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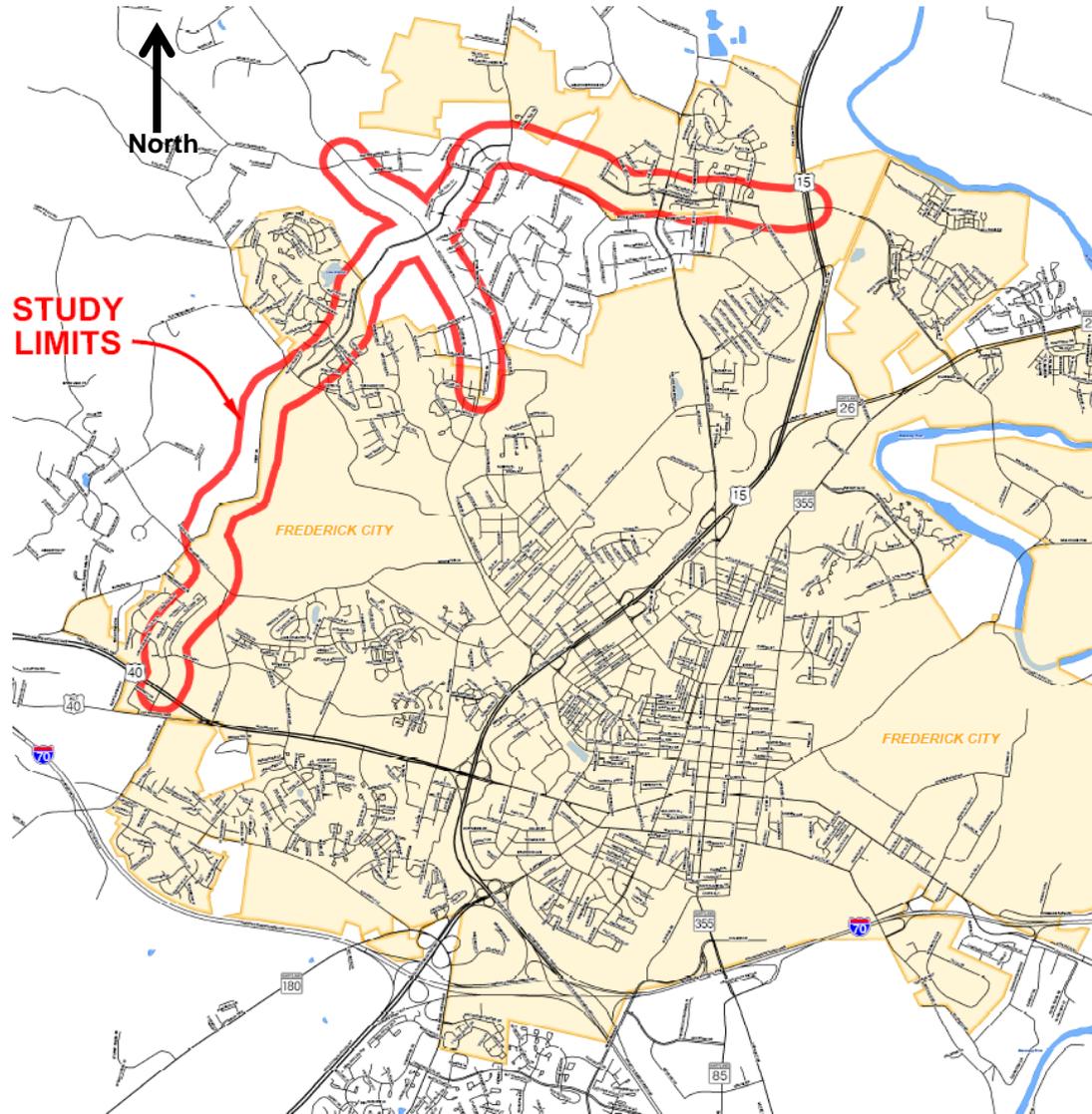
Christophers Crossing / Yellow Springs Road Corridor Traffic Study

