

Introduction

The Transportation Priorities Review is conducted annually to, for the most part; address the State primary and secondary highway project priorities as well as a review of other transportation needs and priorities. A focus of the priorities is to highlight the multi-modal components of the County's transportation network and to identify specific priorities for the state primary and secondary highways for the Maryland Department of Transportation's preparation of next year's draft Consolidated Transportation Program (CTP).

The priorities review provides a multi-modal approach to identifying transportation needs and priorities, including:

- State primary and secondary highway projects
- Bus, rail and bicycle/pedestrian projects
- The Frederick Municipal Airport

The Transportation Priorities Review is formally presented for review to the County Planning Commission, Transportation Services Advisory Council (TSAC), and the County Council. Comments and recommendations from these groups and the municipalities in Frederick County will be forwarded to the County Executive and the Maryland State Delegation for their consideration and final approval. All of the above mentioned presentations are open to the public. County staff also coordinates with individual MDOT agencies as appropriate to review opportunities for consistency in project priorities. The priority listing for State projects are then transmitted to the Maryland Department of Transportation in early April.

Table of Contents

County-State-Private Partnerships	p. 3
State Highway Priorities	p. 4
Local Transit	p. 9
Regional Transit	p. 10
Bicycle & Pedestrian Facilities	p. 11
State Community Safety and Enhancement Projects	p. 14
Frederick Municipal Airport	p. 14

County-State-Private Partnership Projects

The County has been an active partner in contributing funding towards the planning, design, and construction of state highway improvements. The County, through its Adequate Public Facilities Ordinance (APFO) process, has also been able to secure both funding contributions and actual construction from private development projects for highway improvements.

MD 85/I-270 Northbound Ramp Intersection – Design and reconstruction to add additional northbound left and southbound right approach lanes on MD 85 at the northbound ramp intersection; funded at \$2.9 million in the County CIP with technical assistance and permitting by SHA; contributions from corridor developments has totaled approximately \$1.1 million.

MD 85/I-270 Interchange Reconstruction – The County has funded \$600,000 towards project planning and \$1.5 million towards design/engineering. This project is now fully funded for construction.

MD 180/351 –Widen and provide sidewalk and intersection improvements from north of Solarex Ct. to Crestwood Blvd. County and City developer escrow contributions total approximately \$1.2 million toward the design and construction of this project and additional contributions are pending. Project has also been coordinated with AstraZeneca/MedImmune.

MD 85 – Widen MD 85 from English Muffin Way to south of Ballenger Creek to a 5-lane cross section. An adjacent developer has designed and is currently constructing this improvement. This improvement is necessitated by the developer's access with MD 85 and added traffic from pending industrial development in the corridor; and will provide the southern leg of the SHA MD 85 Phase II widening project, reducing the ultimate cost of that project by several million dollars.

State Highway Priorities

For the State highways, priorities are grouped into two categories: the **primary system**, including such major highways as I-70, I-270, and US 340 and the **secondary system**, which includes arterial roads such as US 40, US 15, MD 75, MD 80, MD 180 and MD 355.

Eligible projects for new project planning starts must be included in the State's Highway Needs Inventory (HNI), the current version (2014) of which is attached. Local projects, currently funded for planning, design or construction, are identified in the Maryland Department of Transportation (MDOT) FY 2016-2021 Consolidated Transportation Program (CTP). The type of priorities includes the following:

- Feasibility Study – pre project planning to determine if a project is feasible to move into a project planning phase.
- New project planning starts – projects must be listed in the HNI
- Projects moving from planning to design/engineering
- Projects moving from design/engineering to construction
- Projects requiring additional funding to complete a particular phase

Significant CTP Funding Additions since 2015 Priorities Report

MD 85/I-270 Interchange – Added to secondary highway construction program and fully funded (\$100.3 million) for construction. Reconstruction of interchange and widening of MD 85 from Crestwood Blvd to Spectrum Dr.

MD 180: Solarex Court to Relocated Butterfly Lane – Added to the secondary construction program. Widen to a 4 lane divided section with expanded bridge over US 340/15. Facilitated through a multi party agreement between AstraZeneca/MedImmune, the City of Frederick, and the state.

