



Hampstead Community Comprehensive Plan



Chapter 7: **Transportation Goals**

❖ Goals

- **To complete design, engineering, and land acquisition for the Hampstead Bypass within 5 years**
- **To design a limited-access Hampstead Bypass that not only serves concentrated industrial development but is pedestrian-friendly as well**
- **To create more off-street parking opportunities in downtown Hampstead**
- **To provide a more comprehensive system of bicycle and pedestrian links within the community**
- **To facilitate improved traffic circulation for residents within the community**

❖ Current Conditions

1 Inventory of Existing State, County, & Local Roads

A ⇄ Roads

STATE ROADS

MD 30 (Main Street and Hanover Pike) is a two-lane undivided highway traveling north and south through Hampstead. MD 30 travels from Reisterstown north to the Pennsylvania Line through the Towns of Hampstead and Manchester. Two 12-foot marked travel lanes are provided with two 10-foot paved shoulders which are used for parking within the incorporated limits. Sidewalks are provided on both sides of the roadway within most of the incorporated limits. There are two CSX railroad crossings within the incorporated limits, one north of MD 482 and one south of North Woods Trail. The posted speed limit within the incorporated limits of Hampstead is 30 miles per hour with a 1996 average daily traffic (ADT) of 15,750 vehicles per day south of MD 88 and 19,125 vehicles per day north of MD 482. MD 30, in the vicinity of Hampstead, is classified by Carroll County as a principal arterial. The map entitled “Existing Functional Class & Average Daily Traffic” shows the functional classification of the state roads and primary routes within the study area, as well as the ADT’s for measured areas.

MD 88 (Lower Beckleysville Road) begins within the incorporated limits of Hampstead and travels through Baltimore County to Falls Road. MD 88 has a posted speed limit of 40 miles per hour and a 1996 average daily traffic (ADT) of 4,475 vehicles per day. MD 88, in the vicinity of Hampstead, is classified by Carroll County as a major collector.

MD 482 (Hampstead-Mexico Road) is a two-lane undivided highway traveling east and west from MD 27 to MD 30. Two 11-foot travel lanes are provided. Two 10-foot paved shoulders are intermittently provided from MD 27 to Brodbeck Road. From Brodbeck to MD 30





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a two-foot shoulder is provided. MD 482 has a posted speed limit of 50 miles per hour from MD 27 to Panther Drive where the speed limit is reduced to 40 miles per hour. The 1996 ADT for MD 482 was 7,375 vehicles per day west of MD 30 and 10,475 ADT east of Cape Horn Road near the western edge of the study area. MD 482, in the vicinity of Hampstead, is classified by Carroll County as a minor arterial.

MD 833 (Black Rock Road) is a two-lane undivided highway east of the central business district with two 12-foot marked travel lanes with very little shoulders. MD 833 has a posted speed limit of 30 miles per hour. MD 833 connects MD 88 and MD 30. The 1996 ADT was 2,099 vehicles per day. MD 833, in the vicinity of Hampstead, is classified by Carroll County as a minor collector-rural.

MAJOR COUNTY & LOCAL ROADS

Boxwood Drive, currently running from Dogwood Drive to road end, has a pavement width of 39 feet, providing for two travel lanes and parking on both sides of the roadway. The planned extension of Boxwood Drive will be from Upper Beckleysville Road to Trenton Mill Road. The posted speed limit is 25 miles per hour. There are sidewalks provided on both sides of the roadway for only portions of the road. Carroll County classifies Boxwood Drive as a minor collector.

Fairmount Avenue/Road running from MD 30 to Farmwoods Lane is a 20-foot wide roadway with two marked travel lanes and no shoulders. There are sidewalks on one side of the roadway within the town limits. The 1997 ADT

What does Functional Classification mean?

Roads in Carroll County were classified based on the objective to develop a function classification system that would be tailored to Carroll County's road networks, comprehensive in nature, and compatible with the MD State Highway Administration's (SHA) arterial matrix and Federal Highway Administration's (FHWA) guidelines.

Carroll County's Rural Functional Classification Criteria consists of the following six functional classes: principal arterials, intermediate arterials, minor arterials, major collectors, minor collectors, and local roads.

Rural arterials provide high-speed, high-volume travel between major points in both rural and urban areas. Consequently, higher speeds may be typical. They are classified as principal, intermediate, and minor.

Rural collectors serve primarily intracounty travel and constitute those roads on which the traffic flow (regardless of volume) is facilitated between local roads and arterial highways. Consequently, more moderate speeds may be typical. These roads are classified as major or minor.

