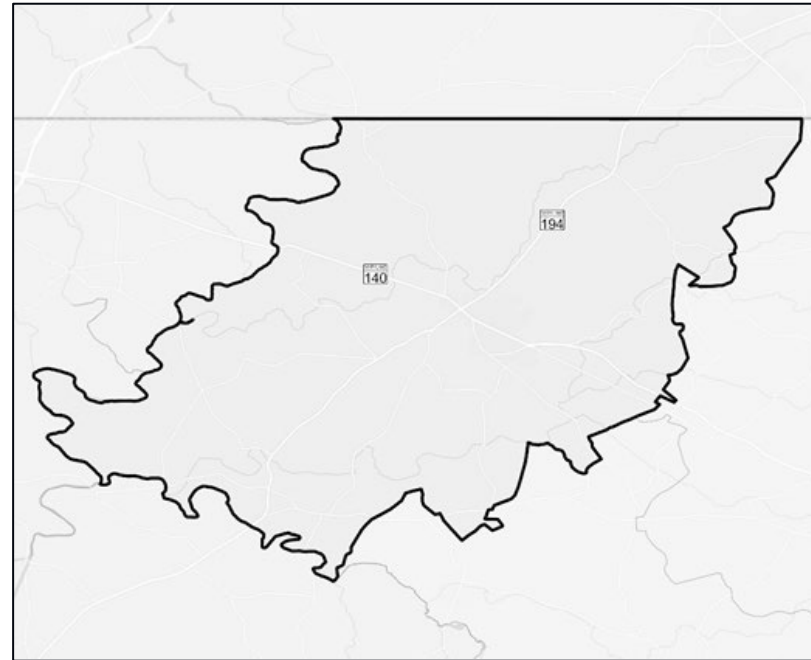


# Taneytown

## Road Network



Taneytown comprises the far northwestern corner of Carroll County, centered on the intersection of MD 140 and MD 194. MD 140 is a principal arterial for its full length and provides access southeast to Westminster and west to Emmitsburg. MD 194 is a minor arterial except between Crouse Mill Road and Commerce Street through Taneytown's historic downtown, where it is upgraded to a major arterial. The roadway provides access southwest into Frederick County and northeast into Pennsylvania, where it continues as PA 194 and provides access to Littlestown and Hanover.

## Land Use and Demographics

While Taneytown is projected to experience Carroll County's highest growth rate, overall growth within the subarea is minimal in a regional transportation planning context (Table 5.15). Taneytown is expected to retain its existing land use characterized by small businesses and single-family homes with agricultural and industrial uses.

Population is the most significant category of growth for Taneytown, driven in part by a new large residential development northeast of the intersection of MD 194 and MD 140 that contains 315 lots. This area is expected to see the largest increase in population, households, and workers within the region. The southeast quadrant of the intersection is expected to see the most significant employment growth, as Downtown Taneytown revitalizes, with over 200 new cross-sector jobs. Some increases in industrial jobs are predicted within the town and growth area, as there is currently a significant amount of undeveloped industrially designated land within the subarea. Otherwise, the Taneytown Subarea will remain primarily agricultural.

**Table 5.15 Taneytown Area Growth 2020-40**

Type	Growth	Percent
Population	1,318	10.6%
Workers	(4)	-0.1%
Employment	486	12.2%