Presentation to Mayor & Board

July 28, 2010



Study Limits



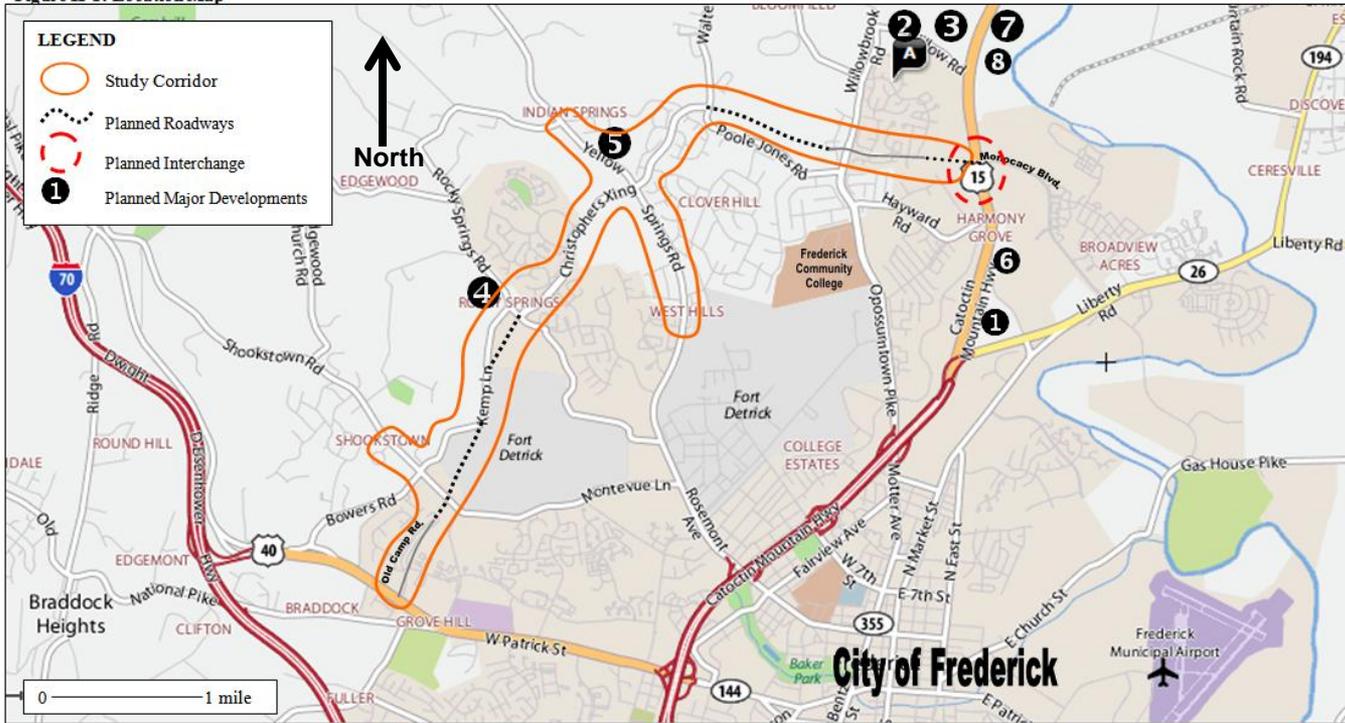


Project History/Timeline



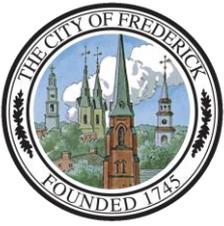
- 🚗 Summer 2007 – Mayor Appointed Task Force
- 🚗 Fall 2007 – City/County Attended Public Mtg
- 🚗 Winter 2008 – City Joined County to perform Corridor Study
- 🚗 Spring 2009 - City/County Attended Public Mtg
- 🚗 Feb/March 2010 – City Presented to NACs
- 🚗 July 2010 – City Presented to Mayor & Board

