

TRANSPORTATION ELEMENT

Introduction

An adequate vehicular system is vital for Williamsport to remain to a desirable place to live, work, and visit. Road projects that add highway capacity and new road links will be necessary to meet goals for growth management in conjunction with the State and County and possibly the State of West Virginia.

1. Highways

The backbone of the transportation network in Washington County, Maryland and around the Town of Williamsport is the interstate highway system. Interstate routes 70 and 68 traverse the County in an east/west pattern while I-81 crosses the County in a north/south direction. The intersection of I-70 and I-81 west of Hagerstown has led to the location of major warehouse distribution centers and trucking companies in the County which are in close proximity to the Town of Williamsport. This traffic impacts somewhat upon the community.

The general layout is a hub and spoke pattern, with Hagerstown, Williamsport, and Boonsboro all acting as hubs. US 11, MD 65, and MD 60 are the major north-south highways with US 40 and MD 68 oriented to the east and west. MD 63 which traverses through Williamsport is an important

road connecting Williamsport with Pennsylvania. Route 11 is an important highway that connects West Virginia, Williamsport, Hagerstown, and local industrial areas.

Street and Highway Plan

No major changes to streets and highways in the corporate limits of the Town of Williamsport are suggested by existing conditions other than to attempt to reduce heavy truck traffic in the downtown core and adjacent area on Route 11. Generally speaking, since the Town was laid out with the thought in mind of being the capitol of the United States, the streets are exceptionally wide and can handle traffic increases. However, during times of emergencies on Interstate 81 or other interstates nearby, traffic is routed through downtown Williamsport and creates major temporary congestion.

Local general public service is provided to Williamsport by the County Commuter Transit System and several taxi companies operating in the County and City of Hagerstown. The County Commuter System is primarily a fixed route operating systems with scheduled changes and points of connection altered based on demand.

Many of the residents of the Town of Williamsport and the immediate geographical areas of a residential nature that are in close proximity of the Town have access to commuter and inner-city services to the metropolitan

area from Washington County. These include Park-n-Ride facilities, commuter bus, inner-city bus, and commercial air travel from the Hagerstown Regional Airport which is approximately ten (10) minutes from the Town of Williamsport. Rail commuting service can be accessed in Martinsburg, West Virginia, which is close to Williamsport.

AmTrac service is available in Martinsburg which is not too far from Williamsport for travel from Washington, D.C. west to Chicago and other destinations.

The area on Route 11 approaching the bridge over the Potomac River to enter West Virginia sometimes causes confusion for a visitor because Potomac Street heading towards the bridge seems to dead end at the Cushwa Basin with a sudden sharp curve. The C & O Canal National Park Service has expressed some concern about the situation and generally parking in the area.

TRAILS

Williamsport lies on one of the longest trails in the United States, the Chesapeake and Ohio towpath, from Washington, D.C., to Cumberland, Maryland. Use of this trail, currently estimated at 3 million per year, may increase with the Maryland Department of Natural Resources new Rail-

Trail, following the old Western Maryland Railroad bed from Fort Frederick to Hancock.

BICYCLE AND PEDESTRIAN FACILITIES

Most bicycle traffic enters Town Center at either the South Conococheague Street or Route 11 from West Virginia/Cushwa Basin entrance. The vast majority of bicycle traffic comes from and to the C & O Canal.

Potomac Street, portions of the Town Center and the immediate adjacent area have been marked off into bicycle lanes for the convenience of cyclists who travel through the community either in the Rails for Trails or C & O Canal Trail greenway areas. Bicycle racks have been placed in the Town Center for the convenience of cyclists.

RECOMMEDED ACTION

The Town will continue work with Washington County, State of Maryland, and the C & O Canal Park Authority towards the development of pedestrian and bicycle trails in and adjacent to Williamsport along the C & O Canal and other areas. The Town should work with Washington County toward the development of pedestrian and bicycle trails as outlined in the County Plan linking it with Hagerstown.

The Regional Transportation Study suggests routes along Downsville Pike or Hopewell Road. Another suggested trail would be northward along Conococheague Creek.

Encourage the further development of the trails along the C & O Canal and cooperate in the rehabilitation, reconstruction and stabilization of Big Slack Water area along the C & O Canal in order to allow the bikers and hikers to traverse the Canal through Williamsport in a direct, convenient fashion.