Rural local roads are all roads not classified as rural arterials or collectors, with the exception of privately-owned roads, which are not classified. Rural local roads primarily provide access to adjacent land and provide service to collectors and other higher-functional classes.

Urban areas are those which have a population greater than 5,000 within its boundaries (Westminster & Freedom).

Urban arterials primarily provide service to through traffic that has neither origin or destination within the urban areas. Urban intermediate arterials primarily provide service to rural-oriented traffic, and urban minor arterials primarily provide service to major movements within the urban area.

Urban collectors provide both land access service to and traffic circulation within residential neighborhoods, as well as commercial and industrial areas. It differs from the urban arterial in that facilities on the collector system may enter residential neighborhoods, distributing trips from the arterials through the area to the ultimate destination. The urban collector also collects traffic from local streets in residential neighborhoods and channels it into the arterial system.

Urban local streets comprise all facilities not on one of the higher systems. It offers the lowest level of mobility and usually contains no bus routes. Service to through traffic movements is deliberately discouraged.





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was 3,540 vehicles per day at the town line and just 837 vehicles per day south of Maple Grove Road at the northern end of the study area. Carroll County classifies this roadway as a minor collector.

Farmwoods Lane, currently running from Fairmount Road to MD 30, has a pavement width of 34 feet, with parking on both sides of the roadway and two unmarked travel lanes. There is a sidewalk on one side of the road with no shoulders. The speed limit is 25 miles per hour. The entire roadway falls within the corporate limits of the Town of Hampstead; therefore, it is not classified by Carroll County.

Houcksville Avenue, running west from MD 30, has a pavement width of 21 feet providing for two travel lanes. The posted speed limit is 25 miles per hour. Little or no shoulder exists. Carroll County does not classify Houcksville Avenue because it lies entirely within the corporate limits of Hampstead, becoming Houcksville Road at its extension into the County.

Houcksville Road, running southwest from Houcksville Avenue to Carrollton Road on the southern end of the study area, has a pavement width of 22 feet providing two marked travel lanes with very little shoulder. The posted speed limit is 30 miles per hour, eventually increasing to 40 miles per hour. West of Houcksville Avenue, Houcksville Road had a 1995 ADT of 3,384 vehicles per day at the Hampstead town limits, 2,651 ADT south of St. Paul Road, and just 800 ADT north of Carrollton Road at the southern end of the study area. Carroll County classifies Houcksville Road as a major collector. The CSX bridge over the railroad, which is close to the intersection with MD 30, is scheduled to be replaced in 2001 and 2002.

North Woods Trail, extending from MD 30 to Boxwood Drive, is a 38-foot wide roadway with two marked travel lanes and no shoulders. North Woods Trail extends past Boxwood Drive and loops around to Boxwood Drive opposite of Red Tail Drive. There are sidewalks on one side of the roadway and parking permitted on both sides. The speed limit is 25 miles per hour. This roadway is classified as a minor collector.

Shiloh Avenue, extending from MD 30 to Sunset Drive, has a varying road width. At Sunset Drive the width is 23 feet and narrowing to 19 feet at MD 30. There are two marked travel lanes from Sunset Drive to the county maintenance line. There are no shoulders and a short section of sidewalk on one side from Carroll Street to the town limits. The average daily traffic for this roadway in 1998 was 2,471 vehicles per day west of Highfield Drive. Carroll County classifies this roadway as a minor collector.

Upper Beckleysville Road, extending east from MD 30 to the Baltimore County line, has a pavement width of 22 feet. Two marked travel lanes are provided. The posted speed limit is 25 miles per hour west of the maintenance line and 40 miles per hour east of the maintenance line. There are no usable shoulders. East of the Hampstead town limits, Upper Beckleysville Road has a 1995 ADT of 1,405 vehicles per day, and west of the Baltimore County line a 1997 ADT of 2,262 vehicles per day was observed. Carroll County classifies Upper Beckleysville Road as a major collector.





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OTHER ROADWAYS

The following chart provides characteristics of selected county roads within the study area. The roadway limits may or may not be within the entire study area. The ADT figures are averaged for the entire roadway segment, followed by the year in which the most recent data is available. Generally, these roads have 22-foot cross-sections providing two marked travel lanes with posted speed limits of 35-45 mph. No stabilized shoulders or sidewalks are present on these roadways.

