

5. TRANSPORTATION PLAN

5.1 Introduction

While a variety of transportation modes are available in and near the Manchester area to serve the needs of residents, businesses, and industries, the primary focus has been, and remains, on the roadway system. Therefore, the major emphasis of the Transportation Plan is the improvement of this network.

5.2 Roadway System

The Manchester Community Planning Area is served by a network of State, County and municipal roadways. Three State highways provide major arterial service to the CPA.

Maryland Route 30 (Hanover Pike/Main Street)

Maryland Route 30 is the main business street through Manchester. It is classified as a primary State highway linking the Baltimore metropolitan area with Hanover and southern Pennsylvania. It is a two-lane road along its entire length from Reisterstown to the Pennsylvania state line. The segment within the Town of Manchester is Main Street.

Maryland Route 27 (Westminster-Manchester Road)

Maryland Route 27 connects Manchester with Westminster. Classified as a secondary State highway, Route 27 serves as an important link to Westminster. Route 27 is a two-lane blacktop road with paved shoulders, originating in Montgomery County at Interstate 270 and terminating on Main Street in Manchester at its junction with Maryland Route 30.

Maryland Route 86 (Lineboro Road)

Maryland Route 86 is a secondary State highway linking Maryland Route 30 in Manchester with the community of Lineboro just south of the Mason-Dixon line and via secondary roads in Pennsylvania to Glen Rock and Interstate 83. Route 86 is a two-lane blacktop road.

Major County roads serving the Manchester CPA include Cape Horn Road, Fridinger Mill Road, Maple Grove Road, Old Fort Schoolhouse Road, Watertank Road and Millers' Station Road.

There are three major municipal streets serving the Town of Manchester: Park Avenue, Westminster Street and York Street.

5.3 Public/Semi-Public Transportation

Air Service

The Carroll County Regional Airport located in Westminster, is a general aviation facility just 15 minutes from Manchester. 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 was upgraded in 1995 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 Avgs. 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 Maryland Route 97. 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.

The County acquired the airport in 1976, purchased three parcels of land in 1977 for future use, and constructed a 2,930' x 40' paved runway 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 was extended 300' in the fall of 1979. The runway and the taxiway were widened in the early 1980's, followed by the most recent improvements extending the runway to its current 5,100-foot length.

Bus Service

Rohrbaugh's Charter Service, Inc., located in Manchester operates 18 coaches, 2 vans and 13 school buses for charter trips and tours. Trips to BWI, Dulles and Washington National airports are provided on a "demand" basis with 24-hour advance notice. The company also offers daily service to Atlantic City with tour buses originating in Manchester.

Rill's Bus Service, located in Westminster, 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 ARC of Carroll County, Inc.

The ARC of Carroll County, Inc. provides County-wide transportation for adults who are physically and/or mentally handicapped. As of 1997, the ARC operated 6 vehicles (3 vans and 3 buses), 3 of which are equipped with a lift. The service employs 6 drivers, 4 aids, an assistant director, and a director. The service operates completely within Carroll County.

Carroll Transit System (CTS)

Supported by contracts (federal, state, local and private funds), user fees, local civic organizations, and special fund-raising events, Senior Overland Service, Inc., provides transportation for the elderly, the handicapped, and the general public through the Carroll Transit System. After operating under the name of Senior Overland Service (SOS) for years, the operating name was changed to CTS in April of 1989 to underscore the fact that service is also available to the general public.

Regular contract service is provided County-wide Monday through Friday. In addition, CTS operates a Westminster "Shopper Shuttle" between senior housing complexes and

Westminster shopping centers Monday through Friday. Special service is available upon request, with a minimum of 24 hours advance notice required.

Door-to-door shuttle service to and from the Manchester area to all parts of the County is provided Monday through Friday with 24-hour advanced notice. As of 1997, CTS operates a fleet of 23 vehicles, of which 18 are on the road daily. Fifteen (15) of the vehicles are equipped with wheelchair positions. Vehicles vary in size, ranging from 7-passenger to 23-passenger capacities.