RAIL SERVICE

Three (3) major railroad companies maintain track facilities in Washington County. They are: CSX, Norfolk Southern and the Winchester and Western Railroads. The rail lines roughly parallel the major road corridors with Potomac River crossings at Williamsport and Sharpsburg. No major industries or local industries in Williamsport utilized rail service to any great extent.

TRUCK TRANSPORTATION

Truck transportation is a major industry in the industrial park areas which are in effect adjacent to the Town. Most of the activity from the truck transportation standpoint is in the Industrial Park areas as indicated in close

proximity to the Town. This will be covered more in depth in the Municipal Growth Element of this document.

RECOMMENDATIONS FOR ACTION/POLICY STATEMENTS

The area on Route 11 approaching the bridge over the Potomac River to enter West Virginia sometimes causes confusion for a visitor because Potomac Street heading towards the bridge seems to dead end at the Cushwa Basin with a sudden sharp curve. The C & O Canal National Park Service has expressed some concern about the situation and generally parking in the area.

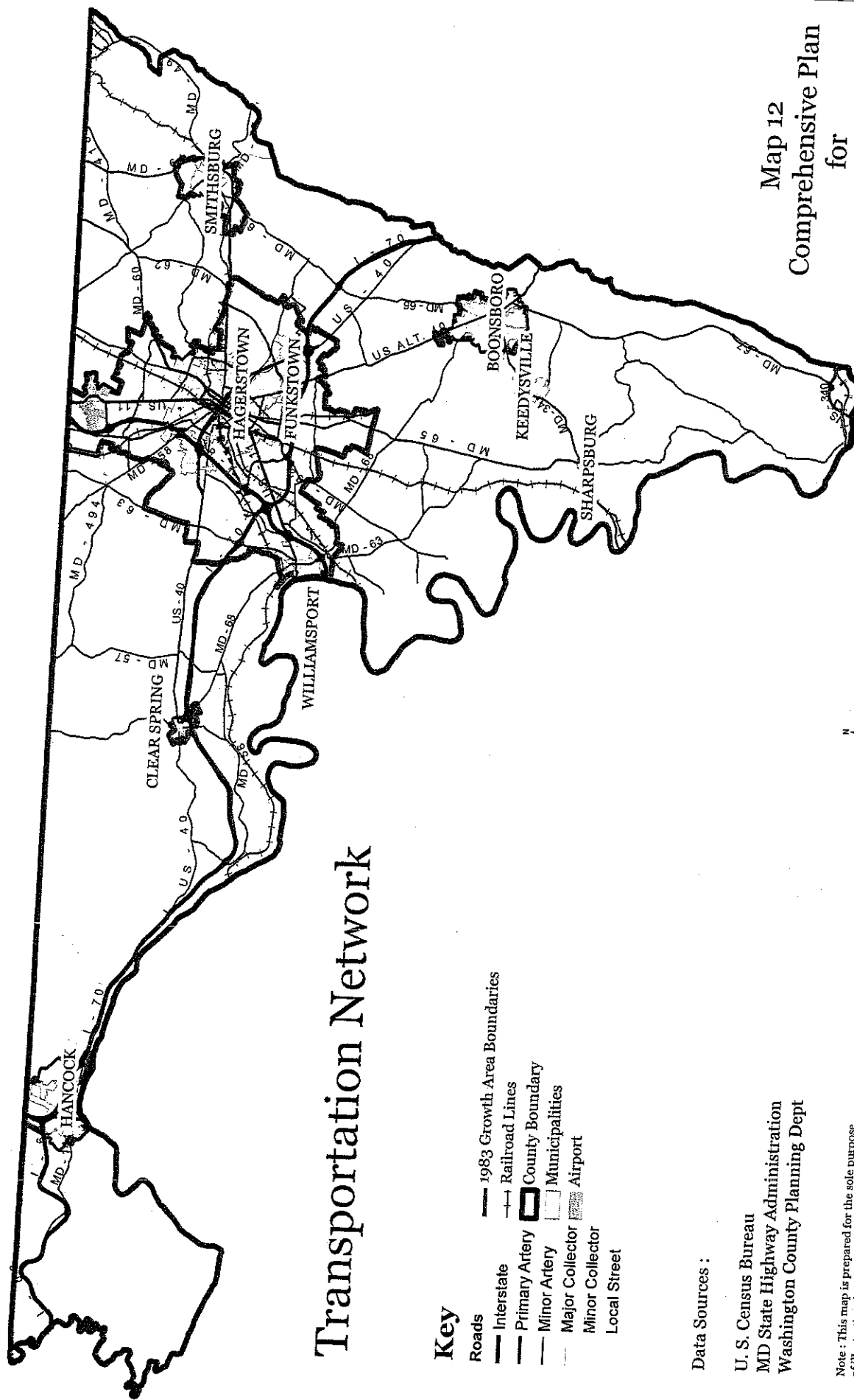
SUGGESTED ACTIONS AND RECOMMENDATIONS

1. Re-routing options should be explored in an effort to alleviate some of the intense congestion in the future.
2. Study alternate routes and re-routing of truck traffic if possible from local warehouses and nearby quarry operations.
3. Elimination of any other safety hazards and devising more clarity in the route to the Potomac River Bridge on Route 11.
4. Considering providing more parking in some manner to service the park other than the C & O Canal Basin parking lot.
