



FREDERICK COUNTY GOVERNMENT

OFFICE OF THE COUNTY EXECUTIVE

Jan H. Gardner
County Executive

Rick Harcum., Chief Administrative Officer

March 26, 2020

Mr. Greg Slater, Secretary
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, MD 21076

Re: 2020 Frederick County Transportation Priorities

Dear Secretary Slater:

On behalf of Frederick County, we are writing to share the County's transportation priorities for consideration in the development of the FY2021-FY2026 Maryland Consolidated Transportation Program (CTP).

We are very pleased with the significant level of activity in the County, such as the construction progress on the MD 85/I-270 Interchange and the MD 180 project over US 340/15, the recently announced funding for the US 15 Southbound Auxiliary Lane: MD 26 to Motter Avenue, and grants for multi-use trail design and bus stop improvement priorities.

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 Frederick County Planning Commission, the Transportation Services Advisory Council (TSAC), the Frederick County Council, and the Mayors and Burgesses from the Frederick County 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.

Our overall top priorities for project advancement include:

SHA - Major Roadways

- 1. Full Design and Construction Funding – US 15: I-70 to MD 26**
This cost effective improvement would improve safety and relieve the only segment within the US 15/I-270 corridor 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. MDOT/Visualize 2045 - 2030 completion; Chapter 30 Rank #14 of 38 statewide.

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2. **Planning/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. MDOT/Visualize 2045 - 2035 completion; Chapter 30 Rank #12 of 38 statewide.
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. Chapter 30 Rank #5 of 38 statewide.

SHA - System Preservation and Safety Projects – Construction Funding

1. **US 15 J-Turns: MD 550 to Roddy Road and Angleberger/Auburn Rds (Lewistown)**
To address the high rate of fatal crashes, significant progress needs 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. (Fund 76).
2. **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 pm 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).
3. **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).
4. **MD 355: Monocacy National Battlefield**
Implement practical priority improvements as recommended in the May 2019, MD 355 Traffic and Pedestrian Safety Context Sensitive Solutions Assessment, by FHWA and the NPS.

Transit – Local Bus

1. **TransIT Plus**
Expand paratransit service to meet growing demand. To meet the current unmet needs will require additional operating funding above current: Year 1 – funding for an additional driver and operating expenses for a small vehicle: \$75,000 annually. Capital expenses of \$70,000 for a wheelchair accessible vehicle.

2. **Bus Replacement**
Purchase three to four large all electric transit buses over each of the next three years.
\$543,000 per bus.
3. **Connector Service**
Increase annual operating funding 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 flow (back haul) and off-peak service.
2. **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 (ETLs), study the need for expanded park and ride capacity, more efficient bus stops, and better linkage/connections with I-270.

MTA – MARC Commuter Rail

1. **Implement MARC Cornerstone Plan**
Strategically expand parking, track, yards and maintenance facilities, and systems to accommodate additional peak direction, off and reverse peak, and weekend service, as well as longer trains.
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.

Off-Street Shared Use Paths

1. **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 rail line is still active. Coordination is needed between The City of Frederick, Town of Walkersville, MTA, and the Walkersville Southern Railroad. Phase 1 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 Road. This project would connect the City of Frederick with the C & O Towpath. Phase 1 is from Manor Woods Road to English Muffin Way.
3. **H&F Trolley Trail Phase 3**
South of Moser Road to Catoctin Furnace (2 miles). This would be coordinated with the Town of Thurmont. Part of the Grand History Trail.

Sidewalks

1. **MD 26: Libertytown**
Provide missing links and upgrade existing sidewalk segments from Daysville Road to the Libertytown Community Park.
2. **US 40: Baughman's Lane to Waverley Drive**
Provide a safe side path and continuous Bus Lane on the north side of US 40 (westbound).
3. **MD 85: Buckeystown**
Upgrade deficient sidewalks and provide missing links from south of Buckingham Lane to north of Keller Lime Plant Road.

Frederick Municipal 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

As required by MDOT in Priority Letters, 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:

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 bus, 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.

Finally, we recognize your efforts to add much needed capacity to I-270 under the Managed Lanes P3 project, and its benefits to the residents and businesses in the greater corridor. It is our understanding, and with appreciation, that Frederick County would receive a transit funding benefit in a similar manner as is being publicly noted for Montgomery County transit. We also look forward in collaborating with Montgomery County and your MDOT Transit Work Group in developing a future Bus Rapid Transit

Mr. Greg Slater, Secretary
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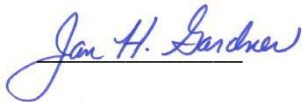
network in the I-270/I-495 corridor that would connect the City of Frederick and the rest of the DC region with full service transit.

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@frederickcountymd.gov.

Sincerely,

FREDERICK COUNTY GOVERNMENT
FREDERICK COUNTY, MARYLAND

STATE DELEGATION OF
FREDERICK COUNTY, MARYLAND



Jan H. Gardner
County Executive



Jesse T. Pippy
Chairman

Attachments: Project Questionnaires

cc: Frederick County Delegation
Frederick County Council
The Honorable Michael C. O'Connor, Mayor, City of Frederick
Rick Harcum, Chief Administrative Officer, Office of the County Executive
Steven C. Horn, Director, Frederick County Planning and Permitting Division
Ronald Burns, Transportation Engineering Mgr., Frederick County Planning and Permitting Division
Charles F. Nipe, Director, Frederick County Public Works Division
Roman Steichen, Director, Frederick County Transit Services Division