CHAPTER SIX: TRANSPORTATION

INTRODUCTION - LAND USE AND TRANSPORTATION

The relationship between transportation and land use provides the foundation for all of the principals of transportation planning. The activity patterns of business and families change independent of land-use and transportation, in response to changing values, norms and preferences. However, these changing patterns of daily lifestyle and commuting work patterns influence the use of primary and secondary roadways. In the Town of Mount Airy, these established patterns of travel to and from home and work and the heavy use of major routes to regional employment centers outside of the Town boundary continue to burden our primary and secondary roadways.

Economic and development pressures of both Frederick and Carroll Counties and the regional development and growth the Washington-Baltimore corridor have resulted in the growth of the Town. The main transportation network in Mount Airy not only services the Town residents, but also accommodates a large number of commuters traveling from points north of the Town into southern county employment centers. Therefore, the land uses developing along these rapidly establishing traffic corridors must be designed to provide alternative modes of transportation such as safe pedestrian access and also bicycle facilities.

A complete understanding of the current condition of the transportation network in the Town is important in predicting the future impact of land use decisions on traffic in the Town. These predictions can lead to proper planning of future development projects and Town funded capital projects that ensure interconnectivity, multimodal transportation opportunities and adequate road and intersection capacity.

TOWN ROAD SYSTEM DESCRIPTION

The Mount Airy Town road system is made up of 126 state and local roads on the Carroll County side and 62 roads on the Frederick side.

ROADWAY FUNCTIONAL CLASSIFICATIONS

The functional classification is used as a general guide for roadway design and access control. In addition, it is used to analyze capacity with respect to function. The Town utilizes the most recent Carroll County criteria for functional road classifications (2007). While typical roadway

design is based upon traffic volumes, speed and other engineering factors, not all roadways designated as the same class will have the same design. A roadway's classification is also based upon its daily traffic volumes, and purpose. Thus, its classification may change over time.

Figure 1. Functional Classification Categories

- Interstate Principal Arterial/Freeway & Expressway (1**)** – Link large population or employment centers. Can range from expressways to two-lane roadways. They are inter-county or inter-state oriented and indicative of long travel lengths with limited access points to local roads.
- Other Principal Arterial (2) – Supplements the principal arterial system. They provide service to trips of a moderate length while distributing travel to smaller geographic areas than those served by principal arterials with limited access points to local roads.
- Minor Arterial (3) – Provide a lower level of mobility while placing more of an emphasis on land access then the other arterial classifications. These roadways typically provide a link to the collector roadway system and connect small population centers to the overall arterial system.
- Major Collector (4) – A major collector provides for both land access and movement within residential, commercial, industrial or agricultural areas. They are the links from the land uses to the arterials. Major collector roads provide service to areas not to an arterial route and to other important traffic generators such as schools, parks, etc.
- Minor Collector (5) – Minor collectors provide service to the remaining traffic generators and are spaced at intervals consistent with population densities. They bring all developed areas to major collectors or arterials.
- Local Roadways (6) – Local roads or streets provide for direct access to individual land uses. They discourage through traffic and are typically low in traffic volumes.

As illustrated in Figure 1, roadways are classified into six categories: Interstate Principal Arterial/Freeway & Expressway, Other Principal Arterial, Minor Arterial, Major Collector, Minor Collector, and Local Roadways.

Below is a description of each major and minor roadway of the primary and secondary road network of the Town of Mount Airy. Each description includes the functional classification assigned to that roadway.

Interstate 70: Classified as a Principal Arterial/Freeway – This interstate highway provides the primary east-west route throughout the State, but the corridor influential for Mount Airy runs from Hagerstown and points west to Baltimore City. The location of the Town adjacent to the interstate has provided maximum opportunities for direct access to job centers to the east and south, but also enabled small local business opportunities to flourish around the interchange of I-70 and MD 27. Mount Airy is one of the few small towns that have direct access and benefit

from the interstate location. The highway proximity also results in development pressure due to the excellent access. Mount Airy sits at the convergence of four counties and the road network facilitates commuter traffic flow through and around the Town. The challenge continues to be how to handle the development pressure, while still enjoying the access to larger job centers and commercial markets.