Figure II-1: Location Map



Future Developments Included in the Study

Development Name	Acres	Current Zoning	Proposed Zoning	Development Description
① Clemson Property	43.3	Light Industrial	General Commercial	359,600 sq. feet commercial
② Homewood Property	72.5	Agricultural	Mixed Use with Institutional Floating	up to 100 apartments & 225 cottages
③ Crum & Sunday Properties	600	Agricultural	Mixed Use	Light Industrial/office/retail
④ Kemp Lane 5 – Properties (Oden, Smith, Hooper & Summer)	185	Rural Residential	High Density Residential	N/A
⑤ Yellow Springs Rd – east side (Keller Corporation)	44	Agriculture	Medium Density Residential	N/A
⑥ Worman’s Mill Rd (Spring Bank B & B)	10	Office, Research, & Light Industrial	Mixed Use	Townhouse & Office
⑦ US 15/Biggs Ford Rd (Thatcher Farm – south of Biggs Ford Road)	110	Agriculture	Mixed Use	N/A
⑧ US 15 (Richfield Farm – south of Thatcher Farm)	141	Agriculture	Mixed Use	N/A



Analysis Scenarios



-  Existing - 2008
-  5 Year – 2013
-  10 Year – 2018
-  Long Term – 2028



(Data collected Winter & Summer 2008)



Existing Scenario - 2008



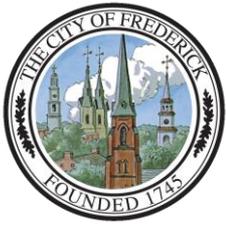
Data Collection

 24 hour counts were taken to determine morning (6AM-9AM) and evening (4PM-7PM) peak traffic times

 13 hour turning movement counts were taken

 15 hour weekend pedestrian counts were taken during the summer

 **Currently no improvements are needed**



Additional Analyses/Considerations



Truck Traffic



Pedestrian Accommodations

Bicycle Accommodations





5 Year Scenario- 2013



🚗 Shookstown Rd @ Bowers Rd – install turn lanes

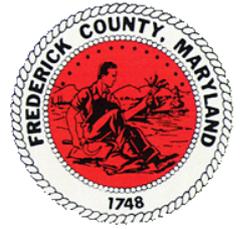
🚗 Shookstown Rd @ Kemp Ln – install turn lane

🚗 CC @ Opossumtown Pike – install signal

Total Cost = ~\$550,000
(\$198,030 City Share)



10 Year Scenario - 2018



🚗 US 40 @ Old Camp Rd

🚗 Key Pkwy @ Old Camp Rd

🚗 Shookstown Rd @ Bowers Rd

🚗 Rocky Springs Rd @ Kemp Ln

🚗 CC @ Rocky Springs Rd

🚗 CC @ N. Whittier Dr

🚗 CC @ TJ Dr

🚗 YSR @ Old Farm Dr/Spout Spring Rd

Total - ~\$70M
(~\$7.3M City Share)



20 Year Scenario- 2028



- 🚗 US 40 @ Old Camp Rd
- 🚗 CC @ Shookstown Rd
- 🚗 CC @ Rocky Springs Rd
- 🚗 CC @ Greenleaf Dr
- 🚗 CC @ S. Whittier Dr

Total Cost = ~\$19.5M
(\$12.5M City Share)

