TITLE: Annual Transportation Needs and Priorities Review; MDOT Priority Letter - 2019

REQUEST: Staff will present the priorities report and MDOT Priority Letter for review and comment by the Planning Commission.

STAFF: Ron Burns, Transportation Engineering Manager

RECOMMENDATION: For Review and Comment

ENCLOSURES:
1. Annual Transportation Needs and Priorities Review (text only); for appendices go to: https://www.frederickcountymd.gov/3136/Annual-Transportation-Priorities-Review
2. 2019 MDOT Priorities Letter
April 1, 2019

Mr. Pete K. Rahn, Secretary
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, Maryland 21076

Re: 2019 Frederick County Transportation Priorities

Dear Secretary Rahn:

On behalf of Frederick County, we are writing to share the County’s transportation priorities for consideration in the development of the FY2020-FY2025 Maryland Consolidated Transportation Program (CTP).

We are very pleased with the level of construction activity in the County, such as the recently opened US 15/Monocacy Boulevard Interchange, progress on the MD 85/I-270 Interchange and soon to be constructed MD 180 project in the vicinity of US 340/15. We are also appreciative of the new projects in Frederick County that have received recent funding in the current DRAFT FY 2019-FY 2024 CTP including:

- MD 464 Bridge Replacement: Over Little Catoctin Creek;
- MD 180/Mount Zion Road Roundabout
- MD 26/Water Street/Old Annapolis Road: Signal and turn lanes;

A transportation priorities review is conducted by the County annually to address the Maryland Department of Transportation (MDOT) project priorities. This review is formally presented to the County Planning Commission, Transportation Services Advisory Council (TSAC), the County Council and mayors from the City of Frederick and municipalities. Comments and recommendations from these groups are forwarded to the County Executive and the Maryland State Delegation for their consideration and final approval. All of the presentations are open to the public.

We continue to be very concerned that the US 15 breakout project of the I-270/US 15 multimodal project, currently undergoing project planning re-evaluation and funded for partial final design, has been pushed back on the construction complete schedule, from an anticipated early 2020’s to 2030, and is not progressing through the project development process in a timely manner. US 15, between I-70 and MD 26, fails during both peak hours in both directions and continues to add to the State’s crash and fatality counts. It has consistently been our number one overall priority.
We would also like to once again bring to your attention to the park and ride lot project proposed at the interchange of US 340 and Mount Zion Road, long funded for construction, a lot that is used for satellite parking for the Point of Rocks MARC station. There continues to be a need to accommodate the overflow from the existing lots at this location. We don't believe it should take over four years just to design and build a parking lot and are disappointed that this concern has been ignored by MDOT SHA over the past years.

Our overall top priorities for project advancement include:

Major Roadways

1. **Construction Funding – US 15: I-70 to MD 26**
   This cost effective improvement would eliminate the only segment within the US 15/I-270 Multimodal Study area that is over capacity in both directions and in both peaks, and improve access to jobs in the region, including the County's top employer – Fort Detrick.

2. **Design Funding – MD 85 Phase II/III: Ballenger Creek to Guilford Drive**
   This project proposes improvements to widen/reconstruct to a 4-6-lane divided roadway with bicycle and pedestrian improvements. These improvements can help in supporting redevelopment opportunities and improving motorist safety in this area.

3. **Project Planning Funding – MD 194: MD 26 to Devilbiss Bridge Road**
   This project proposes the widening from a 2-lane to a 4-lane divided urban boulevard, addressing both capacity and safety issues. Right-of-way has essentially been acquired for the majority of the project. The priority first phase for construction is from MD 26 to Walkersville High School.

System Preservation and Safety Projects – Construction Funding

1. **US 15 Southbound Auxiliary Lane**
   MD 26 to Motter Avenue

2. **US 15 J-Turn**
   MD 550 to Roddy Road

   Provide safer merges from MD 17 and MD 180 to both eastbound and westbound US 340
Transit – Local Bus

1. TransIT Plus
   Expand paratransit service to meet growing demand. To meet the current unmet needs will require additional operating funding: Year 1 – additional $55,000 to fund one driver, and $30,000 capital to fund a small vehicle. Ongoing $55,000 in operating to fund the driver.

2. Bus Replacement
   Purchase three to four large all electric transit buses over each of the next three years. $2,256,000 (minimum of $2,030,400 federal/state)

3. Connector Service
   Increase annual operating funding, $439,000 ($395,000 federal/state), to provide 30-minute service frequencies from start of service to 6 p.m. This project directly facilitates job growth.

MTA - Commuter Bus

1. #515 Line Commuter Bus Service
   Add peak, reverse (back haul) peak, off peak/mid-day, and weekend trips; commence service from the new US 15/Monocacy Boulevard park and ride lot.

2. I-70 Corridor Commuter Bus Service
   Propose new service from Frederick City to the BWI Employment District. This would be able to serve the New Market, Linganore, and Mount Airy communities as well.

3. 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, until the express toll lanes are constructed.

MTA – MARC Commuter Rail

1. 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.

2. CSX Capacity Enhancement
   Add 3rd track in Barnesville Hill section in Montgomery County

3. MARC Service Expansion
   Add an additional morning and evening train between Brunswick and Union Station, as well as mid-day, reverse peak and weekday service to Frederick. This will increase the attractiveness for jobs in Frederick as residential growth soars at downstream stations in D.C. and Silver Spring.
Off-Street Shared Use Paths

1. **H&F Trolley Trail Phase 3**
   Moser Road to Catoctin Furnace (2.7 miles). This would be coordinated with the Town of Thurmont. Part of the Grand History Trail.