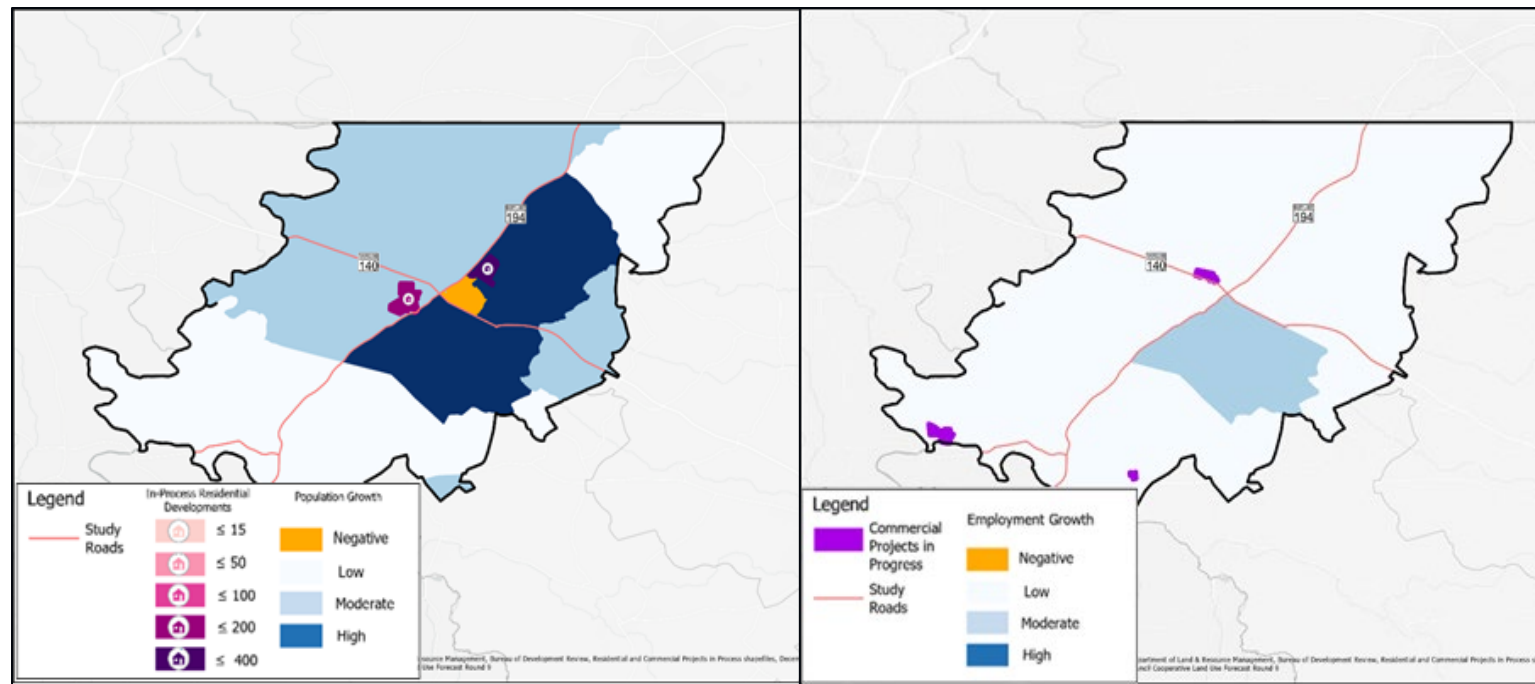


Figure 5.40 (left) Taneytown Area In-Process Residential Developments and Population Growth 2020-40. Figure 5.41 (right) Taneytown Area In-Process Commercial Developments and Employment Growth 2020-40.

## Commuter Flows

Westminster attracts the most Taneytown workers, and Carroll County is the most significant county of employment for residents. 12% of Taneytown residents also work in Baltimore County and another 12% work in Frederick County, the two largest out-of-county employment locations. Taneytown residents make up the largest portion—nearly a quarter—of the area's workforce. Other significant sources are the remainder of Carroll County, Frederick County, and Adams County, Pennsylvania. In fact, nearly 25% of all Taneytown workers commute from north of the Mason-Dixon line.