MD 27: Classified as an Intermediate Arterial- This State road was constructed in the early 1970's and intended to function as a "bypass" east of the Town and provide volume relief from the use of MD 808, Main Street going through the downtown. This route became a major transportation corridor for mostly Carroll County residents heading south for employment.

Over a period of twenty years, the commercial zoning classifications were concentrated around the areas of good access and prevented corridors of "strip centers" along MD 27. This road also became increasingly important to move commuters to outlying suburban growth areas in the lower southwest Carroll County area.

As the working population of Mount Airy and Carroll County has grown, the volume of traffic utilizing MD 27 has become increasingly congested within the Town limits. The road is functioning in two primary ways: to move people daily between work and home and to provide access to the main commercial center businesses in town. It also serves as a transportation corridor for commuters living in northern Carroll County and Pennsylvania traveling to employment centers located in southern lying counties.

MD 808/Main Street: Classified as a Major Collector – Historically, Main Street functioned as the main route through town, for all local traffic as well as north and southbound commuter traffic. Presently it serves more as an access to the downtown historic district businesses, Mount Airy Elementary and Middle Schools and centrally located subdivisions, as well as the central historic developments. It has also proven, especially in the last several years as a "relief" route for peak hour commuter traffic. There is a lack of sidewalk along North Main Street and South Main Street could use some sidewalk improvement. The right-of-way and paving width for Main Street is very narrow and the pedestrian accessibility has not been properly addressed over time.

EXISTING SECONDARY ROAD NETWORK

The secondary road network feeds the needs of local traffic, and in addition provides collective routes to the primary road system that is meant to facilitate through traffic and move commuters from work to home. Most of the secondary road system in Mount Airy has been in existence for a long period of time and received minimal upgrades to the existing infrastructure. Most of these roads lead from both Carroll and Frederick County into the primary road network. Following is an evaluation of these roads.

Ridgeville Boulevard: Classified as a minor arterial. This road is the route that connects the western portion of Mount Airy and Frederick County residents with MD 27 and MD 808 (Main Street). Ridgeville Boulevard (the original Maryland Route 144) is not only a historic road alignment, but also one that serves the Town residents for essential commercial services and major shopping areas. It will continue to function as a collector connecting residents form Main Street to MD 27. Road right-of-way width (32'-36') varies along the section. Design speed is 40 mph. There are sidewalks along both the north and south sides of the road with some sidewalk areas missing.

Twin Arch Road: Classified as a minor arterial. This road serves a variety of commercial, industrial and residential uses. It is a main access for the Twin Arch Shopping Center, Mount Airy Carnival Grounds, two industrial parks and the Twin Arch Crossing townhouses. There are no sidewalks on the south side of the road going east bound.

Watersville Road: Classified as a major collector. Watersville road is a collector for Carroll County residents and services the entire Nottingham Community. It will continue to serve the buildout of the Nottingham Community, and the Knill property, a large parcel of ground that is considered a possible future annexation area of the Town.

Park Avenue: - Classified as a major collector. Park Avenue assists in transporting residents from the western portions of Mount Airy and downtown traffic east towards MD 27. It also provides western movement from MD 27 to the downtown area and MD 808. This road also provides access to Lorien Life Center Nursing Home and Assisted Living Facility as well as the Mount Airy Post Office. The road section varies in width between its connection with MD 27 on the eastern end and South Main Street on the western end.

Ridge Avenue: - Classified as a minor collector. Ridge Avenue assists in transporting residents from the western portions of Mount Airy and downtown traffic east towards MD 27. This road also provides access to Lorien Life Center Nursing Home and Assisted Living Facility as well as access to the Public Library.

Merridale Blvd: - Classified as a minor collector. Merridale Boulevard is a collector for Carroll County and allows a connection from Park Avenue to Ridge Avenue for Residents that live along Merridale Boulevard. This road also provides access to Lorien Life Center Nursing Home and Assisted Living Facility as well as the Public Library.

