

Carroll County Transportation Corridors & Subarea Analysis

Baltimore Regional Transportation Board • September 2020

60 years, one plan.

1964 Comprehensive Plan



2014 Comprehensive Plan (as amended in 2019)

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

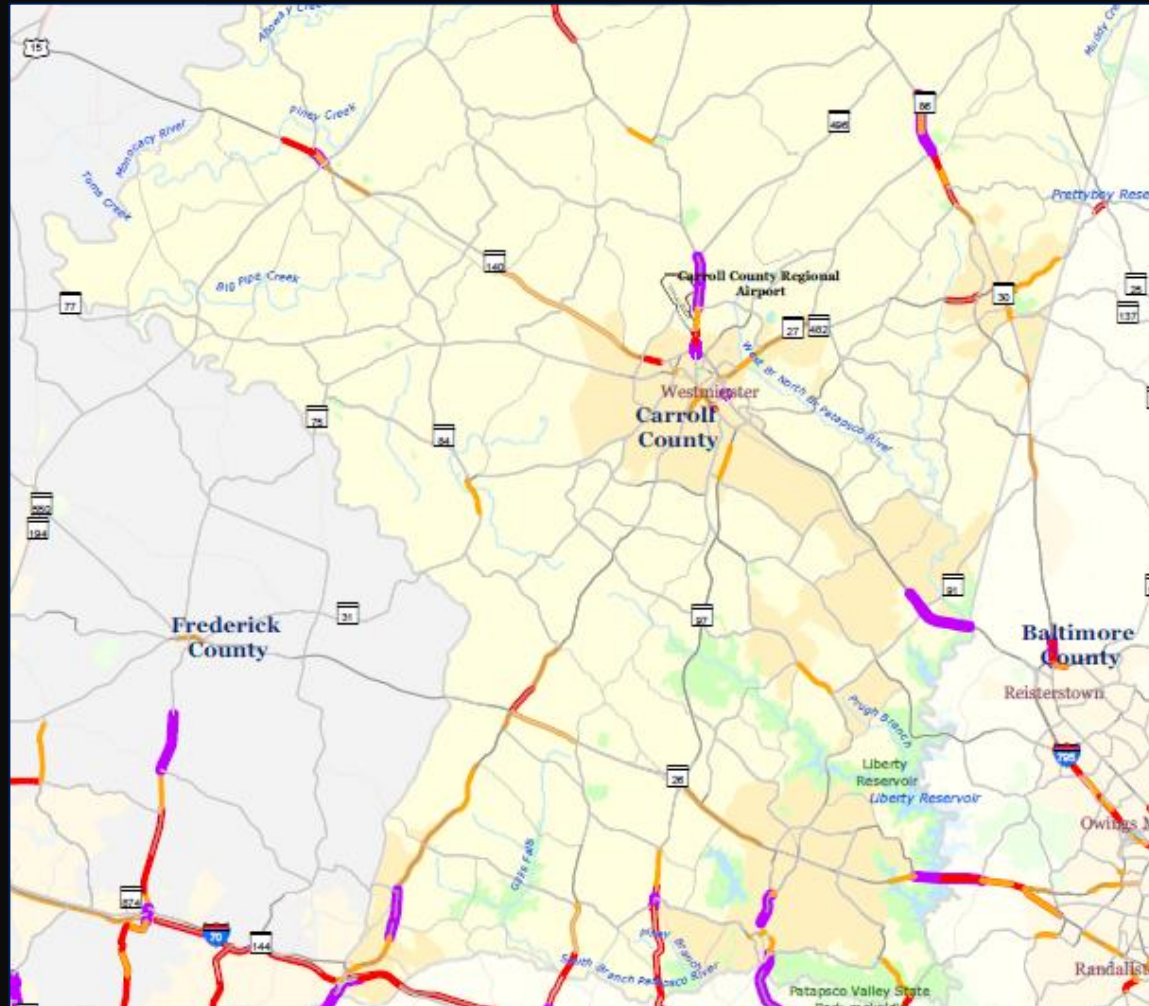
"...[it] is apparent **that continuing to rely on the state exclusively for state transportation improvements is not realistic planning.** It is becoming clear that the County will have to provide higher levels of funding for its transportation projects."