 - Improve and maintain streets to provide a safe and efficient street network for driving, walking, and biking.

- Improve the streetscape and pedestrian environment to create an attractive setting for businesses and to enhance residential communities.
- Provide pedestrian and bicycle access to activity centers (e.g., schools, public parks, commercial areas, museums, C & O Canal).
- Support the development of a trail system that links visitor attractions in the Town and in the County in conjunction with the C & O Canal and a trail to Pittsburgh.
- Continue to work with the County Transportation Department to support the transit service to Williamsport.
- Work to improve air travel to nearby airports.
- Promote AmTrac commuter facilities to nearby metropolitan areas.
- Promote truck traffic control with County transportation, State Highways Administration and trucking companies.

Note:

The following Maps are intended to graphically clarify and demonstrate the information set forth in the preceding text in this Chapter.



Transportation Network

Key

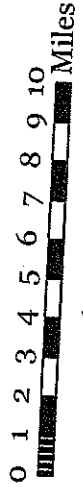
- Roads
 - Interstate
 - Primary Artery
 - Minor Artery
 - Major Collector
 - Minor Collector
 - Local Street
- 1983 Growth Area Boundaries
- Railroad Lines
- County Boundary
- Municipalities
- ✈ Airport

Data Sources :

- U. S. Census Bureau
- MD State Highway Administration
- Washington County Planning Dept

Note : This map is prepared for the sole purpose of illustrating the Comprehensive Plan. It should not be used for other purposes. Information shown on this map was compiled from various original sources as listed and is subject to change as source data changes.

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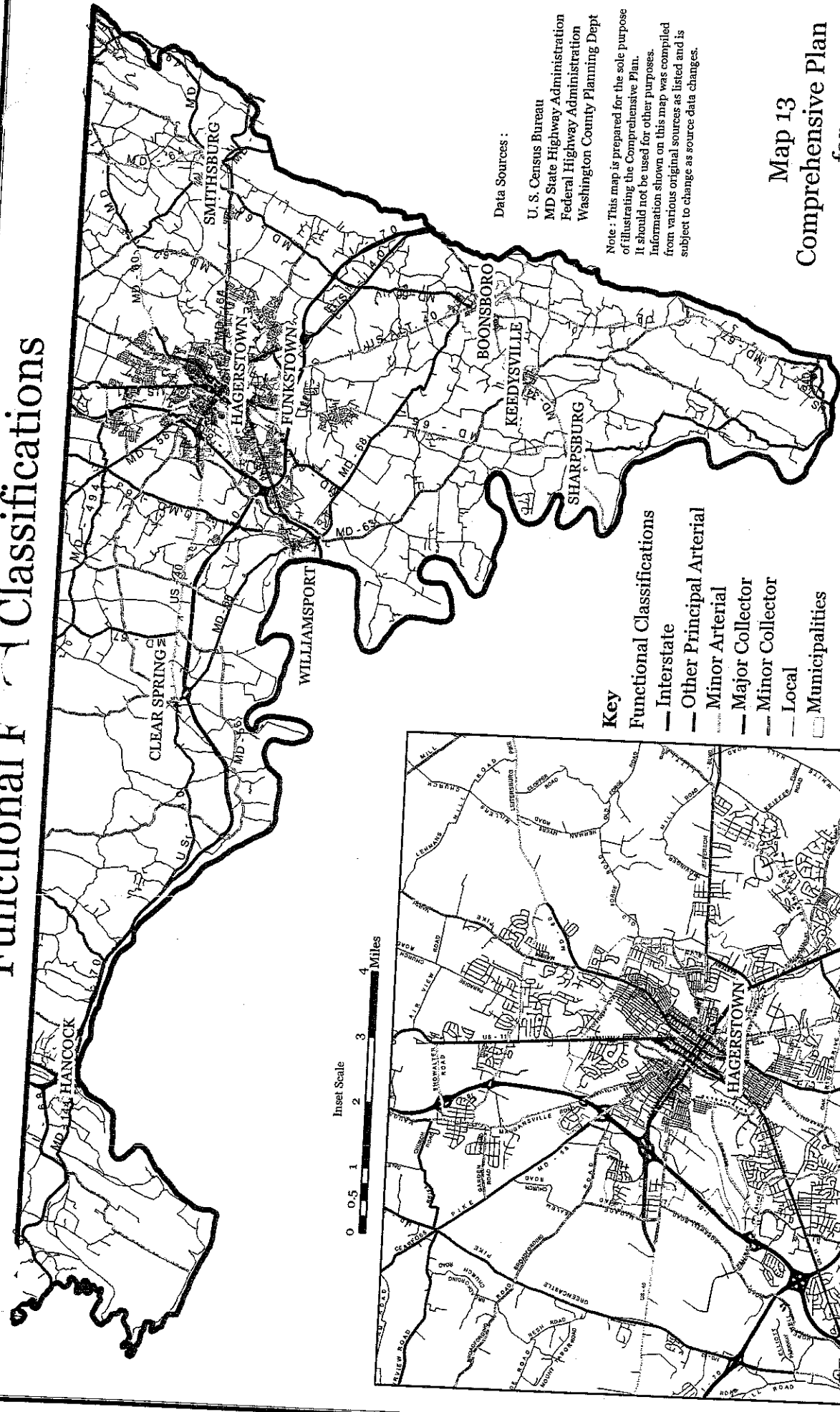