Middletown Streetscape Project – Funded for construction (\$10,459,000) and added to the Secondary highway construction program.

I-270 Innovative Congestion Management Project – To be funded as a design-build project, with a \$100 million budget, to address congestion and reliability along I-270. Project limits have been extended to include the northern portion of I-270 all the way through Frederick County. Limits extend from I-495 to I-70. Project is currently in a Request for Information stage.

State PRIMARY Highway Priority Projects

Project Planning

1. **I-70/Meadow Road Interchange** Add missing ramp movements from eastbound I-70 to MD 144/Old National Pike and from Meadow Rd/Old National Pike to westbound I-70. The westbound ramp to I-70 would be a 1st phase followed by the eastbound ramp.

Project Status: The project is funded through a Tax Increment Financing (TIF) plan by Oakdale Investments who is developing the Linganore PUD. The Linganore PUD developer will be responsible for conducting the necessary project planning prior to its requirement to design and construct. The planning work is underway.

2. **I-70 Phase 2 "E" / Monocacy Blvd** Widen Monocacy Blvd between South St. and E. Patrick St from 2-lane roadway to a 4-lane divided roadway to address safety and capacity needs.

Project Status: It is expected that developers (road is within the City of Frederick) adjoining Monocacy Blvd will construct frontage improvements consistent with the proposed divided highway. This project may be eligible for a Systems Preservation Project.

Final Design

1. **I-70 Phase 4** – This is the final phase of the I-70 project and proposes widening (no R/W required) from 2 lanes to 3 lanes in each direction between I-270 and west of Mt. Phillip Rd. Parent project to the System Preservation project to breakout the westbound lane as a first phase.

Project Status: The current scope of improvements would require the widening of 6 bridges. Two of the bridge widenings would require total reconstruction to accommodate the proposed road section identified in the MD 180-351 project planning study. *This is a priority freight movement project in the Maryland State Freight Plan and MWWCOG Freight Priorities List.*

2. I-270/US 15 Multimodal Corridor Study: I-370 to Biggs Ford Road

Identify appropriate break out projects for final design based on concurrence of a preferred alternative. The completion of the project planning phase of the study was suspended without the state identifying a preferred alternative. Frederick County supports Alternate 7B, which proposes two additional lanes in each direction on I-270 including managed lanes. The managed lanes would terminate/start in the vicinity of Park Mills Rd. Breakout projects would be designed/constructed in the following priority phases based on current need and road capacity failures:

- I. **I-270 Widening** - from MD 121 (Clarksburg) to the limit of managed lanes in the vicinity of Park Mills Rd.
- II. **I-270 Widening** – from end of managed lanes to I-70. Add 2 general purpose lanes in each direction. A major component would include

- construction of the full improvements at the MD 85 interchange, which would add a third bridge over MD 85 and fly over ramps to/from MD 85.
- III. **I-270/MD 75 Interchange** – construct new interchange in the vicinity of Dr. Perry Rd. to accommodate a relocated MD 75. The construction of a relocated MD 75 between Lewisdale Rd. and MD 355 or beyond could be constructed independent of the interchange.
- IV. **US 15 Widening** – from MD 26 to Biggs Ford Road, add one (1) lane in each direction.
- V. **US 15/Biggs Ford Rd. Interchange** – construct new grade separated interchange to replace the existing at-grade intersection.

Construction

1. **US 15 – I-70 to MD 26** – widen from 4 to 6 lanes and add an auxiliary lane in each direction that would connect the acceleration and deceleration lanes, along with noise barriers where warranted. It would require the reconstruction of 3 bridges, over: US 40, Rosemont Ave. and 7th St. This is a break out project from the I-270/US 15 Multi-Modal Study.

Project Status: This project recently became eligible as a construction priority when it became fully funded for final design in the MDOT FY 15 – 20 CTP.