2020 Transportation Plan

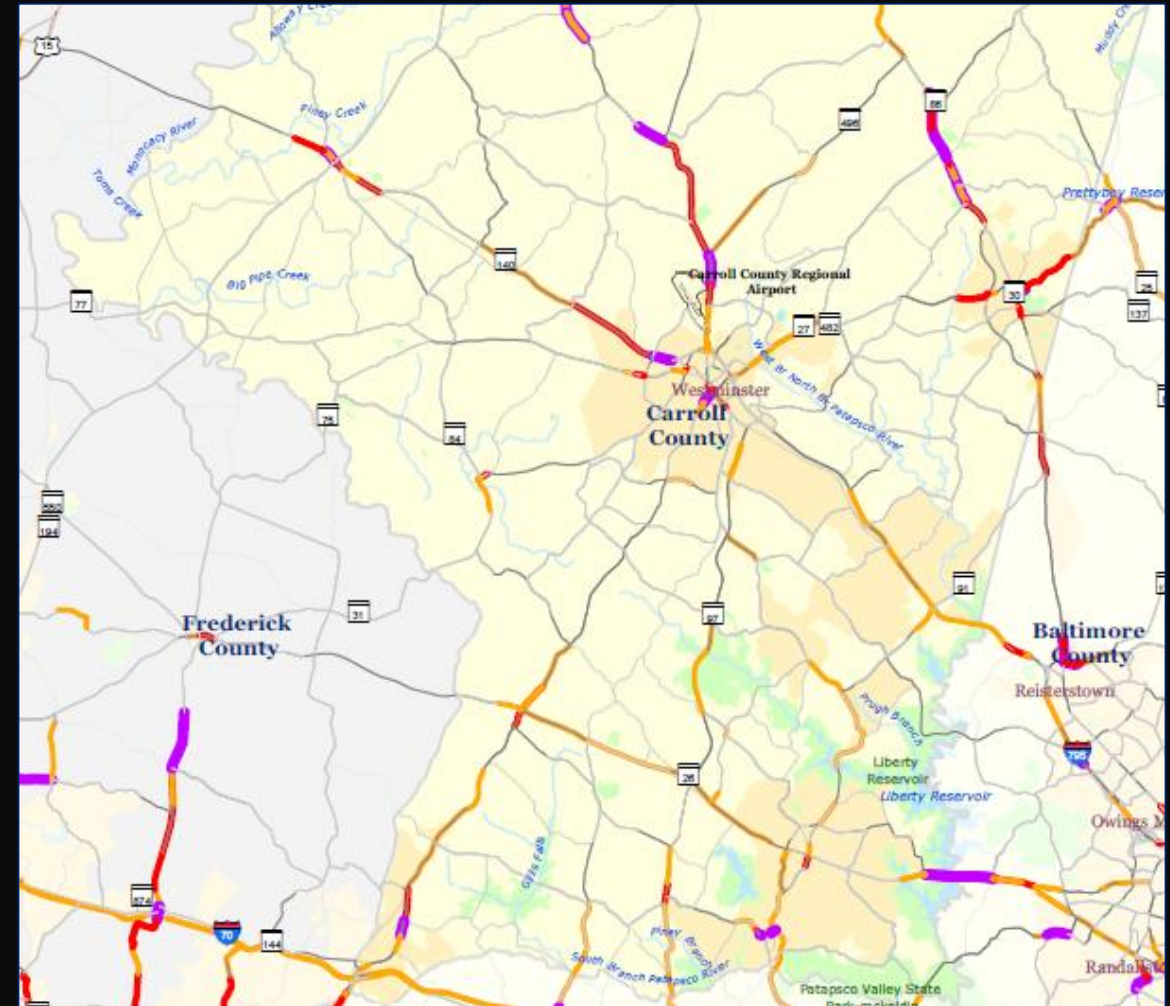


Another 25 years + \$870 million later...

2020 Traffic Congestion



2045 Traffic Congestion



Study Purpose

- assist County policymakers with **prioritization and implementation** of projects which will **improve mobility** within and approaching the County's DGAs over the next 20 years based on **objective standards**.
- identify **most promising potential improvements** in the context of fiscal realities and project delivery constraints.

Project Approach

Key Corridors and Subareas

- Growth Patterns
- Existing and Future Traffic Congestion
- Economic Development Plans

Traffic Issues & Challenges

- Local Access/Mobility
- Corridor Capacity
- Operational /Bottlenecks

Possible Approaches

- Bypass/Major Road Expansion
- Intersection Improvements
- Local Street Grid
- Municipal plan inputs

Most Promising Potential Improvements

- Congestion Improvement
- Cost
- Right-of-Way
- Environmental

Corridor/Subarea Profiles

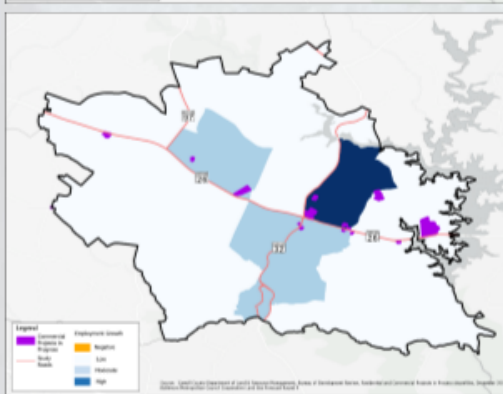
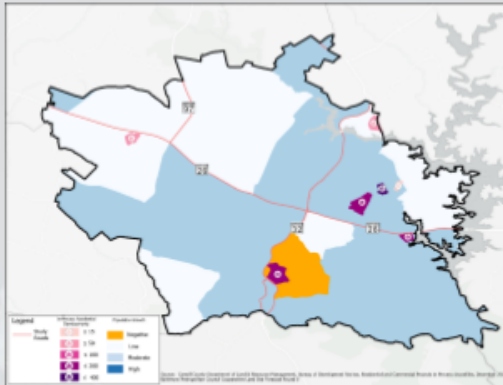
Land Use and Demographic Factors Eldersburg/Sykesville

Despite a low overall growth rate, the Eldersburg/Sykesville region is expected to add the second most amount of people, households, and jobs in Carroll County (Table X).