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Map 12 Comprehensive Plan for Williamsport, Maryland 2010

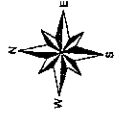
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Geographic Information System

Functional Road Classifications



Inset Scale
0 0.5 1 2 3 4 Miles

- Key**
- Interstate
 - - - Other Principal Arterial
 - Minor Arterial
 - · · Major Collector
 - - - Minor Collector
 - Local
 - ▭ Municipalities



0 1 2 3 4 5 6 7 8 9 10 Miles

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Data Sources :

- U. S. Census Bureau
- MD State Highway Administration
- Federal Highway Administration
- Washington County Planning Dept

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Map 13 Comprehensive Plan for Williamsport, Maryland 2010

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HIGHWAY STANDARDS (Table One)						
Functional Classification	Principal Arterial (Interstate)	Other Principal Arterial (Non-Interstate)	Minor Arterial (Urban or Rural)	Major Collector (Urban or Rural)	Minor Collector (Urban or Rural)	Local (Urban or Rural)
Design Type	Freeway	Freeway/Expressway/Inter-Regional	Expressway/Two or Multi-Lane Highway Intra-Regional	Two or Multi-Lane Highway Intra-County	Two Lane Highway - Occasionally Multi-Lane Inter-Community	Two Lane Highway
Character of Travel	Interstate or Statewide	Inter-Regional	Intra-Regional	Intra-County	Inter-Community	Intra-Community
Type Generators Served (Population)	Interstate Urbanized > 50,000 or Intra-State > 25,000	Urban Area of 5,000 - 25,000	Major Towns or Communities of 1,000 - 5,000	Towns and Communities of 500 - 1,000	Villages and Neighborhoods of 100 - 500	Individual Properties
Typical Mean Traffic	Rural > 10,000 ADT Urban > 25,000 ADT	Rural > 5,000 ADT Urban > 20,000 ADT	Rural: 2,000 - 5,000 ADT Urban: 5,000 - 25,000 ADT	Rural: 1,000 - 3,000 ADT Urban: 2,000 - 10,000 ADT	Rural: 500 - 1,500 ADT Urban: 1,000 - 3,000 ADT	Rural < 1,000 ADT Urban < 2,000 ADT
Typical Operating Speed	55-70 MPH	Rural 45-60 MPH Urban 35-50 MPH	Rural 40-45 MPH Urban 30-40 MPH	Rural 40-45 MPH Urban 25-35 MPH	Rural +/- 40 MPH Urban +/- 25-30 MPH	Rural 30-40 MPH Urban +/- 25 MPH
Access Spacing	No direct property access. Grade separated interchanges only.	Minimum 750' distance between all new access points.	Minimum 500' distance between all new access points.	Minimum 300' distance between all new access points.	Minimum 100' distance between property access points & 250' between public street access points.	No restrictions on new property access points. Street jogs less than 150' ft. not permitted.
Minimum Right-of-way	150' to 300'	150'	100'	80'	60'	50'

(1) Engineering data listed herein shall be considered a guide only. Specific design requirements are contained in the appropriate Washington County Division of Public Works, Engineering Department design standards.

