



Frederick County Pedestrian & Bicycle Commission Annual Report

July 2024

Frederick County BPAC Members: Shayne Boucher (Chair), Darius Mark (Vice-Chair), Elisabeth Rood (Secretary), Adnan Mamoon, Alexander Dufour, Allen Daytner, Amanda Kirk, Barry Salisbury, Jerry Donald (County Council representative), Joe Kelley (Frederick County BPAC Coordinator)



Message from Chair

As the Chair of the Frederick County Bicycling and Pedestrian Advisory Commission (BPAC), a year-round bike commuter and a walker, I reflect on how far we have come since 2018 when Frederick County Bikeways and Trail Plan was approved by the County Council and an ad hoc Bicycle & Pedestrian Advisory Committee was formed.

We have seen the completion of Ballenger Creek Park Trail, installation of protected bike lanes on New Design Road, putting up Bike May Use Full Lane signs, construction of sidewalk missing links, design of Frederick and Pennsylvania Rail with Trail, and conducting high priority feasibility studies to fuel our efforts to win organizational, state and federal grants for building high priority trails.

Upcoming initiatives include updating and conversion of our Bikeway and Trails Plan into an Active Transportation Plan that is compliant with Livable Frederick Master Plan (LFMP), additional bicycle and pedestrian facility improvement projects, and incorporation of Complete Streets initiatives to address key multi-modal transportation needs throughout the County.

These activities will ensure that our residents will enjoy a vitally active transportation network while safely walking, strolling, running and biking in our communities with a high quality of life. This Annual Report outlines some of the BPAC initiatives and actions undertaken to achieve this goal.

On behalf of all BPAC members, we are serving on the commission because we believe that Frederick County has a unique opportunity and obligation to build a first-class active transportation network that is accessible to all.

Shayne Boucher

Chair, Frederick County Bicycle and Pedestrian Advisory Commission



BPAC Recommendations

These recommendations are not listed in any prioritized order

RECOMMENDATION #1

Increase the CIP Bikeways & Trails Budget to align with comparable county trail funding budgets; current county trail funding budget is considerably smaller than comparable county trail funding budgets.

RECOMMENDATION #2

Request DPW to prioritize and accelerate the Sidewalk Missing Link Program at past or higher funding levels for the remaining 200,000+ linear feet of missing links in Community Growth Areas.

RECOMMENDATION #3

Assign DPP and DPW representatives with expert knowledge of pedestrian and bicycle issues to attend BPAC meetings.

RECOMMENDATION #4

Increase DPW support and accelerate installation of BMUFL signs based on bicycle use of roads, not motor vehicles.

RECOMMENDATION #5

Develop a bicycle and pedestrian education program that includes FCPS bike safety curriculum and training of gym teachers as well as social media and other communication channels to reach the public.

RECOMMENDATION #6

Apply to become a Bicycle Friendly Community and prioritize creation of an equitable active transportation plan that connects parks, schools, libraries and municipalities.

RECOMMENDATION #7

Support state legislation that allows bicycles on sidewalks and allows municipalities to reduce speed limits to 15 mph in residential and commercial neighborhoods to increase pedestrian and bicyclist safety.

RECOMMENDATION #8

Create incentives and mechanisms for land-owners to donate properties and right-of-ways for design, development and construction of active transportation network connectors and recreational trails.

RECOMMENDATION #9

Create a Division of Transportation to streamline active transportation approval process and oversee equitable multi-modal transportation initiatives (see [Transition Team Sustainability, Infrastructure & Transportation Recommendation H](#)).



Frederick County Bicycle & Pedestrian Advisory Commission

Purpose

In accordance with Frederick County Code, Section 1-2-1006, the Bicycle and Pedestrian Advisory Commission (BPAC) shall act as an advisory body that advises County officials and staff on the sound development, management, and safe use of the County's pedestrian and bicycle systems as they relate to infrastructure, accessibility, and promoting the benefits of these systems.

Among its responsibilities and duties, the Commission shall:

- Review the annual Capital Improvement Program and provide to the County Executive and County Council recommendations regarding funding for projects relating to bicycling and pedestrian transportation
- Assist the County with the implementation of the Bikeways and Trails Plan
- Periodically, or at the request of the County Executive or County Council, provide advice on the development of regulations or policies that benefit cyclists and pedestrians
- Engage in community outreach and education on cycling and pedestrian initiatives and events.
- On or before July 1 of each year, the Commission shall submit an annual report to the County Executive and County Council. The report shall include recommendations on the above.



Frederick County Bicycle & Pedestrian Advisory Commission

Membership

Subject to the confirmation of the County Council, the County Executive must appoint nine (9) individuals to serve on the Commission for a three-year term unless otherwise noted. Of the initial 9 members, 3 shall be appointed for a term that expires in 1 year, 3 shall be appointed for a term that expires in 2 years, and 3 shall be appointed for a term that expires in 3 years.

- Members may be reappointed but may not serve more than 2 full consecutive 3-year terms.
- Members of the Commission shall continue to serve until their replacement is confirmed by the County Council.
- A member of the County Council shall serve as an ex-officio, non-voting member with no term assigned.
- A County staff member shall be designated by the County Executive to assist and support the Commission.
- At its first meeting, and biennially thereafter, the Commission must elect a chair and vice-chair from among its members to serve 2-year terms.
- The Commission shall meet with the frequency it determines necessary to perform its functions but there shall be no less than four meetings annually.
- A majority of the then-serving Commission members shall constitute a quorum for the transaction of regular business.



Frederick County BPAC Meetings in 2024

Frederick County BPAC typically meets on the first Thursday of the month, at 6:00 PM. Additional meetings are added if needed and members of the community are encouraged to attend. Joint meeting with City of Frederick BPAC is held once per year.

Frederick County BPAC met four times on the following dates:

- January 11, 2024 (virtual)
- February 01, 2024 (virtual)
- March 7, 2024 (virtual)
- May 2, 2024 (hybrid)

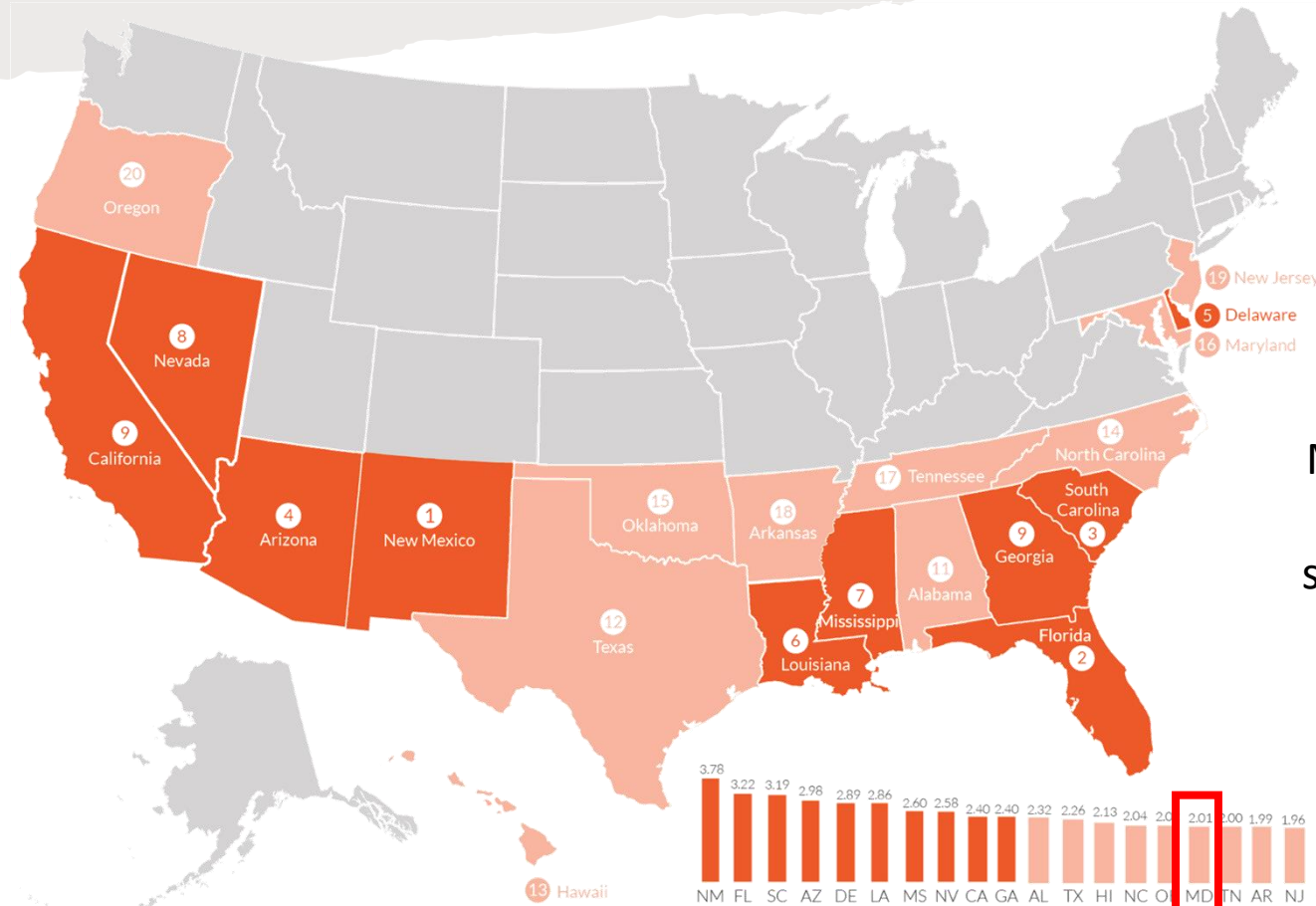


State & County Bicycling & Walking Trends

Maryland Bicycling & Walking Trends

THE TOP 20

Most dangerous states for pedestrians (2016-2020)



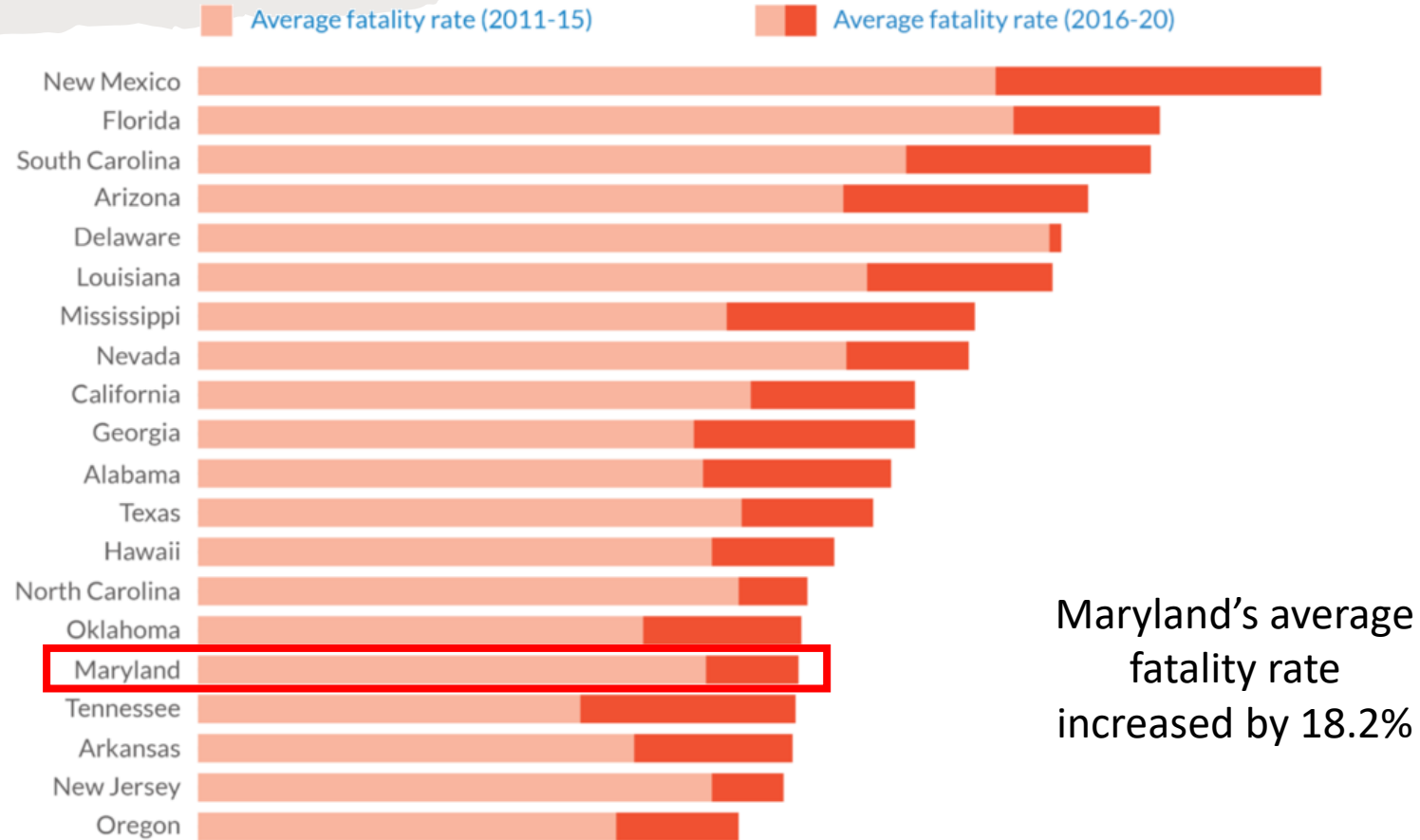
Maryland is the 16th most dangerous state for pedestrians