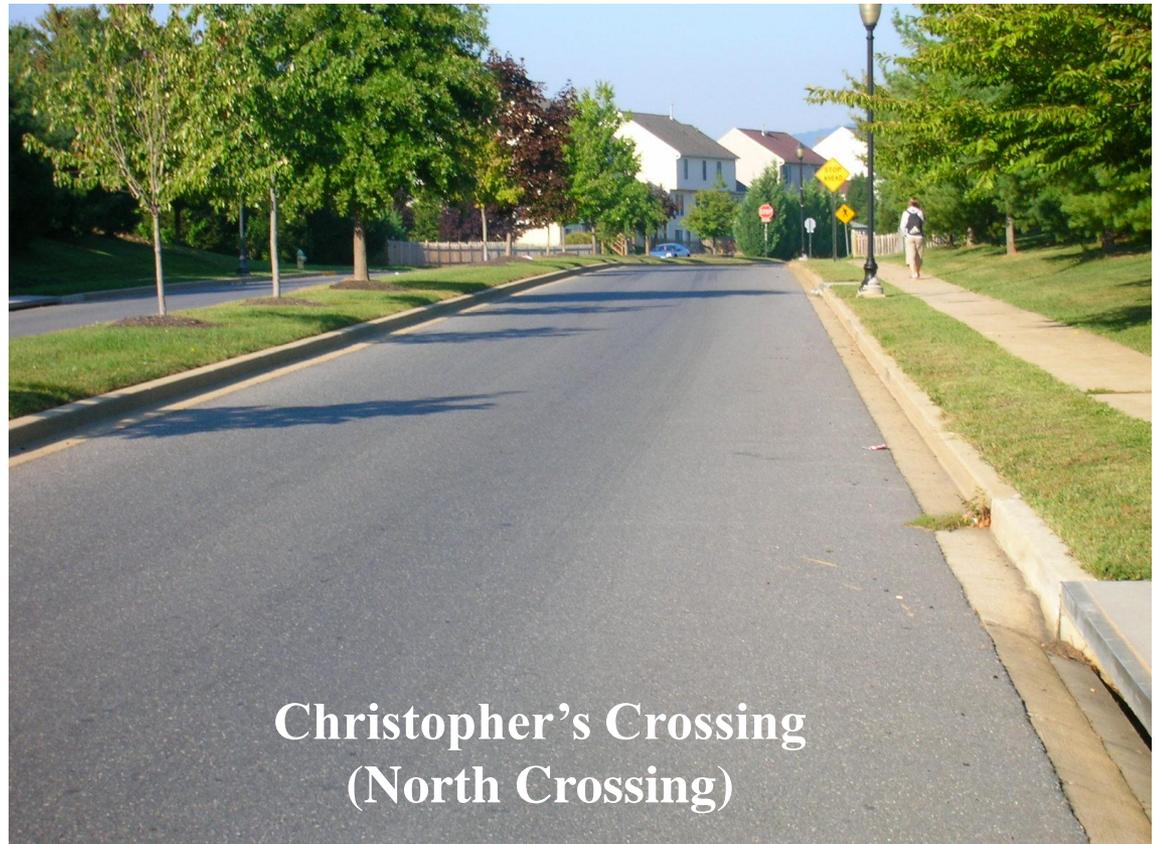


Christophers Crossing Task Force



 Purpose

 Members



Christopher's Crossing
(North Crossing)