Prospect Road: Classified as a major collector. This road feeds the western part of town and Frederick County into the downtown area of Mount Airy and terminates at South Main Street. The right-of-way width narrows down as the road approaches Main Street. It will continue to

function effectively as it also allows access to Rising Ridge Road which provides a western bypass alternative to Main Street.

Buffalo Road: Classified as a minor collector. This road is maintained by the Town in the section closest to Main Street, Frederick County in the middle section and Carroll County in the upper section that intersects with MD 26, near the community of Taylorsville. Buffalo Road provides access primarily for Frederick County residents coming into town and for residential subdivisions on the west side of Main Street.

Rising Ridge Road: Classified as a major collector. Rising Ridge Road was previously an in-town 36 ft. collector road projected on the Master Plan to function as a western "bypass" for the town. The proposed road was shown to connect at its southernmost point to MD 27 and at its northernmost point to Buffalo Road. Only the middle section of the road is currently built and functional. It provides access to the Twin Ridge Subdivision, Village Gate Subdivision, and Twin Ridge Professional Park. Current road standard is 40' of pavement width and adequate to accommodate the remaining industrial build-out of the area.

Century Drive: Classified as a minor collector. Century Drive is an established collector road that services an existing industrial/commercial corridor but also accesses a residential townhouse development. The road is built to in-town standards and is planned to travel north and from a connection to MD 27. The road is shown on the master plan to retain its collector standard through the continuation of its alignment shown to go through the Beck property, currently zoned industrial.

Ridgeside Drive: Classified as a minor collector. Ridgeside Drive is a local road built to an in-town closed section standard of 40 ft. It connects South Main Street with East Ridgeville Boulevard. It has multiple entrances providing access to major commercial/retail areas of town. It is constructed to its final standard, with no additional right-of-way available.

ASSESSING EXISTING ROAD NETWORK PERFORMANCE

The Town roadway system has been planned and upgraded through the past twenty years to accommodate the increase in growth and development that the Town has experienced. The cumulative effects of increasing traffic flow on the main highway system and secondary roads within the Town is taking its toll in several ways, the most visible being the evidence of congestion problems during morning and evening rush-hour. As the outer suburban area of Mount Airy continues to develop residentially and commercially, MD 808, MD 144, and MD 27 will become increasingly burdened by pass-through traffic. Due to growth within and surrounding the Town boundary, traffic congestion will continue to occur and driving conditions deteriorate over time, without a comprehensive long term road system improvement plan.

An inventory and analysis of the existing condition of the Town's area roadway system, is an important step to projecting future roadway system needs in order to develop a plan for long term transportation management. To analyze the existing roadway network efficiency and develop an improvement plan, this process includes 1) assessing the performance of the existing roadway system under existing conditions and 2) identification of opportunities for capacity-increasing improvements using a number of alternatives. Two (2) performance measures are used to demonstrate how well the roadway system is functioning to meet the goals and expectations of the roadway network. These performance measures include: 1) an assessment of signalized intersection capacity and 2) an assessment of exiting road system capacity. Measuring performance can help determine whether the efficiency of the roadway system is currently adequate and whether this efficiency will get better or worse over time.

ASSESSMENT OF EXISTING SIGNALIZED INTERSECTION CAPACITY

In order to plan for immediate and long term system wide improvements, the Town continuously assesses the existing capacity of the road system and its major signalized intersections. Intersection capacity is characterized by the Level of Service (LOS), or delay time, required for a vehicle to pass through the intersection. Essentially, the more traffic that passes through a signalized intersection results in the longer the delay for a vehicle. While delay issues can often be corrected through optimization of signal timing, other improvements, such as additional turning lanes and through lanes, are required to improve the level of service.