Railroad Service

Manchester is the only incorporated town in the County without direct rail service in Town. However, historically, nearby Millers Station has served the Manchester Community. CSX runs along the extreme southeastern edge of the Community Planning Area. The nearest access point currently in use is located in Hampstead. Service is presently limited to freight transportation.

Taxi Service

The County-wide Taxi Service based in Westminster provides service to the Manchester area and throughout Carroll County. As of 1997, the company operated a fleet of 5 cabs (2 of which are 9-passenger station wagons). The service is available seven days a week, 24 hours a day. The company also provides courier services within the Baltimore, Washington, D.C., and northern Virginia areas.

5.4 Planning Considerations

Good fundamental community planning requires considering the need for future streets in the Town and the surrounding environs which make up the total community, as well as the need for future roadways that pass by the community. The Town and County have continuously studied the existing road system in the Manchester Community Planning Area as part of the comprehensive planning for the community and with the Environmental Resources Element in mind.

In looking at the transportation needs of the Manchester area, the existing **Major Street Plan** was reviewed in light of regional and local changes which have occurred. The most significant change in the region was the 1986 completion of the **Northwest Expressway (Interstate 795)** from the Baltimore Beltway (I-695) to the Reisterstown area in Baltimore County and just south of Hampstead and Manchester in Carroll County. The expressway ends at the divergence of two State highways. Maryland Route 140 heads northwesterly to Westminster and Emmitsburg, while Maryland Route 30 follows a northerly course to Hampstead, Manchester, and Hanover, Pennsylvania.

The opening of **I-795** has significantly altered commuting time and patterns from Carroll County and much of York and Adams Counties in Pennsylvania, to the major employment centers of the greater Baltimore area. Initially, the relatively lower housing costs in Carroll County, along with the improved commuting time, stimulated new residential construction. Subsequently, housing prices escalated; however, housing construction remained strong. With lower-priced housing north of the Mason-Dixon Line in Pennsylvania, the areas around Hanover and Littlestown are attracting a large number of new residents. Traffic volumes on the road systems in Maryland and Pennsylvania have increased significantly, and particularly on major commuter routes such as

MD Route 30 through Carroll County and in particular through the towns of Manchester and Hampstead. Badly needed improvements to MD Route 30, i.e. the **Hampstead Bypass and the Manchester Bypass** have not yet been constructed, despite the fact that traffic conditions at peak hours are choking the capacity of the road and presenting severely adverse conditions on the main streets of both Hampstead and Manchester.

While engineering to date and some right-of-way acquisition for the Hampstead Bypass has occurred, the pace at which the State has been able to move on this project, as well as the time table for construction has been discouraging. Because the Manchester Bypass would logically be sequenced behind the construction of the Hampstead Bypass, it is nearly imperative for Manchester that construction of the Manchester Bypass occur soon after the Hampstead Bypass is built. The Town can ill afford to wait many years for a relocated MD Route 30, while traffic operations on Main Street continue to deteriorate to serious levels. It is long past the time for the “through traffic volumes” in the MD Route 30 corridor to be re-routed around the edge of these towns to enable the towns’ main streets to function as “main streets” and enable local traffic and emergency services to get to and from town businesses and community facilities 24 hours a day. There could be no better example of the viability of Maryland’s new Smart Growth initiative than a rededication of effort to make the fiscal commitment and the subsequent construction of these badly needed State public road improvements.

The Baltimore Metropolitan Council (formerly known as the Baltimore Council of Governments and originally the Baltimore Regional Planning Council) completed a study entitled Staff Paper #62: Projected Traffic Needs Manchester Town Plan in June of 1989. This study was performed for the Carroll County Department of Planning to assess the traffic impacts associated with maximum build-out resulting from a dual-phase (five and ten years) development scenario. While there have been some significant changes in the development scenario subsequent to this study, important findings remain valid.

First was the finding that two factors would contribute to a significant increase in traffic volume in the Manchester CPA during the 1990's: 1) the substantial growth projected in **through trips** and 2) the impact that future development in the area would exert in generating new vehicle trips.