(2) Mean traffic is expressed in ADT (Average Daily Traffic) or the number of vehicles passing a given point in both directions within a 24 hour period. Values shown are typical ranges only and are not to be used to determine particular road classifications. Existing and/or projected volumes are to be used to determine the number of traffic lanes required for a particular road.

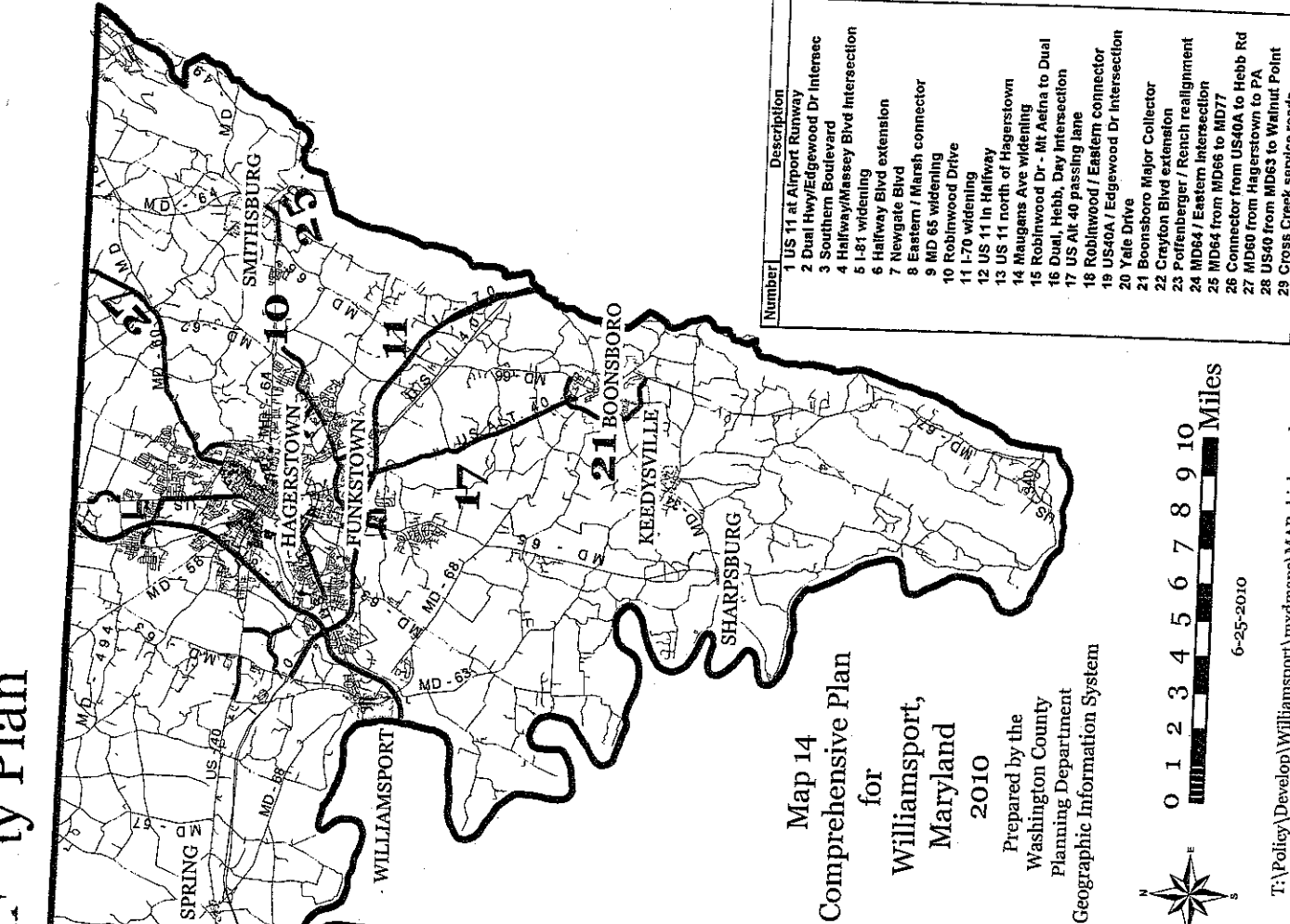
(3) Standards for access spacing and right-of-way widths are enforced through the Subdivision Regulations. Right-of-way wider than the minimum may be required especially when accommodating multi-lane highways.

