

Chapter 6

Transportation

This chapter presents the Town of Woodsboro's Transportation Plan. Woodsboro's street network, street classification, traffic volume data are described followed by sections on the railroad, transit opportunities and bicycle and pedestrian facilities. The chapter concludes with an outline of transportation priorities and action items.

Transportation Goals

- Provide safe and consistent pathways and sidewalks for residents, business owners and visitors of Woodsboro, which promote interconnected neighborhoods and offer social and recreational opportunities.
- Provide a reliable network of streets and alleys that are regularly maintained, repaired, and improved.

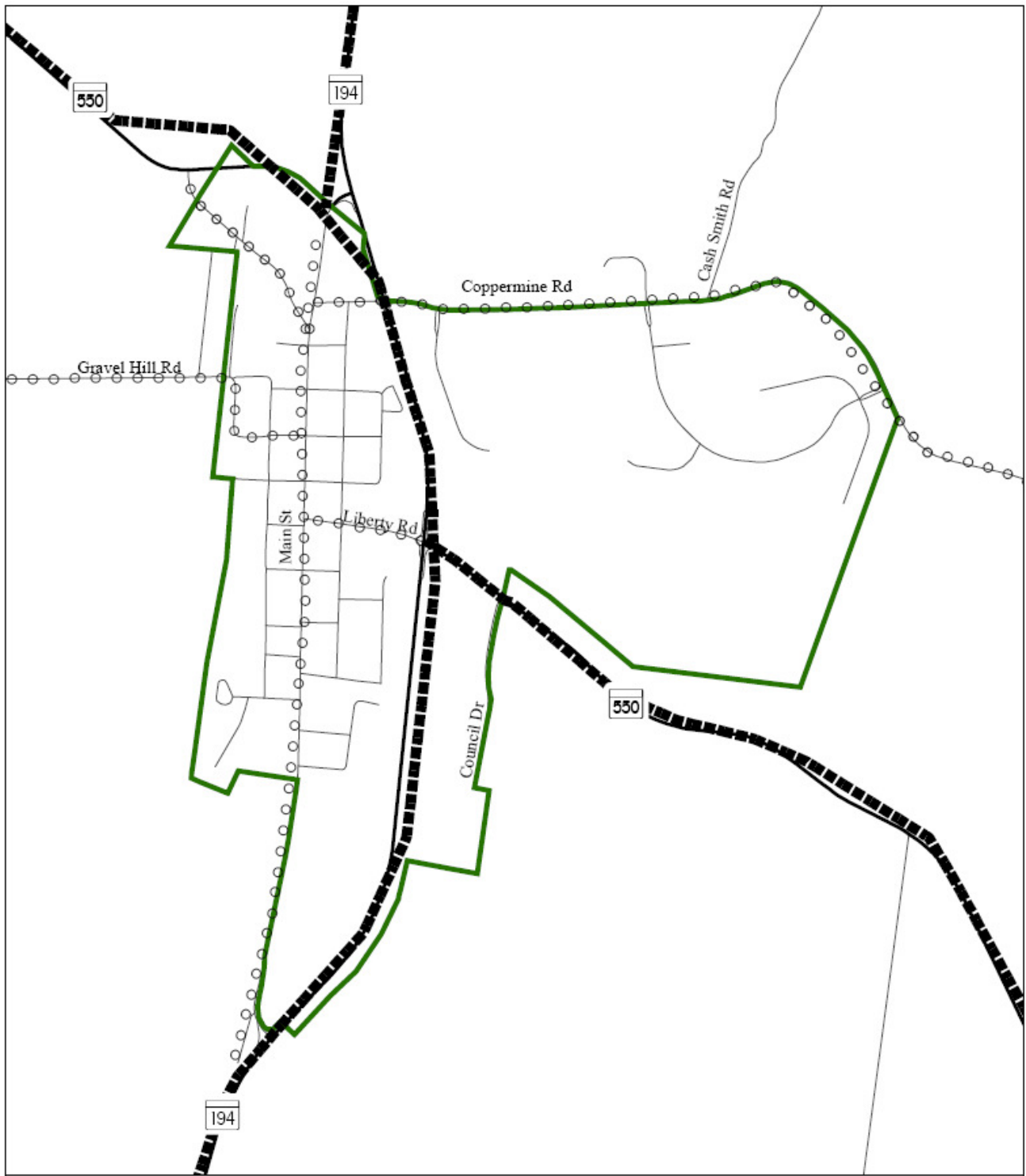
Street Network

Woodsboro was designed around a grid street pattern centered along the original MD 194, Main Street, which served as the primary north-south highway through this section of Frederick County. The street network has expanded two blocks east of Main Street, due to its flat topography and absence of streams or other limiting factors. To the west of Main Street, a steep ridgeline and the railroad kept expansion limited to one block. These north-south local streets are connected with Main Street by a series of alleys.

The Town has access to the regional arterial highway system via MD 194 and MD 550. The three quarries that surround Woodsboro utilize this network; the truck traffic generated by the quarries prompted town leaders to propose a bypass around the community as early as the 1950s. The bypass for MD 194 was opened for service in October 1996. Traffic using MD 194 or MD 550 can now completely bypass the Town. Prior to its construction, truck traffic passed directly through town on Main Street. A transportation plan map for Woodsboro is provided on the following page.

Street Classification

For planning purposes, street networks are described in terms of a hierarchy or classification. This classification describes how a street is used and designed and refers to the kind of traffic it carries. It also references whether the traffic is generated locally or that it is through traffic coming from an area outside of town. Finally, the amount of traffic that is



Transportation Plan

- ○ Collector Road
- ▬▬▬ Minor Arterial Road
- ▬ Local Road



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expected and the traffic speed influence a streets classification.

There are three primary classifications for streets within the Woodsboro network. They are: arterial, collector, and local. Arterial roads offer intra-county access between towns and the highway system. Examples of arterial roads in and around Woodsboro are MD 194 and MD 550. Collector roads collect traffic from residential neighborhoods via local streets and provide access to the arterial highways. An example of a collector road is Main Street, which provides access from the downtown area to MD 194 and 550. Others include Coppermine Road and the old sections of MD 550 at the north side of Town and at the Woodsboro Elementary School.