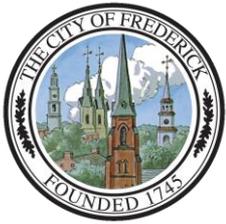


Task Force Considerations

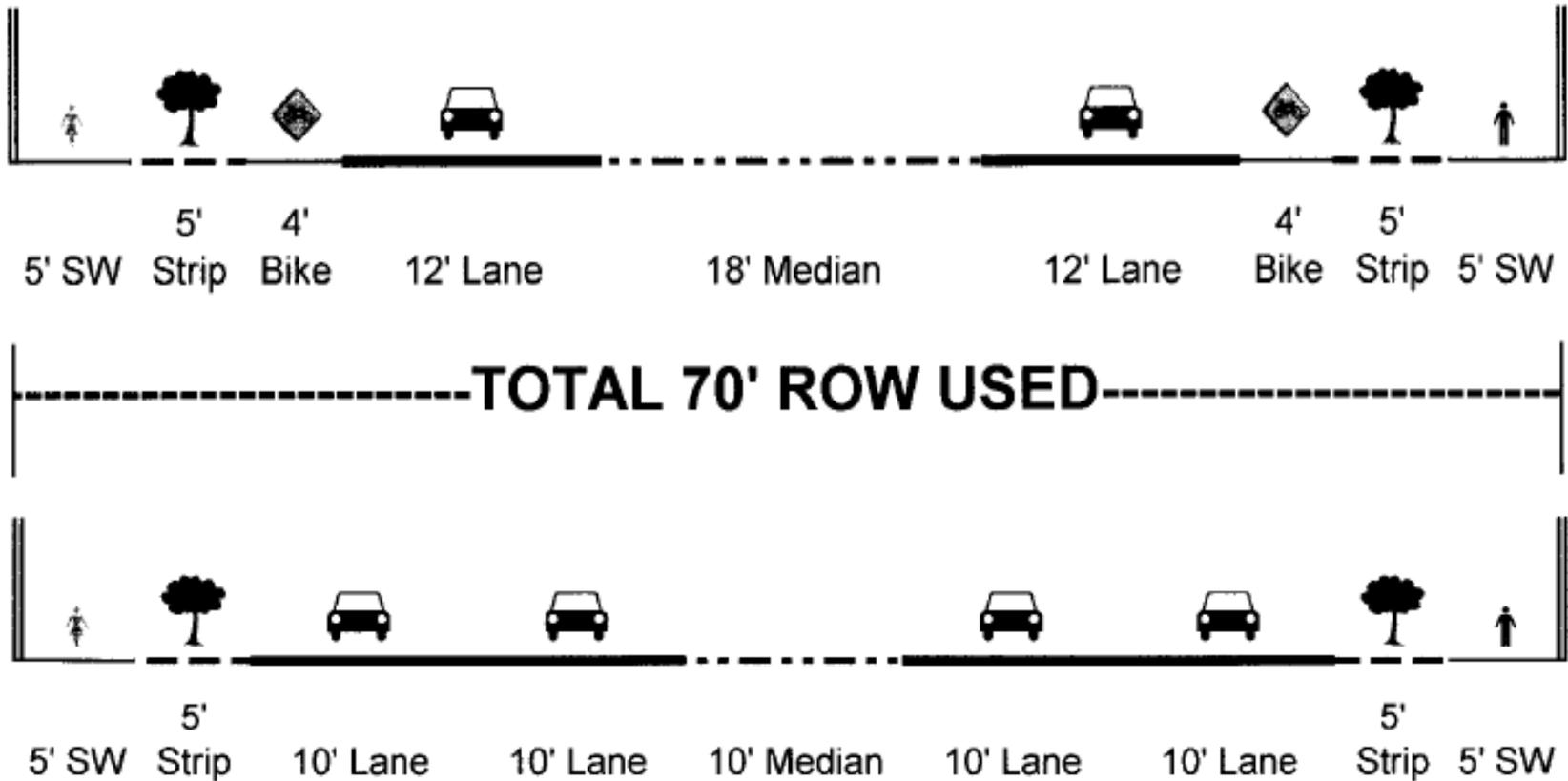


- 🚗 Right-of-Way
- 🚗 Lane Widths
- 🚗 Median
- 🚗 Bike/Ped Facilities
- 🚗 Grass Buffer/
Landscaping
- 🚗 Speed