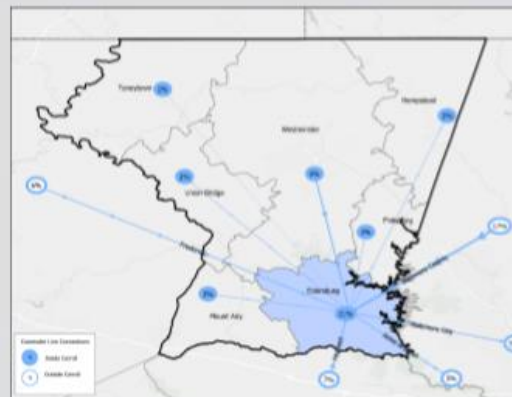
Type	Growth
Population	2,316
Households	1,144
Workers	(669)
Employment	1855

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

Most of the growth is contained along the main corridors, MD 26 and MD 32. The most significant cross-sector growth within this region is along MD 26, in Eldersburg's main growth area. Over the past five years, several major big box and chain stores have opened along MD 26 in Eldersburg. Retail and industrial jobs will continue to grow along the corridor, but the majority of growth will be associated with the new Liberty Exchange business park, in the northeast quadrant of the intersection of MD 26 and MD 32. Additionally, about 300 new jobs are predicted east of the intersection of MD 36 and MD 97, where a new tobacco plant is under development. Downtown Sykesville can expect to see some growth as well, although not as much as the center of Eldersburg. There are no areas of projected increase in worker population, indicating that traffic flow will be largely into and through this region.

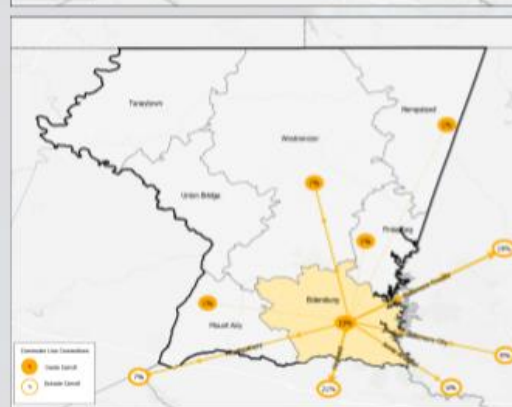


Travel Flows Eldersburg/Sykesville



Eldersburg/Sykesville borders Howard County and Baltimore County, two counties with thriving job markets. Accordingly, a large portion of Eldersburg/Sykesville residents commute into these counties. Eldersburg/Sykesville is only the third most popular employment location for residents, behind Howard County and Baltimore County, and only 10% of residents work in other subareas within Carroll County.

Though residents tend to work elsewhere, a plurality of Eldersburg/Sykesville workers come from within the region, and the second largest shares come from Baltimore County and the rest of Carroll County.



Recent and Committed Projects Eldersburg/Sykesville

Project	Status	Construction Cost
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	\$1,800,000
MD 26 - Intersection Capacity Improvements at Emerald Lane to Calvert Lane	Under Construction	\$5,027,000
MD 32 - Road Resurfacing project to improve ride quality on MD 32 (Sykesville Road) between MD 26 (Liberty Road) and the Liberty Reservoir Bridge in Eldersburg.	Under Construction	\$1,100,000
MD 32 - Safety/Spot Improvements at Main Street to Macbeth Way	Under Construction	\$4,180,000

Candidate Roadway Projects

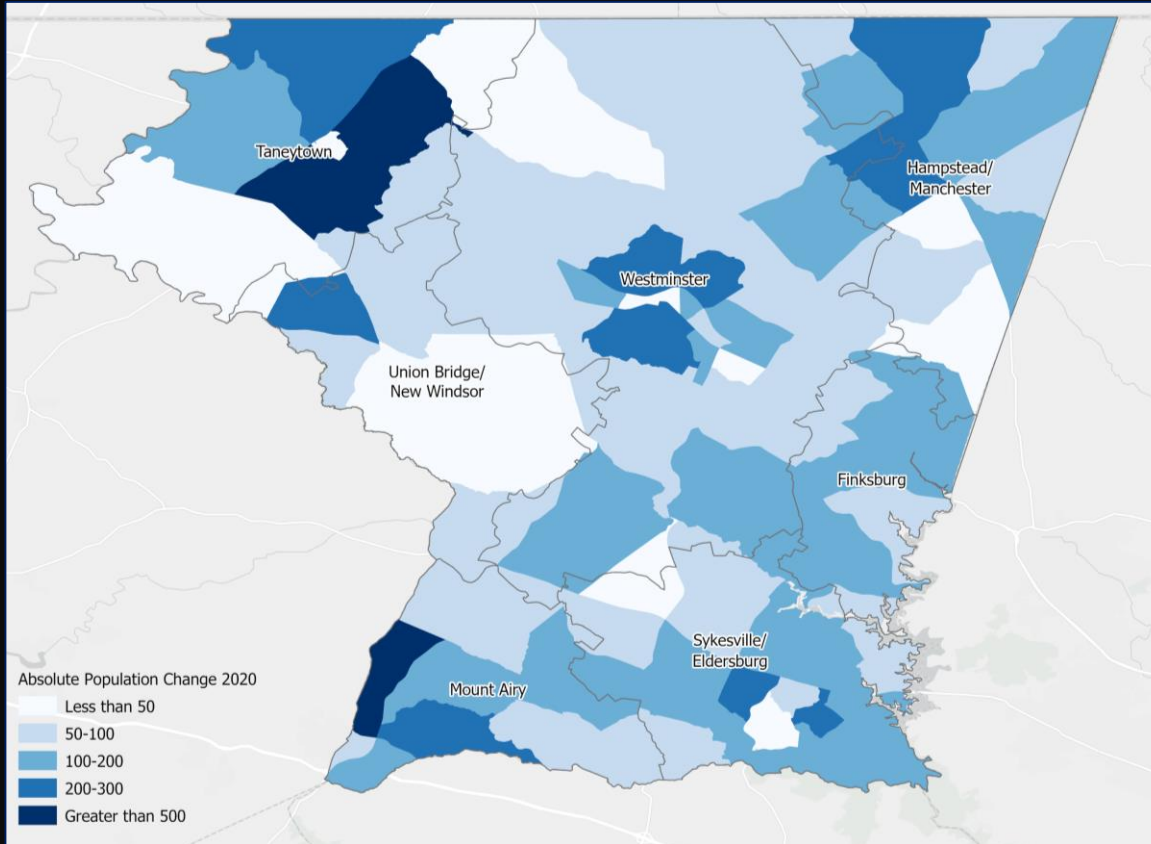
Project: MD 26 - Access, Operational, Safety & Streetscape Improvements		
Cost Estimate: \$1,657,000		
Provide access, operational, safety and streetscape improvements along MD 26 corridor between Liberty Reservoir and MD 32 (2.6 miles). Bicycle and pedestrian facilities will be provided. This project would improve operations and safety along this segment of MD 26.		
Status: On Hold	Source: MDOT CTP & Other	
No Action	F/D/R/W	HNI / MDOT CTP / Other
PP (On Hold)	Const 20XX	County Comp Plan
PE	NEPA Complete	Muni / Area Plan
Project: MD 26 - Roadway Reconstruction		
Cost Estimate: \$51,900,000		
Divided highway 3.6-mile reconstruction (includes access controls) between MD 97 to MD 32.		
Status: Planning	Source: MDOT CTP	
No Action	F/D/R/W	HNI / MDOT CTP / Other
PP (On Hold)	Const 20XX	County Comp Plan
PE	NEPA Complete	Muni / Area Plan
Project: MD 26 - Roadway Reconstruction		
Cost Estimate: \$67,750,000		
Urban divided highway 2.5-mile reconstruction between MD 32 to Liberty Reservoir.		
Status: Planning	Source: MDOT CTP	
No Action	F/D/R/W	HNI / MDOT CTP / Other
PP (On Hold)	Const 20XX	County Comp Plan
PE	NEPA Complete	Muni / Area Plan