State SECONDARY Highway Priority Projects

Feasibility Study

1. **MD 26/Monocacy Blvd. Interchange** – This project is necessitated by sudden traffic growth and an inability to reasonably widen the intersection at-grade. The study would identify costs, impacts and right-of-way/set back requirements and need to be included in the HNI and Frederick City Comprehensive Plan.
2. **Libertytown Connector Road** – Proposed 2-lane roadway to connect MD 550 and MD 75 on the north side of Libertytown to allow truck traffic from MD 550 to access MD 26 at a signalized intersection.
3. **MD 75: I-70 to Lewisdale Road** – This project can be divided into segments with different context sensitive solutions. The County is collecting contributions from development projects in the MD 75 corridor.
- **North Segment** - relocation from the park and ride lot at Baldwin Rd. to existing MD 75, south of Bush Creek in the vicinity of the Bush Creek Brethren Church, with a long bridge over Bush Creek and CSX railroad.
 - **MD 80 Intersection** – realignment to create a four-legged intersection with MD 80 and would include a ½ mile relocation of southern leg of MD 75. (This section will be constructed as a P3 involving the County acquisition of land and the Monrovia Town Center developer constructing the roadway.
 - **Middle Segment** – section from ½ mile south of MD 80 to Lewisdale Rd. involving reconstruction as a 4-lane divided roadway to primarily address capacity and safety improvements.

- **South Segment** – relocated alignment from Lewisdale Rd. to I-270 to connect with a new interchange in the vicinity of Dr. Perry Rd. Some right-of-way has been dedicated and reserved.
4. **MD 80 Extended** – This new two lane roadway would provide access to a major planned growth area north of Adamstown at the old Eastalco site. This roadway would connect with Mountville Rd. to provide an east-west arterial corridor between I-270 at Urbana and US 15 at Mountville Rd.

Project Planning

1. **MD 194: MD 26 to Devilbiss Bridge Road** – Proposes the widening to a 4-lane divided roadway to address both capacity and safety issues. Short term safety improvements could be made under the System Preservation program as needed.

Project Status: Planning and preliminary engineering for a portion of this project from the intersection of MD 26 and MD 194 to the southern end of the Walkersville bypass at Walkersville High School was completed as part of the MD 26 upgrade completed in the 1990's. Right-of-way has been acquired when the first two lanes of the ultimate four was constructed in the 1970's.

2. **US 15: MD 28 to I-70** – Proposes the dualization of US 15 south of US 340/15 and the widening of US 340/15 from US 15 to I-70 from 4 to 6 lanes; new interchanges at MD 28 Relocated and Mountville Road; a new ramp from eastbound US 340/15 to southbound US 15; and the relocation of MD 28 northward with a new grade crossing over the CSX railroad. Construction would occur in phases over a period of years, starting with the dualization of US 15 from Relocated MD 28 to US 340/15.

Final Design

1. **MD 85 Phase II** – CHANGED to North Section from Spectrum Dr. to Guilford Dr. Widen to 4-lane divided roadway with pedestrian improvements.

Project Status: Project planning has been completed.

2. **MD 85 Phase III** – CHANGED to South Section from Crestwood Blvd to English Muffin Way. Widen/Reconstruct to a 6-lane divided roadway with a new bridge over Ballenger Creek.

Project Status: Project planning has been completed. Developer funded improvement now under construction from English Muffin Road to just south of Ballenger Creek.

State SYSTEM PRESERVATION Highway Priority Projects

- 1. I-70: US 340 to Braddock Mountain** – Add third westbound lane in the median between the on-ramp from just west of US 340/15 to the beginning of the truck climbing lane at Mt. Phillip Road (1.8 miles) and extend the truck climbing lane westward from its current premature ending at the top of Braddock Mountain.
- 2. MD 75: Ed McClain Road to Old National Pike** – Add additional turn lanes and receiving lanes to improve operational inefficiencies, especially in the AM peak period. Include intersection improvements at MD 75 and Ed McClain Rd.
- 3. US 340/MD 17 Interchange** – Extend on-ramp merge lanes for both westbound and eastbound directions. The SHA District #7 Office has this project funded for design.

Note: Bus On Shoulder initiatives are discussed under the Regional Transit section but their implementation along I-270 would be part of SHA System Preservation Projects.

Local Transit

For transit projects the priorities are divided into local priorities for TransIT Services and regional priorities for state operated transit and commuter service. The priorities include capital and/or operating projects.