2. **Pennsylvania Railroad Trail**
   This would be an extension of the City's East Street Rail/Trail from Worman’s Mill across the Monocacy River to the Heritage Farm Park (3.8 miles). This is a rail with trail project as the track is still being used by the Walkersville Southern Railroad. This project would need coordination between the City of Frederick, Town of Walkersville, Maryland Transit Administration, and the Walkersville Southern Railroad.

3. **New Design Road Side Path**
   C & O Canal Towpath to English Muffin Road. This project would connect the City of Frederick with the C & O Towpath and then north to Point of Rocks and Brunswick.

Sidewalks

1. **Urbana Pike: Stone Barn Drive to Urbana Elementary School**
   Connects the reconstructed elementary school with a large part of Urbana.

2. **MD 17: Village of Wolfsville**
   Connects elementary school and day care where children walk in the road.

3. **MD 28: Potomac Avenue to Bowis Drive**
   Connects community to Point of Rocks MARC Station (previously studied by MTA).

Frederick Airport (City of Frederick)

1. **Runway 5-23: Obstruction removal**
   Phase 3 construction

2. **Runway 5-23: Runway 5 Extension**
   Phase 1 design/ construction

3. **Runway 5-23: Runway 5 taxiway**
   Phase 2 design/ construction
In the coming year or two we plan to formally request that the Monocacy MARC Station, serving both commuter rail and bus, as well as local transit bus, be designated an official MDOT Transit Oriented Development site. This station has 814 parking spaces and is serviced weekdays by six MARC trains, 54 commuter buses and several more local TransIT buses. Once an anticipated corridor study is underway in this area, we will involve the MDOT staff in the planning process, as we expect that the Transit Oriented Development (TOD) would be a major centerpiece of this planning area.

We appreciate the opportunity to provide our transportation priorities. We look forward to continuing a productive partnership with MDOT and to actively participate in the development of the CTP. If you have any questions or need additional information, please contact Mr. Ron Burns in the Division of Planning and Permitting at 301-600-6742 or rburns@frederickcounty.md.gov.

Sincerely,

FREDERICK COUNTY GOVERNMENT
FREDERICK COUNTY, MARYLAND

STATE DELEGATION OF
FREDERICK COUNTY, MARYLAND

Jan H. Gardner
County Executive

Carol L. Krimm
Chairman of Delegation
Exhibit #2

Frederick County

Annual Transportation Needs and Priorities Review

February 1, 2019

Prepared by
Frederick County Division of Planning & Permitting

RTB/02.01.19
## Table of Contents

<table>
<thead>
<tr>
<th>Chapter</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Introduction</td>
<td>3</td>
</tr>
<tr>
<td>Roads</td>
<td>4</td>
</tr>
<tr>
<td>Local Transit</td>
<td>11</td>
</tr>
<tr>
<td>Regional Transit</td>
<td>13</td>
</tr>
<tr>
<td>Bicycle &amp; Pedestrian Facilities</td>
<td>16</td>
</tr>
<tr>
<td>Frederick Municipal Airport</td>
<td>20</td>
</tr>
</tbody>
</table>

## Appendices

1. MDOT Priority Letter 2018
2. MDOT SHA Highway Needs Inventory (HNI)
3. MWTPB Visualize 2045 Financially Constrained Element
4. MDOT Consolidated Transportation Program (SHA)
5. MDOT Chapter 30 Scoring
6. FredCo. Capital Improvements Program (CIP) Roads/Highways/Bridges/Trails
7. TransIT Annual Report 2018 and Bus Routes
8. MDOT MTA Commuter Bus and MARC Schedules
9. FredCo. Bikeways and Trails Plan Map
Introduction

The Transportation Priorities Review (TPR) is conducted annually to review needs, establish priorities, and gauge progress of transportation facilities throughout the County. 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 Maryland Department of Transportation’s (MDOT) Consolidated Transportation Program (CTP) and the County’s Capital Improvement Plan (CIP).

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

- State and county highway projects
- Local and regional transit service
- Bicycle/pedestrian projects
- The Frederick Municipal Airport

The Transportation Priorities Review is an informational product of the Division of Planning and Permitting and available for use by the County Planning Commission, Transportation Services Advisory Council (TSAC), County Council, municipalities, state delegation and the general public. Any comments, or questions received will be addressed and considered for inclusion in the FINAL Report.

Transportation planning staff also coordinates with individual MDOT and County agencies as appropriate to review opportunities for consistency in project priorities. The priority listings are then considered in the Frederick County CIP and the Priority Letter transmitted to the Maryland Department of Transportation (MDOT) by April 1. The current (2018) MDOT priority letter is attached as Appendix #1.
Roads

Current Status, Funding and Need

All roads are in highway rights of way and are either owned/maintained by the Maryland Department of Transportation State Highway Administration (MDOT SHA) or the County, or in some cases privately owned. In some cases they are MDOT SHA owned and County maintained (e.g. Lander Road, parts of Elmer Derr Road, etc.).