Source: [Dangerous by Design 2022 - Smart Growth America](#)



Maryland Bicycling & Walking Trends

No states in the top 20 are improving
All have gotten significantly more deadly



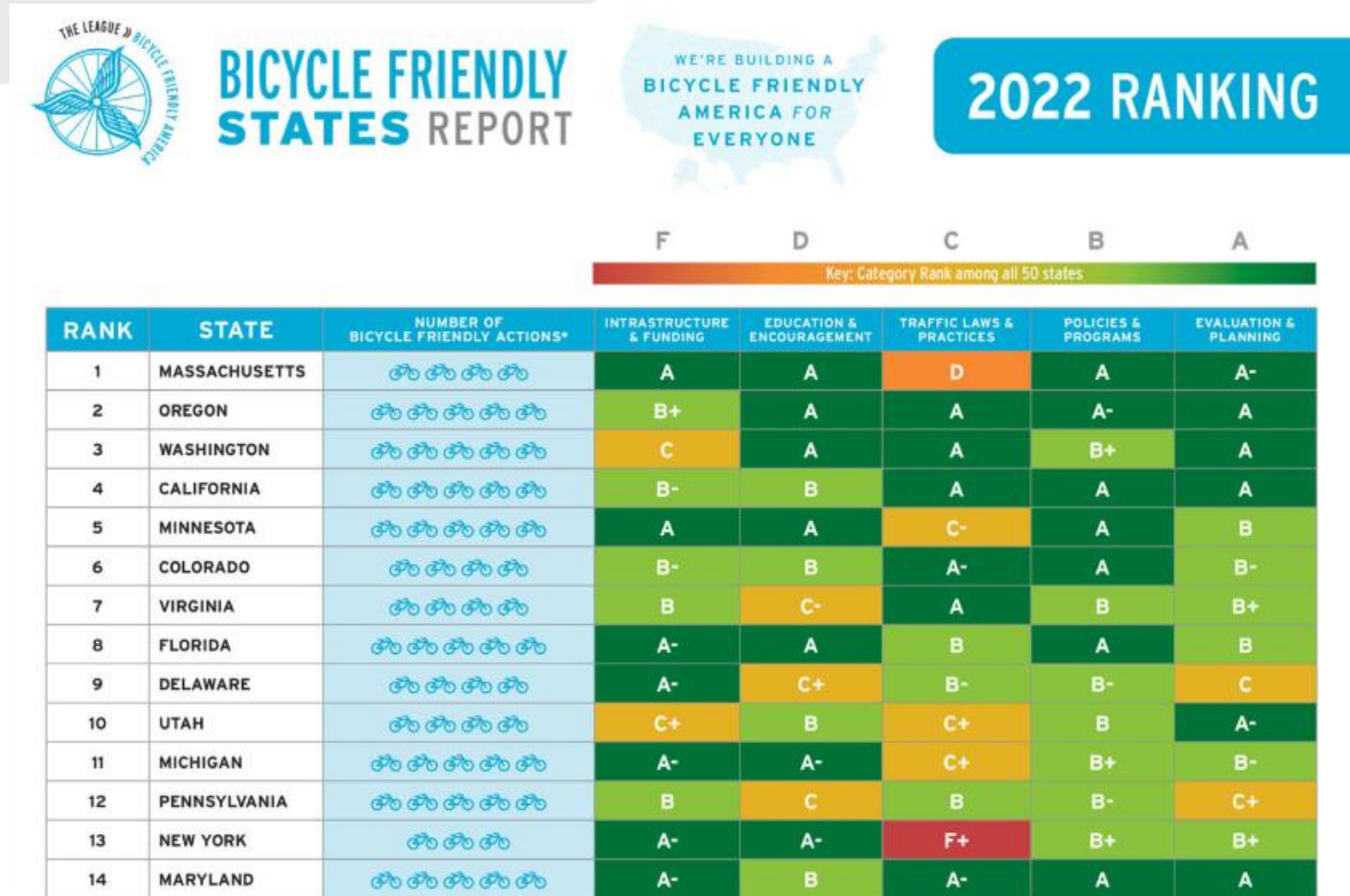
Maryland's average
fatality rate
increased by 18.2%



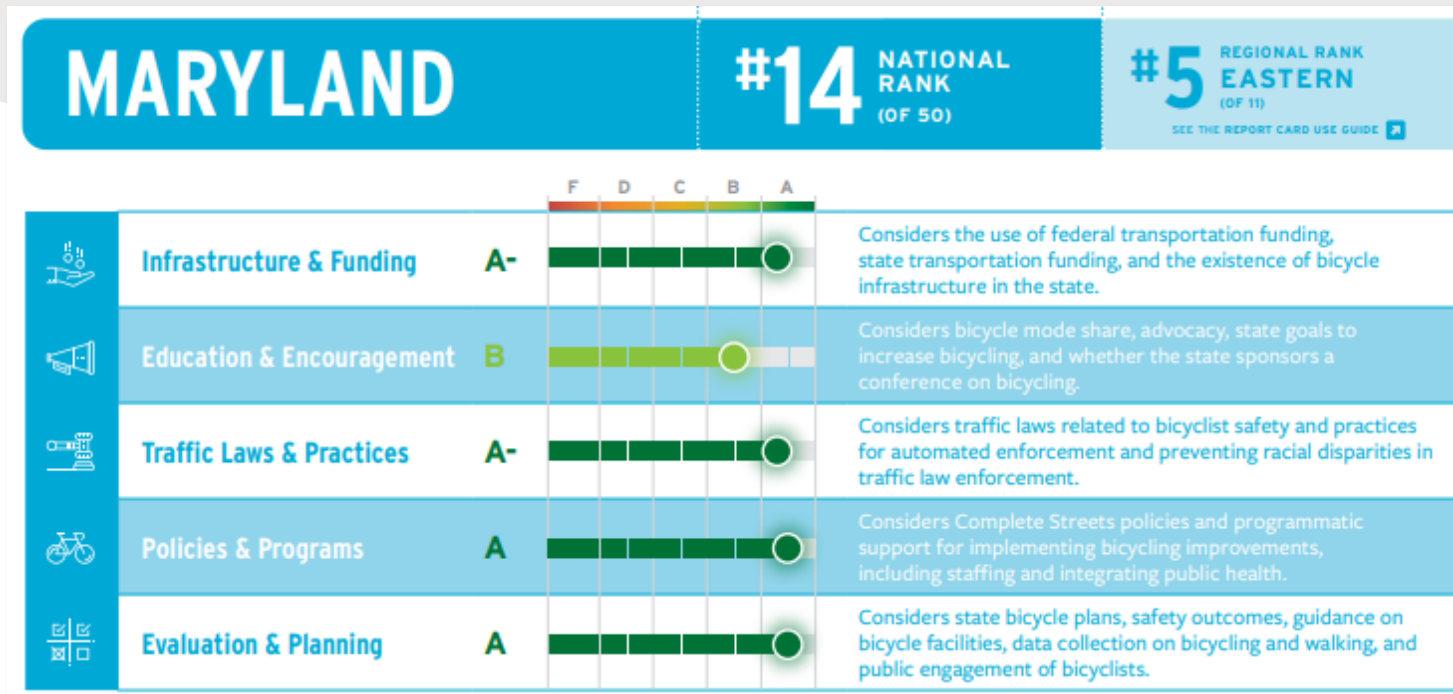
Maryland Bicycle Friendly State Report

The [League of American Bicyclists](#) (founded in 1880) publishes a [Bicycle Friendly State](#) ranking for all 50 states based on four public data sources and a survey that is answered by each state's Department of Transportation and/or a statewide bicycle advocacy organization. These grades can help states, citizens, and advocates understand the relative strengths and weaknesses of their state relative to other states.

Maryland's ranking has dropped over the years going from #7 in 2015 to #14 in 2022. See next slide for more details.



Maryland Bicycle Friendly State Report (cont)



Bicycle Friendly Actions	Progress?
Complete Streets Law / Policy	Yes
Safe Passing Law (3ft+)	Yes
Statewide bike plan last 10 years	Yes
2% or more federal funds on bike/ped	Yes-New/Updated
Bicycle Safety Emphasis Area	Yes

Federal Data on Biking		Rank
Ridership	0.35% of commuters biking to work	27/50
Safety	9.3 fatalities per 10K bike commuters	26/50
Spending	\$2.36 per capita FHWA spending on biking and walking	34/50

Maryland should do the following actions to improve the safety, comfort, and accessibility of bicycling in Maryland.

- Increase Context Driven safety efforts, statewide bicycle level of traffic stress analysis, and Smart Growth planning.
- Set a goal for increasing the number of people biking to support Maryland's safety and planning efforts.
- Increase in the percentage of federal funds spent on biking and walking initiatives.
- Maryland need to be a leader in Safe System approach messaging.
- Repeal the state's mandatory bike lane law.



Frederick County Bicycle Friendly Community



City of Frederick and Frederick County can do the following to become a Silver Bicycle Friendly Community (BFC):

- Expand the bike network and increase connectivity through the use of different types of bicycle facilities appropriate for the speed and volume of motor vehicle traffic on each road.
- Work with local bicycle groups and interested parents to expand and improve the Safe Routes to School program to all schools. In particular, middle and high school education efforts could be improved.
- Develop a design manual that meets current NACTO standards or adopt the NACTO Urban Bikeway Design Guide. This will make it easier for city and county staff to propose and implement bicycle facility designs that have been shown to improve conditions for people who bike in other cities throughout the United States
- Frederick County should submit a BFC application and use its scorecard to identify gaps, prioritize active transportation facilities, and implement policies to increase number of BFCs.