Performance Measures

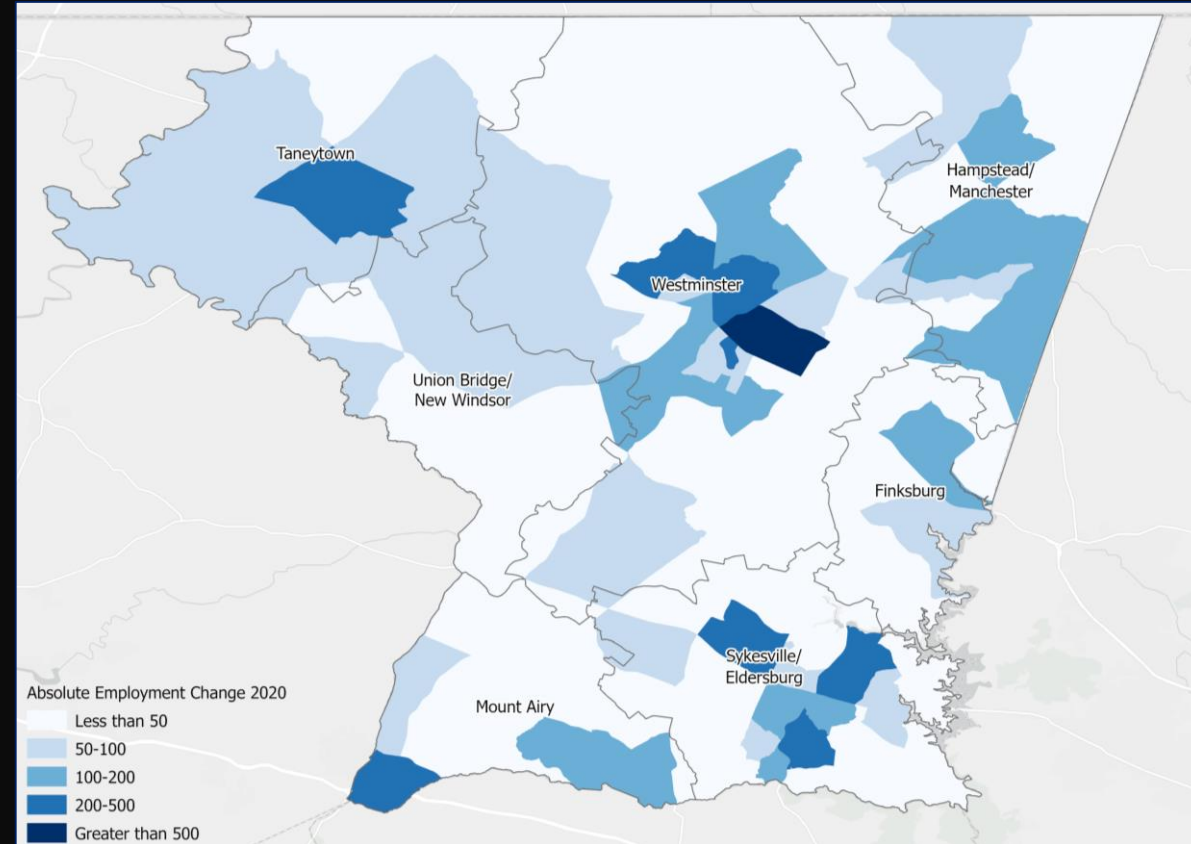
for selecting targeted study areas

Study Area Status	Congestion Reduction	Crash Reduction	Responsible Growth & Economic Development
No Study; Listed in Priority Letter (20 points)	Bottleneck in peak and midday (20 points)	Substantial number of crashes (10 points)	PFA, targeted economic development zone, Main Street, and/or airport or rail (20 points)
Well-studied; Not listed in priority letter (0 points)	Not a bottleneck (0 points)	Few if any crashes (0 points)	Not within nor approaching PFA nor targeted area (0 points)
30% of total score	30% of total score	30% of total score	10% of total score