MDOT:
There are a number of status levels for road improvements at the State level. These include:
- Highway Needs Inventory – an unfunded inventory of need by service and/or safety, similar to a County master plan of roads, representing a long range build out of the system; in order for project planning (NEPA) studies to commence, a project must be listed in this inventory
- Constrained Long Range Plan – a product of the Metropolitan Washington Transportation Planning Board, listing road improvements, costs and completion dates for which funding can reasonably be assumed over the next 25 years
- Consolidated Transportation Program (CTP) – road improvements currently funded for planning, design, land acquisition and/or construction; broken down into three categories: Development and Evaluation (no construction funding), Construction, and System Preservation (smaller projects with minimal or no impacts beyond the rights of way)
- Chapter 30 Scoring – a list of pending projects for CTP inclusion or advancement, determined as a matter of technically scored criteria by MDOT, as required by legislation

The Highway Needs Inventory (Appendix #2) is updated periodically and was last updated earlier this year. Recent additions to the HNI include:
- MD 75 Relocated: I-270 to Lewisdale Road - New Alignment
- MD 26/Monocacy Blvd Interchange – New Construction
- MD 80: Carriage Hill Rd to MD 75 – Multilane Re-construct

Changes to future editions of the HNI should include:
- MD 144: over Monocacy River – Multilane Reconstruct
- MD 75: Old National Pike to Old Annapolis Road – Multilane Reconstruct
- MD 80 Extended: US 15 to MD 85 – New Alignment (2 lanes)
- MD 550/75 connector: Libertytown – New Alignment (2 lanes)
- I-70/MD 75 Interchange - Reconstruction

The financially constrained long range plan for the Metropolitan Washington region, now called Visualize 2045, was adopted by the Transportation Planning Board on October 17. The plan, which is formalized every 4 years, but can be amended at any time, only includes projects that state and local governments can reasonably fund over the next 25 years and lays the groundwork for mandated air quality modeling. The Financially Constrained Element of Visualize 2045 is contained in Appendix #3. Specific MDOT projects located in the City of Frederick and County are listed on the next page:
<table>
<thead>
<tr>
<th>Facility</th>
<th>From</th>
<th>To</th>
<th>Improvement</th>
<th>Year</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-270 (P3) Traffic Relief Plan</td>
<td>I-495</td>
<td>I-70/US 40</td>
<td>Construct</td>
<td>2025</td>
<td>Construct 2 managed lanes in each direction</td>
</tr>
<tr>
<td>I-70</td>
<td>Mt. Phillip Road</td>
<td>West of I-270</td>
<td>Widen</td>
<td>2035</td>
<td>Add one lane in each direction</td>
</tr>
<tr>
<td>I-70/MD 144</td>
<td>Meadow Road, and Old National Pike</td>
<td></td>
<td>Widen</td>
<td>2025</td>
<td>Construct interchange improvements</td>
</tr>
<tr>
<td>US 15</td>
<td>I-70</td>
<td>MD 26</td>
<td>Widen</td>
<td>2030</td>
<td>Add one lane in each direction</td>
</tr>
<tr>
<td>MD 85 Phase 1</td>
<td>Crestwood Boulevard/ Shockley Drive</td>
<td>Spectrum Drive</td>
<td>Widen &amp; Interchange re-construct</td>
<td>2021</td>
<td>As two lanes from Crestwood Boulevard/Shockley Drive to Spectrum Drive</td>
</tr>
<tr>
<td>MD 85 Phase 3</td>
<td>English Muffin Way</td>
<td>Crestwood Boulevard/Shockley Drive</td>
<td>Widen</td>
<td>2035</td>
<td>Add two lanes from English Muffin Way to Crestwood Blvd</td>
</tr>
<tr>
<td>MD 85 Phase 2</td>
<td>Spectrum Drive</td>
<td>Guilford Drive</td>
<td>Widen</td>
<td>2035</td>
<td>Add two lanes</td>
</tr>
</tbody>
</table>

Major local road improvements that add capacity are also included in the financially constrained element for completion by 2045. These include the completion of Christopher’s Crossing/Monocacy Boulevard, Ballenger Creek Pike (north of Ballenger Creek), and the connection of Spectrum and Shockley drives over I-270.

As part of the Maryland Open Transportation investment Decision Act, the inaugural Chapter 30 project scores were released recently by MDOT (Appendix #4). Forty two major projects (construction cost over $5 million) were scored and ranked 1 to 42, and those located in Frederick County are as follows:

- **I-270/I-495 Traffic Relief Plan (P3)** - Score 500.00; **Rank #1**
  - Top score attributed to $0 construction cost to MDOT

- **MD 85: English Muffin Way to Guilford Dr** - Score 15.38; **Rank #12**
  - Good score attributable to safety improvement and jobs access

- **US 15: I-70 to MD 26** – Score 13.08; **Rank #16**
  - Lowering project costs would improve score
  - City of Frederick leading effort to lower storm water quality mitigation costs

- **I-70: I-270 to Mt. Philip Rd** – Score 4.61; **Rank #24**
  - Lowering project costs would improve score
  - County to petition MDOT SHA to reduce scope of improvement to improving only the westbound widening, thus significantly lowering the cost

The County (Division of Planning and Permitting) is performing preliminary planning studies for widening MD 194 in Walkersville so that it can be included in this year’s scoring as a new project.
The recently released Draft FY 2019 – 2024 CTP shows the following minor system preservation projects being added:

- MD 464 bridge reconstruction over Little Catocin Creek at Point of Rocks
- MD 180/Mount Zion Road Roundabout
- MD 26/Water Street Intersection – New signal and left turn lanes on MD 26 approaches
- US 340: West of US 15 – extension of on-ramps to provide safer merges on from MD 17 and MD 180 to both eastbound and westbound US 340 (design only).

County:
Existing and Proposed State and County roads are identified in the functional master Plan of Transportation, as updated by the 2010 Comprehensive Plan. An update to the plan is slated to be completed by fall of 2019, utilizing the results of the latest update to the County travel simulation model. A major component of the plan will be the adoption of a complete street policy, assuring that all existing and potential users (including such users as: bike riders, pedestrians and truck drivers) needs are addressed when a road is improved.