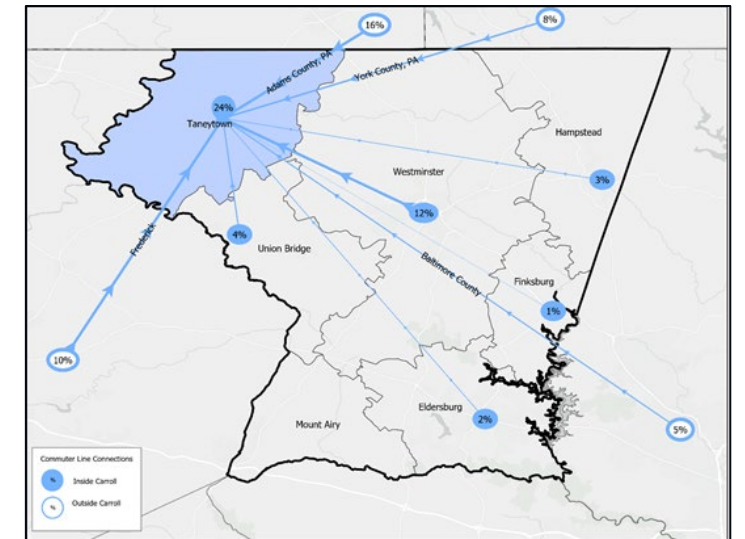


Figure 3.42 Commuting to Taneytown

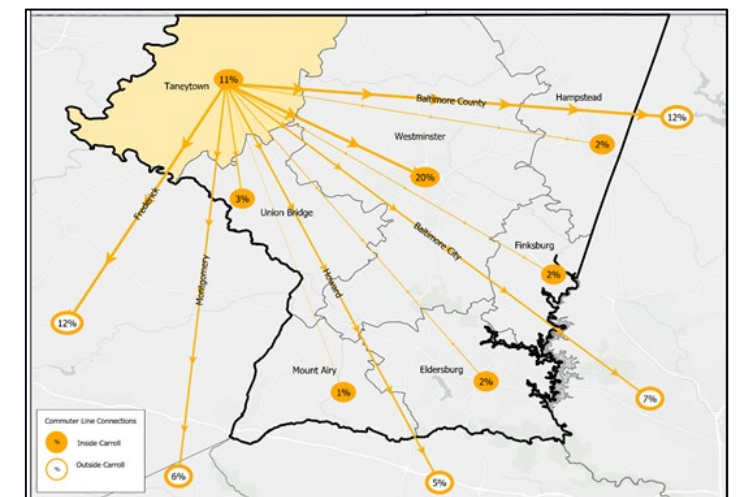


Figure 3.43 Commuting from Taneytown

## Local Goals and Policies

Taneytown’s adopted comprehensive plan articulates several transportation goals, some of which are local in nature, such as encouraging pedestrian access to local commercial businesses and employment centers from residential neighborhoods; others have broader implications for the county and state transportation network, such as encouraging the separation of local residential vehicular traffic from all other traffic, including major highway access to industrial areas. The latter goal aligns most clearly to the purpose and need of this study which is to identify the most promising potential improvements to relieve congestion, improve safety and expand economic development opportunities. Taneytown specifically desires to grow its industrial base. Therefore, its comprehensive plan growth area proposes adding 470 acres for industrial uses to the 315 currently within the Town for a total of nearly 800 industrial acres. This constitutes over a quarter of the Town’s land area, although only a very small fraction of this can reasonably be expected to develop over the next 20 years.

## Existing Traffic Conditions

As a result of low population density and dispersed travel patterns, traffic congestion through Taneytown is modest. MD 140 through Taneytown experiences moderate traffic congestion during the PM peak hour, especially at its intersections with Grand Drive/Chevro Drive and MD 194 (Frederick Street/York Street). These intersections operate at LOS B during the AM peak hour and LOS C during the PM peak hour. The other signalized intersections in Taneytown—MD 140 at Baumgardner Avenue and at Trevanion Road— consistently operate at LOS A.

AM peak hour traffic speeds along MD 140 are typically 25-29 miles per in both directions during the AM peak hour and 20-24 miles per hour in both directions during the PM peak hour. Along northbound MD 194, traffic speeds drop to 30-34 miles per hour during the AM peak hour and 25-29 miles per hour during the PM peak hour.

## 2040 Traffic Conditions with No Improvements

Over the next 20 years, the MD 140 at Grand Drive/Chevro Drive and MD 140 at Trevanion Road intersections are anticipated to become slightly more delayed, with each expected to experience two to three additional seconds of delay per vehicle during the AM peak hour and an additional eight to twenty-two seconds of delay per vehicle during the PM peak hour.

Additional industrial development south of Taneytown—as called for by the Taneytown Community Comprehensive Plan—will contribute to additional freight traffic through downtown Taneytown. Calculations show that the growth area shown in the Taneytown Community Comprehensive Plan could accommodate up to 12.3 million square feet of light manufacturing industrial use and generate up to approximately 60,000 weekday trips.