An updated Transit Development Plan (TDP) was approved in December 2015. The TDP outlines administrative, financial, capital, and operational needs and improvements to the Frederick County TransIT Service for the period through FY 2020. The improvements address all of TransIT's service components, which include the following:

- **Connector Service** – operates nine (9) fixed routes primarily within the City of Frederick and to surrounding county areas.
- **Shuttle Service** – operates four (4) separate fixed route shuttles serving the MD 85 corridor, the East County corridor to Spring Ridge, a Thurmont-Emmitsburg route, and a Jefferson-Brunswick route. These operate on a limited schedule typically serving just the morning and afternoon times and the mid-day.
- **Meet-the-MARC Shuttle** – operates a fixed route service from Frederick to the Point of Rocks MARC station. This service also incorporates service to Walkersville.
- **TransIT Plus** – operates countywide paratransit service offering door to door transport.

The top priority every year is to maintain existing service levels.

Local Transit Short-Term Improvements (in priority order)

1. **Bus Replacement** – Purchase 3 to 4 large transit buses with all electric buses over each of the next 3 years. \$2,256,000 (minimum of \$2,030,400 federal/state)
2. **Connector Service** – Annual operating funding to provide 30-minute service frequencies from start of service to 6 pm. This project directly facilitates job growth. \$439,000 (\$395,000 federal/state). Annual funding of operating costs for two new Connector Routes to improve bi-directional service and improve on-time performance (#30, #90)
3. **Shuttle Service** – Expand MD 85 Shuttle with one additional a.m. and p.m. trip increasing service to two a.m. and p.m. trips. Additional operating cost would be \$40,000/year.
4. **TransIT Plus** – Expand paratransit service hours to 7 am – 6 pm to meet growing demand. Additional operating funding: Year 1 – additional \$62,000/Yrs 2-5 additional \$23,000 per year (\$0 federal/state)
5. **Facilities** - Expand administrative office and vehicle maintenance facilities. Capital funding: \$3,649,000 (\$3,284,100 federal/state)

The TDP also supports efforts for a Golden Mile Circulator bus service. Also supported are planned improvements to US 40 to facilitate a continuous bus lane as recommended in the Golden Mile Multimodal Access Enhancement Plan. The bus lane would be shared with a right turn only lane that exists along most of US 40.

Regional Transit

Commuter Bus

The Maryland Transit Administration (MTA) operates the commuter bus service that serves several stops in the county including Myersville, Frederick, and Urbana. In 2014 what was then the #991 line was split into two lines: the #515, which originates at the downtown Frederick MARC station and the #505 originating in Hagerstown with a stop at the Myersville Park and Ride lot. Both lines terminate at the Shady Grove Metro Station, with some routes continuing on to the Rock Spring Business Park in Bethesda.

The 200 series Inter-County Connector (ICC) commuter bus service serves two stops in Frederick County and connects to the College Park Metro Station and a stop at the FDA in White Oak.

- **#515 Line** – 13 a.m. southbound trips and 14 p.m. northbound trips. Serves Frederick and Monocacy MARC stations and the Urbana Park and Ride.
- **#505 Line** – 8 a.m. southbound trips and 9 p.m. northbound trips. Originates in Hagerstown. Includes one mid-day northbound trip to the Monocacy MARC station. Southbound trips only serve the Myersville Park and Ride, while two northbound trips also serve the Urbana Park and Ride and the Monocacy MARC station.
- **#204 Line** – 5 a.m. southbound trips and 6 p.m. northbound trips. Serves the Monocacy MARC station and the Urbana Park and Ride.

MARC Commuter Rail

Current service on the main Brunswick Line serving the Brunswick and Point of Rocks stations includes 6 a.m. trips and 7 p.m. trips. On the Frederick Branch Line MARC service from the Monocacy and Frederick stations includes 3 a.m. and 3 p.m. trains. These trains cannot stop at the Point of Rocks station because no platform is provided (see #5 below).

Regional Transit Priorities

The MTA Commuter bus and MARC Commuter Rail services are meant to compliment and not compete with each other for funding priorities. They each serve distinct ridership's and provide significant flexibility for Frederick commuters by allowing them to use either service sometimes on the same day. In the short term, commuter bus is best equipped to improve service between Frederick and the I-270 corridor. In the long term when population and especially employment densities in greater Frederick grow the opportunity to extend the Corridor Cities Transitway (CCT) from Clarksburg into Frederick County may be justified. The initial phase of the CCT from the Shady Grove Metro station to Metropolitan Grove will be developed with the Bus Rapid Transit (BRT) technology.