County road projects slated for development are listed in the Capital Improvement Plan (CIP), a 6 year program for planning, design, land acquisition and construction. Unlike the MDOT program, which has largely guaranteed funding from the transportation trust fund throughout its 6 year program cycle, funding in the CIP is only certain in the first two years, with the remaining 4 out years subject to change. The roads portion of the existing 2019 – 2024 CIP is found in Appendix #6. Major projects that are under construction or are funded to start construction in the next two years include:

- Boyers Mill Road: Old National Pike to Gas House Pike – Major Reconstruction and shoulder enhancements; construction on the yet to be improved section, south of Lake Linganore to commence spring 2019.
- Gas House Pike: Frederick City Limit to Boyers Mill Road – Major reconstruction/upgrade including a continuous 5’ paved shoulder and spot safety improvements; construction to commence Summer 2019
- Bridge Replacement Projects include: Gas House Pike over Linganore Creek and Hoovers Mill Road Bridge over Owens Creek;

For the last several years, CIP road projects focused on the need for road rehabilitation and reconstruction, as well as to improve operation and safety. As part of the implementation of the pending 2019 Master Plan of Transportation, a systematic process for project advancement will be proposed so that road improvements, whether they be for rehabilitation or capacity enhancement, would progress pro-actively into the CIP. Areas of emphasis that can be expected to be evaluated include:

- Improve existing neighborhood interconnection by retrofitting missing connections where feasible (when approved by both neighborhoods)
  - Example: Merricks Court/Tall Oaks Drive and Westwind/West Oak Drives
- Completing road sections partially built by developers, filling in gaps not responsible for construction by developers, to assure continuity of transportation facilities
  - Example: Urbana Pike in Urbana and Town Center Drive in Eaglehead
- Spot safety improvements based on crash data and inadequate sight distance
- Spot intersection improvements to add capacity and improved operation

Funding sources for County road improvements in order of magnitude include: Bonds, General Fund, Federal Grants and Developer Road Escrow Accounts.
The road escrow accounts, created to either collect seed money for a future project or reimburse developers and agencies that constructed road improvements, now number at close to 100 with a balance in excess of $5 million. Balances in accounts that are more than 10 years old and no longer have a viable project for which to contribute may be redistributed for any project elsewhere in the planning region in which it is located. As of fall 2018, there are available balances in the Adamstown, Frederick, New Market and Urbana Regions.

Public-Private Partnerships (P3) account for a significant amount of project improvements. Recent project examples which include both government and developer participation include:

- Ballenger Creek Pike: Ballenger Creek to Solarex Court – under phased construction
- Meadow Road/I-70 Interchange – under phased construction
- MD 75 Truck Turnarounds - under phased construction
- US 15: Partial J-Turn – Auburn Road/Fish Hatchery Road

Priorities

**MDOT:**
For the State highways, priorities are identified and grouped within several categories:

- Preliminary Planning - pre project planning to determine if a project is feasible to move into a project planning phase or to perform sufficient analysis in order to quality for Chapter 30 inclusion.
- Project Planning – eligible projects must be included in the SHA Highway Needs Inventory (HNI). The current version was updated in 2014.
- Final Design – next phase for projects that have completed project planning
- Construction – final phase once design is complete
- System Preservation – includes smaller scale projects that could be addressed through the SHA District Offices and would not require a full project planning process.

**Preliminary Planning**

1. **Libertytown Connector Road**
   Proposed 2-lane roadway to connect MD 550 and MD 75 on the north side of Libertytown to reduce the amount of truck and automobile traffic on MD 26 through town. This improvement would need to be added to the HNI for advancement to project planning.

2. **MD 75: MD 355 to Baldwin Road**
   Proposed 2 to 4 lane reconstruction to primarily improve safety and remove circulation impediments, including a realignment and new bridge over the CSX and Bush Creek, and relocation at MD 80 and other necessary locations.

3. **US 15: MD 464 to US 340**
   A menu of options to address safety and operation in the corridor which may include: Widen from a 2-lane to a 4-lane divided expressway south of the US 340/15 split; and/or grade-separated interchanges at MD 464 and Mountville Rd, as well as a new ramp from eastbound US 340 to southbound US 15.
Project Planning

1. MD 194: MD 26 to Devilbiss Bridge Road
   Widen from a 2-lane to a 4-lane divided urban boulevard, addressing both capacity and safety issues. Right-of-way has essentially been acquired for the majority of the project. The priority first phase of construction would be between MD 26 and Walkersville High School; after which the traffic volume dissipates.

2. MD 75 (Hyattstown Bypass): I-270 to Lewisdale Road
   Relocate Green Valley Road as a 2 to 4 lane road due east to intersect with a new interchange with I-270 in the vicinity of Doctor Perry Road. This improvement was part of the US 15/I-270 Multimodal Study until the entire project was shelved in favor of the I-270/495 Managed Lane Study (P3) project, which does not contemplate improvements to side streets.

Final Design

1. MD 85 Phase II: Spectrum Dr. to Guildford Dr.
   Widen to 6-lane divided roadway with pedestrian, bicycle and streetscape improvements.

   Project Status: Project planning has been completed in 2002.

2. MD 85 Phase III: Executive Way to South of Ballenger Creek
   Widen/Reconstruct to a 4-lane roadway, partially divided, with a new bridge over Ballenger Creek.

   Project Status: Project planning has been completed in 2002; project limits modified from original planning study because of developer/county improvements between Crestwood Boulevard and Executive Way, and English Muffin Way and McKinney Circle.