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Silver	Frederick
High Speed Roads with Bike Facilities	35%	9%
Total Bicycle Network Mileage to Total Road Network Mileage	48%	23%
Bicycle Education in Schools	GOOD	NEEDS IMPROVEMENT
Share of Transportation Budget Spent on Bicycling	11%	6%
Bike Month and Bike to Work Events	GOOD	EXCELLENT
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS EVERY TWO MONTHS	MEETS AT LEAST MONTHLY
Bicycle-Friendly Laws & Ordinances	GOOD	VERY GOOD
Bike Plan is Current and is Being Implemented	YES	UNDER DEVELOPMENT
Bike Program Staff to Population	1 PER 78K	1 PER 102K

CATEGORY SCORES

ENGINEERING <i>Bicycle network and connectivity</i>	4 / 10
EDUCATION <i>Motorist awareness and bicycling skills</i>	3 / 10
ENCOURAGEMENT <i>Mainstreaming bicycling culture</i>	5 / 10
ENFORCEMENT <i>Promoting safety and protecting bicyclists' rights</i>	5 / 10
EVALUATION & PLANNING <i>Setting targets and having a plan</i>	4 / 10

KEY OUTCOMES

	Average Silver	Frederick
RIDERSHIP <i>Percentage of Commuters who bike</i>	2.7%	0.8%
SAFETY MEASURES CRASHES <i>Crashes per 10k bicycle commuters</i>	537	105
SAFETY MEASURES FATALITIES <i>Fatalities per 10k bicycle commuters</i>	6.3	0



Frederick County Bicycle Friendly Businesses



THE BICYCLE FRIENDLY BUSINESS PROGRAM is based on our belief that bikes are good for businesses, employees, and the community. BFBs are recognized for their efforts through an award system based on five essential elements to being bicycle friendly: Engineering, Education, Encouragement, Evaluation & Planning, and Equity, Accessibility & Inclusion

State Farm Agent - Darius Mark	MD	Silver	5	Frederick	Professional Services
Yakabod Federal Solutions, Inc.	MD	Bronze	31	Frederick	Technology & Information
CAS Engineering	MD	Bronze	16	Frederick	Architecture/Planning/Design
The Trail House	MD	Bronze	6	Frederick	Hospitality/Food/Retail
Thermo Fisher Scientific MD		Gold	500	Frederick	Manufacturing/Research

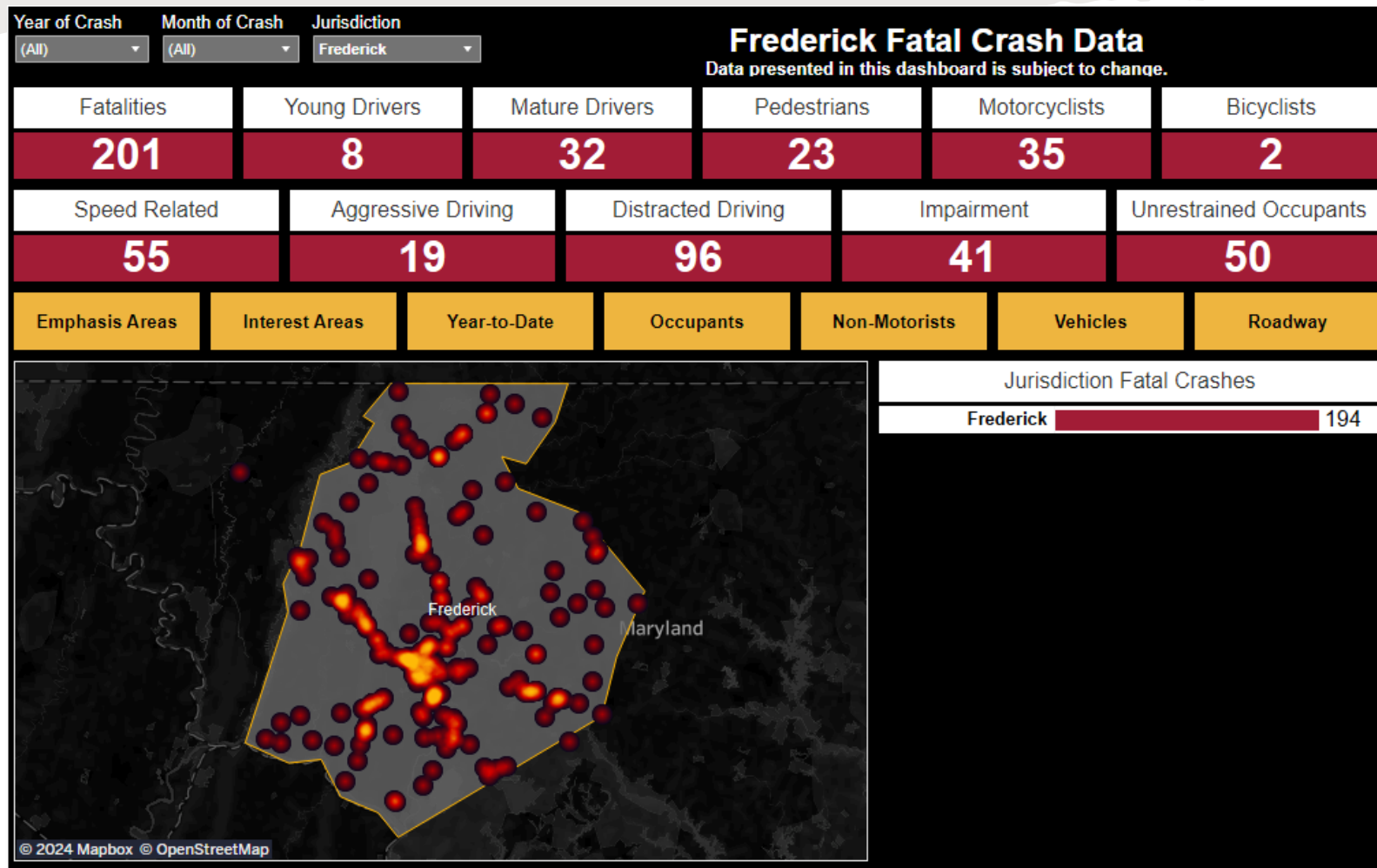
Frederick County has five Bicycle Friendly Businesses. To become a more bicycle friendly community, it can do the following recommendations to increase the number of bicycle friendly businesses in Frederick County:

- Host Bicycle Friendly Business workshops.
- Cover application fees for businesses that wish to become more bicycle friendly.
- Conduct AARP walk and bike audits to engage the residents, and identify and act on opportunities to become a more active transportation friendly businesses and communities.



Frederick County Roadway Fatalities (2016-2024)

[ZERO DEATHS MARYLAND CRASH DATA DASHBOARD](#)



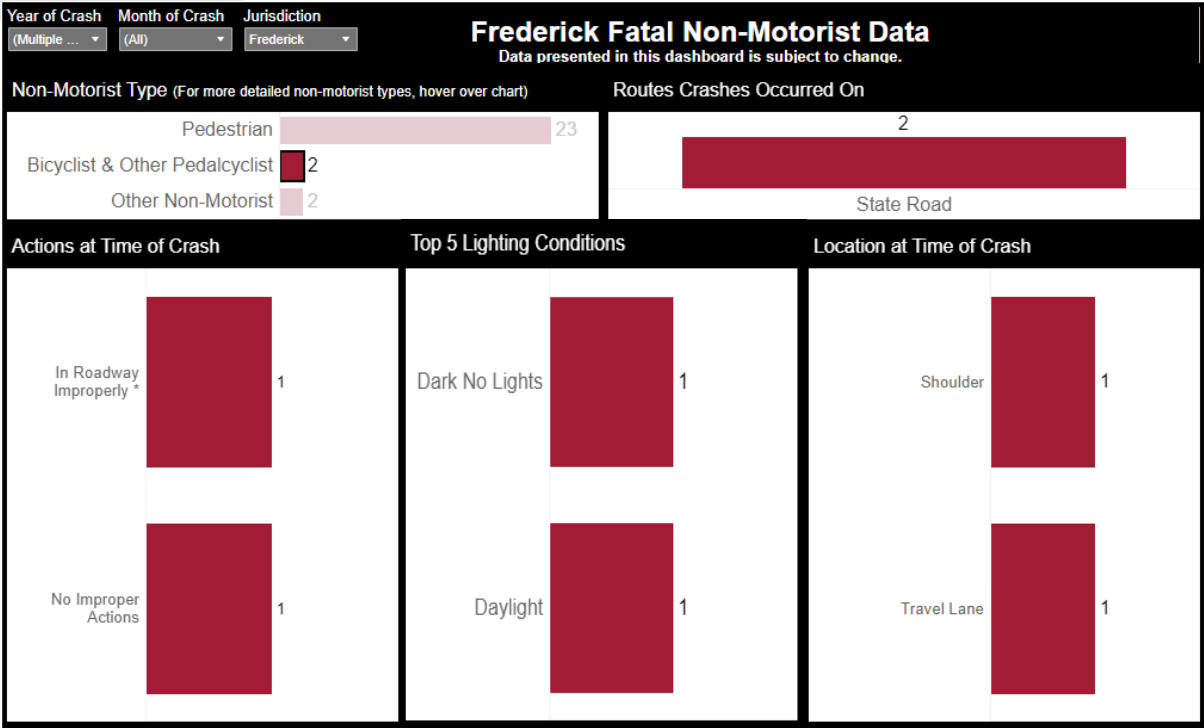
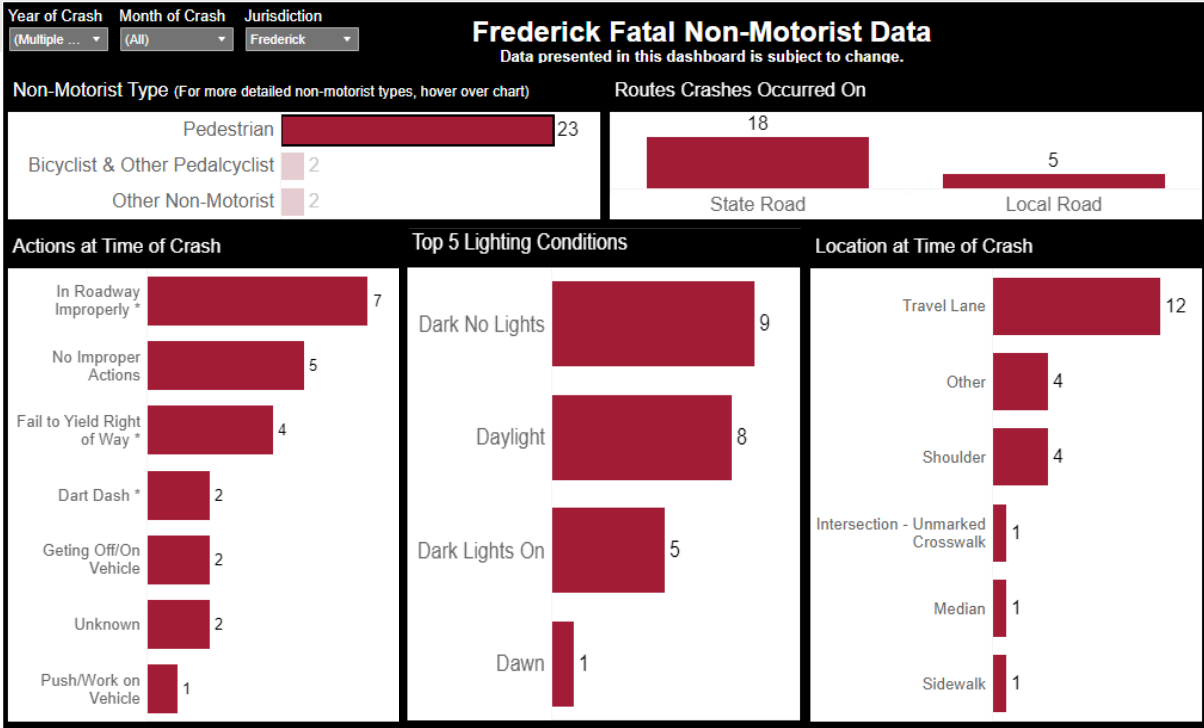
Maryland takes a data-driven approach to reach our goal of zero roadway fatalities and serious injuries.

Source: Motor vehicle crash fatality data is compiled from police crash reports submitted to the Maryland Department of State Police (MDSP) through the Automated Crash Reporting System (ACRS) and is subject to change.

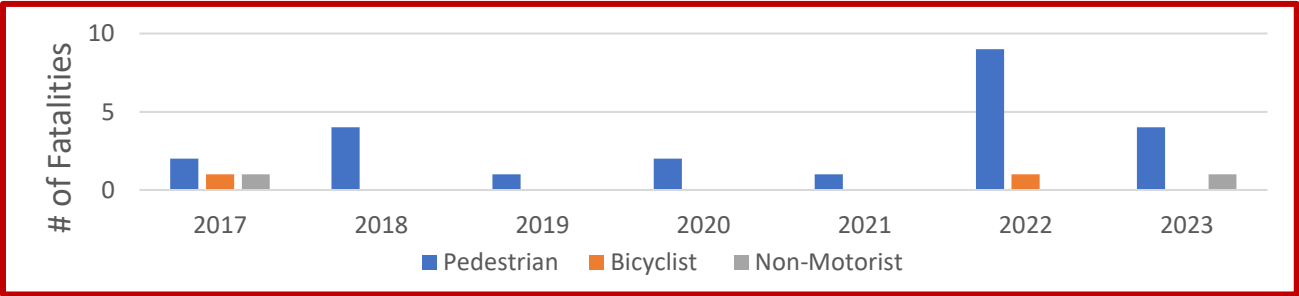
Map: Crash locations reflect the approximate locations of the incident based on longitudinal and latitudinal information provided by the officer in the MDPS ACRS.



Frederick County Vulnerable Road User (VRU) Fatalities (2017-2023)



Fatalities have gone up for pedestrians while remaining flat for bicyclists. While VRU fatalities are low in Frederick County, continued implementation of Complete Streets policies, off-road greenways, and paths will help to further improve VRU safety.