2040 Population & Employment Growth



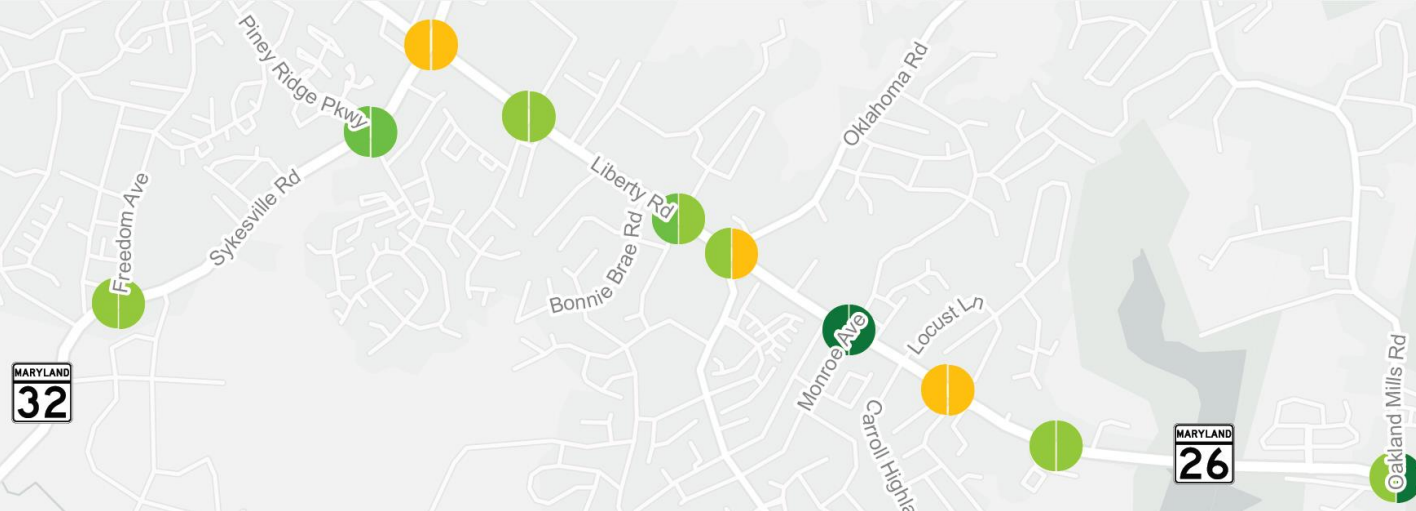
Population



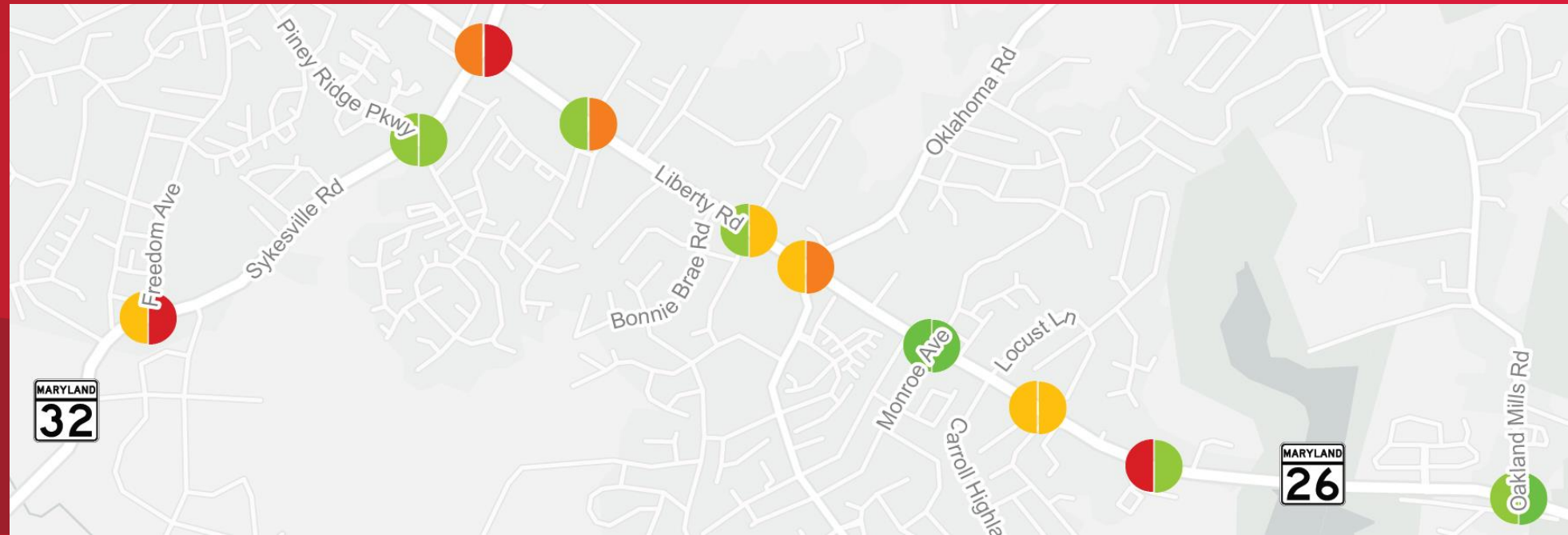
Employment

Eldersburg/Sykesville

Existing and Future Traffic Conditions



2020



2040

Key Issues



- MDOT SHA: Dualization not warranted until at least 2040
- Macbeth Way to Main Street improvements are typical of what can be expected: intersection improvements, turn lanes, auxiliary lanes.
- MD 32/MD 26 intersection is the primary capacity constraint.
- Frequent driveway and side street access have created localized congestion that is difficult to resolve without further investments in the secondary road network and access controls.

Most Promising Potential Improvements

Eldersburg/Sykesville

1

Implement the Quadrant Roadway concept from the MD 32 at MD 26 Practical Design Concept Study.