3. I-70 Phase 4: I-270 to Mt. Phillip Road
   Widening from 2 lanes to 3 lanes westbound, between the I-270 ramp and the beginning of the truck climbing lane near Mt. Phillip Rd. This is a priority freight movement project in the Maryland State Freight Plan and MWCOR Freight Priorities List.

   Project Status: This is the fourth and final phase of the I-70 project from Patrick Street to Mt. Phillip Road and has been significantly reduced in scope to eliminate the unnecessary eastbound lane and bridge reconstruction over MD 180.

4. I-270: Montgomery County Line to I-70
   Widen I-270 from 4 to 8 lanes (possibly 6 lanes between north of MD 80 and MD 85) as part of the MDOT proposed Managed Lane Project/Public-Private Partnership (P3) to be funded by tolls on the inside lanes.

   Project Status: MDOT is commencing NEPA Project Planning with initial focus on improvement to I-270, south of I-370, with an anticipated completion by 2025 for the entire project.
Construction

1. **US 15: I-70 to MD 26**
   Widen from 4 to 6 lanes. This cost effective improvement would eliminate the only segment within the US 15/I-270 Multimodal Study area that is over capacity in both directions and in both peaks, and improve access to jobs in the region, including the County’s top employer – Fort Detrick. Noise barriers will also be considered where warranted.

   **Project Status:** This project is currently funded in the project planning phase which would progress to preliminary engineering (30% design). Both the City and County have indicated support for Alternate 4, which adds a lane on the inside median, and MDOT SHA concurs. In addition it has been recommended to extend the southern limit of the project to I-70 rather than to the US 340 ramps. The project is expected to be granted a Categorical Exclusion (CE) from the Federal Highway Administration, which would allow the project to advance to preliminary engineering in 2019. The project will still need to go through a final engineering/design phase following completion of preliminary engineering. Expected completion of construction is 2030, however, SHA is working with the City and county to identify cost reductions, such as off-site water quality improvement to that end. If successful it is expected that the construction delivery may be sooner than 2030.

System Preservation

These projects are coordinated directly with the SHA District office and would not go through the full project planning process. The projects are not listed in priority order but the sub-items ranked are in order of priority.

1. **US 15: I-70 to MD 26 – Auxiliary (aux) Lanes Between Interchanges**
   - Southbound aux lane from MD 26 to Motter Ave. *(now funded for design)*
   - Southbound aux lane from Motter Ave. to 7th St.
   - Northbound accel lane lengthen from 7th St. toward Motter Ave.
   - Northbound accel lane lengthen from Rosemont Ave. toward 7th St.
   - Northbound aux lane from US 40 to Rosemont Ave.

2. **US 15: MD 550 to Roddy Rd– Safety Enhancements**
   Add J-Turns and eliminate some left turn and through side street movements, channelizing the medians and extending acceleration and deceleration lanes.

   Provide safer merges from MD 17 and MD 180 to both eastbound and westbound US 340

4. **MD 355/Dr. Perry Rd. /Big Woods Rd. Intersection:**
   Add traffic signal and left turn lanes on MD 355 to improve safety (developer conditioned to fund signal).

5. **MD 85 Streetscape: Buckeystown**
   From just south of Buckingham Lane to just north of Keller Lime Plant Road
**County:**
A new process for establishing priorities will be used for next year's report upon completion of the 2019 Master Plan of Transportation, when more long range transportation needs on local roads would be identified using the travel simulation results for 2040.

The following is a list of major road projects in the current CIP without construction funding in the first two years, which serves as a logical interim priority list:

- **Christopher’s Crossing:** City of Frederick limit at Whittier Drive to Walter Martz Rd./Jordan Valley Way – Widen to a 4 lane divided roadway including bike and pedestrian enhancements; will address jump in traffic due to missing links soon to be constructed by the City.

- **Reich’s Ford Road – Phase 2:** Bartonville Road to Ijamsville Road – replacing/upgrading two bridges over Bush Creek and spot safety and drainage improvements

- **Yeagertown Road:** Old National Pike to Boyers Mill Road – upgrading/rehabilitating roadway to County standards

- **Bridge Replacement Projects include:** Hessong Bridge Road Bridge over Little Hunting Creek, Hornet’s Nest Road Bridge, Brethren Church Road Bridge over Cultotin Creek, Old Mill Road Bridge over the Maryland Midland Railroad, Stottlemeyer Road Bridge over Middle Creek, and Biggs Ford Road Bridge over the Monocacy River.

As further placeholders until the Master Plan of Transportation is updated, the following projects have been identified as possible future projects for inclusion in the CIP:

- **Urbana Pike:** Sprigg Street to Urbana Church Road – Upgrade the roadway to a 2-lane village collector road with parallel parking, bike sharing the travel lane and a continuous sidewalk; filling in the gaps between developer improved sections

- **Tabler Road:** MD 355 to Bealls Farm Road – Reconstruct and improve inadequate sight distance as traffic on this substandard road is expected to increase near term

- **Spectrum/Shockley Connector** – Construct the missing link between these two high-volume roadways with a bridge over I-270 that could provide future HOV and commuter bus connection with I-270; need will be investigated in 2021 once traffic operation on MD 85 is assessed post interchange re-construction.
Local Transit

Existing Status, Funding and Needs

The FY2018 Annual Report for TransIT Services of Frederick County is contained in Appendix #7. Highlights show that there is about a 19% increase in shuttle ridership, 12% increase in paratransit ridership, and 25% increase in Taxi Access Program (TAP) trips in FY2018, compared to FY2017.