State & County Active Transportation Update



State of Maryland Multi-Modal and Active Transportation Programs



2050 MARYLAND BICYCLE
& PEDESTRIAN PLAN



MARYLAND STRATEGIC
HIGHWAY SAFETY PLAN (SHSP)



MARYLAND BICYCLE & PEDESTRIAN
ADVISORY COMMITTEE



KIM LAMPHIER BIKEWAYS
NETWORK PROGRAM



TRANSPORTATION
ALTERNATIVE PROGRAM (TAP)



RECREATIONAL TRAILS
PROGRAM (RTP)



SHA PEDESTRIAN
SAFETY ACTION PLAN



MODEL COMPLETE
STREETS INITIATIVE

Click on icon to see plan or program



Frederick County Multi-Modal and Active Transportation Programs



LIVABLE FREDERICK
MASTER PLAN



TRANSIT
DEVELOPMENT PLAN



RUSTIC ROADS
PROGRAM



LAND PRESERVATION, PARKS
& RECREATION PLAN



BIKEWAYS & TRAILS
PLAN

Click on icon to see plan or program



Frederick County Bikeways & Trails Plan, 2018

Adoption of the 2010 Frederick County Comprehensive Plan includes an action item to update the 1999 Plan. Thus, the purpose of the 2018 Bikeways and Trails Plan update is to achieve the following:

- Incorporate related goals, policies, and action items from the 2010 County Comprehensive Plan that is consistent with the draft Livable Frederick Plan.
- Assess the off-street trail corridors identified in the 1999 Plan to refine their scope and add new or remove obsolete corridors from the Plan.
- Include a pedestrian component and implement planning & design tools for pedestrian and bicycle/trail facilities in a comprehensive approach.
- Address the coordination of planned county path and bicycle facilities with both regional and municipal facilities that either exist or are planned.

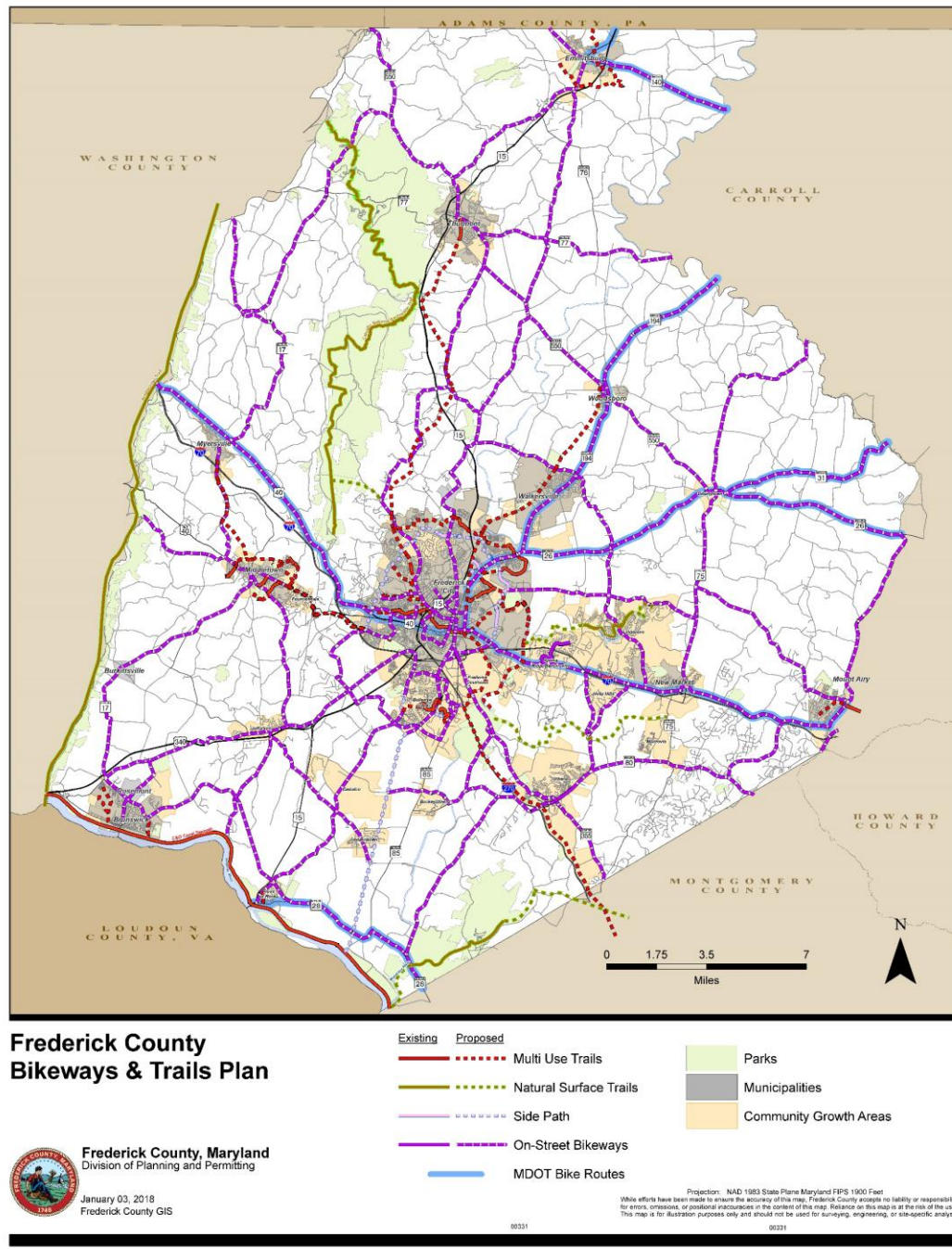
[Frederick County Bikeways & Trails Plan – 2018](#)

[Frederick County Bikeways & Trails Map – 2018](#)

[Frederick County Parklands Bikeway & Trail Design Standards & Planning Guidelines – 2003](#)

[Frederick County Bicycle Parking Design Guidelines – 2010](#)

Frederick County received a \$1.05M Safe Streets & Roads for All (SSRA) program grant to refresh the 2018 Bikeways & Trails Plan; the update process will start in Nov 2024.



Fiscal 2024 Adopted Capital Improvement Program Budgets FY2024-2029



Jessica Fitzwater, County Executive



Brunswick Elementary School



Middletown Branch Library



Coming Soon New Bikeways & Trails

Moving Frederick County Forward



Capital Project Summary

Capital Project Number: PR3001
Capital Project Title: Bikeways/Trails Program
Asset Category: Parks & Recreation
Asset Type: Parks & Recreation
Capital Project Status: Active

Activity #: C7200.7200.01
Region: Countywide
Est Completion Date: 12/1/2030
Year Identified: 2010

Capital Project Description:

The Frederick County Bikeways and Trail Plan updated in 2018 identified sites and areas to develop potential trail corridors in the County. In this CIP request, the County will be scheduling design and construction funding years from FY2024 to FY2029. Currently three designs are in process with Middletown/Myersville, Emmitsburg/Thrumont and Urbana/Frederick. In FY2024, additional funding has been added for design for the potential Middletown/Myersville Trail. Also, included in FY24 is additional funding for design of various phases of the F&P trail, New Design Sidepath and the H&F Trolley trail. Funding may be needed and used for potential trail acquisition, easements, and construction as needed. County Staff will also look at utilizing 80/20 matching grants from the Federal Transportation Alternatives Program (TAP) and Maryland Bikeways Grant Program for eligible trail projects.

Cash Requirement Schedule:

Categories	Project Total	Prior Budget	2024	2025	2026	2027	2028	2029	Costs After
Studies / Surveys	600,000	600,000							
Architect/Engineering	3,748,648	567,474	1,365,325	118,243	600,000	774,901	322,705		
Construction	22,582,582	4,615,804	3,177,786	1,767,896	1,234,779	2,399,141	2,836,395	2,744,017	3,806,764
Inspectors - County	1,064,335	270,767	99,196	99,196	99,196	99,196	99,196	99,196	198,392
Project Management	368,628	66,612	37,752	37,752	37,752	37,752	37,752	37,752	75,504
Total Cost:	28,364,193	6,120,657	4,680,059	2,023,087	1,971,727	3,310,990	3,296,048	2,880,965	4,080,660

Funding Schedule:

Categories	Project Total	Prior Budget	2024	2025	2026	2027	2028	2029	Costs After
Federal Grants - Capital	16,513,472	3,215,477	2,224,450	1,293,340	1,176,230	2,239,319	2,211,369	1,872,627	2,280,660
Trans from General Fund	1,133,308	1,133,308							
Trans from Parks Acquisition	10,683,599	1,738,058	2,455,609	729,747	795,497	1,071,671	1,084,679	1,008,338	1,800,000
General Obligation Bonds	33,814	33,814							
Total Cost:	28,364,193	6,120,657	4,680,059	2,023,087	1,971,727	3,310,990	3,296,048	2,880,965	4,080,660

Frederick County has committed over \$6M in feasibility, design, construction, project management and grant money spending to build trails, sidewalks and multi-use paths in the next 3-5 years.





Livable Frederick Master Plan Update



Infrastructure Design



Our Community



Infrastructure Capacity

1.1.1 Settlement Patterns Create a system of land use, transportation and public infrastructure that prioritizes access through diversified mobility and integrated land use planning.				1.2.1 Supply Reduce the congestion and overcrowding of transportation and infrastructure through a diversified approach of short-term and long-term strategies to improve capacity.	
1.1.1.1 Diversified Mobility Support, initiate, and plan for changes to the physical form of our transportation and public infrastructure systems that enable a balanced mixture of transportation choices that emphasize walking, biking, and public transit.		1.1.2.5 Collaboration and Coordination Foster cooperation, participation, and coordination within and between government agencies including municipalities, citizens, and other interested organizations when developing plans.		1.2.1.1 Needs Identification Employ ongoing capacity needs identification and prioritization processes for transportation and public infrastructure.	1.2.1.3 Capacity Expansion Improve and expand capacity in our transportation and public infrastructure systems where needed and where strategically targeted. This may include roads, transit, charging stations, rail, bikeways, schools, and other supporting infrastructure.
1.1.1.1.6 Re-concept-ualize the Bikeways and Trails Plan as a non-motorized transport-ation plan , with specific emphasis on the inclusion of planning for pedestrians and walkability throughout the transportation system. → UPDATE STARTS NOV 2024	1.1.1.1.7 Employ the 'road diet' strategy to create systemic transportation improvements through lane reductions or road re-channelization to address how on-street bicycle and pedestrian improvements can be retro-fitted to existing roads, while thoughtfully integrating practical design elements to maintain a viable local transit system. → NOT INITIATED	1.1.1.1.9 Provide opportunities for bicycle and pedestrian safety education and enforcement. → IN PROGRESS	✓ 1.1.2.5.1 Establish a bicycle and pedestrian advisory group in the county and coordinate with private organizations. → COMPLETED	✓ 1.2.1.1.4 Systematically prioritize bicycle and pedestrian network implementation as identified in the Bikeways and Trails Master Plan (or future non-motorized transportation plan), based on providing safe and functional transportation connections between complementary uses such as: housing, workplaces, parks, shopping, schools and transit centers → ONGOING	✓ 1.2.1.3.7 Ensure commercial and residential development constructs shared-use paths and on-street bikeways designated in county non-motorized transportation plans that pass through or are adjacent to their proposed development site. → PART OF COUNTY'S COMPLETE STREET POLICIES & PLANNING DEPT REVIEW PROCESS

Frederick County has established a Bicycle and Pedestrian Commission, identified and prioritized bicycle and pedestrian networks, promoted two PSA safety videos, and worked with developers to implement transportation connections between transit points. Other actions in progress or not yet initiated.





Livable Frederick Master Plan Update



Our
Economy



Innovation and Opportunity

3.3.2 Opportunity

Identify and pursue opportunities to efficiently grow economic sectors in the county that blend the advantages provided by local assets with the possibilities offered by regional and global economic trends

3.3.2.2 Recreation

Maintain and expand the county's recreational areas, parks, bike and walking trails, and other recreational infrastructure that contributes toward improving county residents' physical and mental health and promotes economic opportunities associated with recreational activity.

3.3.2.2.7 **Support the development of public art along county walking trails and *bike* paths to enhance the experiences of visitors and residents in our natural areas.**

→ NOT INITIATED

Frederick County should partner with local arts organizations
Frederick Art Council to conceptualize and install public artwork on
trails that are in design and development stage.