2

Construct Dickenson Road between Oklahoma Road and Georgetown Boulevard; restrict side street access.

3

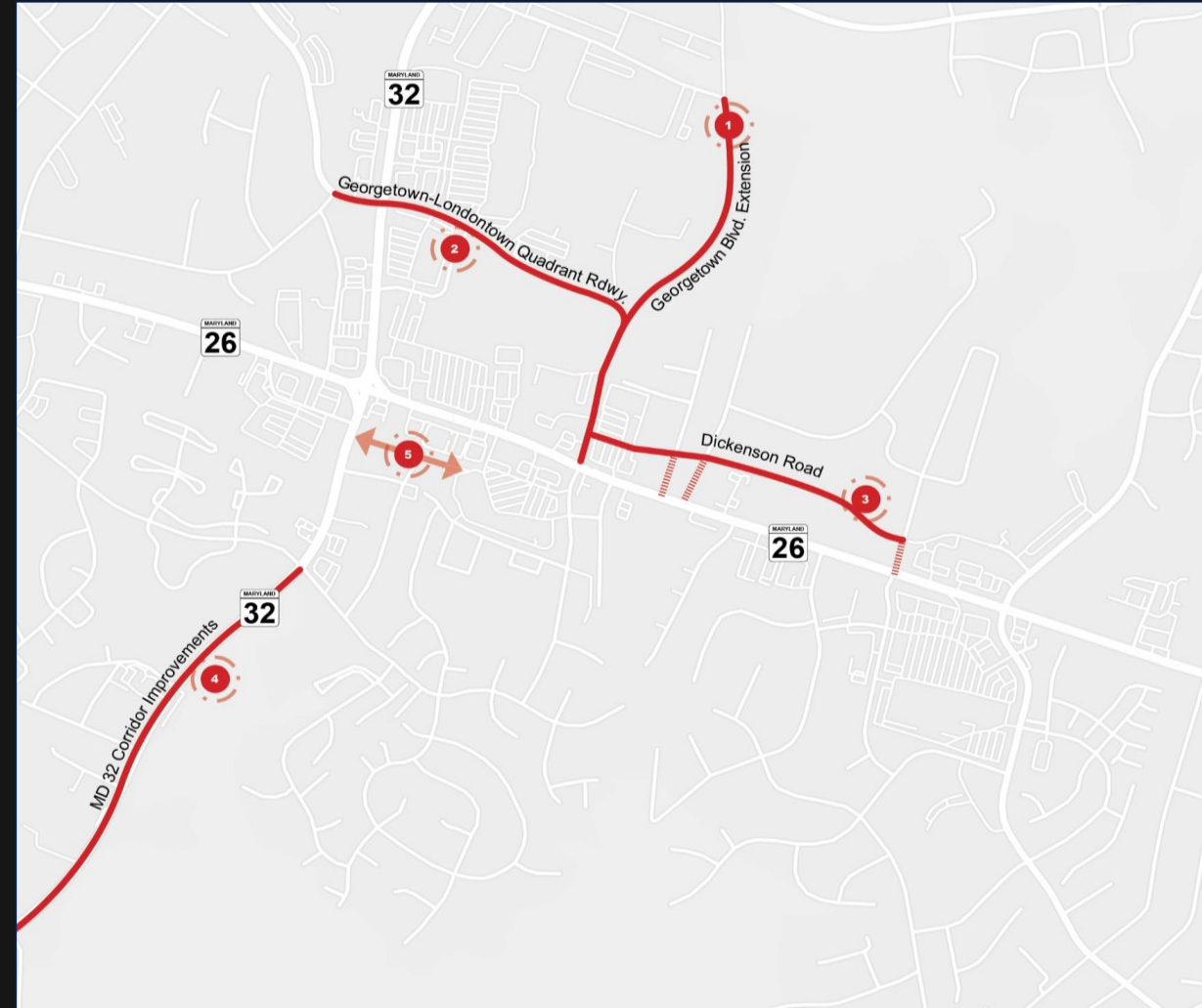
Extend Georgetown Boulevard to Progress Way.

4

Implement MD 32 operations and access improvements.

5

Re-examine options for connectivity in southeast quadrant.



Georgetown/Londontown Quadrant Roadway

- Eliminating left turn phases increases capacity and improves safety
- No/low cost solution
- Rapid implementation



Westminster

Issues & Observations

- › Maximize 2045 project along MD 140 is \$271 million; even breakout projects are each \$60m+. More cost-effective solutions may exist.
- › Center & Market Streets are an underutilized resource.
- › Opportunities may exist to divert through traffic before entering downtown Westminster along MD 97.