In FY2018, service was expanded in the north part of the City of Frederick and the Route 85 Shuttle doubled service from 2 to 4 trips per day. Another quality of service improvement added is that Paratransit users now have the ability to receive alerts on bus arrival times, as well as schedule trips on line.

Administrative offices and vehicle maintenance facilities will soon be expanded. This is funded for construction beginning in the summer of 2019, in the County CIP. Construction cost is estimated at $5,446,967 of which the local share is $544,697 (10%).

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** – nine (9) fixed routes primarily within the City of Frederick and to surrounding county areas.
- **Shuttle Service** – four (4) separate fixed route shuttles serving the MD 85 corridor, the East County corridor to Spring Ridge, the North Frederick area, a Thurmont-Emmitsburg route, and a Jefferson-Brunswick route. These operate on a limited schedule typically serving just the morning and afternoon times.
- **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 goal every year is to maintain existing service levels.

Project success is a function of success in obtaining outside funding. Project and funding needs are as follows:

1. **TransIT Plus** – Expand paratransit service to meet growing demand. To meet the current unmet needs will require additional operating funding: Year 1 – additional $55,000 to fund one driver, and $30,000 capital to fund a small vehicle. Ongoing $55,000 in operating to fund the driver.
2. **Bus Replacement** – to purchase 3 to 4 large all electric transit buses over each of the next 3 years, would cost $2,256,000 (minimum of $2,030,400 federal/state)
3. **Connector Service** – to provide 30-minute service frequencies from start of service to 6 pm, which would help facilitate job growth, an increase would be required in annual operating funding of $439,000 ($395,000 federal/state)
4. **Shuttle Service** — for service to the Urbana and Middletown communities, identified in the Transportation Development Plan, implementing 2 trips per day on each shuttle, increased funding would require $97,000 for annual operating cost and total capital cost of $76,000, for a total of $167,000 for each shuttle.

5. **US 40 Multimodal Access Project** — for a continuous turn lane/bus lane and multi-use trail, along US 40 (north side only) between Baughman’s Lane and Waverley Dr. along the “Golden Mile”; a grant of $686,300 has been received to complete final design through a TLC grant from MWCOG. An additional approximate $4.6 million would be required to construct the project. *This project would likely move into the MDOT SHA Systems Preservation project category next year, once fully designed.*

### Priorities

In the next year, TransIT Services of Frederick County has the following priorities:

- Increase ridership and overall awareness of services
- Improve mobile ticketing services provided to passengers
- Expand the bus shelter advertising programs and install new bus shelters throughout the County
- Increase awareness and usage of the online paratransit scheduling software
- Update public transit brochures and maps
- Install automatic vehicle location (AVL) program on TransIT Shuttles
Regional Transit

Existing Status, Funding and Needs

The Maryland Transit Administration (MTA) Commuter Bus and MARC Commuter Rail services are meant to complement and not compete with each other for funding. 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. Bus and MARC schedules are in Appendix #8.

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 either the downtown Frederick MARC station or suburban Monocacy 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 North 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.

- **#515 Line** – Originates at the Frederick or Monocacy MARC Stations. Thirteen morning southbound trips and fourteen afternoon/evening northbound trips. Those trips that originate/terminating at the Frederick station and are on 30-minute headways; buses originating/terminating at the Monocacy MARC station are on 15-minute headways. All buses stop at the Urbana Park and Ride. Once the North Frederick Park & Ride lot, currently under construction adjacent to the Monocacy Blvd. interchange project, is completed, some of the buses will originate/terminate there. Service is scheduled to begin November 1, 2019.

- **#505 Line** – Originates in Hagerstown. Eight morning southbound trips and eight afternoon/evening northbound trips only serve the Myersville Park and Ride, while two additional northbound trips also serve the Urbana Park and Ride and the Monocacy MARC station in the early afternoon and evening, for a total of 18 trips per day.

- **#204 Line** – Originates at the Monocacy MARC Station and stops at the Urbana Park and Ride. Five morning southbound trips and six evening northbound trips with 25-minute headways, serves the College Park area, with additional stops within Montgomery County. Transfers to the #201 and #202, with destinations at BWI Marshall Airport and Fort Meade respectively, can be made at the Gaithersburg Park and Ride.
**MARC Commuter Rail**

Current service on the Brunswick Line, serving the Brunswick and Point of Rocks stations, includes six morning trips (headways vary from 20 – 50 minutes) and seven evening trips. On the Frederick Branch Line serving the Monocacy and Frederick stations there are three morning (1-hour headways) and three evening trains (90-minute headways). The Frederick trains cannot stop at the Point of Rocks station because no platform is provided.

The County’s TransIT Services operates two Meet-The-MARC shuttle routes. One route connects Frederick with the Point of Rocks MARC station and the second route connects Walkersville through Frederick to the Frederick MARC station.

MARC is currently working toward the accommodation of bicycles on all trains but to date can only provide this on a limited number of trains. This is largely due to the loss of passenger seats, to provide this accommodation, which are in high demand.

The Maryland Transit Administration (MTA) completed an update to the MARC Growth and Investment Plan in 2013. The following recommendations are specific to the Brunswick Line.