Bicycling & Pedestrian Activities in Frederick County

- [Frederick History Bicycle Loop](#)
- [Heritage Bicycle Tours Frederick County](#)
- [Gran Fondo Maryland & Nat. Championship](#)
- [National Clustered Spires High Wheel Race](#)
- [Civil War Century](#)
- [Tour de Frederick](#)
- [Frederick Mountain Bike Watershed](#)
- [River's Edge Trails, Brunswick](#)
- [Emmitsburg Multi-User Trail](#)
- [Windy Ridge Trail, Mount Airy](#)
- [Ballenger Creek Linear Trail](#)
- [Frederick Running Festival](#)
- [Catoctin 25K/50K Trail Run](#)
- [Heritage Frederick Walking tours](#)
- [Walk MS: Frederick](#)
- [Appalachian Trail](#)
- [Chesapeake & Ohio Canal National Historical Park](#)
- [Gambrill State Park](#)

Click on link to see website or document. This is not an exhaustive list of all bikeway and trail amenities in Frederick County.





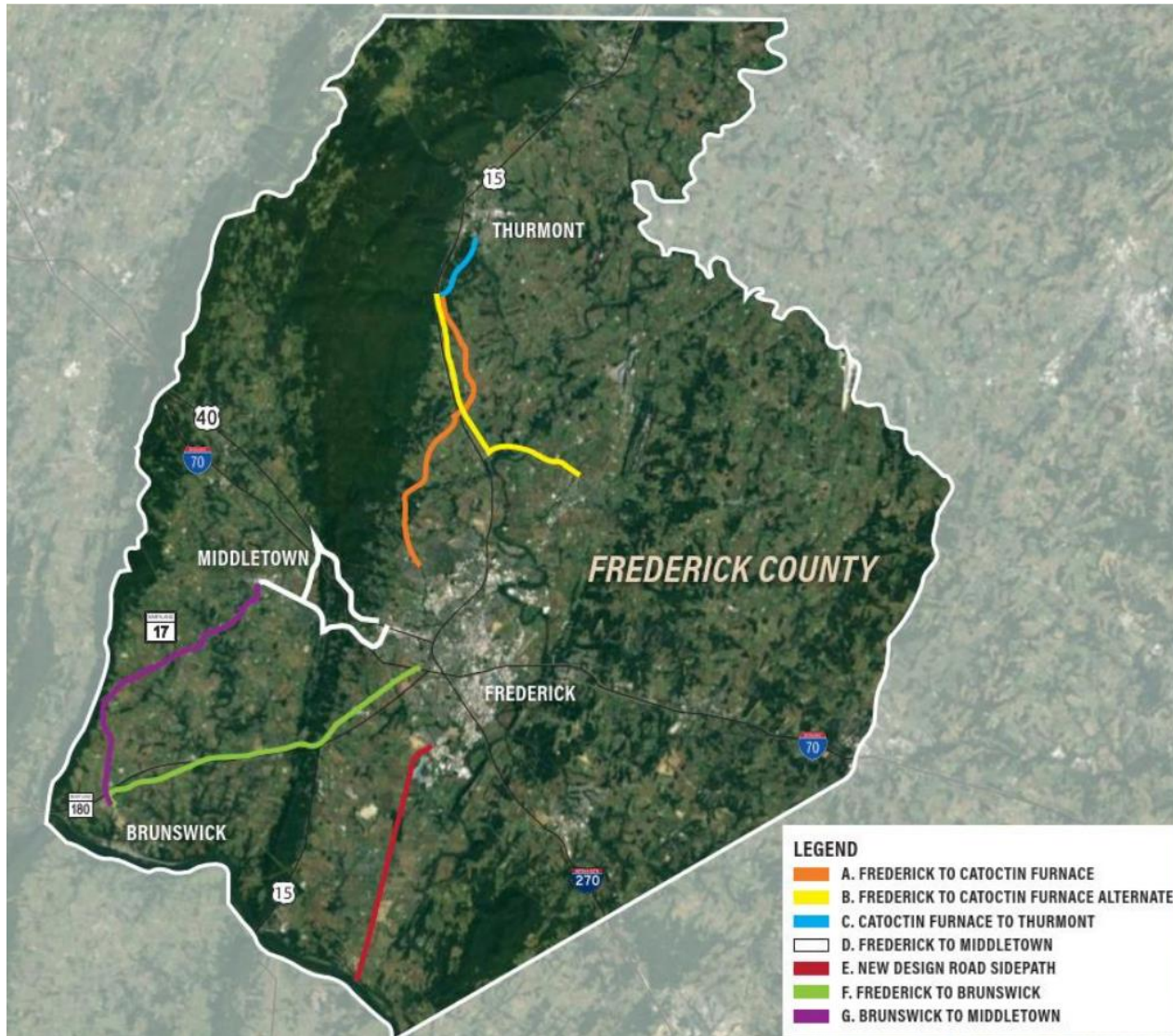
Active Transportation Projects Update

Active Transportation Projects

Description	Status	Project Period
Main Street Connector Trail/Bikeway	Feasibility	Report – 2019
Ballenger Creek Linear Trail	Completed	1998-2021
H&F Trail (Thurmont to Catoctin Furnace)	0.75 mile completed by Thurmont	2006-?
Frederick & Pennsylvania Railroad Trail	65% Design, Phase 1	2020-2027
New Design Road Sidepath	30% Design, Phase 1	2020-2030
Myersville to Middletown Trail	Feasibility	Report – Dec 2023
Frederick to Urbana Ped/Bike Facility	Feasibility	Report – Mar 2024
Emmitsburg to MSM/Thurmont Ped/Bike Facility	Feasibility	Report – Jun 2024
Thurmont to Woodsboro Ped/Bike Facility	Feasibility	Report – Jun 2024
Frederick to N Market to Mt Airy Ped/Bike Facility	Feasibility	Report – Aug 2024
Sidewalk Missing Links Program	Ongoing	2020-2040
Bike Lane Retrofit Program	Ongoing	Open-ended
Bicycle May Use Full Lane (BMUFL) Sign Program	Ongoing	Open-ended



Main Street Connector Trail/Bikeway



This report summarizes the pre-project planning-level analysis for the proposed trails and bikeways connecting the County “Main Street” communities of Brunswick, Frederick, Middletown, and Thurmont. These trails and bikeways will strive to be comfortable to casual bike riders of a range of ages. A focus of the system will be to attract economic development and increased tourism spending in all the Main Street communities.

This study assesses the alternatives based on a set of evaluation criteria that includes Transportation, System Connectivity, Quality of Life Benefits, User Comfort, Agency & Public Support, Cost, and Ease of Implementation. This memorandum summarizes the study findings in an evaluation matrix that ranks the alternatives. Concept sketches of the alternatives are included in this memorandum to supplement the study findings.



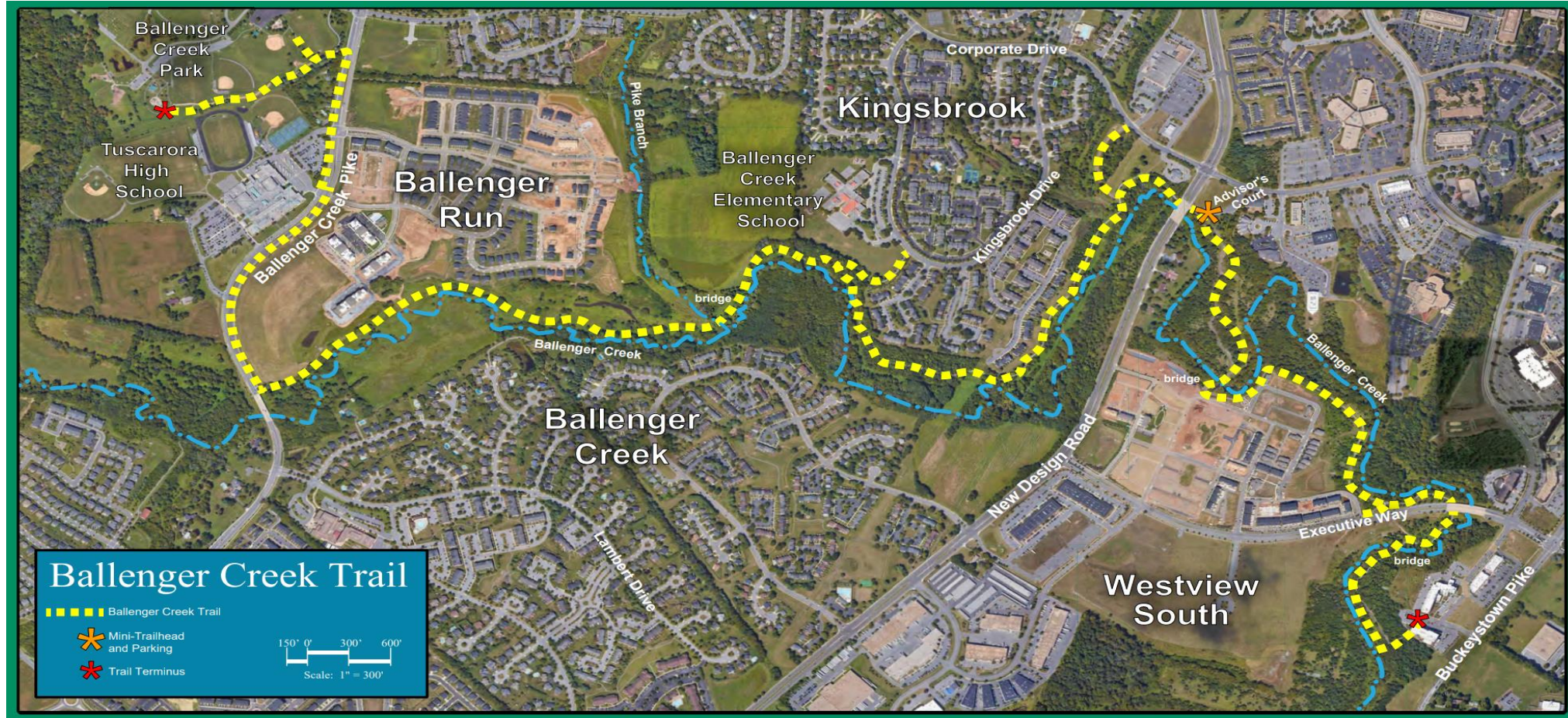
Main Street Connector Trail/Bikeways (continued)

General	Alignment Name	Segment A - H&F Trail: Frederick to Catocin Furnace	Segment B - H&F Trail: Frederick to Catocin Furnace Alternate	Segment C - H&F Trail: Catocin Furnace to Thurmont	Segment D - H&F Trail: Frederick to Middletown	Segment D ₁ : Frederick to Middletown Alternate	Segment E - New Design Road Sidepath: Frederick to Brunswick Connection	Segment F - MD 180/17 Bikeway: Frederick to Brunswick	Segment G - MD 17 Bikeway: Brunswick to Middletown
	Beginning Point	Catocin Furnace	Catocin Furnace	Wastewater Treatment Plant	Church Street	Church Street	English Muffin Way	Butterfly Lane	Valley Trail
	Ending Point	Ex. Trail Near Warfield	Proposed F&P RR Trail	Catocin Furnace	Rock Creek Trail	Rock Creek Trail	C&O Canal Towpath	Valley Trail	Rt 40A Main Street
	Length (miles)	10.4	8.8	2.3	5.3	8.0	8.3	12.4	12.0
Project Prioritization Criteria	Transportation - Max Score 15								
	Access to Schools (0-3)	3	1	1	2	2	0	2	1
	Access to Retail (0-3)	1	1	0	2	2	2	2	2
	Access to Parks (0-3)	2	2	2	1	1	2	2	2
	Access to Transit (0-3)	0	0	0	1	1	1	2	2
	Connects Neighborhoods (0-3)	3	2	3	3	3	2	3	2
	System Connectivity - Max Score 20								
	Provides an essential link: 15-20 points	20	18	20	18	18	20	18	17
	Important as a 'stand alone project: 5-15 points								
	A long-term element: 0-5 points								
	Quality of Life Benefits - Max Score 20								
	Increase Tourism (0-4)	3	3	3	2	2	3	2	2
	Environmental/ Energy Benefits (0-4)	0	0	0	0	0	0	0	0
	Attract/ Retain Business (0-4)	1	1	2	3	3	2	1	1
	Increase Public Health/ Fitness (0-4)	4	4	4	4	4	4	2	2
	Improve Traffic Safety (0-4)	3	3	2	2	1	4	2	2
	Multi-User Comfort Level - Max Score 15								
	All Users (11-15)								
	High Comfort (8-10)	11	9	12	4	6	11	3	3
	Medium Comfort (4-7)								
	Low Comfort (0-3)								
	Agency & Public Support - Max Score 10								
	Full Support: 7-10 points	6	7	8	6	6	9	3	5
	Potential to Receive Support: 3-6 points								
	May Be Able to Receive Support: 0-2 points								
	Cost - Max Score 10								
	Less than \$200k / mile: 8-10 points	2	5	3	2	7	6	3	3
	\$200k - \$500k / miles: 3-7 points								
	Greater than \$500k: 0-2 points								
	Ease of Implementation - Max Score 10								
	Significant Constraints: 0-2 points	0	5	3	1	5	6	3	5
	Requires Further Study: 3-7 points								
	Feasible and Ready: 8-10 points								
	Prioritization Point Total - Max Score 100	59	61	63	51	61	72	48	49
Other Impacts	100 Year Floodplain Impacts	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
	Water Crossing Structural Impacts (Approx. Number)	12	12	2	4	4	4	12	13
	Drainage Impacts	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
	Right of Way Impacts (Approx. Number of Parcels)	45-55	20-30	27-30	>50	>50	20-28	>40	>40
	Potential Utility Pole Impacts	<10	<10	>10	<10	<10	>10	>10	>10
	Steep Grades Along the Alignment	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes
	Other Conflicts	Rerouting trail around school properties, impacting active farmland, crossing of US 15	Steep slopes adjacent to edge of roadway, impacts to Leatherman Rd and Whates Ln	Impacting active farmlands	Crossing I-70		Railroad Crossing, Full Property Take, Stormwater pond impacts		