Table 1 provides the delay characteristics experienced by a driver passing through a signalized intersection under different Level of Service (LOS) conditions:

Table 1. Level of Service Characteristics

Level of Service (LOS)	Stopped Delay per Vehicle (sec)	Expected Delay to Minor Street	Stopped Delay per Vehicle (sec)	Expected Problems to Intersection
A	Less than 5.0	Little or no delay	Less than 5.0	Low delay
B	5.1-10.0	Short delays	5.1 to 15.5	Short delay
C	10.1-20.0	Average delays	15.6 to 25.0	# of cars stopping is significant
D	20.1-30.1	Long delays	25.1-40.0	Influence of congestion becomes more noticeable
E	30.1-45.0	Very long delays	40.1-60.0	Limits of acceptable delay
F	Greater than 45.1	Extreme delays. Usually warrants intersection improvement	Greater than 60.1	Oversaturated and unacceptable

A: Traffic flow is unimpeded and volume continues to move constantly.
B: Traffic flows steadily, but slightly impeded with temporary delays.
C: Traffic flows with a stable flow, cannot maneuver through lanes well.
D: Traffic volume is high and vehicles move slow, but still move at a steady pace.
E: Traffic volume is near capacity, and has an unstable flow.

Traffic Impact Studies are continuously analyzed by Town staff and traffic engineers to determine if the signalized intersections and the road system are functioning adequately. The Town of Mount Airy collects intersection capacity analysis data from Traffic Impact Studies required as part of the new development proposals per the Town Adequate Public Facilities Ordinance (APFO). In addition, the Maryland State Highway Administration (MSHA) maintains traffic volume counts for its road network. For the state roads within the Town boundary, the MSHA traffic counts are updated on an annual basis.

Table 2 provides information from recent traffic studies and SHA traffic counts for heavily used intersections that involve the primary highway system in the Town. The majority of the heavily used signalized intersections around Mount Airy operate in the morning peak hour at an "A" level of service, meaning there is little or no delay for through traffic. However, the in-town roads experience more traffic in the evening rush hour, often starting at 3:30 p.m. in the afternoon. As illustrated in Table 2, the intersections of MD 808 at Ridgeville Blvd. and Twin Arch Road at MD 27 are currently experiencing unacceptable levels of service during the evening peak hour.

Table 2. Critical Lane Volumes – Mount Airy Road Network

Intersection	Critical Lane Volume	Level of Service P.M. Peak Hour
MD 27 n/s of Ridgeville Blvd.	unknown	unknown
MD 27 at MD 808	unknown	unknown
MD 808 at Ridgeville Blvd.	1390[3]	D
Ridgeville Blvd. at Ridgeside Dr.	944[3]	A
MD 27 at Park Avenue	unknown	unknown
MD 27 at Watersville Road	unknown	unknown
MD 27 at Leishear Road	unknown	unknown
Twin Arch Rd/Park Ave at MD 27	1313[2]	D
Twin Arch Road at Century Dr.	782[2]	A
Twin Arch Road at Aaron Lane	572[2]	A
MD 808 at Rising Ridge Rd.	885[3]	A
MD 808 at Center St	980[1]	A
MD 808 at Prospect Rd	1260[1]	C
MD 27, north of I-70	unknown	unknown

1. Traffic Impact Study, Center Street Professional Center, July 2007
2. Traffic Impact Study, The Goddard School, January 2013
3. Traffic Impact Analysis, Illiano Main Street (Plaza), September 2007

ASSESSMENT OF EXISTING ROAD SYSTEM CAPACITY

Determining the existing and future capacity of the road system and predicting when road improvements should be made to increase capacity are also key facets of any transportation planning effort. The existing capacity of a road system is based on the road classification and the existing level of traffic on the road. Using data on the existing number of travel lanes and existing traffic volumes, the service volume capacity can be determined. A comparison of the service volume capacity to the measured Average Daily Traffic (ADT) can be used to identify road systems that are under capacity and in need of widening.

Table 3 provides the standard service volume for roads designed with two, four and six travel lanes. Table 4 provides measured ADT values and the corresponding number of travel lanes required for adequate service capacity for a number of road systems in the Town.