**Near-Term – 2013 to 2019**
- Expand Meet the MARC connecting services
- Lengthen existing trains

**Long-Term – 2020 to 2029**
- Point of Rocks platform expansion to provide access for Frederick Branch trains
- Add 3rd track in Barnesville Hill section in Montgomery County
- Brunswick parking lot to add a second access point
- Add one reverse peak train to Brunswick
- Add one additional round-trip train to/from Brunswick

**Future - 2030**
- Additional triple tracking
- Improve Frederick Branch with 30 minute headways and increase number of trains from 3 to 6.
- Reverse commute service

**Priorities**

In the short term, commuter bus is best equipped to improve service between Frederick and the Washington, D.C. region. This will be even truer when the additional lanes are added to I-270 when commuter bus will be able to travel at posted speed during peak periods of traffic.
Commuter Bus Improvements

1. **#515 Line Commuter Bus Service** – Increase peak, and add reverse (back haul) peak direction, off-peak/mid-day and weekend service.

2. **I-70 Corridor Commuter Bus Service** – Propose new service from Frederick City to the BWI Employment District. This would also be able to serve the New Market/Linganore and Mt. Airy communities.

3. **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, until the express toll lanes are constructed.

MARC Improvements

1. **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.

2. **CSX Capacity Enhancement** - Add 3rd track in Barnesville Hill section in Montgomery County.

3. **MARC Service Expansion** – Add an additional morning and evening train between Brunswick and Union Station as well as weekend service to Frederick. Also, add provision of bicycle accommodation on all trains.

4. **MARC Frederick Branch** – Construct signal improvements along the Old Main Line between Frederick Junction and Point of Rocks to improve existing service and support expanded service.

5. **MARC Frederick Branch** – Double track Old Main Line between Point of Rocks and Frederick Junction. Phase 1 – 4-mile section in Adamstown area. Phase 2 – 3-mile section Lime Kiln to Frederick Junction.
Bicycle and Pedestrian Facilities

Existing Status, Funding and Needs

This element addresses priorities for a network of off-street shared use paths, on-street bikeways, and pedestrian sidewalk 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 have many benefits, including reduced reliance on automobiles, better health for users, and a greater quality of life for the community.

The County’s Bikeways and Trails Plan, first adopted in 1999, was revised and approved in July of 2018. It identifies the purpose and need for enhancing non-motorized travel, lists several potential projects and a number of implementation action items that need to be performed. The trail and bikeways plan map is in Appendix #9.

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

- ADA Retrofit (SHA Fund 33)
- Sidewalk Retrofit (SHA Fund 79)
- Urban Reconstruction (SHA Fund 84)
- Bicycle Retrofit (SHA Fund 88)
- Transportation Alternatives Set Aside Program (TAP)
- Safe Routes to Schools (SRTS)
- Recreational Trails Program (NRT)
- Maryland Bikeways Program (MDOT)
- Maryland Department of Transportation (MDOT)
- Transportation-Land Use Connection (TLC) program (planning/design only)
- Public Land Highways Discretionary Program (FHWA)
- Rail Highway Crossing Hazards elimination in High Speed Rail Corridors (FHWA)
- Transportation, Community and System Preservation (TCSP) Program (FHWA)

Chapter 5 of the 2018 Bikeways and Trails Plan contains the following action items for off-street trails that can be expected to take place over the next few years:

- Revise the County’s 1993 Street and Roads Design Manual
- Update the County’s Trail Design standards and Planning Guidelines
- Develop a prioritization system for identifying multiuse trail and sidewalk priorities (complete 2019)
- Accelerate the implementation of sidewalk bikeway and trail projects along with the establishment of a Complete Streets Policy
- Perform preliminary planning on the Main Street Connector Trails/Bikeways between the City of Frederick and Thurmont, Middletown and Brunswick (complete May 2019)
- Perform short annual assessments measuring progress in attaining goals
- Establish an ongoing Pedestrian and Bicycle Retrofit CIP Line item
- Establish a bike/pedestrian coordinator position (completed)
- Form a bicycle and pedestrian advisory committee
• Maintain a partnership with Frederick County Public Schools to improve safe pedestrian routes to school

The promotion of the five E’s of safety would be emphasized in the development of each of these initiatives: engineering, education, enforcement, encouragement and evaluation.

The Division of Planning & Permitting continues to be responsible for planning phases of projects while the Division of Parks and Recreation and Division of Public Works is responsible for the design and construction phases of trails and sidewalks/bikeways, respectively. Appendix #6 contains the Bikeways/Trails Program line item in the Parks and Recreation portion of the current Capital Improvements Program (CIP).

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 planned resurfacing or remarking of county highways on designated bikeways.

In an effort to become more proactive with regard to improving pedestrian facilities in the County, a CIP Line Item 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. These improvements may be funded through a number of state/federal programs listed above. Completing missing links, establishing Safe Routes to Schools and coordination with local, state, and regional efforts should be a consideration in identifying funding priorities.

### Priorities

**Off-Street Shared Use Paths**

A prioritization process is just beginning for the purpose of establishing short and long term priorities for trail construction and will be prepared in time for next year’s TPR. In the meantime, the following projects, not in any order of priority, would intuitively be expected to rise to the top of the short term list for the next trail projects as the construction of the Ballenger Creek Trail is completed:

1. **H&F Trolley Trail Phase 3** – Moser Road to Catoctin Furnace (2.7 miles). This would be coordinated with the Town of Thurmont. Part of the Grand History Trail.

2. **Pennsylvania Railroad Trail** – this would be an extension of the City’s East Street Rail/Trail from Worman’s Mill across the Monocacy River to the Heritage Farm Park (3.8 miles). This is a rail with trail project as the track is still being used by the Walkersville Southern Railroad. This project would need coordination between the
City of Frederick, Town of Walkersville, Maryland Transit Administration, and the Walkersville Southern Railroad.

