



# FREDERICK

MAYOR'S OFFICE

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March 31, 2021

The Honorable Gregory I. Slater  
Secretary of Transportation  
PO Box 548  
Hanover, MD 21076-0548

Dear Secretary Slater,

On behalf of the City of Frederick, we are pleased to submit to you our transportation priorities for consideration in the development of the Maryland Department of Transportation (MDOT) FY2022-FY2027 Consolidated Transportation Program (CTP). As you will see in this letter, we have aligned ourselves with Frederick County and our regional partners to provide a unified set of priorities.

Despite the monumental upheaval of the past year, we have been pleased to see progress on improvements to I-270 as well as ongoing funding opportunities for our bicycle and pedestrian projects. We are also happy to report that the 2020 Comprehensive Plan will soon be approved by the Board of Aldermen, paving the way for initiatives such as Vision Zero, a Streets Master Plan, and a Bicycle-Pedestrian Plan.

## SHA – Major roadways

- **Full Design and Construction Funding – US 15: I-70 to MD 26:** This cost-effective improvement would improve safety and improve access to jobs in the region, including the County's top employer – Fort Detrick. MDOT/Visualize 2045 - 2030 completion; Chapter 30 Rank #18 of 39 statewide.
- **Modifications to I-70 westbound Exit Ramp 56 serving Bowmans Farm Road:** This improvement would shift the existing I-70 westbound off-ramp approximately 1,000 feet to the east and add a new I-70 westbound on-ramp, with both ramps connecting to a realigned Bowmans Farm Rd at Airport Drive. This proposed project would improve capacity and safe access to public and private land/uses in East Frederick including those located along Bowmans Farm Road and Airport Drive East. In addition, this improvement will generate economic impact for the City and State in terms of jobs and tax base.
- **Biggs Ford Road Interchange:** The Biggs Ford Road interchange will accommodate future growth in the area and improve traffic safety by eliminating an at-grade crossing of US 15, providing for a more redundant and safer east-west traffic system.
- **Mount Philip Road Interchange:** The proposed interchange at Mount Philip Road will serve as a primary connector for accessing Christopher's Crossing from I-70 from the west side of the City. This will reduce traffic demand on US 40 west of Waverly Drive and reduce turning movements at the intersection of Christopher's Crossing and US 40, allowing for a smaller and more pedestrian-friendly intersection at that location.

## SHA - System Preservation and Safety Projects – Construction Funding

- **US 15: Northbound Auxiliary Lane – US 40 to Rosemont Avenue:** This cost-effective project would improve the safety of the northbound lanes, especially during the weekday pm peak period. If the entire auxiliary lane

would require heavy costs due to noise attenuation requirements or generate large amounts of new VMT within the surrounding road network, the scope could be limited to an extended acceleration lane with ramp metering from US 40. (Fund 76).

## Bicycle and Pedestrian

The following are our bicycle and pedestrian priorities, approved by the City Bicycle-Pedestrian Advisory Committee, in order of priority:

1. **East Street Rails with Trails Phase 4:** This project would advance design from 30% to 100% in conjunction with a short segment of the Tuscarora Creek Trail, building a utility bicycling link to downtown Frederick. This will allow County planners to continue their segment to Walkersville and ultimately provide direct access to five schools from their feeder households.
2. **Rock Creek Trail Improvement:** This project would consist of a feasibility analysis and preliminary designs. The Rock Creek Trail is a critical off-street connection from Frederick's western neighborhoods, many of which are within Equity Emphasis Areas, to downtown and the MARC station. Currently, its width varies substantially and some segments have insufficient lighting. The City plans to modernize and widen this trail in preparation for extending it westward for one mile to Rock Creek Drive.
3. **7th Street Protected Bicycle Lane:** In conjunction with a water project, the City will be installing a two-way protected bicycle lane along its south (eastbound) side. This would extend the City's high-quality bicycling facilities from East Street to Fort Detrick.
4. **East Street Redesign:** The East Street Corridor is one of the most important central arteries in the City, but it currently does not serve its purposes well and lacks sidewalks for significant portions of its length. In preparation for a form-based code focused on the East Street Corridor, the City is currently reexamining the East Street right-of-way along its entire length.

In addition, the City is advancing the Golden Mile Multi-Modal Lane to the 100% Design phase this fiscal year. It will provide a multi-modal path along the northern (westbound) side of US40/W Patrick Street between Baughmans Lane and Waverly Road. No additional funding is anticipated to be needed this coming fiscal year, but the following year will likely see a need for construction funding.

## Transit – Local

- **Connector Service:** Increase annual operating funding to provide 30-minute service frequencies from start of service to 6 p.m. and expand service to 7 days a week. This project directly facilitates job growth and reduces VMT.
- **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.
- **Bus Replacement:** Purchase three to four large all electric transit buses over each of the next three years. \$543,000 per bus.

## MTA - Commuter Bus

- **#515 Line Commuter Bus Service:** Add peak reverse flow (back haul) and off-peak service to provide a critical intercity transit link between downtown Frederick and Washington, DC.
- **Additional Intercity Bus Service:** Add bidirectional, on- and off-peak Frederick-Baltimore intercity bus service to provide a critical transit link between the two largest cities in Maryland.
- **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

- **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. These would improve transportation reliability considerably, making Frederick a more attractive location for primary and satellite office growth.

- **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.

### Frederick Municipal Airport (City of Frederick)

- **Runway 5-23: Obstruction Removal:** Phase 3 construction
- **Runway 5-23: Runway 5 Extension:** Phase 1 design/construction
- **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:

- **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.
- **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 capacity to I-270 under the Managed Lanes P3 project. While we believe that MARC, as a parallel transit service, should receive capital investment of a similar scale, 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 network in the I-270/I-495 corridor, geared both towards intra- and inter-city service, that would connect the City of Frederick and the rest of the DC region with high-quality bus 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 our transportation planner, Mr. David A. Edmondson, at 301-600-1885 or at [dedmondson@cityoffrederickmd.gov](mailto:dedmondson@cityoffrederickmd.gov).

Sincerely,



Michael O'Connor  
Mayor