The second was two main intersections in the Town, Maryland Route 30 at York/Westminster Streets and Route 30 at Route 27, would be particularly affected by the expected increase in traffic. The 1991 Plan noted that when the level-of-service indicator for the Route 30-York/Westminster intersection was updated using June 1989 turning movement counts, the intersection had deteriorated to LOS F. (The level-of-service classes range from A to F in descending order of service quality.)

The study also indicated that the overwhelming number of vehicle trips (approximately one-half) are oriented in a southerly direction, toward the Baltimore area. Next, with about one-quarter of the vehicle trips, was the westerly orientation toward the Westminster area. More up-to-date assessments of traffic conditions and operations are expected from the results of the Purpose and Need phase of the MD Route 30 Manchester Project Planning Study. This information is expected to be available by the late fall of 1997 or early winter, and presented by the Maryland State Highway Administration.

5.5 Manchester Bypass

With Manchester and Hampstead being the only incorporated towns along Route 30 between Reisterstown (Interstate 795) and Hanover (PA), the State, County, and municipalities began planning for a single bypass to the west of both towns as long ago as 1962. The State Highway Administration (SHA) originally considered three alternates for a bypass: Alternate A - a western alignment; Alternate B - no build; and Alternate C - an eastern alignment. Alternate A was identified as the preferred alignment on the towns' and the County's Master Plans at that time.

The portion of the western alignment around Manchester was dropped by the State due to decisions made by the Town in 1979 necessitating consideration of an alignment east of Town. In 1991, SHA was in the final stages of engineering design on the Hampstead Bypass (Maryland Route 30 Relocated), with construction estimated at that time to begin as early as 1992. As of this 1997 revision, the engineering is still on-going and the construction date is not set. Construction of the Hampstead Bypass quite obviously increases the existing need for completing the Manchester Bypass, which as noted above, was originally one project, relocating MD 30 around both towns.

Inasmuch as the "no-build" option is not a realistic nor acceptable option, an eastern alignment has been recognized as the only real viable alternative. An alignment for an eastern relocated MD Route 30 has been on the Comprehensive Plan since 1991 with the County and Town working to protect it pending a final determination of the actual location for the Manchester Bypass by the State Highway Administration. S.H.A. studies have been on-going. A public information meetings in late 1997 or early 1998 is to be scheduled followed by preparation of a draft environmental document and Location/Design Public Hearing in early 1999.

Previously and as part of the 1991 Plan, the Carroll County Planning Department contracted an engineering consultant to perform the necessary horizontal and vertical alignment studies for the eastern corridor. The product of those studies was the delineation of a road corridor detailed and incorporated on the 1991 Plan. The purpose was to enable protection of a corridor from further development. Subsequent SHA studies have resulted in refinements and adjustments to the eastern alignment as a result of a groundwater contamination site in the Greenmount area. The 1997 Plan revision incorporates these necessary alignment adjustments, which also eliminate direct conflict with several existing residential dwellings located in the previous alignment just east of the MD 30/Cape Horn Road junction.

As planned, the Manchester Bypass will be designed to ultimately accommodate a limited-access four-lane divided highway. The project is expected to be built in two stages. Initially, the two northbound lanes are to be constructed for two-way traffic. When increased traffic volumes warrant, the two southbound lanes would be built. An at-grade intersection at Miller's Station Road is the only access point planned along the Bypass between the northern and southern ends. Partial access can be provided for Lineboro Road with an off-ramp for northbound traffic.

County/Town Program, Policy and Procedure

First, it is important to understand that any proposed new development that is directly involved or in the path of a planned bypass as shown on the Comprehensive Plan, would be in conflict with the Comprehensive Plan. Therefore, such development activity could not legitimately

be approved by the reviewing authorities. That in turn means that any property owner who would have been able to utilize that portion of his land for new development had it not been for the planned road is entitled to relief.

Where the Planning Department finds that a landowner who shows the County that his parcel is essentially rendered unusable by the planned roadway, the department will automatically recommend to the County Commissioners that the County negotiate to purchase the land when the property owner wishes to be relieved of same. The objective here is to provide just compensation to the landowner and to protect the planned roadway.

The County does not actively approach landowners and seek to acquire land for a future bypass. But where a landowner has come to the County for relief, the County's long-standing policy and program is to respond by negotiating to purchase the land in the interest of protecting the corridor and providing relief to the landowner.