3. **New Design Road Side Path** – C & O Canal Towpath to English Muffin Road. This significant project would connect the City of Frederick with the C & O Towpath and then north to Point of Rocks and Brunswick.

4. **Frederick Scenic Trail Phase 1** – Along the west side of the Monocacy River from Tuscarora Creek to Carroll Creek (4.3 miles). Portions of this trail are existing. The County would be responsible for a short gap (0.6 miles) within the Waterside development where a path exists but would need to be reconstructed to meet current trail design standards. There are unbuilt portions of this trail within the City of Frederick that would need to be constructed to provide a continuous section from Worman’s Mill to the City’s Riverside Center Park at Monocacy Blvd.

5. **Mount St. Mary’s University/ Emmitsburg Trail** – Off-road trail from Annandale Road to Emmitsburg Community Park (1.3 miles) for the purpose of accommodating pedestrian and bike demand on a safe route for college students and residents of the community. *Approval of one large property owner is the current showstopper: preventing this project from moving forward.*

**On-Street Bikeways**

The 2018 Bikeways and Trails Plan, identifies a number of potential on-street bicycle facilities. These would focus on connecting residential and employment centers and safe access to schools. The following projects are a list of projects either existing, under construction or expected to be implemented in the near future:

<table>
<thead>
<tr>
<th>Road</th>
<th>Project Limits</th>
<th>Potential Bikeway Type</th>
<th>Jurisdiction</th>
</tr>
</thead>
<tbody>
<tr>
<td>New Design Road</td>
<td>English Muffin Way to Frederick City Line</td>
<td>Full Bike Lane - Provide markings and signage for a bike lane using the existing shoulder. Part of Grand History Loop.</td>
<td>County</td>
</tr>
<tr>
<td>Ballenger Creek Pike</td>
<td>Elmor Derr Road to Relocated Butterfly Lane</td>
<td>On-road bike lanes being installed in various stages of completion</td>
<td>County/ SHA</td>
</tr>
<tr>
<td>Crestwood Blvd</td>
<td>MD 85 to Ballenger Creek Pike</td>
<td>Conversion of existing stripped shoulder to full bike lane, sharing the lane at right turn lanes.</td>
<td>County</td>
</tr>
<tr>
<td>Doyers Mill Road</td>
<td>Gas House Pike to Old National Pike</td>
<td>Provision of new shoulders to be used as a bike lane on some roadway sections.</td>
<td>County</td>
</tr>
</tbody>
</table>
**Pedestrian Facilities**

A prioritization process is just beginning for the purpose of establishing short and long term priorities for sidewalk retrofit and will be prepared in time for next year’s TPR. In the meantime, the following projects, not in any order of priority, would intuitively be expected to rise to the top of the short term list for a CIP line item for construction.

<table>
<thead>
<tr>
<th>Road</th>
<th>Project Limits</th>
<th>Jurisdiction</th>
</tr>
</thead>
</table>
| East side of New Design Road | English Muffin Way to Robin Dr  
Crestwood Blvd to Foxcroft Dr | County (Developer)    |
| Urbana Pike           | Stone Bard Drive to Urbana Elementary School                                  | County               |
| Executive Way         | East of MD 85                                                                    | County (Developer)   |
| Crestwood Blvd        | Ballenger Creek Pike to Crabapple Dr  
New Design Rd to Arundel Branch Creek  
Corporate Dr to North of Partners Ct | County               |
| Mountville Road       | Adamstown Rd to Doubs Rd (Adamstown)                                           | County               |
| MD 464                | 2nd St to 9th St (Brunswick) or via local roads                                 | SHA or Town          |
| MD 85                 | Executive Way to Marcie’s Choice Ln                                             | SHA                  |
| MD 17                 | Wolfsville ES to Salem UM Church (Wolfsville)                                   | SHA                  |
| MD 180                | Jefferson Commons Way to Relocated Butterfly Ln                                 | SHA                  |
| MD 28                 | Potomac Ave to Bowls Dr (Point of Rocks)                                        | SHA/MTA              |
| Ballenger Creek Pike  | Hobbits Gln to MD 28 (Point of Rocks)                                           | County               |
| MD 355                | 800’ north and south of Grove Road                                               | SHA                  |
Frederick Municipal Airport (City of Frederick)

Existing Status, Funding and Needs

A Master Plan Study for the Frederick Municipal Airport was completed in 2008. This study provides a guide for short and long-term improvements to the airport. For projects/improvements that are eligible for Federal Aviation Administration (FAA) funding the split is 90% federal, 5% State (MAA), 2.5% Frederick County and the 2.5% City (Airport Sponsor). The State also offers a 25% local 75% state “Special Grant” e.g., Snow Removal Equipment Building, as the Snow Removal Equipment purchase.

In the adopted County FY 2018-2023 CIP the County has provided its share of funding support the airport master plan.

Priorities

The City has identified the following improvement projects:

1. FY 2017/13 – Runway 5-23 obstruction removal (Phase 3 final design)
2. FY 2018/19 – Runway 5-23 obstruction removal (Phase 3 construction) and extend Runway 5 (Phase 1 design)
3. FY 2019/20 – Runway 5 extension (Phase 1 construction) Runway 5 extension (Phase 2 cesign for taxiway relocation)
4. FY 2020/21 – Runway 5 extension (Phase 2 construction) for relocation of parallel taxiway. Phase 3 design for full length taxiway relocation.
5. FY 2021/22 – Runway 5 extension (Phase 3 construction) of parallel taxiway relocation. South corporate apron expansion (Phase 1 design)
6. FY 2022/23 – South corporate apron expansion (Phase 2 construction)