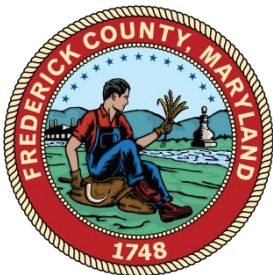


Frederick County

Annual Transportation Needs and Priorities Review

January 1, 2021



Prepared by
Frederick County Division of Planning & Permitting

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Introduction

The Transportation Priorities Review (TPR) is conducted annually to review needs, establish priorities, and gauge progress of transportation facilities throughout Frederick County ("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 Program (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

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 County's CIP and the Priority Letter transmitted to the Maryland Department of Transportation (MDOT) by April 1. The current (2020) MDOT priority letter is attached as Appendix #1.

The County recognizes the recent economic challenges and uncertainty surrounding the COVID-19 global pandemic that have impacted transportation operations and revenues statewide. This uncertainty has caused the state to put most County projects on hold since July 1, 2020. However, the County has a strong desire to have multiple projects ready for a potential federal infrastructure program.

Roads

Current Status, Funding, and Needs

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. Occasionally 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 (HNI) – 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 (Appendix #2)
- Vision 2045 (Constrained Long-Range Plan) – A product of the Metropolitan Washington Council of Governments National Capital Region 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 (Appendix #3)

The HNI is updated periodically (typically every two years) and was last updated earlier in 2018. Recent additions to the HNI include:

- MD 75 Relocated: I-270 to Lewisdale Road - New Alignment
- MD 26/Monocacy Boulevard Interchange – New Construction
- MD 80: Carriage Hill Road to MD 75 – Multilane Re-construct

The financially constrained long-range plan for the Metropolitan Washington region, now called Visualize 2045, was adopted by the Transportation Planning Board in 2018. The plan, which is formalized every four 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. Specific MDOT projects located in the City of Frederick ("City") and County are listed on the next page:

Facility	From	To	Improvement	Year	Notes
I-270 (P3) Traffic Relief Plan	I-495	I-70/US 40	Construct	2030	Construct two managed lanes in each direction
I-70	Mt. Phillip Road	West of I-270	Widen	2035	Add one lane in each direction
I-70/MD 144	Meadow Road, and Old National Pike		Widen	2025	Construct interchange improvements - work in progress
US 15	I-70	MD 26	Widen	2030	Add one lane in each direction
MD 85 Phase 1	Crestwood Boulevard/ Shockley Drive	Spectrum Drive	Widen & Interchange Re-construct	2021	Add two lanes - work in progress
MD 85 Phase 3	English Muffin Way	Crestwood Boulevard/ Shockley Drive	Widen	2035	Add two lanes
MD 85 Phase 2	Spectrum Drive	Guilford Drive	Widen	2035	Add two lanes

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 statewide Chapter 30 project score updates were released recently by MDOT (Appendix #4). Thirty-nine major projects (construction cost over \$5 million) were scored and ranked 1 to 39, 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 (Guilford Dr. to south of Ballenger Creek)** – Score 37.34; **Rank #9**
 - Good score attributable to cost/effectiveness and minimal impacts
- **MD 194: MD 26 to Devilbiss Bridge Road** – Score 33.69; **Rank #11**
 - Good score attributable to cost/effectiveness and minimal impacts. This project is supported by the Town of Walkersville.
- **US 15: I-70 to MD 26** – Score 12.78; **Rank #18**
 - Lowering project costs would improve score
 - Ongoing effort to lower storm water quality mitigation costs
- **I-70: I-270 to Mt. Philip Road** – Score 4.70; **Rank #28**
 - 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

MD 85, from south of Ballenger Creek to Guilford Drive, returned to the rankings after a year hiatus due to confusion with Phase 1 (Crestwood Boulevard to Spectrum Drive) being under construction, but returned with a good score and ranking (#9).

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 qualify for Chapter 30 inclusion.
- Project Planning – eligible projects must be included in the SHA Highway Needs Inventory (HNI). The current version was updated in 2018 and typically is updated every two years.
- 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. 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 Road, as well as a new ramp from eastbound US 340 to southbound US 15.