Table 3. Service Volume Capacity Per Travel Lanes

No. of Travel Lanes	Service Volume (ADT)[1]
2	≤11,999
4	≥12,000 and ≤25,999
6	≥26,000

[1] Transportation Research Board (TRB), 2000

Table 4. Critical Lane Volumes – Mount Airy Road Network

Intersection	Daily Lane Volume (ADT)	No. of Existing Travel Lanes	No. Lanes requires for adequate service capacity
MD 27 n/s of Ridgeville Blvd.	24,730	4	4
MD 27 at MD 808	16,000	4	4
MD 808 at Ridgeville Blvd.	8,842	2	2
Ridgeville Blvd. at Ridgeside Dr.	unknown	2	NA
MD 27 at Twin Arch Road	18,210	4	4
MD 27 at Park Avenue	18,210	4	4
MD 27 at Watersville Road	unknown	2	NA
MD 27 at Leishear Road	16,000	2	4
Twin Arch Road at MD 27	unknown	3	NA
Twin Arch Road at Century Dr.	unknown	2	NA
Twin Arch Road at Aaron Lane	unknown	2	NA
MD 808 at Rising Ridge Rd.	unknown	2	NA
MD 27, north of I-70	24,221	4	4

As illustrated in Table 4, the majority of the primary and secondary road systems in the Town that have recently been assessed for daily volume counts (ADTs) are meeting the minimum service volume capacity for their current design. However, MD 27 at Leishear Road is currently not meeting an adequate service capacity. In addition, traffic conditions on MD 27 north of I-70 and near the intersections of Ridgeville Blvd and MD 808 are nearing a critical point where

widening will most likely be necessary in the immediate future. During peak rush hours, both morning and evening, when commuting traffic is the heaviest and competition for resident access to the commercial opportunities is the greatest, congestion on MD 27 poses the greatest problem. Some drivers divert, utilizing MD 808, Main Street to travel north or south, but conflict with peak hour commuting traffic is inevitable if the commercial sectors are to be accessed. Over the last ten years, increasing residential development north of Mount Airy has caused the volume of traffic traveling MD 27 and MD 808 to increase dramatically. In addition, although there is no reported ADT data available to perform the volume capacity analysis, Town staff concede Twin Arch Road is currently built below standard for the volume of traffic it is handling.

With the limited data available a complete picture of the existing traffic conditions in the Town is not obtainable. As illustrated in Table 2 and Table 4, some primary and secondary signalized intersections and road systems do not have current Traffic Impact Studies completed. It is recommended that these studies be completed and that the Town invest in the development of a model of the Town's transportation network. A corridor analysis of MD 27, from north of I-70 to north of Leishear Road, should also be performed. Both the transportation network model and the corridor analysis can be used to assess long-range impacts using growth trends and anticipated development projects. This computerized model is useful for comparing the impacts of various growth assumptions and for evaluating alternative transportation improvement programs.

RECOMMENDATIONS FOR ROAD SYSTEM IMPROVEMENT

Recommendations for future road system improvement can be developed to address existing and future congestion levels and create opportunities for increased connectivity. Capacity can be improved through increase in volume capacity (e.g. widening) and through creation of new roads to foster interconnectivity.

IMPROVING CAPACITY – PROPOSED FUTURE ROAD WIDENING

The following are recommendations for future road widening based on analysis performed to date:

MD 27: The Maryland State Highway Administration has recently made improvements to MD 27 north and south by making MD 27 a four lane road, adding a lane northbound from Ridgeville Boulevard to Park Ave/Twin Arch Road as well as a turning lane into the Park and Ride. This has assisted with the northbound traffic volume during the evening rush hour. Signalization cue changes have also been made at the signal located at the intersection of MD 27 and the Twin

Arch Road. This has helped to noticeably accommodate northbound traffic, especially in the later portion of the week, when volumes are the heaviest. The Town will continue to work with MD SHA to communicate any volume or signalization issues affecting rush hour traffic. The traffic flows in this area of the Town are still significant and should continue to be monitored. In particular this will become necessary as full build out conditions are reached along the MD27 corridor.

Twin Arch Road: As previously indicated, Twin Arch Road currently does not meet the Town design standards to accommodate the current volume of traffic. Road widening past the Twin Arch Industrial Park should be considered, although right-of-way acquisition in the County will be required.

Buffalo Road: Sectional improvements for widening and upgrading to in-town standards have taken place as part of the Summit Ridge development along that section of roadway. It is recommended the Town continue to work toward widening and upgrading this road as development continues to occur within the Town boundaries.