In the case of a planned road which is a relocation of a State road (bypass) around a major community in Carroll County, a landowner may seek relief from the County because the planned road is restricting his ability to subdivide or build on (develop) his land:

1. The Planning Department determines what effect if any the planned roadway has on the owner's plans to develop. No subdivision or site plan is required to be furnished by the owner to the County if it is clear that the planned roadway utilizes all or a major portion of the owner's parcel.
2. When the Planning Department finds that a landowner, who has come to the County seeking relief, has a parcel that is essentially rendered unusable by the planned roadway, the Department will automatically recommend to the County Commissioners that the County negotiate to purchase the land for the purpose of protecting the planned roadway and compensating the landowner.

State Highway Administration's Role

Until the State has: (1) included a road project within its program, and (2) determined the location of the road through its own separate procedures, the State is unable to answer any specific questions regarding where precisely the road will be located, when the road alignment will be determined, when the road will be constructed, and how it will affect the community or any landowner in the community. Until that time, and in the interim, the County helps protect the road corridor detailed on the adopted local Comprehensive Plan.

Subsequent to adoption of the 1991 Plan, the S.H.A. included the Manchester Plan in its road "project planning" studies, and will be giving serious consideration to any road alignment identified on the officially adopted Town and County Comprehensive Master Plan.

Only those local communities who actively plan and protect for needed future roads, reduce the risk and disadvantage of having to live without them because they did not do so.

In addition to Manchester, the County is protecting bypass corridors in Hampstead, Taneytown, and Westminster. As long as a bypass is identified on the adopted Comprehensive Plan for Manchester and Environs, the County can help protect the corridor.

5.6 Major Street Plan

The Major Street Plan for Manchester was originally adopted by the Carroll County Planning and Zoning Commission in March 1968, and by the Mayor and Council of Manchester and the Carroll County Commissioners in April 1968. The fundamental purpose of the Major Street Plan has been and is to provide for adequate access and traffic circulation patterns in conjunction with the Land Use Plan (Chapter 4), as well as meeting the prerequisite to adopting subdivision regulations.

Revisions to Prior Major Street Plan

The primary objective in a re-examination of the Major Street Plan is to consider the retention, addition, deletion, or modification of planned roads based on the Land Use Plan, or any amendments thereto. The revised Major Street Plan recognizes changes which have occurred in land use designations, and the continuing need to provide necessary roads and access to existing and new commercial, residential, and community uses.

New State road projects are the responsibility of the S.H.A. All other new road projects are constructed either by land developers and in accordance with the Major Street Plan as land is developed, or constructed by the County or Town as part of the Capital Improvements Program (CIP), which is reviewed annually.

Two sections of the planned Southwestern Avenue have been constructed by land developers. The first section is at the northern end of Charmil Drive and the second is at the southern end of Mindi Drive. Additional sections are expected to be constructed in the near future as subdivision approval and recording of plats occurs.

The 1997 revisions to planned roads from the prior Major Street Plan are discussed in Table 5. The general location and limits of the planned roads are shown on Map 7, with the number key displayed where applicable, to the corresponding number listed in Table 5. The approximate location of planned roads are also incorporated on the large Comprehensive Plan Map at the back of this document.

TABLE 5
MANCHESTER & ENVIRONS COMPREHENSIVE PLAN
REVISIONS TO PRIOR MAJOR STREET PLAN

<u>Number</u>	<u>Comment</u>
1	Adjust the alignment of the Manchester Bypass (MD 30 Relocated) to coincide with the Hampstead Bypass northern terminus due to the groundwater contamination site at Greenmount.
2	Realign the planned relocation of Fridinger Mill Road Relocated at Fridinger Mill Road.
3	Adjust the southern terminus and realign the planned collector street extending from Lineboro Road to MD 30.
*	Remove the planned collector street between Millers Station Road and MD 30 given changes in land use designations.
*	Remove the realignment of Millers Station Road as a result of removing the above.
*	Remove the realignment of Maple Grove Road and the change in the Basler Road intersection with Maple Grove Road given changes in land use designations.

major streets map

(not available on Internet)