Source: Washington County Comprehensive Plan - 2005
Page 76

Note:

The following Maps are intended to graphically clarify and demonstrate the information set forth in the preceding text in this Chapter.

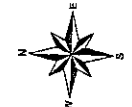
Highway Plan



Number	Description
1	US 11 at Airport Runway
2	Dual Hwy/Edgewood Dr Interac
3	Southern Boulevard
4	Halfway/Messy Blvd Intersection
5	181 widening
6	Halfway Blvd extension
7	Newgate Blvd
8	Eastern / Marsh connector
9	MD 65 widening
10	Robinwood Drive
11	170 widening
12	US 11 In Halfway
13	US 11 north of Hagerstown
14	Maugens Ave widening
15	Robinwood Dr - Mt Aetna to Dual
16	Dual, Hebb, Day Intersection
17	US Alt 40 passing lane
18	Robinwood / Eastern connector
19	US40A / Edgewood Dr Intersection
20	Yale Drive
21	Boonsboro Major Collector
22	Crayton Blvd extension
23	Poffenberger / Rensch realignment
24	MD64 / Eastern Intersection
25	MD64 from MD66 to MD77
26	Connector from US40A to Hebb Rd
27	MD60 from Hagerstown to PA
28	US40 from MD63 to Walnut Point
29	Cross Creek service roads