Road Name	Road Limits	Functional Class	ADT (year)
Brodbeck Rd.	Shiloh Rd. to MD 30	Minor Collector	1,600 (98)
Carrollton Rd.	Bethel Rd. to Dutrow Rd.	Minor Collector	750 (95)
Coon Club Rd.	Leisters Church Rd. to Houcksville Rd.	Minor Collector	2,000 (95)
Gorsuch Rd.	MD 140 to MD 482	Major Collector	3,000 (95)
Greenmount Church	MD 30 to Fairmount Rd.	Minor Collector	500 (95)
Gross Mill Rd.	Fairmount Rd. to Upper Beckleysville Rd.	Local	900 (97)
Hoffman Mill Rd.	Houcksville Rd. to Coon Club Rd.	Local	350 (95)
Leisters Church Rd.	Dutrow Rd. to MD 482	Minor Collector	1,500 (95)
St. Paul's Rd.	Baltimore County Line to Houcksville Rd.	Minor Collector	1,250 (95)

B ⇄ Level of Service

SIGNALIZED INTERSECTIONS

There are six full signalized intersections within the study area, all intersecting MD 30. These intersections include MD 30 at:

- Black and Decker/Hampshire Road
- North Woods Trail
- MD 88/Houcksville Road
- Gill Avenue
- MD 482 (Hampstead-Mexico Road)
- Brodbeck/Eagle Ridge Court

Based on the 1998 *Carroll County Congestion Monitoring Report*, all of the intersections experienced failing conditions during the peak hours of operation due to the heavy traffic volumes on the mainline MD 30. MD 30 carried a significant “through-movement” of vehicles heading southbound during the morning peak hour and northbound during the evening peak hours.

There is also a signalized intersection at MD 30 and North Carroll Middle School. This signal is fully operational for peak school hours and is on flasher otherwise. This signal did not experience failing conditions due to the relatively low amount of turning vehicles.





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UNSIGNALIZED INTERSECTIONS

There are numerous unsignalized intersections within the study area. All of the intersections were operating at acceptable levels of service, better than Level of Service (LOS) D. However, the roads that intersect MD 30 experienced problem delays due to the number of vehicles traveling on the mainline. Left turning vehicles experienced the greatest delay entering the mainline, due to the minimal gaps in traffic for both directions.

ROADWAY SEGMENTS

The level of service along most of the roadways was operating at acceptable levels of service, better than LOS C. This included all county roads within the study area. However, MD 30 experienced failing conditions during the peak hours from the Baltimore County Line to north of MD 482. North of MD 482 to Manchester, MD 30 experienced LOS D-E conditions. MD 482 experienced LOS C-D conditions, due mostly to the delays at the intersection of MD 30. See the map entitled “Existing Level of Service” for level of service on state roads.

2 Inventory of Pedestrian & Bicycle Facilities & Services

Pedestrians and bicycles currently use the same facilities in the Hampstead area. These facilities are primarily sidewalks, as there are no existing separated bicycle/pedestrian pathways or trails. No bike routes or lanes on roadways are designated on any of the roadways in the community, which would primarily be for the purposes of making the roadway a safer, shared facility. Very few of the roadways have a shoulder wide enough for this use. The Town’s current regulations only require a developer to put in sidewalks on one side of the street. Therefore, there are many newer developments within the Town that have been built that way.

What is Level of Service (LOS)?

LOS A - Free flow. Individual users are virtually unaffected by the presence of others in the traffic stream. Freedom to maneuver within the traffic stream is extremely high. Turning movements are easily made. Motorist delay is less than 5 seconds at an intersection.

LOS B - Upper range of stable operation, but the presence of other users in the traffic stream begins to be noticeable. There is a slight decline in the freedom to maneuver within the traffic stream relative to LOS A. The presence of others in the traffic stream begins to affect individual behavior. Intersection delay ranges from 5.1 to 15 seconds.

LOS C - Mid range of stable flow. This is the beginning of the range of flow in which the operation of individual users becomes significantly affected by interactions with others in the traffic stream, but not objectionably so. Speed is now affected by the presence of others, and maneuvering within the traffic stream requires substantial vigilance on the part of the user. Back-ups may develop behind turning vehicles. Intersection delay ranges from 15.1 - 25.0 seconds.

LOS D - High density, but stable flow. Speed and freedom to maneuver are severely restricted, and the driver or pedestrian experiences a poor level of comfort and convenience. Small increases in traffic flow will generally cause operational problems at this level. Delays to approaching vehicles may be substantial during peak hours with delay ranging from 25.1 to 40 seconds.

LOS E - Unacceptable; operations near capacity. All speeds are reduced to a low but relatively uniform value. Maneuvering within the traffic stream is extremely difficult, and it is generally accomplished by forcing a vehicle or pedestrian to “give way” to accommodate such maneuvers. Driver or pedestrian frustration is high. Operations at this level are usually unstable, because small increases in flow or minor disruptions within the traffic stream will cause breakdown. Intersection delay ranges from 40.1 seconds to 60 seconds.