Summary & Conclusions: The evaluation matrix summarizes the findings of the analysis. With relative scores noted and weights applied, the total scores result in Segment E - New Design Road Sidepath being scored the highest, with Segment F - H&F Trail: Frederick to Brunswick scoring the lowest; the exact ranking is below: 1) Segment E - New Design Road Sidepath: Frederick to Brunswick Connection; 2) Segment C - H&F Trail: Catocin Furnace to Thurmont; 3) Segment D₁ - H&F Trail: Frederick to Middletown Alternate; 4) Segment B - H&F Trail: Frederick to Catocin Furnace Alternate; 5) Segment A - H&F Trail: Frederick to Catocin Furnace; 6) Segment D - H&F Trail: Frederick to Middletown; 7) Segment G - MD 17 Bikeway Brunswick to Middletown; 8) Segment F - MD 180/17 Bikeway: Frederick to Brunswick.



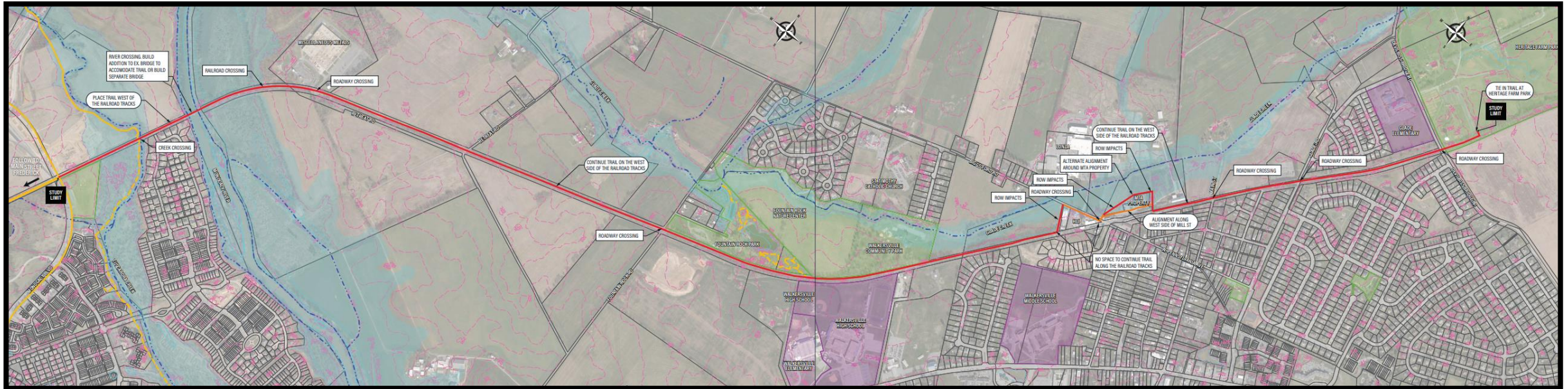
Ballenger Creek Linear Trail



Status Report: Trail planning started in early 1998 and completed in 2021, the \$2.3 million project, two-thirds which was covered by federal grant money, enhanced the county's plan for active transportation interconnectivity. The trail's progress was dependent on development of the surrounding area, which includes residential neighborhoods, schools and parks. Ten years elapsed before developers completed the trail's first section, and another decade before the trail was finished. The 10-foot-wide trail spans more than 4 miles, starting at the area of Ballenger Creek Park that neighbors Tuscarora High School. It runs parallel to the creek along the perimeters of the Ballenger Run and Ballenger Creek neighborhoods, winds with the creek toward Kingsbrook and the area surrounding Ballenger Creek Elementary School and eventually ends by the intersection of Executive Way and Buckeystown Pike. Mile markers throughout the trail feature QR Codes that, when scanned with a smartphone, connect passersby to information about the nature and activities along the path.



Frederick & Pennsylvania Rail Trail Phase 1: Monocacy To Fountain Rock

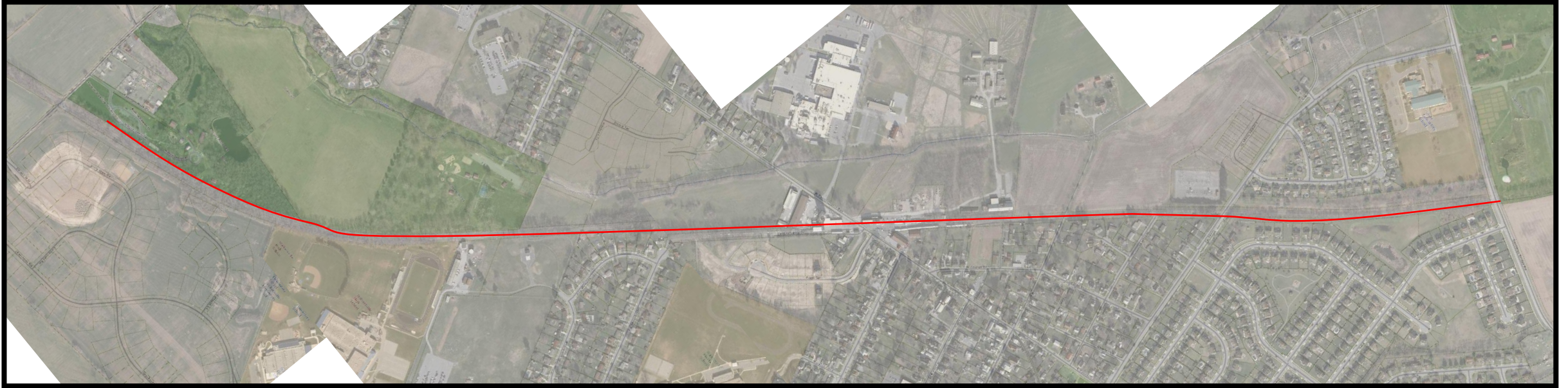


Status Report:

- The design work is taking longer than expected because the funding for the design is through the Federal TAP funding. There are several requirements associated with receiving these funds and these requirements lengthen the timeline. When using TAP funding it is typically 4-8 years from design to construction.
- The County is still working with the MDOT-MTA on agreements for construction, as this path will be adjacent to an active rail line owned by MTA (Walkersville Southern Railroad)
- There is \$6 million in construction funds available for the F and P Trail that will expire in 5 years.



Frederick & Pennsylvania Rail Trail Phase 2 & 3: Fountain Rock to Heritage Park



Aug 2024

**Phase 2 & 3: Fountain
Rock to Heritage Park**

Feasibility
(30% design)

Interim Design
(65% design)

Final Design

Bid Process

Construction

Status Report:

- In 2023, Frederick County received \$360,000 grant from Kim Lamphier Bikeways Network Program to finalize design for the Frederick & Pennsylvania rail-with-trail from Fountain Rock Park to Walkersville.



Frederick & Pennsylvania Rail Trail Phase 4: Heritage Park to Glade Road



Phase 4: Heritage Park to Glade Road

Feasibility
(30% design)

Interim Design
(65% design)

Final Design

Bid Process

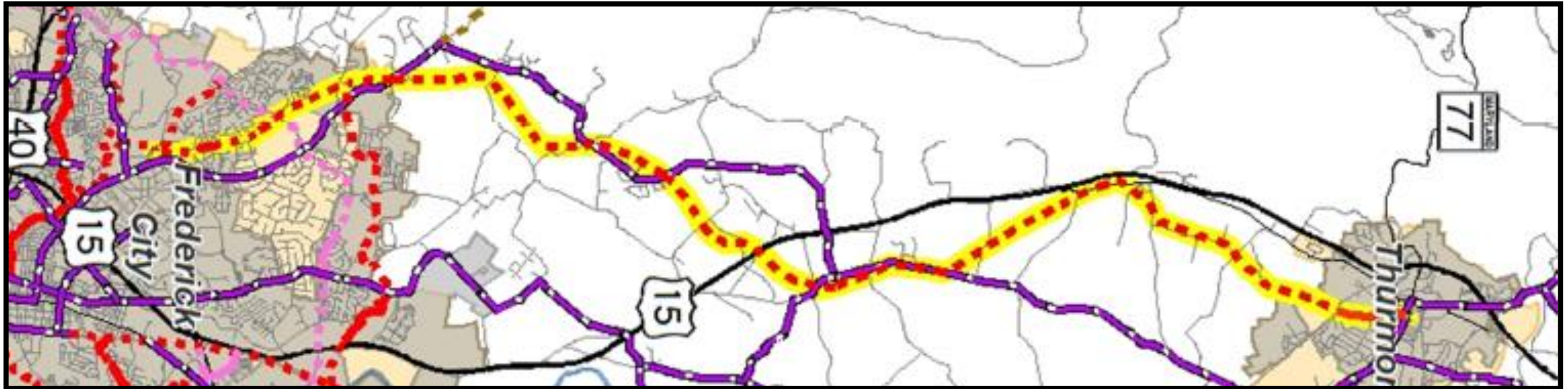
Construction

Status Report:

- County received State Earmark Grant to complete Design. Design to start spring of 2024



Hagerstown & Frederick (H&F) Trolley Trail



TBD

Phase 1: Thurmont
to Catoctin Furnace

Feasibility
(30% design)

Interim Design
(65% design)

Final Design

Bid Process

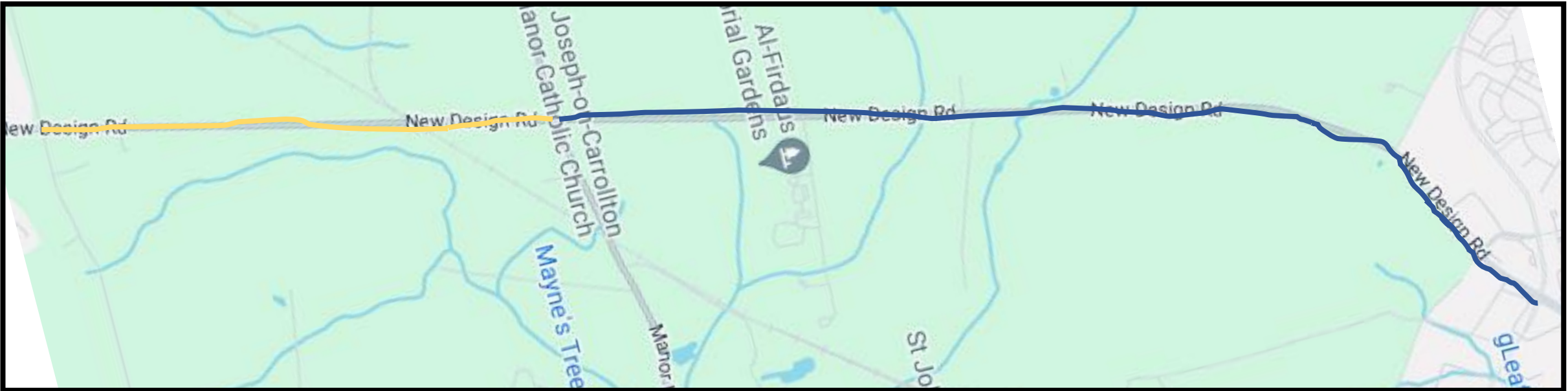
Construction

Status Report:

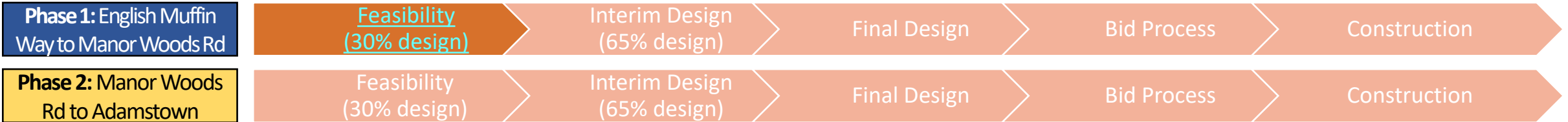
- The H&F Trolley Trail has been largely funded by the H&F Trolley Trail Association and the Town of Thurmont
- The H&F Trolley Trail Association has received grant funding & initiated feasibility study from Thurmont to Catoctin Furnace
- Initial feasibility study has evaluated trail connection from City of Frederick to Thurmont
- Discussions have been held on potential network connection from north section of H&F Trolley Trail to Emmitsburg MD and possibly Gettysburg PA



New Design Road Side Path



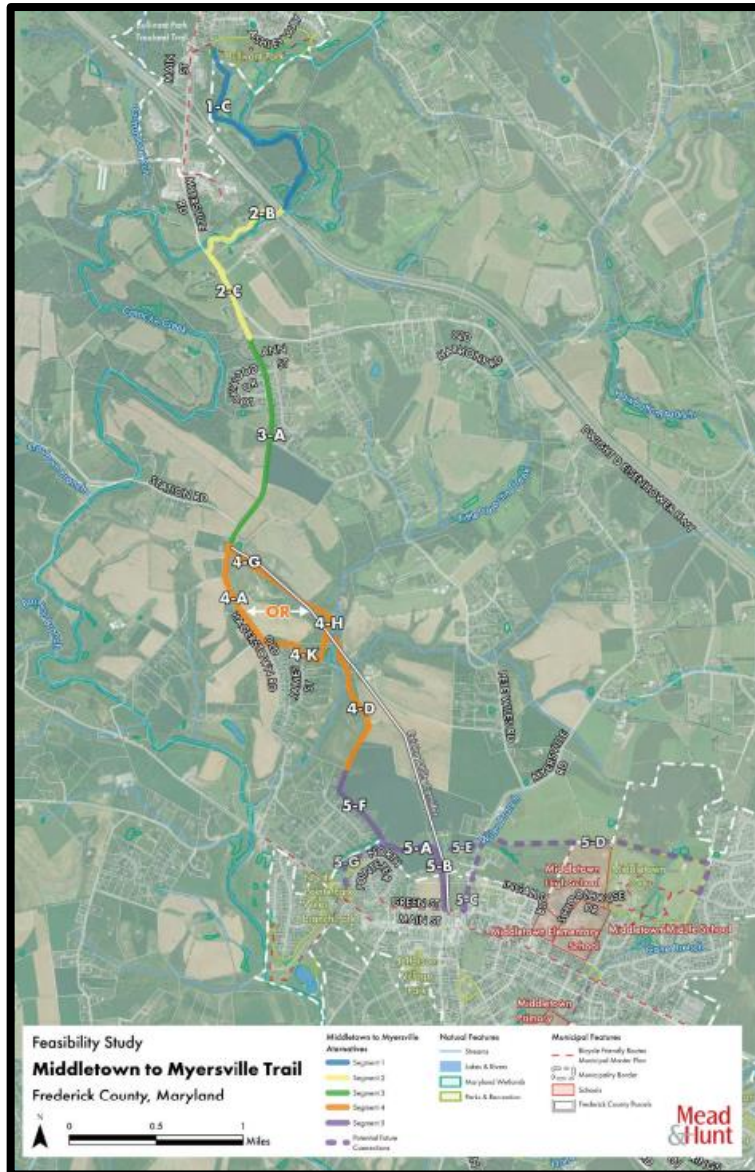
TBD



Status Report:

- The trail will be built in three phases: Phase 1: English Muffin Way south to Mountville Road, Phase 2: Mountville to south of Adamstown, and Phase 3: south of Adamstown to the canal towpath
- By connecting to the towpath, the trail will ultimately connect to the 3,700 mile long Great American Rail Trail, a cross-country network of paths stretching across 12 states from Washington, D.C., to the state of Washington.

Myersville to Middletown Trail Feasibility Study



This report is intended to address the feasibility and advance consideration of a trail between Middletown and Myersville as called for in the 2018 Frederick County Bikeways and Trails Plan

The study recommends an alignment that begins in Myersville and traverses Bullivant Park, Catoctin Creek, Old Hagerstown Road, the former F&P trolley line (now a utility corridor), and Wiles Branch into Middletown where it would connect with on-street bike facilities.

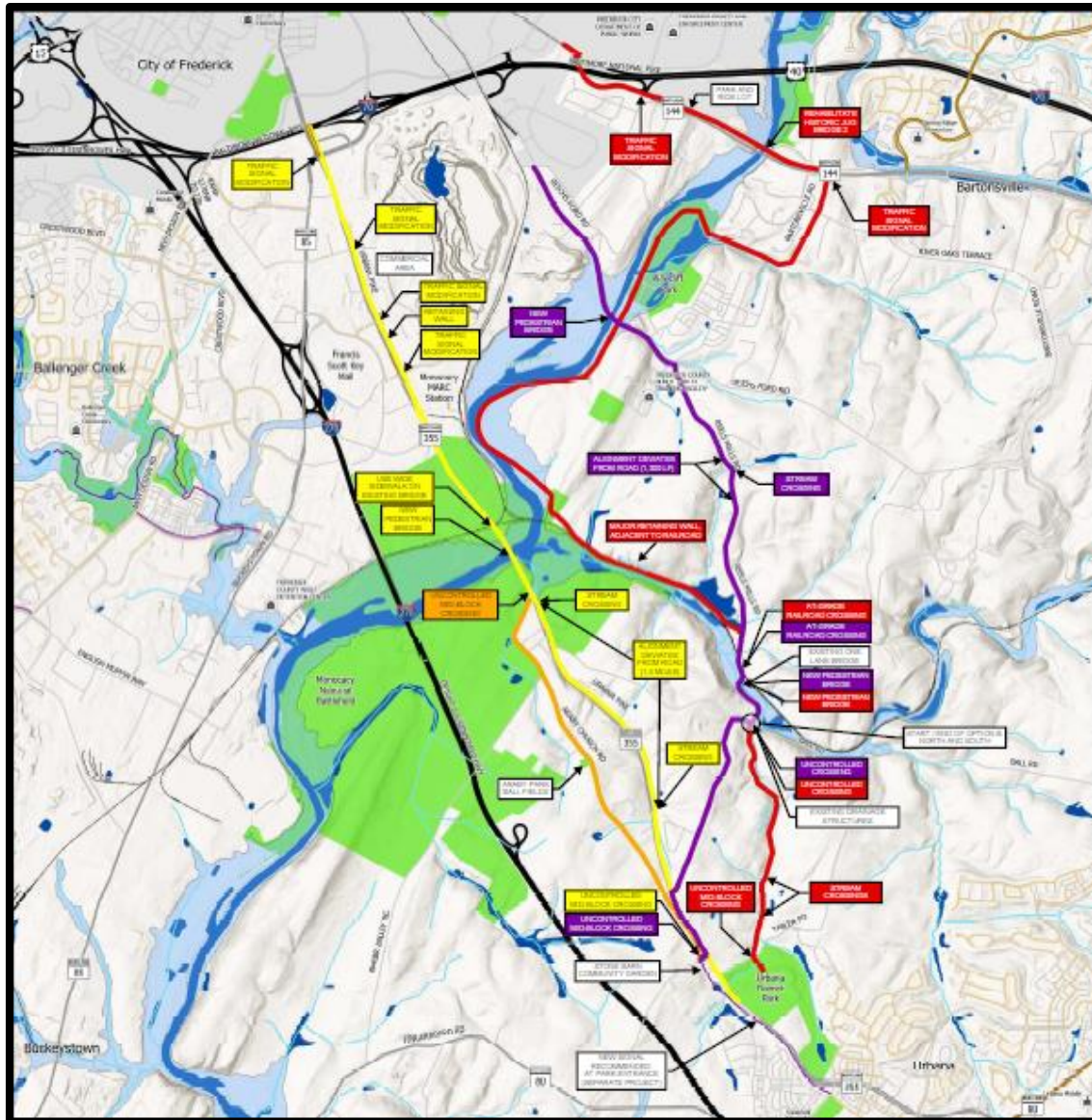
The study recommends that the best path forward may be:

- A local land trust should take the lead to gain voluntary conservation easements allowing for a trail to be constructed.
- Future development in Middletown where the trail is planned should be conditioned on right of way dedication for the trail.
- Further study with the State Highway Administration of design assumptions of a pathway being constructed under I-70 along Catoctin Creek.
- Work closely with the Town of Myersville to integrate the trail into planning for Bullivant Park

[Frederick County Middletown to Myersville Feasibility Study – Dec 2023](#)



Frederick to Urbana Pedestrian & Bicycle Facility Feasibility Study



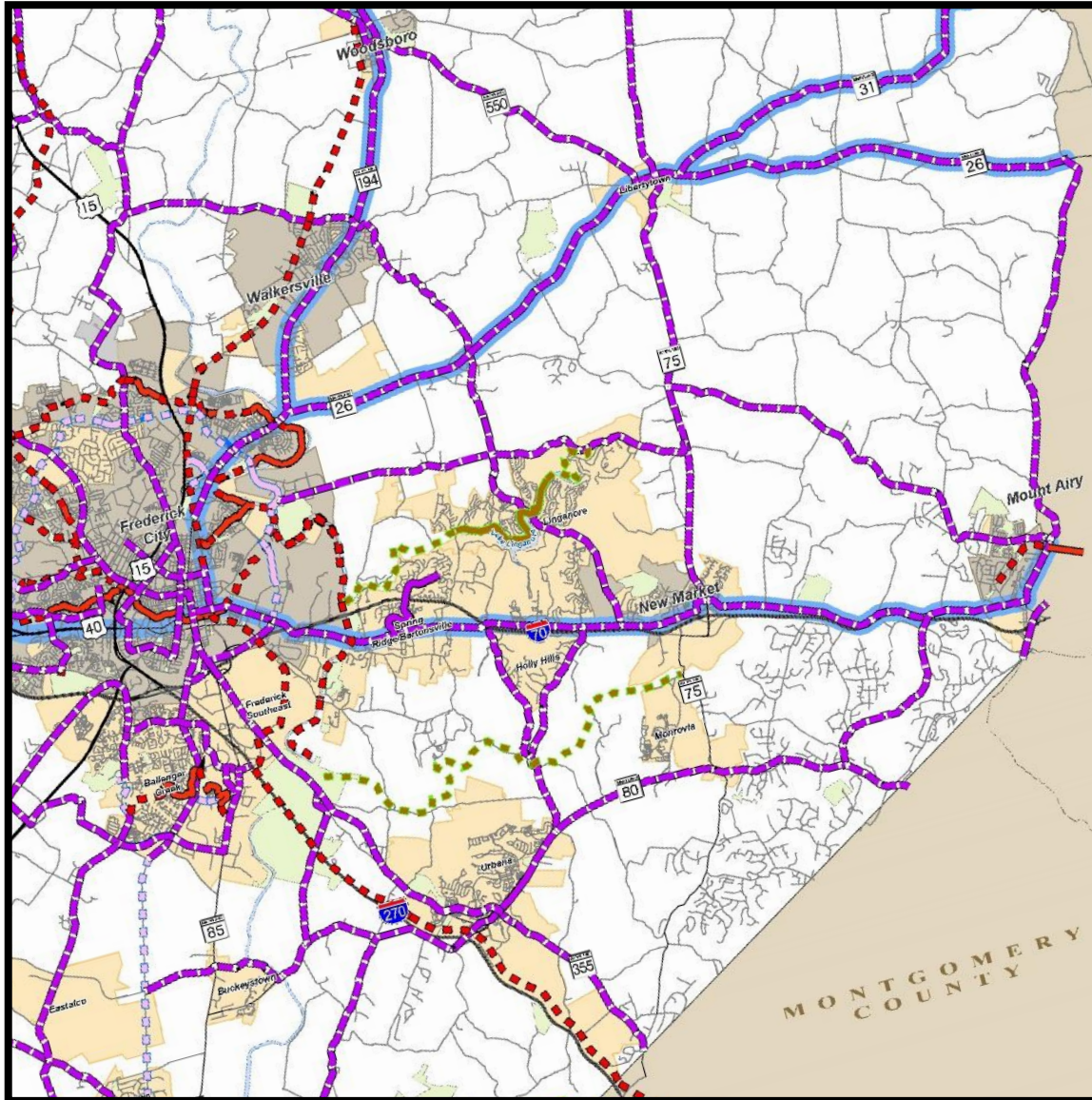
The County is investigating potential routes for improved pedestrian and bicycle facilities between the City of Frederick and Urbana District Park. This connection was identified on the 2018 Bikeways and Trails Plan and will help provide the community with more opportunities to access healthy recreation and alternative transportation options, and move closer to the vision of a Livable Frederick County.