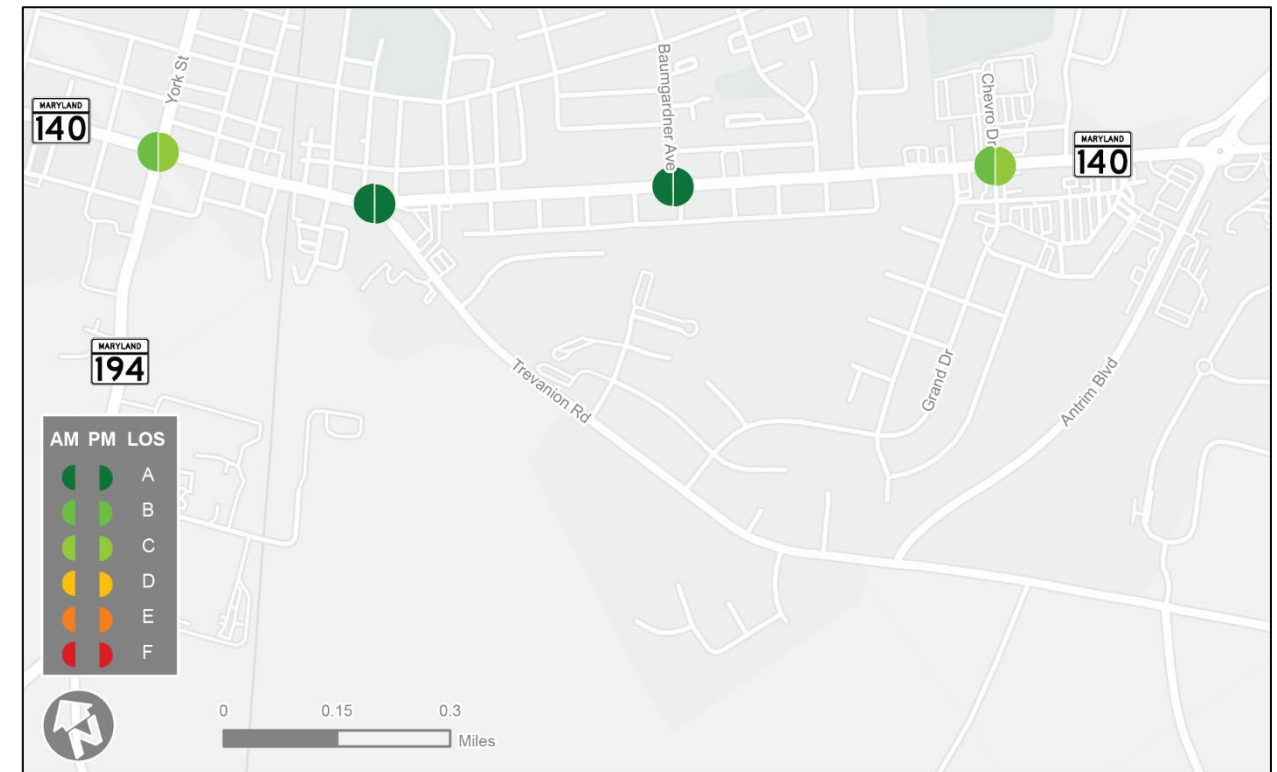


Figure 5.44 Taneytown Existing Traffic Conditions

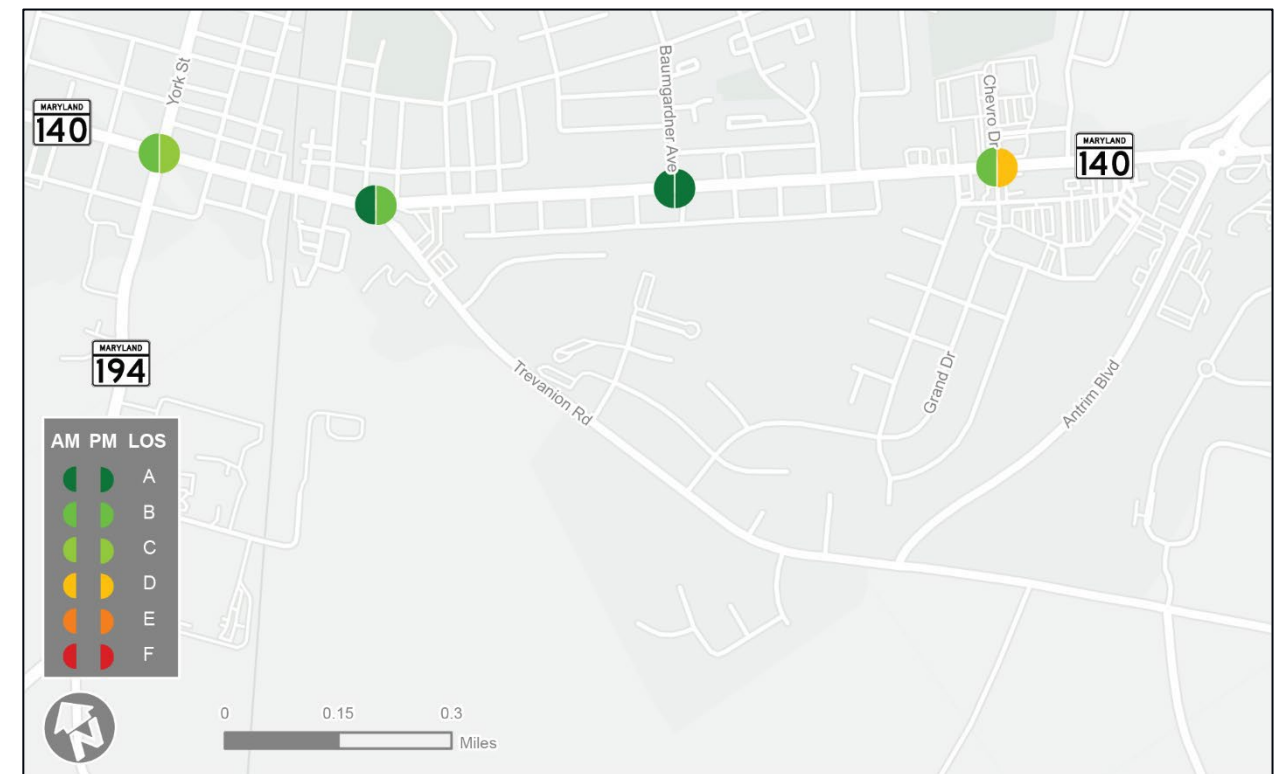


Figure 5.45 Taneytown 2040 No-Build Traffic Conditions

## Planning Approaches

One long-planned improvement is the Taneytown Greenway, also known as the Antrim Boulevard Extension. The roadway—which would bypass Taneytown from Trevanion Road to west of Flowserve— supports Taneytown’s chief goals: it would remove truck traffic from Baltimore Street by providing access to existing and planned industrial areas south of town, and it would revitalize Taneytown’s historic downtown by reducing overall vehicle throughput, noise, and air pollution. The roadway alignment was originally identified in Carroll County’s 1962 Major Street Plan, and a segment between MD 140 and Trevanion Road was built in the early 1970s.

Further planning work was completed in 2000 and preliminary design completed in 2007. While the Greenway has consistently been in the County Master Plan and City of Taneytown Comprehensive Plan, it has not appeared in the County’s priority letter since 2013, and it has not been in the last two editions of BMC’s long range transportation plan (Maximize2040 and Maximize2045). The roadway has never received funding for final design and construction, and there is no indication that funding will be available in the near future. In addition, the County has acquired only one parcel of those that would be required to construct the greenway.

Worthington Boulevard is a planned roadway west of Taneytown anticipated to provide benefits similar to the Antrim Boulevard extension. Its east end would be at MD 194 via a reconfigured Fringer Road and its south end would be at the Taneytown Greenway. Like the Greenway, it has not appeared in any recent County priority letters or regional plans, so it is unlikely to receive funding in the near future. In addition, the roadway would require a crossing of Piney Creek in a wetlands area, so the environmental impacts would require careful consideration and mitigation, and the County has not acquired any of the right-of-way that would be needed for the project.

The remaining planned roadways in Taneytown are related to anticipated development; some (such as the Crimson Avenue extension) have come to fruition; others have not yet been realized. While planning appropriate alignments for development-related roadways is a worthy goal, it is not the priority of the Transportation Plan...

## Recommended Approach

The City’s identified goals of removing truck traffic from Baltimore Street and reducing vehicle impacts in the downtown area should be the focus of the County’s efforts in Taneytown.