LOS F - Unacceptable, forced or breakdown flow, representing jammed conditions. The amount of traffic approaching cannot be accommodated adequately. Intersection delay per vehicle exceeds 60.0 seconds.





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A good portion of the downtown area has sidewalks on both sides of the street. However, many of the side streets do not have sidewalks at all, especially those that are technically located within the County and including portions of Main Street.

3 *Inventory of Other Transportation Facilities and Services*

The following is a list of other transportation facilities and services available to residents even though many are located outside the boundaries of the study area:

A ⇔ Maryland Midland Railway

Based in Union Bridge, the Maryland Midland Railway provides rail freight service to central Carroll County. Maryland Midland owns or leases track extending northwest from Keymar through Thurmont connecting with the CSX Railway in Hagerstown and Highfield, Pennsylvania. The Maryland Midland track radiates from Keymar, north through Taneytown, south to Walkersville in Frederick County, then east through New Windsor, Westminster, and Finksburg, again connecting to CSX track in Glyndon in Baltimore County. The CSX rail system travels through Hampstead from Baltimore north to York, Pennsylvania's area lines.

B ⇔ Park & Ride Lots

Park and ride lots are intended for commuters who transfer from their own vehicles to alternative means of getting to work: carpools, vanpools, etc. There are seven park and ride lots located in Carroll County: Manchester (MD 27 at MD 30); Sandymount (near MD 140 at Green Mill Road); Fenby (MD 97 at MD 32); Dorsey Crossroads (MD 97 at MD 26); Eldersburg (MD 32 at Circle Drive); Sykesville (MD 851 at MD 32); and Mount Airy (MD 27 at I-70). All of these facilities are state owned with the exception of Sandymount which is county owned.

C ⇔ Ridesharing Opportunities

The Maryland Transit Administration (MTA) has developed a free ride-matching service. This program has been designed to assist residents and employees with their commute to and from work by offering alternatives to driving alone. Currently, the primary focus is being placed on car pooling and van pooling.

Through an "on-line" computer service, applicants can be placed into a database and matched with commuters having the same criteria. The MTA shares information about Carroll County with other counties through Washington Metropolitan Council of Governments Ridefinders Network. This cooperative effort increases a person's chances in finding a successful match. As of the end of 1998, there were approximately 225 registered members in the Carroll County database.

The benefits of ridesharing are numerous. Not only does it help to alleviate traffic congestion, it translates into both an economical and environmental savings, making us good stewards of our time, money, and resources.





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D ⇨ Local Paratransit Opportunities

CARROLL TRANSIT

The Carroll Transit System began in 1972 as the Senior Overland Service, started by the Carroll County Bureau of Aging. In 1988, Carroll Transit became a private non-profit corporation with a primary mission of providing available, efficient, safe, and demand-responsive transportation to older adults, persons with disabilities, emotionally disadvantaged, and transportation-disadvantaged citizens of Carroll County. The system operates from 7:00 a.m. to 5:00 p.m. Monday through Friday. Persons requiring transportation are requested to call 48 hours in advance to schedule their rides.

As of the beginning of 1999, Carroll Transit maintained a fleet of 23 vehicles, with 18-20 of them normally scheduled for use each day. Fourteen of the vehicles were lift-equipped, providing 25 wheelchair spaces. The system was averaging approximately 7,500 persons each month. The vehicles range in size from a 7-passenger van to a 21-passenger mini-bus. All vehicles are equipped with two-way radios and are staffed by drivers who have been trained in CPR, first aid, and passenger assistance. Refresher training is done annually.

Transportation is provided to all five Carroll County Senior Centers and the Westminster Supper Club. This demand-response transportation is available to seniors and the disabled population on a primary service basis and to the general public on a space available basis. Door-to-door service is provided for all passengers. Carroll Transit provides coordinated service to 13 service agencies and 12 service providers in Carroll County. JTPA clients are picked up at their home, transported to day care facilities (if necessary), and then to the workshop or job site.

An additional service provided by Carroll Transit is the Shoppers Shuttle, a deviated fixed-route service for individuals in the City of Westminster. The Shuttle provides transportation to grocery stores, drug stores, shopping centers, Health Department, Carroll County General Hospital, Carroll County Public Library, and the Post Office.

TAXI SERVICES

Headquartered in Winfield, **Carroll County Cab** operates six vehicles, seven days a week between the hours of 6:00 a.m. and 6:00 p.m. Carroll County Cab provides service throughout the County, except in the City of Westminster.