2. 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*.

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/I270 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 Drive to Guilford Drive

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 on-ramp and the beginning of the truck climbing lane near Mt. Phillip Road. This is a priority freight movement project in the Maryland State Freight Plan and MWCOG Freight Priorities List. This project would improve safety at the merge of I-270 and I-70 west and address congestion. This project would be optimal candidate for a federal infrastructure package as it promotes economic activity and would complete the final leg of construction.

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.

Construction

1. US 15: I-70 to MD 26

Widen from 4 lanes 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, however, a CE cannot be granted until funding is allocated for future phases. Upon receiving the CE the project would advance to preliminary engineering. 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

- 1. US 15: Northbound Auxiliary Lane – US 40 to Rosemont Avenue.** This cost effective project would improve the safety and operation of the northbound failures, especially during the weekday p.m. peak period. If the entire auxiliary lane would require heavy costs due to noise attenuation requirements, the scope could be limited to an extended acceleration lane with ramp metering from US 40. (Fund 76). This project is awaiting the completion of a study from the Office of Highway Development.
- 2. US 340: West of US 15 – Extension of On-ramps.** Provide safer merging acceleration lanes from MD 17 and MD 180 to both eastbound and westbound US 340, as well as lengthening the northbound US 15 to eastbound US 340 acceleration lane. (Fund 30).

These projects are coordinated directly with the SHA District office and would not go through the full project planning process. It should be noted that the COVID-19 global pandemic had a significant impact on transportation revenues resulting in the following projects to all be put on hold. The projects are listed in priority order.

- 1. US 15 J-Turns: MD 550 to Roddy Road and Lewistown Area**
Continued design and construction funding for US 15 J-Turns. J-turns have proven to be a safer alternative to a traditional roadway intersection on a four-lane highway because they eliminate or greatly reduce right-angle crashes, the crash type most responsible for fatalities and serious injuries at intersections. To address the high rate of fatal crashes, significant progress has been made and continues to be made in closing every median on US 15 north of Fredrick to the PA Line beginning with the areas that have the highest crash rates. The County is appreciative of past efforts and requests continued funding for design and construction of these improvements.

(Fund 76)
- 2. US 15: I-70 to MD 26 – Auxiliary (aux) Lanes Between Interchanges**
 - a. Northbound aux lane from US 40 to Rosemont Avenue
 - b. Northbound aux lane from 7th Street toward Motter Avenue
 - c. Northbound aux lane from Rosemont Avenue toward 7th Street
 - d. Southbound aux lane from 7th Street to Rosemont Avenue
 - e. Southbound aux lane from Motter Avenue to 7th Street
- 3. US 340: West of US 15 – Extension of On-ramps**
Provide safer merges from MD 17 and MD 180 to both eastbound and westbound US 340, as well as from northbound US 15 to eastbound US 340/15.

4. MD 355: Monocacy National Battlefield

Implement priority improvements as recommended in the May 2019, MD 355 Traffic and Pedestrian Safety Context Sensitive Solutions Assessment, by FHWA and the NPS.

5. MD 355/Dr. Perry Road/Big Woods Road Intersection:

Add traffic signal and left turn lanes on MD 355 to improve safety (developer conditioned to fund signal).

6. US 15: Northbound Auxiliary Lane – US 40 to Rosemont Avenue:

This cost effective project would improve the safety and operation of the northbound failures, especially during the weekday p.m. peak period. If the entire auxiliary lane would require heavy costs due to noise attenuation requirements, the scope could be limited to an extended acceleration lane with ramp metering from US 40. (Fund 76). This project is awaiting the completion of a study from the Office of Highway Development.

7. US 340: West of US 15 – Extension of On-ramps:

Provide safer merging acceleration lanes from MD 17 and MD 180 to both eastbound and westbound US 340, as well as lengthening the northbound US 15 to eastbound US 340 acceleration lane. (Fund 30).