Planning Approaches

	Southern Connector (1960s)	CFI/SPUI (2000s)	Quadrant Roadways
Traffic Benefit	Low/moderate; provides alternative route	Significant per intersection but not corridor-wide	significant on a corridor-wide basis
Impact to Natural Resources	Significant impacts to farmland, forest and streams.	None	None
Right-of-Way	New 1.25- mile corridor required.	At least three business displacements	None
Cost	\$10 - \$12 million	\$30 - \$70 million per intx	> \$3 million
Business Access	not affected	Frontage roads	Longer travel paths

Most Promising Potential Improvements

Westminster

1

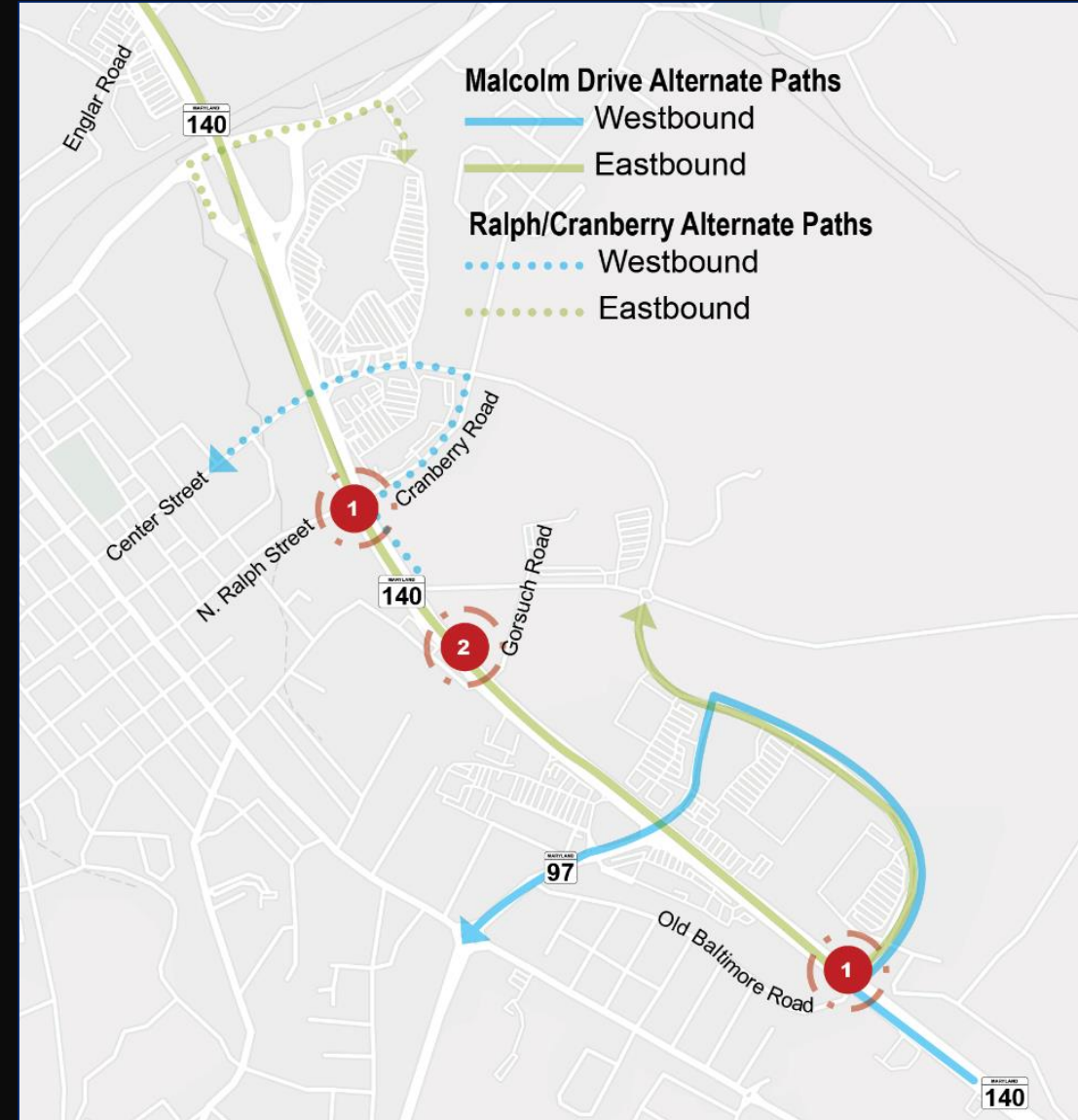
Re-route westbound left turns from MD 140 to use Center Street and Malcolm Drive.