This feasibility study will develop multiple alternative routes that follow roads, stream corridors, rails to trails, and utility rights-of-way to create a long and continuous path without significant land use impacts. The study will also consider Americans with Disabilities Act accessibility, potential impacts to environmental features, and the cost and feasibility of construction to identify a preferred alternative that maximizes connections to existing pedestrian and bicycle facilities, parks, schools, existing and planned development, and other points of interest.

[Frederick to Urbana District Park Feasibility Study Survey](#)



Frederick to Mount Airy Pedestrian & Bicycle Facility Feasibility Study



Citizen input was sought on the feasibility of a bicycle and pedestrian trail between Frederick, New Market and Mount Airy. The Frederick County Division of Planning and Permitting stated that it would provide more opportunities for residents to have access to healthy recreation and alternate transportation opportunities.

The feasibility study will list alternate routes that follow roads, stream corridors, rails to trails and utility rights of way. It also considered the Americans with Disabilities Act accessibility, the potential impact on environmental features, the cost and feasibility of construction, and identify a preferred alternative that makes good use of nearby schools, pedestrian walkways, bicycle facilities, existing and planned development and other points of interest.

An in-person session was scheduled on Tuesday, November 7, 2023 at New Market Middle School. Information displays were set up and representatives were on hand to discuss the project and answer questions.

An on-line survey was also conducted and the results can be found at this link: [Frederick to New Market and Mount Airy Pedestrian and Bicycle Facility – Public Input](#)



Other Active Transportation Projects

Sidewalk Missing Links Program

In 2019, the county identified 285,703 linear feet (LF) of sidewalk missing links in Community Growth Areas. Of these missing links, 214,032 LF are along county roads with the remaining 71,671 LF along state roads. The County established a Missing Link Program in the FY2020 CIP budget. Since that time, only 7,358 LF has been constructed, even though there are funds available. Private development has built an additional 2,115 LF of the missing links since 2019.

Bike Lane Retrofit Program

Last year, Frederick County constructed its first protected bike lanes along both sides of New Design Road for approximately 2.4 miles between English Muffin Way and Crestwood Blvd. DPP and DPW will actively identify opportunities to retrofit roads with bike lanes or protected bike lanes by converting shoulders, installation of road diets, or in road repaving/restriping projects.

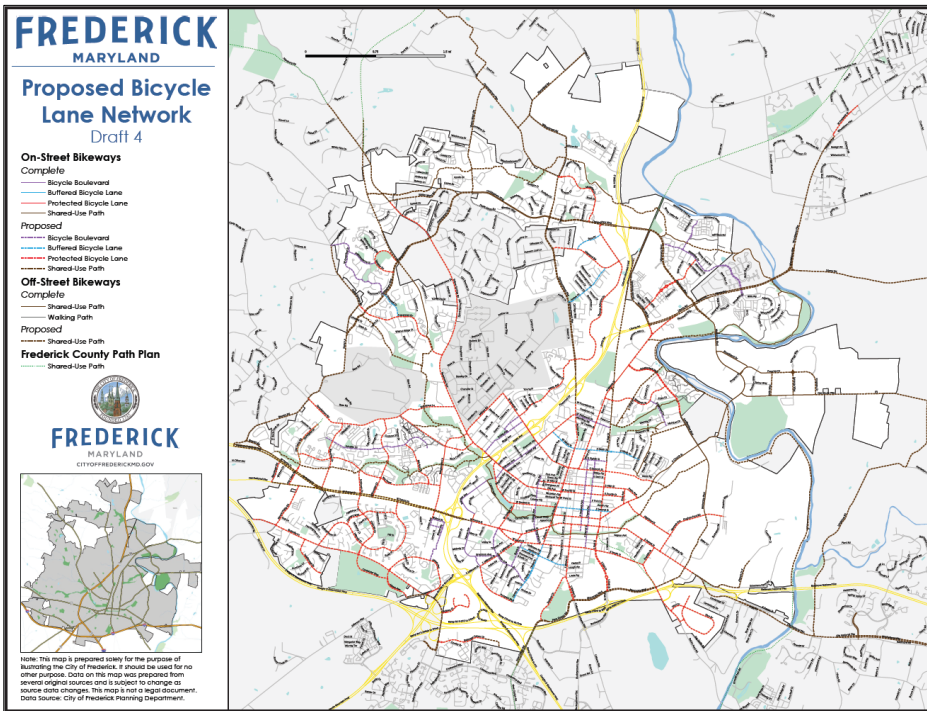
Bicycle May Use Full Lane (BMUFL) Sign Program

Frederick County has hundreds of miles of two-lane striped roads. Many of these roads are popular with bicyclists. The prior BPAC in 2019 recommended 5 roads be signed and another 5 roads were recommended in 2021 for a total distance of 64 miles. Then the plan was to recommend an additional 5 roads for signage every year. However, due to slow pace of the installation and changing DPW criteria, only 4 roads for a total of 21 miles has been installed.



The slide features a solid orange background. A large white circle is centered on the page. A yellow dashed arc is positioned on the left side of the white circle. A small blue circle is located on the bottom right edge of the white circle.

APPENDIX



Let's Move Frederick: Planning For Bicycles & Pedestrians In The City Of Frederick, 2023

Let's Move Frederick will:

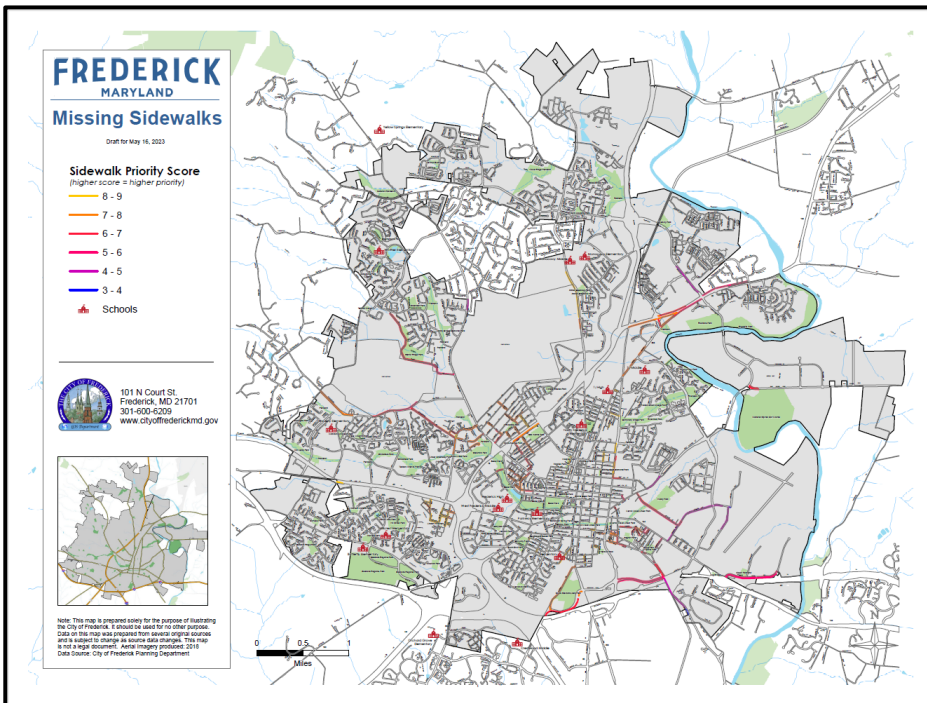
- Explore the current status of walking and bicycling in Frederick
- Detail the current research regarding what makes a city bikeable and walkable
- Create a citywide walking network that will prioritize the missing sidewalk links throughout the city.
- Create a citywide bicycling network prioritizing connectivity, comfort, and equity.
- Determine these networks' maintenance needs to ensure they will be safe and usable at all times of the year
- Create programs to encourage people to walk and bicycle
- Describe the financing landscape to create and operate these networks and programs

[Bicycle Pedestrian Advisory Committee | The City of Frederick, MD](#)

[Let's Move Frederick—Public Draft 4](#)

[City of Frederick Bicycle Project Proposal Map v4](#)

[City of Frederick Pedestrian Projects Proposal Map v4](#)



City of Frederick Bicycle & Pedestrian Network Projects

Project	Status	Project Period
East Street Rails with Trails (Phases 1-5)	Phase 1: Construction Phase 2: Final design Phase 3: RAISE Grant Phase 4: 30% design Phase 5: 30% design	Phase 1: 2024 Phase 2: 2025 Phase 3: 2028 Phase 4: TBD Phase 5: TBD
East Street Redesign	100% design	TBD
Golden Mile Multimodal Lane	65% design	2025
North Market Protected Bicycle Lane	Conceptual	TBD
North Branch Trail	Conceptual	TBD
Rock Creek Trail Improvement	Conceptual	TBD
7th Street Bicycle Lane	Conceptual	TBD



City of Frederick Transportation Planning Dashboard

East Street Rails with Trails

Project Introduction

East Street Rails with Trails will build bicycle infrastructure from Monocacy Boulevard to the downtown Frederick MARC station along the old Pennsylvania Railroad line. Frederick County is currently working on a connector project that will take bike infrastructure all the way to Woodsboro. Rails with Trails has four phases, along with a possible bypass:

1. Phase 1, a set of "sharrows" (pavement markings) from the MARC Station to East 7th Street.
2. Phase 2, a shared-use path along East Street's east side from East 8th Street to 800 feet south of the US15/MD 26 interchange.
3. Phase 3, extending the shared-use path directly north to just past Clemson Corner, including a bridge over the interchange.
4. Phase 3A, a potential bypass of the bridge that would extend the path east along the south side of MD 26 to Wormans Mill Road.
5. Phase 4, an extension of the shared-use path from Clemson Corner to Monocacy Boulevard, where it will connect with the county segment.

Vital Data

[East Street Rails with Trails Report](#) (Large PDF)

[Design Sheets](#) (Large PDF)

[Project Map](#)

Total cost: \$9.33 million

Length: 3.4 miles

Capital Improvement Program Number: 380004

Project Status

Phase 1: East All Saints Street to East 7th Street

Phase 1 is complete.



Phase 2: East 8th Street to 800 feet south of US15/MD 26 interchange

Estimated cost: \$590,000

Currently, the city has funding for 100% design and construction, 80% of which is funded by the Maryland Transportation Alternatives Program, managed by the State Highway Administration. It is currently awaiting environmental approval to proceed.



Phase 3: South of the US15/MD 26 interchange to Clemson Corner

Estimated cost: \$5.94 million

The city has applied for a federal RAISE Grant to fund 80% of this project, with the remaining funds coming from the city's Capital Improvement Program.



Phase 3 Bypass

Estimated cost: \$1.7 million

[Project Design Document](#)

Given the high cost of Phase 3, a potential bypass would allow the city to save money while still connecting Phase 2 with Phase 4.



Phase 4: Clemson Corner to Monocacy Boulevard

Estimated cost: \$1.1 million

This final phase is a shared-use path and will complete the city's section of this trail. The City has recently won a grant to complete design.