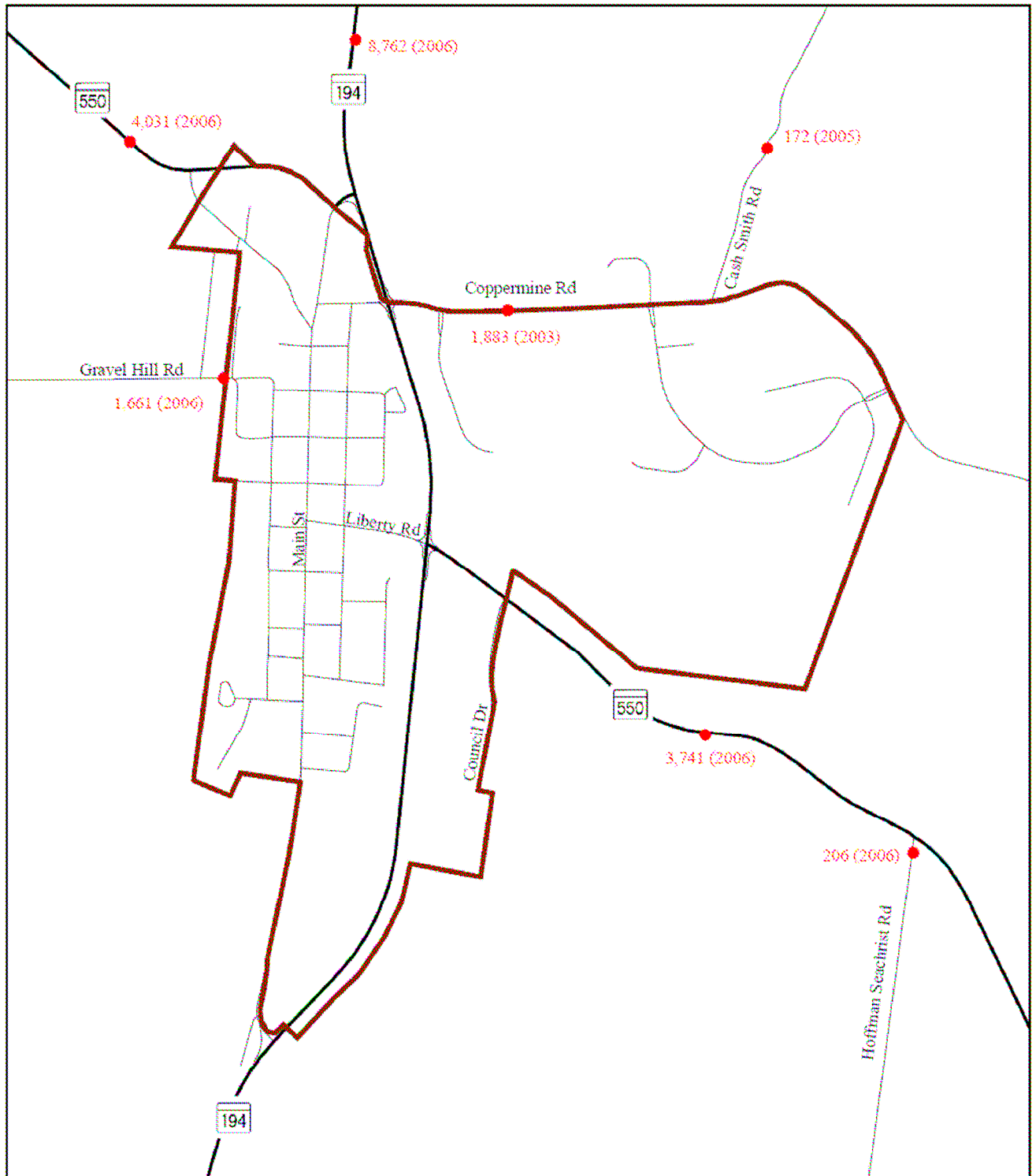
Finally, local streets provide access to homes and sometimes businesses. They cater to low levels of traffic at slow speeds (less than 25 mph). Woodsboro’s alleys are also considered local streets. They provide multiple access points between streets helping to spread traffic evenly across town.

Traffic Volume

The Maryland Department of Transportation (MDOT) collects traffic count data known as Average Daily Traffic (ADT) for several roadways around the Town of Woodsboro. The traffic data is acquired over a 24-hour period from both directions. A review of the ADT for 1996 and 2006 on four roadways is provided below. Generally, traffic volume has increased over the past ten years. One segment of roadway had a decrease in traffic volume; MD 550 three-tenths of a mile north of the intersection with MD 194 decreased from 4,075 to 4,031 over the ten-year period (see Table 6).

Table 6: Average Daily Traffic Counts		
1996 and 2007		
<i>Location</i>	<i>1996</i>	<i>2007</i>
MD 194 .10 mile south of Le Gore Bridge Road	6,875	8,762
MD 550 .5 mile south of MD 194	2,575	3,741
MD 550 .3 mile north of MD 194	4,075	4,031
Gravel Hill Road .1 mile west of Main Street	775	1,661
Source: Maryland State Highway Administration, 2007.		

Woodsboro experiences considerable heavy truck traffic as a result of local quarrying operations. The downtown area received relief from truck traffic with the construction of the bypass in 1996. Prior to the bypass construction, Main Street handled nearly 9,000 vehicles per day. The following map presents average daily traffic counts that were collected by Frederick County and the State of Maryland.



Traffic Volumes

● Average Daily Traffic (ADT)



0 0.125 0.25 Miles



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Railroad

In the 1870s, the Pennsylvania Central Railroad constructed a railroad to link the B&O Railroad in Frederick with lines in Pennsylvania. The railroad line runs through both Woodsboro and Walkersville and continues north to Taneytown in Carroll County. In 1972, Hurricane Agnes washed out the bridge connection between Walkersville and Frederick at the Monocacy River. The connection was not rebuilt until the early 1990s.