Local Transit

Existing Status, Funding, and Needs

Attempting to compare the FY 2020 Annual Report for TransIT Services of Frederick to those of FY 2019 created an unrealistic situation in which to draw correlations. Facing an unprecedented decline of transportation ridership due to the COVID-19 health emergency, the County saw significant declines in ridership that mirrored MTA data. The impact created by COVID-19 crises has created unparalleled challenges for County transit services and transit agencies across the US, many of which are facing difficult financial decisions. The County has continued to maintain services to residents, by adapting and adjusting, and anticipates ridership to recover in 2021 as we begin to move beyond this crisis.

Administrative offices and vehicle maintenance facilities are in the process of being expanded. This is funded for construction and construction began in 2020 and is extending into 2021. 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, a new one has been underway in FY 2020. 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 urbanized areas of the City of Frederick and Walkersville.
- **Shuttle Service** – three (3) separate urban area shuttles serving the MD 85 corridor, the East County corridor to Spring Ridge, and the North Frederick area. Two rural shuttles serve Thurmont-Emmitsburg, and Jefferson-Brunswick route on a limited schedule, typically serving just the morning and afternoon times.
- **Meet-the-MARC Shuttle** – operates a commuter service from Frederick and Walkersville to the Point of Rocks MARC station.
- **TransIT Plus** – operates countywide paratransit service offering door to door transport.

The minimum goal every year is to maintain existing service levels.

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

1. **TransIT Plus.** We request funding for the expansion of paratransit service to meet the growing demand in Frederick County. In order to meet the current unmet needs it would require additional operating funding above current and initial capital expenses: Year 1 – funding for an additional driver and vehicle operating expenses (\$75,000) and a capital expense of \$70,000 for a wheel chair accessible vehicle, and in subsequent years continued operating expenses (\$75,000 annually).

Year 1 costs: \$145,000

Annually: \$75,000

- 2. Connector Service.** The County requests an increase in annual operating funding and one-time capital funding to expand services by providing 30-minute service frequencies from start of service to 6 p.m., expand Saturday service hours, and implement Sunday service. To meet these demands it would require additional operating funding, above current, of \$2,680,000 annually. The expanded service would also require a one-time capital expense of \$3,500,000 for the purchase of seven (7) buses. This expansion of services would result in the need for one (1) additional dispatcher (\$65,000 annually). These funds would directly facilitate job growth, improve the quality and efficiency of the transportation system, and provide an opportunity to integrate more electric buses into the system, leading to a reduction in greenhouse emissions.

Year 1 Costs: \$6,245,000

Annually: \$2,745,000

- 3. Rural Service.** Transportation is taken for granted by most, but it is difficult for many seniors, disabled and low/moderate income individuals to go places. Frederick County has a population with a need where many individuals have found themselves trapped in situations where transportation is desperately needed. We are seeking to increase annual operating funding to provide rural areas of Frederick County with transit options. The current level of service is inadequate to meet demand. Year 1 – operating funding for two (2) fixed routes (\$300,000) and two (2) additional drivers and vehicle operating expenses (\$150,000), capital expenses for two (2) wheel chair accessible vehicles (\$70,000 each), and subsequent years continued operating expenses for both routes and drivers.

Year 1 Costs: \$590,000

Annually: \$300,000

Priorities

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

- 1. Increase Ridership:** Improve customer experience
- 2. TransIT Office Expansion:** Increase office and bus shelter space to be complete in 2021
- 3. Taxi Access Program:** Increased growth in providers needed to meet senior and mobile challenged demands
- 4. FTA Safety Management Systems (SMS) Plan:** Implement plan in 2020
- 5. New Buses and Bus Shelters:** Add electric buses and bus shelters as funding allows

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 riderships and provide significant flexibility for Frederick commuters by allowing them to use either service, sometimes on the same day.

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.

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

- **#515 Line** – Originates at the Frederick or Monocacy MARC Stations. Thirteen morning southbound trips and 15 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 and serve the new North Frederick Park & Ride lot adjacent to the Monocacy Boulevard interchange every other trip.
- **#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.