The Westminster-based **County-wide Taxi and Transportation Service** operates five vehicles throughout Carroll County seven days per week, generally from 8:00 a.m. through 11:00 p.m. However, they will provide scheduled runs with 24-hour notice at any time.

CHARTER BUSES

Located in Manchester, **Bill Rohrbaugh's Charter Service, Inc.** operates 18 coaches, 2 vans, and 13 school buses for charter trips and tours which are available to a variety of destinations. Trips to BWI, Dulles, and Washington National airports are provided on a "demand" basis, which requires 24-hour advance notice. The company also offers daily service





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to Atlantic City with tour buses originating in Manchester.

Rill's Bus Service operates 4 motor coaches, 15 school buses, and 1 van for its charter, tour, and shuttle services. One of the school buses is equipped with a wheelchair lift. The van is a 14-passenger vehicle. The company is located east of Westminster.

E ⇄ Airports

There are a total of eight airports in Carroll County. One is a regional airport, two are small local airports, while the remaining five are small private airfields.

The **Carroll County Regional Airport (Jack Poage Field)** is a general aviation facility. It is designated a General Utility - State II Airport, which means it serves aircraft with approach speeds of less than 121 knots and a wingspan of less than 79 feet (basically small planes and corporate jets). The airport has recently been upgraded by the construction of a new 5,100-foot runway. The old runway was extended and now functions as a parallel taxiway. The terminal area consists of a 100' x 100' maintenance hangar with an adjoining operations center and classroom area. The facility has a VOR instrument approach with a final approach fix. Jet "A" fuel is currently available, as well as 80 and 100 Avgas. Since 1970, the number of aircraft based at the airport has tripled.

Begun originally as the Westminster Airport with two turf landing strips, the Carroll County Regional Airport is located on the north side of the City of Westminster off of MD 97 (north). The initial owner and operator was the Shriver Packing Company. By 1969, there were about 22 based aircraft and approximately 7,500 annual operations according to the FAA.

In 1976, the County acquired the airport. Three parcels of land were purchased in 1977 for future use. A 2,930' x 40' paved runway was constructed in the fall of 1977. The following year the main hangar/administration building and the first T-hangar were constructed (without federal or state funds). Also in 1978, runway lighting was installed. A parallel taxiway was paved and the runway extended 300' in the fall of 1979. The runway and the taxiway were widened in the early 1980's.

Located about eight miles south of Westminster, **Clearview Airpark** has a 2,100' paved runway. Services and facilities include major maintenance, A & P mechanic during daytime, rotating beacon, runway lighting on request, attendance on weekends during daylight, and aircraft storage and tie-downs.

Greer Airport, a private turf field, is situated about two miles southeast of Taneytown off of MD 140.

Located about four miles southwest of Taneytown adjacent to MD 194, **Keymar Airport** is a private turf field. Several planes are based here.

Mayberry Run Airport, a private airport, is a turf field located about five miles northeast of Taneytown between MD 194 and MD 97.





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Situated about one mile southeast of Finksburg, **Reservoir Airport** (private) has a turf field and is located off of Murray Road.

Wolf Airport, a privately-owned, public access airport, is located near Eldersburg on Oklahoma Road, north of MD 26 (Liberty Road). It has a turf field with three based aircraft.

Located about five miles east-northeast of Mt. Airy on John Pickett Road (off of Gillis Falls Road), this private airport, **Woodbine Airfield**, serves primarily as a gliderport. Three tow planes and about 40 gliders are based at this turf field. Gliders from as far away as Virginia and Philadelphia utilize Woodbine.

❖ Analysis of Community Needs

Road improvements needs, pedestrian and bicycle needs, transit, and rideshare are aspects of transportation contributing to the overall network to be evaluated. To analyze these needs for transportation, several things were considered, including community survey and workshop results, current levels of service on roadways, accident rates at intersections, existing conditions for services, and underutilized opportunities.

Traffic congestion and the Hampstead Bypass are important areas of concern. These items, if improved or constructed, would provide great relief to traffic problems within the Town and surrounding area.

Numerous factors contribute to congestion on MD 30. The congestion on MD 30 is exacerbated by a lack of alternative north-south routes for travelers within the Town. No real alternatives to traveling on MD 30 exist. It is the most direct route from the Pennsylvania Line through Manchester and Hampstead into Baltimore County to I-795. Green time has to be given to the signalized intersections, especially for MD 482, MD 88, and North Woods Trail, to accommodate the heavy turning movements from increased development, thus reducing the effective through movement of the mainline. In addition, MD 30 provides only one travel lane in each direction, with parking along the sides. This causes vehicles to stack at intersections, reduces speeds, inhibits turning movements due to short right and left turn lanes, and reduces the availability of passing options. Also, a significant amount of heavy vehicles traveling the MD 30 corridor contribute to the slower speeds and longer travel times.