IMPROVING CONNECTIVITY – PROPOSED FUTURE ROAD CONNECTIONS

Future road alignments have been approved since the 1994 Master Plan to provide access to new neighborhoods and redevelopment areas. The majority of the future road alignments have been implemented and are in place. In the last several years, increasing regulatory mechanisms guiding the protection of sensitive areas has effectively eliminated the possibility of previously endorsed road connections in the 2003 Master Plan. As growth continues within and beyond the Town limits, traffic conditions will warrant the necessity of providing additional road connections. A number of future road connections are recommended as new development projects are approved. These connections will become essential to reducing the burden of increased traffic volume on the primary road systems.

Center Street Extended: The extension of Center Street from Main Street to MD 27 has been in the Mount Airy Master Plan for many years. It is still considered to be a critical connection for the Town as it will serve as the last commercial corridor entering into the downtown area. The road is envisioned as functioning as a boulevard type of entrance into Main Street with Main Street modeled architecture leading into downtown. The road section is to be constructed to a 40’ closed section town standard with sidewalk, curb, and gutter.

Rising Ridge Road extension northward to Buffalo Road: The northern extension of Rising Ridge Road is planned to be the last section of the "Western bypass" for Mount Airy. This roadway needs to be carefully designed to deal with any environmental areas that may affect the road alignment or design. The roadway connection is slated to traverse in a northern direction and connect with Buffalo Road near Old Bohn Road.

Rising Ridge Road extension south to Main Street: Consideration should be made to provide a south end connection to Main Street and MD 27. This connection would provide the first section of the "Western bypass".

Century Drive Extended: This road is planned to extend through the remaining industrial park for the Twin Arch Industrial Park. The road exists as a collector from Twin Arch Road, there is a leg of the road unconstructed that will connect to MD 27 on the eastern side of the Town. This last piece of roadway is considered a valuable connection to access two industrial parks and a major residential townhouse community. Design considerations should be considered for this road alignment to accommodate a future "Rails to Trails" pathway that would parallel the road for a short distance.

Beck Drive Extension into Center Street: This short road extension is expected to take place when the residentially zoned portion of the Beck Property develops. This road extension will provide an access point from the new residential development to the Center Street corridor. A pathway is recommended to allow pedestrian access from Park Avenue and Beck Drive to Center Street.

Harrison-Leishear Extension: This extension will help allow the Town to receive better access to water by bringing the Town to lock into a few more wells. This extension will also expand the Town limits in order to gain access to the wells.

MD-27 Corridor Analysis: Development of the vacant land inventory situated on the east side of Route 27 has the potential to create a substantial increase in trip generation and congestion given the limitations to the road infrastructure network in this area. Although the noted future road alignments will serve to ease congestion and improve traffic assignment, a critical analysis of the cumulative impact with regard to future development along this corridor should be considered.

Scotch Heather/Candice: Consideration should be made to provide a connection to Scotch Heather Avenue through the Greentree Property if and when there is consideration of any future development plan. This connection will provide an additional means of accessing North Main Street and MD 27 potentially alleviating traffic demand along North Main Street. Currently, a special exception approval (Case MA-A-01-08) condition for Greentree Village Senior Housing prohibits this connection.

IMPROVING ROAD SYSTEM DESIGN FOR SAFETY

TRAFFIC CALMING AND ROAD MAINTENANCE

The primary purpose in the design of a road is to ensure the safety of the traveling public. Design standards are in place to ensure adequate roadway width, curvature, and sight distance exist and to provide for safe passage of pedestrians both crossing and traveling along the road. The Town utilizes the design standards of Carroll County for all new roads constructed within the Town boundaries. State owned and maintained roads are designed with MSHA standards. The Town ensures road design standards are met as part of the land development approval process.

Equally important to adequate road design is adequate road condition maintenance. Pot holes, failing pavement, illegible line striping can play a role in driver error and lead to traffic accidents.