Recognizing that the full Taneytown Greenway and Worthington Boulevard are unlikely to be constructed in the short or medium-term, these goals could be furthered in the short term by making strategic improvements at key intersections in Downtown Taneytown and in the medium term by **connecting Allendale Lane to an extended Antrim Boulevard.**

Future construction of the Antrim Boulevard Extension and Worthington Boulevard should be linked to residential or industrial development of the parcels they would serve, and developers should be required to construct roadway segments in accordance with the alignments identified in the Taneytown Community Comprehensive Plan.

**Table 5.16 Most Promising Potential Improvements for the Taneytown Area**

#	Description	Justification	Potential Impacts (Y/N)			
			Right of Way	Stream Xings	Wetlands	Floodplain
1, 3-4	<b>Extend Allendale Lane and Antrim Boulevard</b> Cost: \$10M to \$25M	This approximately 5,000 foot long roadway would be a substantially lower cost improvement than constructing the full Taneytown Greenway, and would avoid the floodplain impacts of roadway construction west of MD 194 but would still allow trucks from the east intending to access industrial areas south of Taneytown to avoid the downtown area and the left turn from northbound MD 140 onto westbound MD 194. The Antrim Boulevard extension would make use of one parcel already acquired by Carroll County for that purpose.	Y	0	N	N
2	Extend the <b>left-turn bay from northbound MD 140</b> onto westbound MD 194 Cost: \$100K or Less	This would make it easier for vehicles to bypass trucks waiting to turn left onto MD 194, reducing congestion and delay.	N	N/A	N	N

