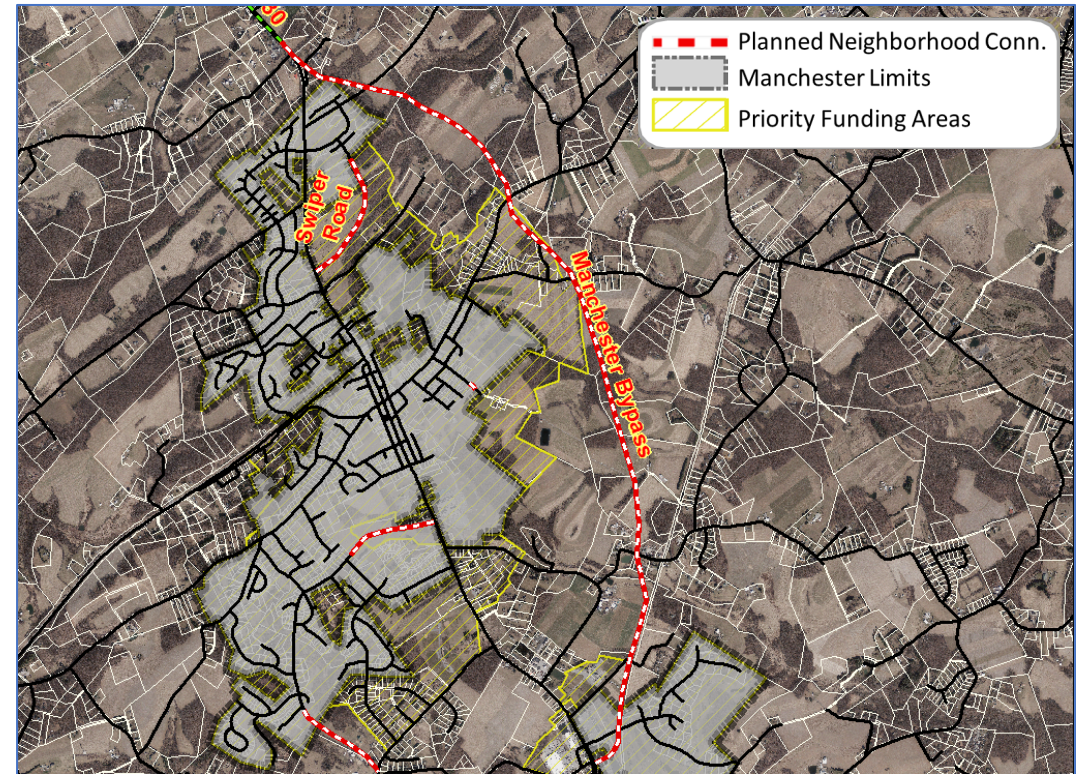
- This last criterion compares the estimated cost (estimated by using the cost per linear mile) to the benefit, as determined by the total of the previous nine criteria
- If majority developer driven, 1 point is assigned
- If majority public funded, the formula for this criterion is as follows:
 - project cost compared to 9 subtotal points:
 - \$ ≥ 2 subtotal pts = 1pt
 - \$\$ ≥ 4 subtotal pts = 1pt
 - \$\$\$ ≥ 6 subtotal pts = 1pt
 - \$\$\$\$ ≥ 7 subtotal pts = 1pt
 - \$\$\$\$\$ ≥ 8 subtotal pts = 1pt

One Point

No Point



Market St Extended
High Priority



MD 30 Relocated (Manchester Bypass)
Low 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	