TRAFFIC CALMING

The Town of Mount Airy should consider incorporating traffic calming into its road design standards. Traffic calming designs are recommended to reduce speeds at intersections or along roadways. The "Traffic Calming: State of the Practice" informational report of the Institute of Transportation Engineers (ITE) and the Federal Highway Administration (FHWA) provides insights as to how to properly implement traffic calming tactics. Actions should be taken to adjust certain roads in residential areas because the open stretch of road allows drivers to become less aware of their surroundings and not drive as cautiously. Ideas such as neighborhood traffic circles, neckdowns, and center island narrowings should all be considered to reduce speeds. Rising Ridge Road is an example of a location where traffic calming techniques are necessary; however, this implementation may only work well on the residential side and not the commercial side.

ROAD MAINTENANCE

An inventory of existing physical conditions of the primary in-town roads is kept by the Town of Mount Airy and updated on a regular basis. The Town of Mount Airy performs capital improvements yearly in order to keep the Town in good condition. An annual paving contract involves different stretches of roads each year and includes patching the road where there may be cracks or shifting of asphalt as well as resurfacing the section of road that they patch. This task allows the roads to be repaired properly and includes two (2) of the forty-seven (47) miles in the Town's roadway network to be upgraded annually. Transportation throughout the Town also requires continued maintenance and improvement of the storm drainage systems to remove runoff water and to prevent flooding of the Town streets. A recent project was the upgrade of the Downtown Zone storm drainage system. With this project the piping system was enlarged and additional inlets were placed to collect runoff from Center Street, Main Street, and Prospect Road. This project was selected due to excess water filling the street gutters, spilling onto

sidewalks and flooding where older inlets became clogged with leaves. These types of projects that the Town currently carries out are very beneficial for upgrade of sidewalks, curbs, and gutter replacement for every stretch of road that goes through its annual paving. This would help the Town keep off roadway network maintained as well as enhancing the safety of our non-vehicular travelers.

IMPROVING MULTI-MODAL TRANSPORTATION OPPORTUNITIES PEDESTRIANS AND BICYCLES

In order to implement the Town's goal of a more walkable community, it is important to incorporate other modes of transportation into the Town's overall transportation network planning in order to have a diverse and balanced system. In addition to the road system, the Town must plan for the integration of other bicycle, and pedestrian access. Improvements should be made to help increase pedestrian and bicycle safety throughout the town.

The Town has concentrated on increasing the opportunities for pedestrian and bicycle passages through the design of good subdivision layouts that provide for limited pedestrian and bicycle non-motorized interconnections between neighborhoods. It is equally important in the development of the Town park system, downtown area and adjoining commercial development that alternative access to the car is seriously considered in the site design process. This also is a vital component in promoting interconnectivity for newly revitalized areas and redevelopment corridors.

Town wide Pedestrian Pathways: "Rails to Trails" is a project that is making a walking path from Main Street to Watkins Park to allow pedestrians safe and easy travel to and from the park as well as a place for people to walk without risk of drivers. "Rails to Trails" will eventually become a macadam path to include bicycle travel, and extend to connect the Eastern-most residential developments with the Western-most developments. In addition, the Town has started and should continue connecting neighborhoods with walkways to improve a more walkable community. These connections allow pedestrians and bicycles to avoid traffic and traveling along major highways. The Sterling Glen pathway connection to Summit Ridge and the East Ridgeville Boulevard sidewalk installation from Conestoga connecting to the commercial area near MD 27 are two locations in which these improvements are being considered.

Sidewalk Improvements: General sidewalk improvements along roadways are another needed enhancement for pedestrian travel. The Town is currently participating in such an improvement project with the MSHA to provide sidewalk ADA improvements in the Downtown Zone along Main Street. These improvements will give pedestrians safe, adequate walking room and provide a more welcoming travel. The narrowing of road intersections, due to larger sidewalks,

is another way to help pedestrians because it makes drivers more cautious of their surroundings and pressures them to drive slower, which creates a safer neighborhood road and lets pedestrians cross streets more freely. These options will help create multiple ways of travel for pedestrians as well as encourage the residents of Mount Airy to use walking as a preferred method.