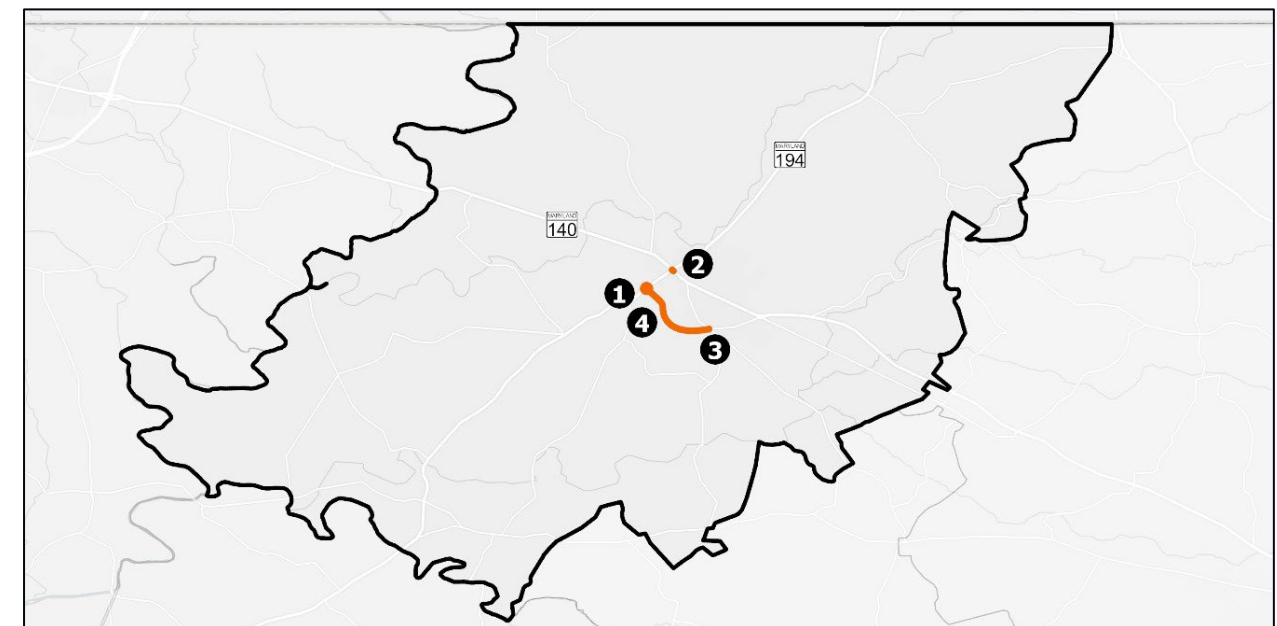


Figure 5.46 Most Promising Potential Improvements in the Taneytown Area

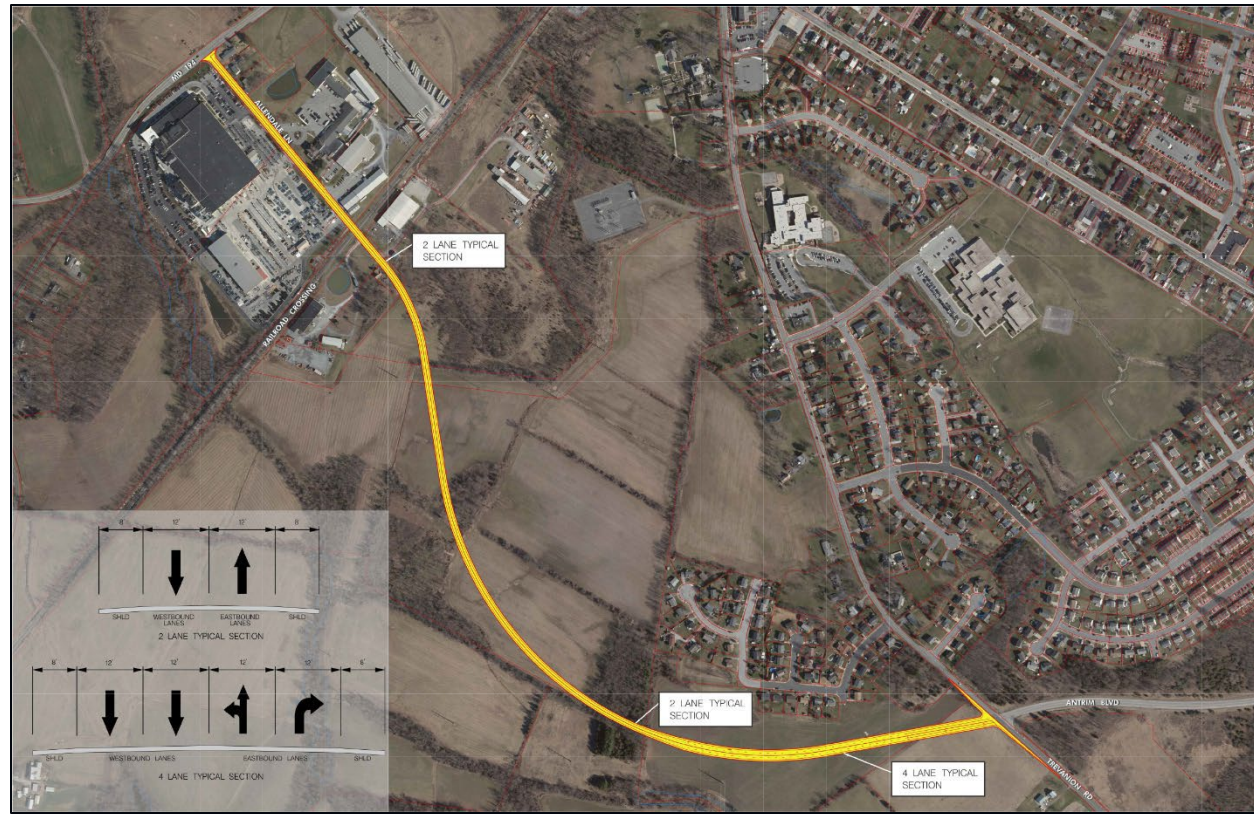


Figure 5.47 Antrim Boulevard/Allendale Lane Extension Concept

## Benefits and Impacts

Completing these improvements would reduce the number of trucks traveling through Taneytown's historic downtown, lessening their noise, vibration, and air pollution impacts. In addition, industrial vehicles would have less need to turn at the MD 140/MD 194 intersection, and when they did need to make that turn, more space would be provided for them to do so. Reducing the number of vehicles traveling through the MD 140/MD 194 intersection by providing a partial bypass and lessening the frequency of slow truck turns will mitigate delays at the center of Taneytown and contribute to a more quiet, comfortable streetscape for Downtown visitors.

Taneytown anticipates significant industrial growth that can become a major job center within Carroll County. This growth will be dependent on improved access that can be provided by the Antrim Boulevard/Allendale Lane extension, and has the promise to diversify Carroll County's industrial base and create jobs in the western part of the County.