Most of the existing road structures are in good physical shape, but the capacity for the current roadways is inadequate. The level of service indicators at all the signaled MD 30 intersections were failing at peak hours of operation. Capacity on MD 30 is the key problem for most traffic volume concerns. The Hampstead Bypass, the State Highway Administration's best solution to the area's traffic congestion problems, has yet to be funded for construction.

Accident information from the State Highway Administration identified the intersection of MD 88 and MD 833 as problematic. The State is in the process of reviewing traffic control options at this intersection. No local road network concerns unrelated to MD 30 traffic problems were recognized, with the exception of the Houcksville Road bridge. This bridge was cited for





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inadequate traffic volumes, weight, and emergency service vehicle access.

While the roads through residential neighborhoods have not been cited as problematic in terms of vehicle accidents, many drivers tend to speed in these areas, creating safety concerns for residents along these streets. Therefore, traffic impacts of residential and commercial development also create concern. Several projects are planned and/or under construction which will add to the capacity of the road network.

Regarding the portion of the overall transportation network that serves pedestrians, the Town of Hampstead has an underdeveloped sidewalk system. The newer neighborhoods, while also containing sidewalks, are not as interconnected to each other or to the older sections of the Town by sidewalk or designated pathway as perhaps they could be. There is a lack of clear linkages between the various neighborhoods. Likewise, most of the sidewalks in the newer neighborhoods are only on one side of the street. Although this may meet current town requirements, it makes for unsafe travel as pedestrians frequently have to cross the street, moving in and out of parked vehicles to get onto a sidewalk. Furthermore, the sidewalks in the older sections of town are in poor condition and in need of repair. Residents felt that a pedestrian and bicycle path was the most needed recreational facility.

Local county-wide paratransit is the only transit system being utilized in the area. Mass transit is available to Baltimore by rail from Owings Mills and by bus from Reisterstown. A large portion of the residents commute to work in other counties resulting in a large portion of the peak-hour traffic being commuter traffic traveling through town. The traffic is further aggravated by a lack of alternative transportation options. No designated park-and-ride facilities exist for ridesharing in the Hampstead area. While an expansion of the existing “on demand” Carroll Transit service may be able to be expanded or commuter buses to Owings Mills Metro station at peak commuting times may be feasible, the community support for this action currently is not present. A fixed-route transit system within the county would not be financially feasible at this time and is also not supported by the community.

❖ **Recommended Actions**

- ◆ *Work with the State to ensure that access limits are placed on the Bypass*

Local officials and residents are concerned that new development will spring up along the Bypass, diverting attention from the downtown businesses and changing the character of the Town. Town and county officials should continue to work with the State to ensure that access points to the Bypass are denied to prevent unplanned development from occurring along the alignment.

- ◆ *Deny any piecemeal rezoning requests or development projects that would jeopardize the alignment of or create a need for additional access points to the Bypass*

The State is in the process of acquiring land in the Bypass alignment. Approval of any rezoning requests in that alignment would not only be inconsistent with the comprehensive plan for the area but also would possibly result in development that might jeopardize the alignment.





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A rezoning could also increase the cost of the property to the State, thereby delaying the purchase of that property and ultimately the construction of the Bypass.

- ◆ *Work with the State to have as many improvements to Main Street as possible completed by the State before the road is turned over to the Town after the Bypass construction*

The Town has a Main Street Revitalization Plan that calls for improvements to MD 30 in the downtown area. MDOT has included in its program a project to reconstruct this section of MD 30 with streetscape amenities. The project is funded for preliminary engineering only. These improvements will only be constructed after the completion of the Hampstead Bypass. Existing MD 30 through the town will be transferred to the Town once the bypass and streetscape are completed. State funding for road maintenance and improvements will not be available after that point. Therefore, it would be most beneficial to the Town to obtain funding assistance from the State on any improvements it wants done before this change happens.

- ◆ *Identify locations where service roads might be appropriate to help limit access points to MD 30 and reduce congestion*

Construction of service roads, roads which provide access to multiple business and industry locations and then focus access to major roadways into a few points, where appropriate would help to reduce congestion on MD 30. The reduction in access points and better control of incoming traffic would result in less slowing and stopping of traffic and would probably create a safer driving situation as well. This approach would not be appropriate in the downtown area, as it would create an effect that is incompatible with Main Street images.