CHAPTER SIX
MAJOR GOALS & IMPLEMENTATION STRATEGIES

OVERALL OBJECTIVE: As a foundation for adequate Transportation planning and infrastructure management, thoroughly study and evaluate the current and projected adequacy of the Town's streets & roads infrastructure, if management of current and projected traffic volumes and ability to provide adequate parking. A thorough response to this objective enables the Town to both address current issues that have remained unsolved for an extended period of time, plus issues that are pose a growing concern, and still other issues that are projected to be future concerns based on projected land use and future development of the Town.

GOAL 1: Identify both current as well as future transportation issues and concerns for which potential solutions and remediation plans will be implemented.

IMPLEMENTATION STRATEGY:

a) Conduct a comprehensive Local Transportation Study to determine the current and projected adequacy of the Town's streets and roads network, as well as locations and issues that could pose a concern over the next 8-10 years

GOAL 2: Based on the findings of the Comprehensive Local Transportation Study, identify and prioritize the Town's current transportation issues and concerns, to include: actual streets and roads network, traffic management, sidewalks and pathways.

IMPLEMENTATION STRATEGY:

a) Systematically evaluate the requirements and costs to provide solutions to each of the currently identified issues and concerns, and implement planning to provide solutions to the greatest extent possible, in each case.

GOAL 3: Based on the findings of the Comprehensive Local Transportation Study, identify and prioritize the Town's projected transportation issues and concerns, to include:

actual streets and roads, traffic management, sidewalks and pathways.

IMPLEMENTATION STRATEGY:

a) Systematically evaluate the requirements and costs to provide solutions to each of the identified issues and concerns, and implement planning to provide solutions to the greatest extent possible, in each case.

GOAL 4: Identify and designate Priority Transportation Zones as a method of focusing attention and remediation on locations and issues of particular concern.

IMPLEMENTATION STRATEGIES:

a) At a minimum, consider the following locations/issues for consideration as Priority Transportation Zones: School Zones, Buffalo Road, Prospect Road, Main St and the Downtown Zone, East Side of Town (Twin Arch Rd/Century Dr.), West Side of Town (Rising Ridge Rd.), and Rte. 27 from Hwy 70 North to Watersville Rd, as well as specific intersections of concern.
b) Prioritize the Priority Transportation Zones, develop planning to accomplish either solutions or at lease coping strategies in each case.

GOAL 5: Expand and integrate pedestrian pathways (walking, jogging, and cycling) and networks throughout the Town.

IMPLEMENTATION STRATEGY:

a) Develop and fund a Master Pedestrian Plan for the Town with different phases throughout the community. Designate annual milestones and proceed to achieve progress against the overall plan each year.

GOAL 6: Identify locations and issues throughout Town where transportation-related safety is a concern and in need of improvement.

IMPLEMENTATION STRATEGY:

a) Develop and systematically implement plans and improvement for each of the most significant safety concerns.

GOAL 7: Improve the mobility of the Town.

IMPLEMENTATION STRATEGIES:

a) Improve the number and quality of sidewalks throughout the community
b) Increase the number and interconnection of pathways throughout the community
c) Develop and implement a plan to remove/relocate utility poles from the middle of sidewalks
d) Insist that new development and redevelopment throughout the Town emphasizes mobility and insures ADA compliance.

GOAL 8: Improve parking in the Downtown Zone.

IMPLEMENTATION STRATEGY:

a) Plan, fund and construct a parking structure/capability for Downtown that will provide XXXX additional spaces and thereby improve current parking capacity by YYY%

GOAL 9: Review and evaluate the advantages vs. disadvantages of pursuing ownership of MD 808/Main Street.

IMPLEMENTATION STRATEGIES:

a) Research benefits of ownership
b) Develop and implement a plan to acquire MD 808/Main Street

GOAL 10: Evaluate the need for transit services and available options for the Mount Airy Community.

IMPLEMENTATION STRATEGIES:

a) Conduct a needs assessment to better understand the existing and projected transportation need for services within the community.
b) Establish a regional dialogue with Carroll, Frederick, Howard, and Montgomery Counties to analyze existing transit options for commuters.
c) Develop an implementation plan to address the current and long range transportation needs of the community.