- **I-270 Corridor Commuter Bus Service Enhancements** – In anticipation of significant growth in commuter bus demand, with the opening of the I-270 Electronic Toll Lanes, there is an immediate need to analyze opportunities for expanded park and ride capacity, more efficient bus stops and better linkage/connections with I-270.

MARC Commuter Rail

Current service on the Brunswick Line, serving the Brunswick and the 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 the MARC Cornerstone Plan in 2019. The following recommendations are specific to the Brunswick Line that are necessary to systematically improve the quality of service:

\$20 Million

- Strategic expansion of storage and maintenance yards to accommodate longer trains

\$700 Million

- Additional mainline track to accommodate limited mid-day weekday service between:
 - Washington – Silver Spring
 - Garrett Park – Gaithersburg
 - Gaithersburg - Boyds

\$620 Million

- Additional yard expansion and track to have full off-peak weekday service:
 - Brunswick Storage and Maintenance Expansion
 - Additional track between Boyds and Monocacy River
- Systems and track expansion to have weekend service to Frederick
 - Positive Train Control Enhancements
 - Additional track on the Frederick Branch
- Expand Frederick Storage and Maintenance yard for increased trip frequency

Additionally, the City of Frederick and Frederick County are asking for Transit Oriented Development (TOD) designation for the area surrounding two MARC Stations, the first ready to begin implementation and the second in the planning stage in addition to the implementation of the MARC Cornerstone Plan and Point of Rocks improvements.

1. **Frederick MARC Station.** This is The City of Frederick’s prime TOD site and is ready to move forward with MDOT ORED for joint development since the site has up to date zoning and several underutilized parcels.
2. **Monocacy MARC Station.** Serving both commuter rail and bus, as well as local transit buses, this station has 814 parking spaces and is serviced weekdays by six MARC trains, 40 commuter buses and several more local TransIT buses. A corridor (small area) study is underway in this area and we will involve the MDOT ORED and MDOT MTA staff in the planning process, as we expect that the TOD would be the major centerpiece of this planning area.
3. **Implement MARC Cornerstone Plan.** The County requests for the strategic expansion (as identified in the 2019 plan) of parking, track, yards, maintenance facilities, and systems to accommodate additional peak direction, off and reverse peak and weekend service, as well as longer trains. The identified improvements to the Brunswick Line and those critical for weekend and increased frequency service to Frederick are essential to improve safety, efficiency, and reliability in the system.
4. **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.

Bicycle & 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 adoption of the Complete Streets policy will support the needs of bicycle and pedestrians as new road infrastructure projects are planned, designed and constructed.

The County's Bikeways and Trails Plan was revised and approved in July 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.

Grant funding is available for capital costs for bicycle and pedestrian improvements. The primary funding source is federal, passed through the state or the Metropolitan Washington Council of Governments National Capital Region 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 Hazard 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 Street and Roads Design Manual
- Update the County's Trail Design Standards and Planning Guidelines
- Develop a priority for identifying multi-use trail and sidewalk priorities (completed)
- Accelerate the implementation of sidewalk bikeway and trail projects along with the establishment of a Complete Streets Policy (completed)
- Perform preliminary planning on the Main Street Connector Trails/Bikeways between the City of Frederick and Thurmont, Middletown and Brunswick (completed)
- 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 & Pedestrian Advisory Committee (completed)

- Maintain a partnership with Frederick County Public Schools to improve safe pedestrian routes to school (completed)

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 establishment of the Bicycle & Pedestrian Advisory Committee will assist in this promotion by advising County officials and staff on the sound development, management, and safe use of Frederick County's pedestrian and bicycle systems as they relate to infrastructure, accessibility, and promoting the benefits of these systems.

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.

The County continues to make an effort to become more proactive with regard to improving pedestrian facilities in the County and seeks to support improvements to pedestrian facilities in an efficient and coordinated manner. These improvements 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 program, and coordination with local, state, and regional efforts are a consideration in identifying funding priorities.