- ◆ *Consider and mitigate long-term impacts of intersections of the Bypass with MD 30 and possible bottlenecks*

Once the Bypass is constructed, MD 30 as Main Street through the Town will continue to carry local traffic. Therefore, the points north and south of town where Main Street and the Bypass will intersect could result in bottlenecks and other traffic impacts. Design and construction of the Bypass should include mitigation of these impacts.

- ◆ *Identify and construct bicycle and pedestrian connections between neighborhoods and between the downtown, residential areas, and other activity centers*

To facilitate additional mitigation of traffic congestion, measures to promote alternative modes of transportation should also be implemented. In addition to providing a social connection between downtown, residential areas, and other activity centers, appropriate locations for bicycle and pedestrian facilities should be identified and constructed to provide residents with alternatives to driving to stores, neighbors' houses, and other destinations within the Town.

- ◆ *Pursue provision of a bicycle/pedestrian pathway to run from North Carroll Middle School to Melvin Miller Memorial Park*

Many communities within Carroll County lack sufficient pedestrian access to schools for





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children who could walk there. Hampstead is no different. North Carroll Middle School is on the north end of town. There is no connection to residential areas or downtown. State funds through grants and other sources should be pursued to help finance construction of the project.

- ◆ *Develop a trail along Shiloh Road and Panther Drive connecting Westwood Park on west side of Bypass to elementary school and high school*

Once the Bypass is developed, the portion of Westwood Park which is located west of the Bypass will be effectively cut off from the schools and the rest of the neighborhood. If the Bypass is designed in such a way as to allow enough width when it crosses over Shiloh Road, a trail can be constructed along Shiloh Road to its intersection with Willow and Panther Drive. The trail can then run along Panther Drive to the high school. This connection would provide pedestrian access between the schools and several neighborhoods.

- ◆ *Identify areas where sidewalks are needed to improve pedestrian access and construct*

Many areas of the Town are not connected by sidewalks. Sidewalks connecting large residential areas to commercial areas and downtown are especially important. Areas where sidewalks could be constructed to help provide access for pedestrians to these locations should be identified. Construction of sidewalks would also help to reduce traffic congestion. Other areas in the Town provide sidewalks on one side of the street but not the other. While it may be difficult to go back and install sidewalks in some of the large subdivisions that have already developed, consideration should be given to revising the Town's subdivision regulations to require sidewalks on both sides of the street. This will also help to increase pedestrian safety. Low Impact Design techniques could be considered for new sidewalks to encourage pervious pedestrian walkways and a more natural way for stormwater to be managed.

- ◆ *Identify locations for additional park and ride lots*

No officially-designation park and ride lots exist in the Hampstead community. A location for such a facility should be identified to further reduce traffic congestion. A new lot could be constructed, or an agreement with the owner of a large existing lot, such as the Roberts Field Shopping Center, could be created to allow people to park in the spot. By providing parking in an existing lot, the businesses that share the lot may see an increase in the number of customers as it becomes convenient for those people to patronize these businesses.

- ◆ *Identify ways to address the parking needs of the downtown area*

The construction of the Bypass may help to reduce the parking problems currently experienced in the downtown area. However, as the Town grows, it may still become necessary to provide additional parking. In addition, the existing available parking spaces should be improved. Several opportunities could be explored, such as creating new parking lots, building a parking garage, or reconfiguring the existing available parking spaces. Access to downtown business should be easy and safe for patrons. Front parking lots should be discouraged if the Town wishes to retain its traditional Main Street look. Parallel or angle parking along with sidewalks and landscaping in front of buildings are the better choice. Park in the side yard or





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rear yard is preferred.

- ◆ *Identify additional minor road connections in the neighborhood on the east side of MD 30 to facilitate improved north-south traffic circulation for local residents*

The current roadway network within the Town does not provide many opportunities for local residents to travel within the Town without getting on MD 30, especially east of MD 30. Connections between many existing roads within the Town also do not exist, such as a connection between Upper Beckleysville Road and the neighborhood south of it in town. To provide better traffic circulation within the Town, minor connections between roads should be identified and constructed. One such connection, which appears on the Proposed Transportation Improvements Map and would be reaffirmed through adoption of this plan, is the extension of Boxwood Drive from its current terminus near Dogwood Drive to Upper Beckleysville Road.