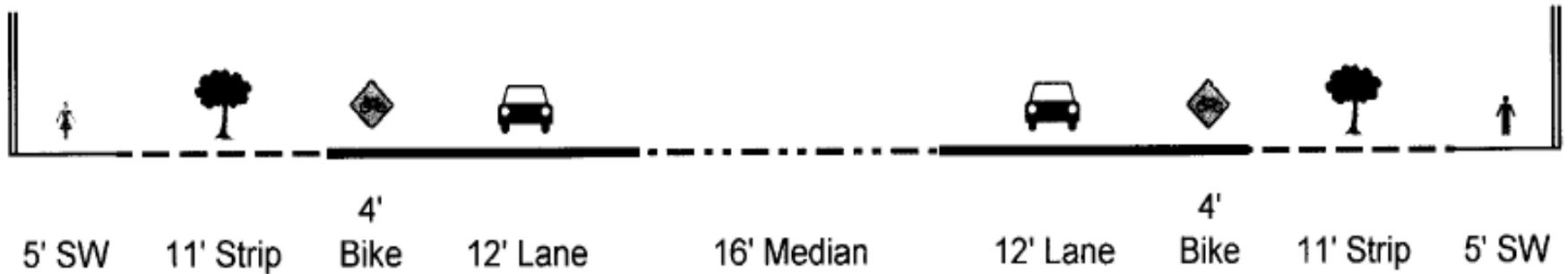


Task Force Recommendations

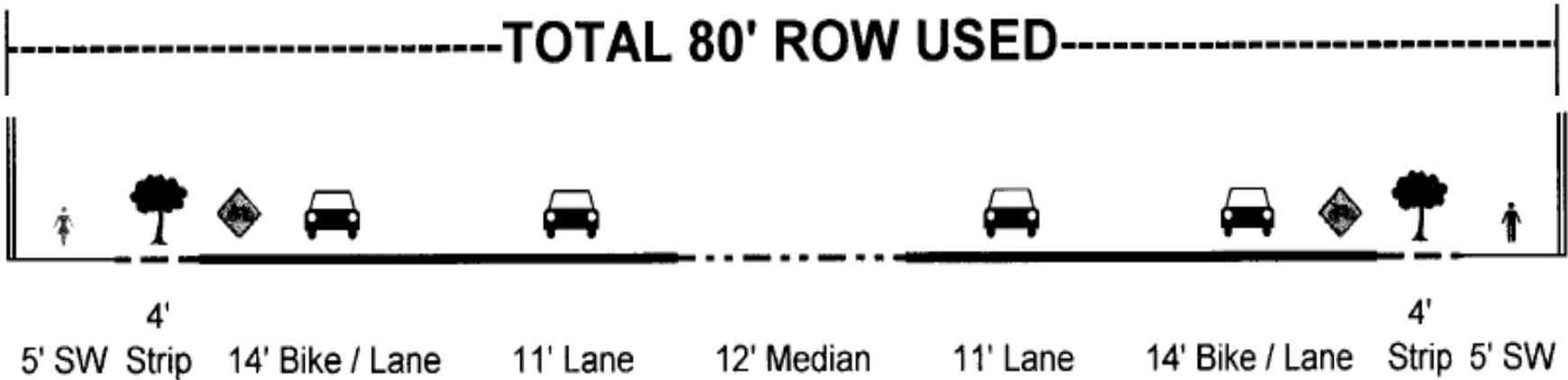




Task Force Recommendations



TOTAL 80' ROW USED





Next Steps



🚗 Develop revised CIP project and tasks

🚗 Prior to construction/project initiation:

🚲 Re-verify traffic counts to ensure growth trends follow assumptions

🚲 Complete 15% Engineering Design (if needed)