Map 14 Comprehensive Plan for Williamsport, Maryland 2010

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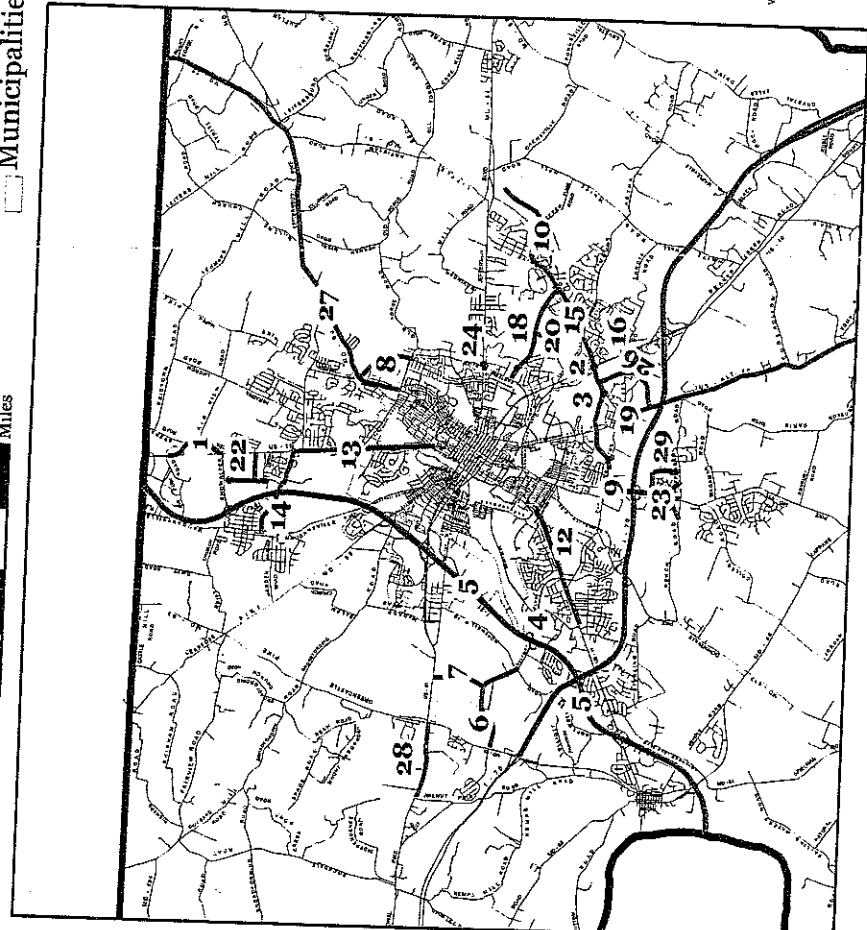
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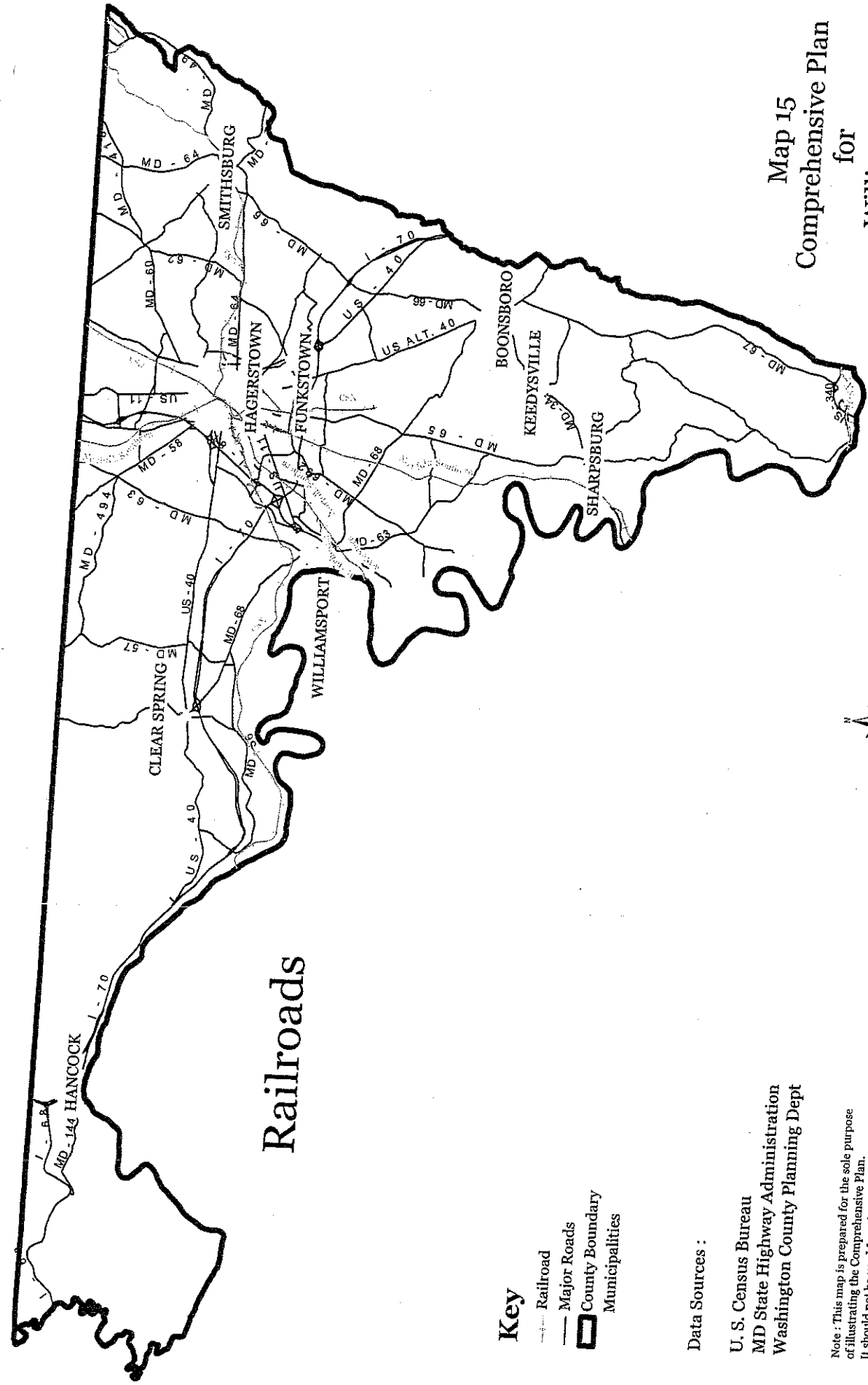
Data Sources:
U.S. Census Bureau
MD State Highway Administration
MD Office of Planning
Washington County Engineering Dept
HBP MFO
Washington County Planning Dept

Key
— Improvement
— Roads
□ Municipalities



Map 15 Comprehensive Plan for Williamsport, Maryland 2010

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Railroads

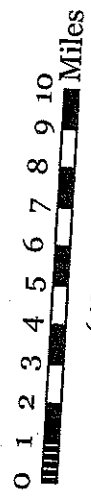
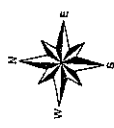
- Key**
- Railroad
 - Major Roads
 - ▭ County Boundary
 - ▭ Municipalities

Data Sources :