- ◆ *Investigate use of traffic calming options where speed is a problem in residential neighborhoods*

Speed of traffic is a problem in many residential neighborhoods/developments within the Town. Many of the affected streets are actually designed for larger volumes or higher speeds but are posted at 25 mph. It, therefore, becomes very difficult for drivers to adhere to the speed limit. This causes a safety hazard for pedestrians, children, and drivers alike. Traffic calming measures located in a few key areas may help to reduce the speed of traffic and increase the safety of those who live there.

- ◆ *Build a pedestrian bridge over the CSX rail line to connect the planned Hampstead Municipal Park with the Main Street Revitalization Area*

The location of the planned Hampstead Municipal Park falls directly across the CSX rail tracks the heart of the downtown area. Its proximity to the Main Street area is a great benefit, especially with Oden Kemp Park being so close and providing additional recreational facilities nearby. However, crossing the rail line could cause safety concerns as well as conflicts with CSX. A pedestrian bridge across the rail line at the location where Rineman Avenue currently dead-ends as a public road would provide access between the downtown area and the Hampstead Municipal Park and residences on the west side of the railroad tracks. Although the most appropriate location for this bridge would be parallel to the current Rineman Avenue, this may not be the most cost effective location.

❖ Anticipated CIP Projects

Please refer to the map titled “Transportation Improvements” for general alignments and locations of proposed roads and trails.

Anticipated CIP Projects Related to Transportation Improvements Hampstead Community Comprehensive Plan 2002			
Project	Description	Cost Estimate	Anticipated Funding Sources





Hampstead Community Comprehensive Plan



◆ Connect Dakota Rd to Christopher Way through planned Hampstead Municipal Park	22' wide, sidewalk 1 side, mountable curb & gutter	\$297,000	Town of Hampstead Carroll County
◆ Boxwood Drive Extended – MD 88 to Upper Beckleysville Road	5,800' @ 22' wide	\$1,276,000	Town of Hampstead Carroll County Developer
◆ Bicycle/pedestrian trail along Boxwood Drive Extended – MD 88 to Upper Beckleysville Road	Construction of 6'-wide, 7,200'-long macadam trail w/ 2,000 linear ft of acquisition &/or easement required	\$142,000	Town of Hampstead Carroll County Developer
◆ Boxwood Drive Extended – Roberts Field to Trenton Mill Road*	1,300' @ 36' wide	\$468,000	Town of Hampstead Carroll County Developer
◆ Bicycle/pedestrian pathway from North Carroll Middle School to Melvin Miller Memorial Park	Construction of a 6'-wide macadam trail @ 10,050 linear feet (lf)	\$120,600	Town of Hampstead Carroll County MD Program Open Space TEA-21
◆ Trails into community park to be developed at Leister property on east side of town	Construction of a 6'-wide macadam trail @ 6,000 lf	\$84,000	Town of Hampstead Carroll County MD Program Open Space TEA-21
◆ Trail connecting Old Field Lane to Roberts Field Shopping Center	Construction of a 8'-wide macadam bicycle & pedestrian trail w/ landscaping @ 600 lf	\$12,000	Town of Hampstead Carroll County MD Program Open Space TEA-21
◆ Trail connecting Rineman Lane to park to be developed at Hampstead Municipal Park	Construction of a 6'-wide macadam trail @ 600 lf	\$10,000	Town of Hampstead Carroll County MD Program Open Space
◆ Trail along Shiloh Road & Panther Drive connecting west side of Westwood Park to elementary school and high school	Construction of a 6'-wide macadam trail connection w/ landscaping & signage @ 4,000 lf	\$64,000	Town of Hampstead Carroll County MD Program Open Space TEA-21
◆ Pedestrian bridge over CSX rail line between Hampstead Municipal Park & Main Street Revitalization	Engineering & construction for 70 – 90' long, 6'-wide pedestrian bridge . 22' high	\$314,000**	Town of Hampstead TEA-21

**not to be constructed until after the completion of the Hampstead Bypass*

***This is a very rough estimate. More accurate figures cannot be developed until the specific location of the bridge has been established and CSX has signed off on the design.*

It should be noted that the alignments shown on the accompanying Transportation Improvements Map are very general. An engineering study has not yet been done. Once engineering and design of the alignment take place, the alignment may shift a little due to topography or other factors.

CIP projects related to text recommendations in this chapter cannot be anticipated or estimated at this time. The projects associated with these recommendations need to be developed in more detail before specific CIP projects and their estimated costs can be identified. The following are projects (recommendations) which will have future fiscal impacts to the Town or County:





Hampstead Community Comprehensive Plan



- ◆ Sidewalk improvements, connections, & additions
- ◆ Park & Ride Lot(s)
- ◆ Downtown Parking Improvements

