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
**Land Use and Demographic Factors**

Eldersburg/Sykesville

- **Residential Population**: 100,000
- **Non-Residential Employment**: 20,000

**Travel Flows**

Eldersburg/Sykesville

- Eldersburg/Sykesville borders Howard County and Baltimore County, two counties with thriving job markets. According to recent data, 60% of residents commute to work outside their own county, and only 40% of residents work in other subareas within Carroll County.

- The corridor is expected to see an increase in population and employment, leading to higher traffic volumes.

**Recent and Committed Projects**

- **MD 36 – Turning Lanes Construction at Oakland Mills Road in Carroll County**: Improvements include the addition of a right and left turn lane and a new traffic signal. Committed Spring 2008, Construction Cost: $1,050,000.
- **MD 36 – Intersection Capacity Improvements at Emerald Lane to Cabinet Lane**: Under Construction, Construction Cost: $657,000.
- **MD 32 – Road Resurfacing project to improve road quality on MD 32 (Sykesville Road) between MD 26 (Liberty Road) and the Liberty Reserve Bridge in Eldersburg**: Under Construction, Construction Cost: $1,109,000.
- **MD 32 – Safety/Spot Improvements at Main Street to Macketh Way**: Under Construction, Construction Cost: $4,993,000.

**Candidate Roadway Projects**

- **Project MD 36 – Access Improvement**: Cost: $1,619,000
- **Project MD 36 – Broadway Overpass**: Cost: $3,412,000
- **Project MD 36 – Broadway Seawall**: Cost: $775,000
  - Information: Future 3.5 mile seawall construction between MD 32 and Liberty Reservoir.
Performance Measures for selecting targeted study areas

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

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

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

Extend Georgetown Boulevard to Progress Way.

Implement MD 32 operations and access improvements.

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

<table>
<thead>
<tr>
<th>Traffic Benefit</th>
<th>Southern Connector (1960s)</th>
<th>CFI/SPUI (2000s)</th>
<th>Quadrant Roadways</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low/moderate; provides alternative route</td>
<td>Significant per intersection but not corridor-wide</td>
<td>Significant on a corridor-wide basis</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Impact to Natural Resources</th>
<th>Southern Connector (1960s)</th>
<th>CFI/SPUI (2000s)</th>
<th>Quadrant Roadways</th>
</tr>
</thead>
<tbody>
<tr>
<td>Significant impacts to farmland, forest and streams.</td>
<td>None</td>
<td>None</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Right-of-Way</th>
<th>Southern Connector (1960s)</th>
<th>CFI/SPUI (2000s)</th>
<th>Quadrant Roadways</th>
</tr>
</thead>
<tbody>
<tr>
<td>New 1.25-mile corridor required.</td>
<td>At least three business displacements</td>
<td>None</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Cost</th>
<th>Southern Connector (1960s)</th>
<th>CFI/SPUI (2000s)</th>
<th>Quadrant Roadways</th>
</tr>
</thead>
<tbody>
<tr>
<td>$10 - $12 million</td>
<td>$30 - $70 million per intx</td>
<td>&gt; $3 million</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Business Access</th>
<th>Southern Connector (1960s)</th>
<th>CFI/SPUI (2000s)</th>
<th>Quadrant Roadways</th>
</tr>
</thead>
<tbody>
<tr>
<td>not affected</td>
<td>Frontage roads</td>
<td>Longer travel paths</td>
<td></td>
</tr>
</tbody>
</table>
Most Promising Potential Improvements
Westminster

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

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

3. 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.