Maryland Midland Railway, a freight service provider, purchased the line between the Maryland/Pennsylvania border and North Glade Road from the State of Maryland in 2005. The line connects with their east/west main line, connecting Blue Ridge Summit/Highfield and Emory Grove/Reisterstown. The Walkersville Southern Railroad operates a weekend tourist train on the portion of the State (MD) owned line between Walkersville and a stop in the vicinity of where MD 355 dead-ends. The State owns the line from North Glade Road to Frederick and the Walkersville Southern leases their portion from the State. The State of Maryland opened the MARC line to Frederick in 2001. There are no long-range plans to extend commuter rail service over the Monocacy River to the Woodsboro or Walkersville areas.

Transit Service

TransIT Services of Frederick County operates paratransit service for senior citizens and people with disabilities throughout the County and public transit service concentrated around the City of Frederick. Shuttles connect riders to various growth areas and municipalities outside of this core service area. The closest service to Woodsboro is the Walkersville shuttle, which stops in the Discovery community and at the Walkers Village Shopping Center off MD 194. Service is available throughout the day and is timed to make connections with other bus and shuttle routes at the Transit Center in downtown Frederick. The Walkersville Meet the MARC Shuttle service operates during morning and evening commuter hours. The 2007 Transportation Development Plan recommends expanding the Walkersville Shuttle to provide hourly service throughout the weekday and on Saturdays.

Bicycle, Pedestrian & Other Multi-Use Facilities

Pedestrian Facilities

The compact nature of Woodsboro lends itself to easy pedestrian access throughout most of the Town. The grid street network provides pedestrians with direct connections on the west side of MD 194. The east side of MD 194 has potential for trail connections and improved sidewalks.

Destinations in Woodsboro, such as the grocery store, post office, elementary school, churches, and park are within easy walking distance for most residents. There are significant opportunities to make walking and bicycling legitimate alternatives to the automobile in making short trips around Town. This is especially important for the Town's youth population who otherwise rely on adults for transportation. Safe and accessible facilities would give youth the opportunity to develop a greater degree of independence. The health benefits of a decreased

auto-dependence could benefit many residents.