U. S. Census Bureau
MD State Highway Administration
Washington County Planning Dept

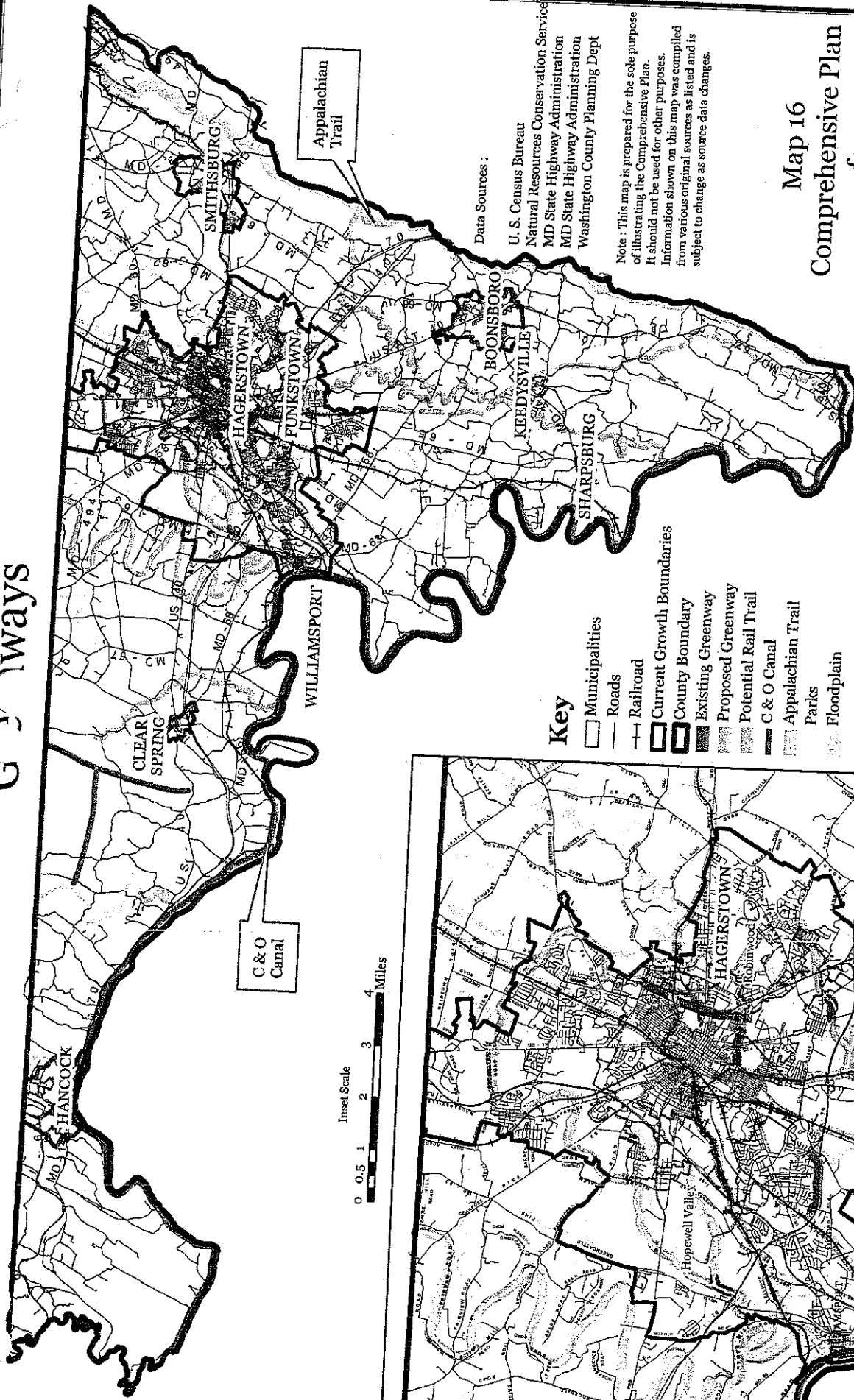
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Greenways



Key

- Municipalities
- Roads
- Railroad
- Current Growth Boundaries
- County Boundary
- Existing Greenway
- Proposed Greenway
- Potential Rail Trail
- C & O Canal
- Appalachian Trail
- Parks
- Floodplain

Data Sources:

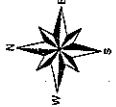
- U. S. Census Bureau
- Natural Resources Conservation Service
- MD State Highway Administration
- MD State Highway Administration
- Washington County Planning Dept

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Map 16 Comprehensive Plan for

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