The County has two specific priorities for regional transit projects while the remaining projects are long-term improvements in no particular priority order.

1. **I-270 Bus on Shoulder** - Propose permitting bus use on shoulders (BOS) on I-270 to provide shorter travel times for existing and expanded commuter bus service.
2. **Point of Rocks Platform** – Construct new platform to allow Frederick Branch trains to stop at Point of Rocks, which will provide additional train options for riders using the Point of Rocks station.
 - **Commuter Bus and MARC Reverse Service** – Establish reverse commute, off-peak and weekend service, first via Commuter Bus #515/505, then by MARC trains in the long term.
 - **MARC Service Expansion** – Add an additional morning and evening train between Brunswick and Union Station.
 - **I-70 Commuter Bus Service** – Propose new service from Frederick City to the Baltimore and Fort Meade areas. This would be able to serve the New Market, Linganore, and Mt. Airy communities.
 - **MARC Brunswick Line** – Construct a third track north of Rockville to accommodate additional train service
 - **MARC Frederick Branch** – Construct signal improvements along the Old Main Line between Frederick and Point of Rocks to accommodate existing and expanded service.
 - **Premium Commuter Bus Service** – Establish additional service in the I-270 / US 15 corridor from Frederick County to various locations in Montgomery County as identified in the I-270 / US 15 multi-modal study.

Bicycle and Pedestrian Facilities

This element addresses priorities for a network of off-street shared use paths, on-street bikeways, and pedestrian facilities. These facilities should be considered for both recreational use and as an integral part of a multi-modal transportation system. Implementing projects that provide for bicycle and pedestrian safety improvements and increased access to transit can also reinforce priorities.

Grant funding is available primarily for construction and capital costs for bicycle and pedestrian improvements. A primary funding source is Federal passed through the state or the Washington Metropolitan Transportation Planning Board. The following programs are available:

- Transportation Alternatives Program (TAP)
- Transportation-Land Use Connection (TLC) program
- Maryland Bikeways Program
- Recreational Trails Program
- Safe Routes to Schools
- Sidewalk Retrofit (SHA)
- Bicycle Retrofit (SHA)
- Community Safety and Enhancement Program

Off-Street Shared Use Paths

The County's Bikeways and Trails Plan, adopted in 1999, identifies several priority shared-use path corridors for implementation. An update is currently underway. The priority corridors will be subject to more detailed master plan study or design phase followed by construction. The Division of Planning & Permitting would continue to be responsible for planning phases while the Division of Parks and Recreation would be responsible for the design and construction phases. The County has a Bikeways/Trails Program line item in the Parks and Recreation portion of the CIP.

Completing missing links, establishing Safe Routes to Schools and coordination with local, state, and regional efforts should be a consideration in planning future priorities.

The following shared-use path corridors/projects would either be fully funded by the county or has some county responsibility or contribution in conjunction with possible grant funding:

Planning

- **Monocacy River Greenway Phase I** – between Tuscarora Creek and Carroll Creek – (Frederick County, City of Frederick,) *Part of Grand History Loop and identified as a priority regional Bikeway and Trail project by the Metropolitan Washington Council of Governments (MWCOCG).*
- **H&F Trolley Trail Section 3** – Moser Road to Blue Mountain Road Section 2 between Water St. and Moser Road is complete (Town of Thurmont/Frederick County) *Part of Grand History Loop*
- **East Street / Walkersville Southern Rail with Trail** – City of Frederick to Fountain Rock Park

County Projects: Design / Construction

Ballenger Creek Trail Section 4 – Design has been completed pending approval by SHA. Construction is estimated to begin in the second half of 2016.

Municipal Projects: Design / Construction

- **Rock Creek Trail – Carroll Creek Trail** – (City of Frederick) Funded for construction and expected to be completed in 2016.
- **Carroll Creek Park** – Construction of improvements between the Delaplaine Center and E. Patrick Street (City of Frederick) Under construction and expected to be completed in 2016.
- **East Street Rail with Trail** – Carroll Creek to Worman's Mill (City of Frederick)
- **Mount St. Mary's to Downtown Emmitsburg** – Proposed 2.1 mile sidewalk/shared use path along S. Seton Ave. and Old Emmitsburg Rd. County has committed \$140,000 towards a portion of a local match for any grant funding.