Sidewalks

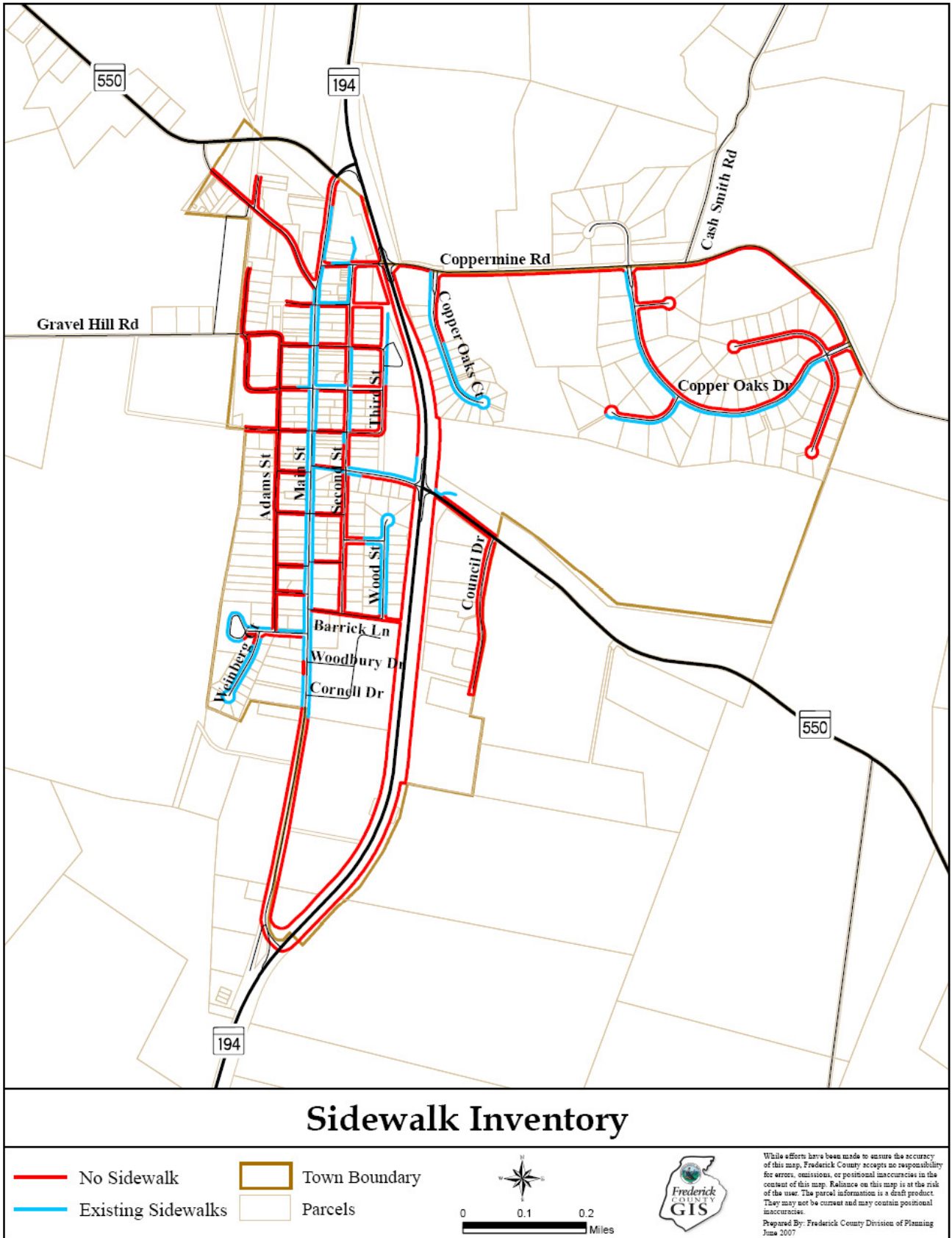
Currently, Main Street offers the most contiguous length of sidewalk in Woodsboro. Sidewalks begin at the Woodbury subdivision and continue north to the fork in the road at Old MD 550. A sidewalk continues north on the east side of Main Street to the gas station. There are several short sections of existing sidewalk located throughout Town that provide no continuity through the Town. Examples are along alleys off of Main Street or along side streets like Second Street, Wood Street and Third Street. There are no sidewalks on the extent of Adams Street; the roadway lacks the appropriate right of way for improvements.

Landowners are responsible for maintaining and improving sections of sidewalk located on their property. New sidewalk construction is required as part of the subdivision process, in most cases. Whenever new roads are proposed, curb, gutter and sidewalk improvements are mandated. The most recent major subdivision, Woodbury, is an example of the type of improvements currently required by the Town's regulations.

Sidewalk Inventory

The following table and map show sections of streets and alleys in Woodsboro where appropriate sidewalk infrastructure is not present (see Table 7). These areas would be appropriate for a sidewalk retrofit program or other improvement program. These areas should be prioritized for improvements in the future.

Table 7: Proposed Sidewalk Improvements List		
Street Name	Area of Concern	Observations
Liberty Road/MD 550	MD 194 intersection and interconnection with Main Street (west) and Town parkland (east)	Partial sidewalk in place; need connection to Town park and safety improvements for users
Second Street	Barrick Lane to School Street and Dorcus Alley to Coppermine Road	Several sections in place; need improvements along extent of roadway to connect the core of downtown
All Woodsboro alleys		Right of ways vary; few existing improvements; connect with side streets for better access
Third Street	School Alley to Dorsey Alley	Currently paved around Fire Dept.
Old MD 550 section	From Main Street to corporate limits	Connect with residential and commercial areas along roadway
Elizabeth Street/Gravel Hill Road corridor	West side	Connect with Southern States, American Legion and residential properties
Coppermine Road	South side between Main Street and Copper Oaks subdivision	Provide a connection for residents of Copper Oaks subdivisions to downtown; this is a County road
Copper Oaks Drive and side streets	Full extent, one side; cul-de-sacs	Low priority; one side of roadway has sidewalk improvements; three of four cul-de-sacs do not
Adams Street	Full extent of roadway	Right of way currently inadequate for improvements