1

Reroute eastbound left turns from MD 140 to use MD 27 and Market Street or create Michigan Left at/near Nursery Road

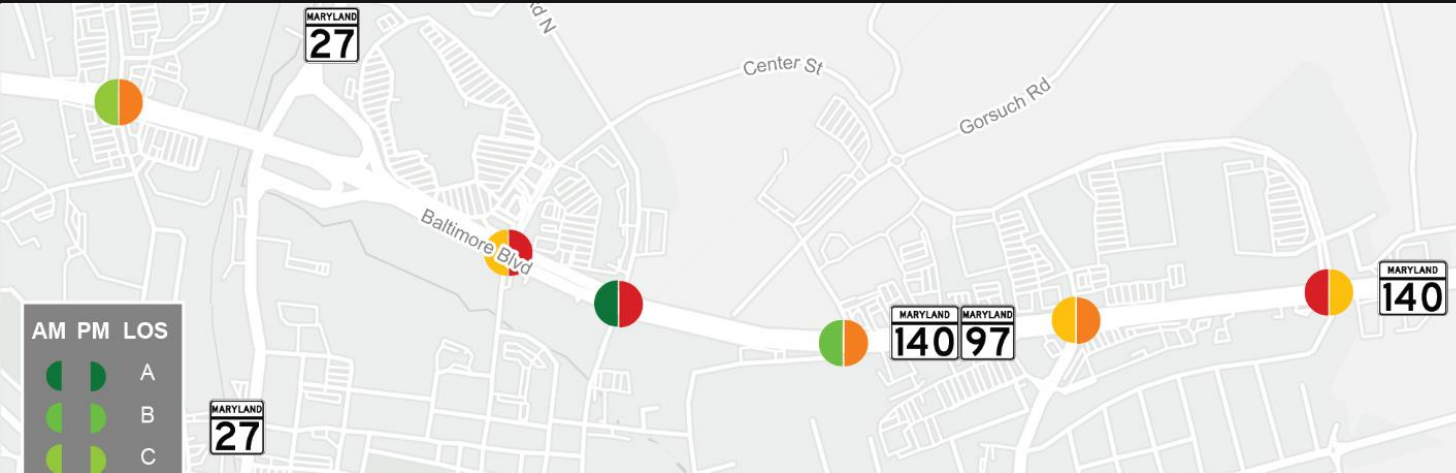
2

Convert Gorsuch Road to Right-in/Right-out



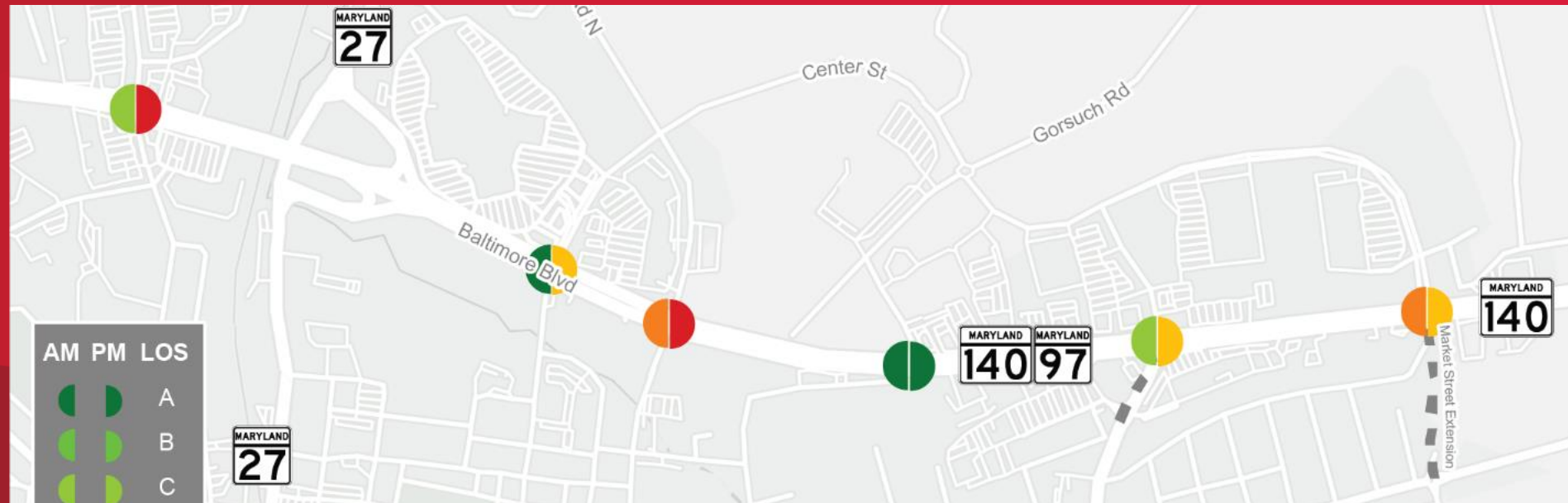
Westminster

Traffic Outcomes



2020

2040 No-Build



Additional Policy Recommendations

- study **subscription-based commuter bus service** from the county to major employment centers in the Washington, DC suburbs and from York/Adams Counties to Baltimore.
- study **traffic impact fees** to address the long list of transportation capacity and connectivity improvements needed to maintain a high quality of life.
- reconvene **corridor-level access management planning** processes and follow through with such plans to achieve adoption by the respective municipalities.
- develop a **right-of-way preservation strategy** for potential road improvements with priority given to those areas where development is most likely to occur over the next decade.

Summary

- Moderate growth in population, employment and traffic through 2040.
- Road capacity is generally adequate with some hotspots.
- Major projects are no longer the order of the day.
- Advocating for practical design projects will gain MDOT's attention as will local matching funds.

Lessons Learned

- Performance metrics are difficult to move by local government actions alone.
- Healthy tension with state agencies, revisiting of priority letters, etc.
- Tendency is to focus on major roads and major projects, but secondary arterials and local roads greatly affect quality of life.
- Historical data on county- and municipally-owned and operated roadways is difficult to come by.
- Opportunity to raise profile of safety, asset management, resiliency and policy and funding issues.