Priorities

Off-Street Shared Use Paths

A prioritization process for the purpose of establishing short and long term priorities for trail construction has been prepared and presented to the Bicycle & Pedestrian Advisory Committee. The following off-street shared use paths, in order of priority, have been selected by the Committee for the next trail projects as the construction of the Ballenger Creek Trail is completed:

1. **Frederick & Pennsylvania Railroad Trail** – this would be an extension of the City's East Street Rail/Trail from Monocacy Boulevard to the Heritage Farm Park (4 miles). This is a rail with trail project as the track is still being used by the Walkersville Southern Railroad. Coordination is needed between The City of Frederick, Town of Walkersville, Maryland Transit Administration, and the Walkersville Southern Railroad. Phase I is from Monocacy Boulevard to Fountain Rock Park, ultimately extending to Woodsboro.
2. **New Design Road Side Path** – C & O Canal Towpath to English Muffin Way. This significant project would connect the City of Frederick with the C & O Towpath and

then west to Point of Rocks and Brunswick. Phase I is under design, between Manor Woods Road and English Muffin Way.

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

Pedestrian Facilities

Improving pedestrian and bicycle safety and creating a safe and attractive walking environment in our key growth areas are a key component of our transportation system and in critical need of state support. Priorities for pedestrian facility enhancements include pedestrian safety implementation on State Highways (Design and Construction). We request that the State increase funding to address sidewalk gaps, crosswalk conditions, trail crossings, and other issues in support of the County’s identified sidewalk segments and missing links. Many of our highest-need locations are on State highways.

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:

Road	Project Limits	Potential Bikeway Type	Jurisdiction
New Design Road	English Muffin Way to Frederick City Line	Fully Separated 2-way Bike Lane - Provide markings and signage for a bike lanes using the existing shoulder. Part of the National Capital Trails Network.	County
New Design Road	MD 28 to English Muffin Way	Provide “Bicycle May use Full Lane” Signage	County
Ballenger Creek Pike	Elmer Derr Road to Solarex Court	On-road bike lanes being installed in various stages of completion	County/SHA
Ballenger Creek Pike	MD 28 to Elmer Derr Road	Provide “Bicycle May use Full Lane” Signage	County

Old Frederick Road	Devilbiss Bridge Road to Emmitsburg	Provide "Bicycle May use Full Lane" Signage	County
Opossumtown Pike	City of Frederick to Bethel Road	Provide "Bicycle May use Full Lane" Signage	County
Devilbiss Bridge Road	Dublin Road to MD 194	Provide "Bicycle May use Full Lane" Signage	County

Frederick Municipal Airport (City of Frederick)

Existing Status, Funding, and Needs

A Master Plan Study for the Frederick Municipal Airport has been completed. 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 2019-2024 CIP, the County has provided its share of funding support for the airport master plan.

Priorities

The City has identified the following improvement project priorities:

1. Phase 3 Runway 5-23 Obstruction Removal will include grading and stormwater management in the Runway Object Free Area and grading and stormwater management for NAVAID relocation. Site work will meet City and State grading, sediment and erosion control, and stormwater management guidelines. Currently in design/
2. Phase 1, Extend Runway 5 will extend the current runway by 600'. The project will include final grading and paving for the 600' runway extension, a parallel taxiway extension, and the Runway 5 hold apron. Site work will meet City and State grading, sediment and erosion control, and stormwater management guidelines.
3. Phase 2, Extend Runway 5 will relocate portions of the existing parallel taxiway that do not meet FAA standards. The project will include pavement demolition, grading, paving, and stormwater management for the parallel taxiway (north end of Runway 5-23) and the Runway 23 hold apron. Site work will meet City and State grading, sediment and erosion control, and stormwater management guidelines.
4. Phase 3, Extend Runway 5 will relocate remaining portions of the existing parallel taxiway that do not meet FAA standards. The project will include pavement demolition, grading, paving, and stormwater management for the parallel taxiway (center section of Runway 5-23). Site work will meet City and State grading, sediment and erosion control, and stormwater management guidelines.
5. South corporate apron expansion (Phase 2 construction)