Bicycle Facilities

No special accommodations or facilities (i.e. bike lanes, trail systems, parking areas) exist for bicycles in the Town of Woodsboro. The street network provides the best routes in and through the community. The amount and speed of traffic is low enough to allow cyclists safe travel within mixed traffic.

Two corridors in town have potential for inclusion in a multi-use trail system: the railroad corridor owned by Maryland Midland Railroad and the town's park property along Israel Creek. Both sites could provide off street bicycle and pedestrian facilities.

Frederick County Bikeways and Trails Plan

Frederick County adopted a Bikeways and Trails Plan (1999) that includes three alternate trail proposals for the Walkersville-Woodsboro corridor. The first is a 3.5-mile trail from Woodsboro to Walkersville along Israel Creek. This trail could be extended south through the Town of Walkersville to link with the Monocacy River. The second is a 1-mile trail along Glade Creek in Walkersville linking the Monocacy River to Fountain Rock Nature Park. The third is a rails-to-trails proposal, which would involve development of a multi-use trail along the existing railroad tracks from Frederick to Woodsboro.

Monocacy River Water Trail

With support from the Chesapeake Bay Gateways Network, Community Commons, a local nonprofit organization, developed the Monocacy River Water Trail. A detailed map and brochure along with wayside markers at various put-in locations are available for canoeists, kayakers and other river enthusiasts. The trail extends from MD 77 south to the Potomac River.

Transportation Plan Goals, Objectives and Action Items

Goal 1: To provide safe and consistent pathways and sidewalks for residents, business owners and visitors of Woodsboro, which promote interconnected neighborhoods and offer social and recreational opportunities.

Objective 1: Initiate a sidewalk improvements program, which identifies priorities, funding and a timeline for completion of local projects.

Action Item: The Planning and Zoning Commission will review the sidewalk gap inventory, prioritize future improvements, and present their program to the Town Board.

Action Item: The Planning and Zoning Commission will research funding mechanisms for sidewalk improvements.

Objective 2: Update the Subdivision Regulations to require sidewalk, curb and gutter improvements for all new subdivisions, regardless of size of lot or project, in the Town of Woodsboro.

Action Item: The Planning & Zoning Commission will undertake a review of the current regulations and make recommendations to the Town Board related to sidewalk, curb and gutter requirements.

Objective 3: Perform the engineering and design for sidewalks, curbs, gutters and related improvements along any non-standard street or alley, within the Woodsboro corporate limit.

Action Item: Develop a design standard and then evaluate its feasibility for application to Woodsboro's non-standard streets and alleys.

Action Item: Meet with adjacent landowners of identified streets and alleys to discuss the project and get feedback on their interest in a front foot benefit assessment to initiate the necessary improvements.

Objective 4: Begin planning for pedestrian safety measures at the two, lighted intersections on the MD 194 bypass in order to facilitate access to the existing Town parkland from downtown and to downtown businesses and services from the east side of MD 194.

Action Item: Facilitate a meeting with the State Highway Administration to discuss these two intersections and the need to provide safe pedestrian access to the Town Park and downtown businesses.

Action Item: Consider a single pedestrian bridge over MD 194 somewhere between the two lighted intersections where the ground elevation is already above street level.

Goal 2: To provide a reliable network of streets and alleys that are regularly maintained, repaired, and improved.

Objective 1: Review, update and supplement existing construction standards for roads, sidewalks, curb, gutter and related public improvements and infrastructure found in the Subdivision Regulations.

Objective 2: Initiate transportation planning efforts into a Town of Woodsboro 5-Year Road Maintenance Program.