On-Street Bikeways

On-street bikeways include marked bike lanes, road shoulders, and signed shared roadways. The construction of new shoulders/curb lanes would typically be done as part of a government or developer funded upgrade/reconstruction project for the road itself. Highways with shoulders could be marked either by signs only or with signs and painted markings. Marking and signing of designated bike routes should also be part of routine and planned resurfacing or remarking of county highways on designated bikeways.

The 1999 Bikeways and Trails Plan identify a number of priorities for the development of on-street bicycle facilities. Providing connections between existing on and off street bikeways and trails, residential and employment centers and establishing Safe Routes to Schools should be a priority. The facilities and the jurisdiction are provided below.

Frederick County Priority On-street Bikeways

Road Section	Start-End Points	Potential Bikeway Type	Jurisdiction
New Design Road	Elmer Derr Road to Frederick City Line	Provide markings and signage for a bike lane using the existing shoulder. Part of Grand History Loop.	County
Ballenger Creek Pike	Crestwood Blvd to Elmer Derr Road	To be determined in developer project scopes	County
New Design Road	Elmer Derr Road to Potomac River	Provide a widened shoulder bike lane. Part of Grand History Loop.	County

Pedestrian Facilities

In an effort to become more proactive with regard to improving pedestrian facilities in the County, a funding initiative is recommended to support improvements to pedestrian facilities. These improvements may include constructing sidewalks, improving crosswalks/intersections, and signage. As many parts of the County continue to develop at suburban and urban densities the need to provide missing links of pedestrian access to connect residential areas with schools, parks, and employment areas will increase as well. In particular, the Libertytown, Urbana, and Ballenger Creek and other areas adjacent to schools have a number of needs that could be addressed by either the State or County programs. These improvements may be funded through a number of state/federal programs listed on page 12.

Recommended Actions

- 1.** Prepare an inventory of needed improvements along county and state roadways. Such an inventory may include an initial scope of the work, estimated cost and prioritization.
- 2.** Establish a Pedestrian Facility Program account in the DPW – Highways section of the County CIP to allocate county funding. Additional funding could also be included in the existing Sidewalk Retrofit Program which is currently allocated just to ADA improvements to existing facilities. These funds could be used towards either state or county retrofit projects.
- 3.** Formalize coordination with the Frederick County Public Schools to support a Safe Routes to Schools program. The SRTS program should be prioritized and managed by the Frederick County Public Schools, Facilities and Transportation Divisions.

State Community Safety and Enhancement Projects

Streetscape/Urban Reconstruction Projects

There are three projects in the County currently funded in this program. The Town of New Market's project is under construction and the Town of Middletown's project is now fully funded for construction. The County requests funding for the next phases in the priority order listed below:

- **Jefferson MD 180** – US 340 to Old Holter Road – Design is approximately 90% complete. The project has strong and consistent community support. Request construction funding (\$4,032,000 estimated).
- **Libertytown MD 26** – Elementary School/Daysville Rd. to MD 31. Top non-funded priority. Request design funding.

Frederick Municipal Airport

A Master Plan Study for the Frederick Municipal Airport was completed in February of 2008. This study provides a guide for short and long-term improvements to the airport. In 2012, Reauthorization of Federal Aviation Administration came to fruition. For projects/improvements that are eligible for Federal Aviation Administration (FAA) funding the split is federal - is now 90%, down from previous levels in the 2000's of 95%. The remainder will be split between the State (MAA) at 5%, Frederick County at 2.5% and the City (Airport Sponsor) 2.5%.

In the adopted FY 2016-2021 CIP the County has budgeted/allocated the following:

- FY 2016 - \$140,250
- FY 2017 - \$2,375
- FY 2019 - \$94,375

For Federal FY 2015/16 the City of Frederick has identified the following improvement project priorities for the Frederick Municipal Airport which will be funded in the split as noted above:

Bailes Lane Building Demolition and Washington Gas Line Relocation:
funding for the demolition of current obstructions and grading that are currently penetrating Part 77.