🚲 Present 15% Design to Citizens

🚲 Request Budget Funding to Complete Design

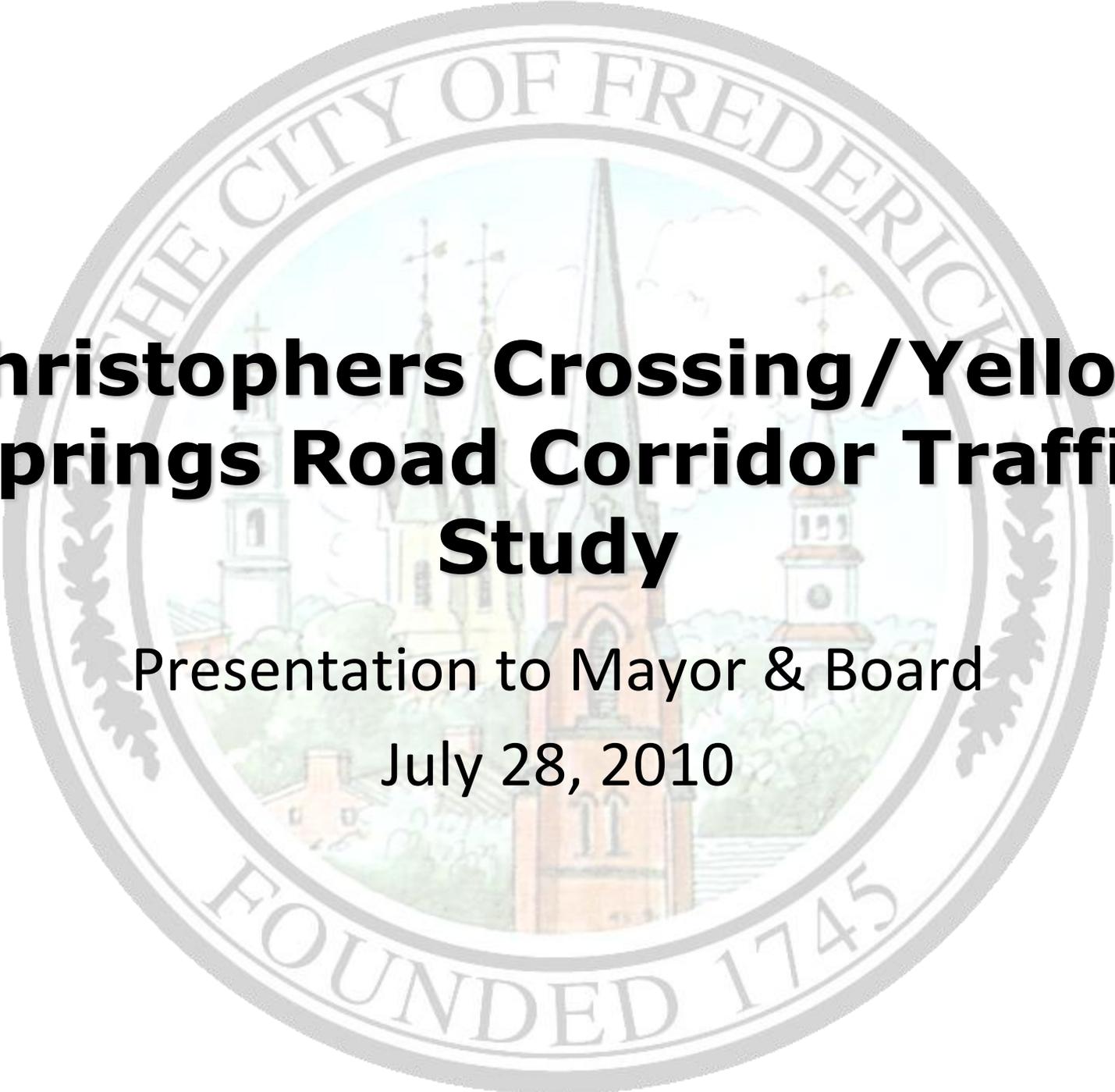
🚗 Maintain existing road network



Staff Recommendations



- 🚗 Receive input from Administration on report recommended projects
- 🚗 Add recommended improvements to future CIP projects list
- 🚗 Reassess report findings in 2011

The seal of the City of Frederick is a circular emblem. It features a central illustration of a church with a tall steeple, surrounded by other buildings and trees. The text "THE CITY OF FREDERICK" is written in a circular path around the top, and "FOUNDED 1745" is written around the bottom. The seal is rendered in a light, semi-transparent grey color.

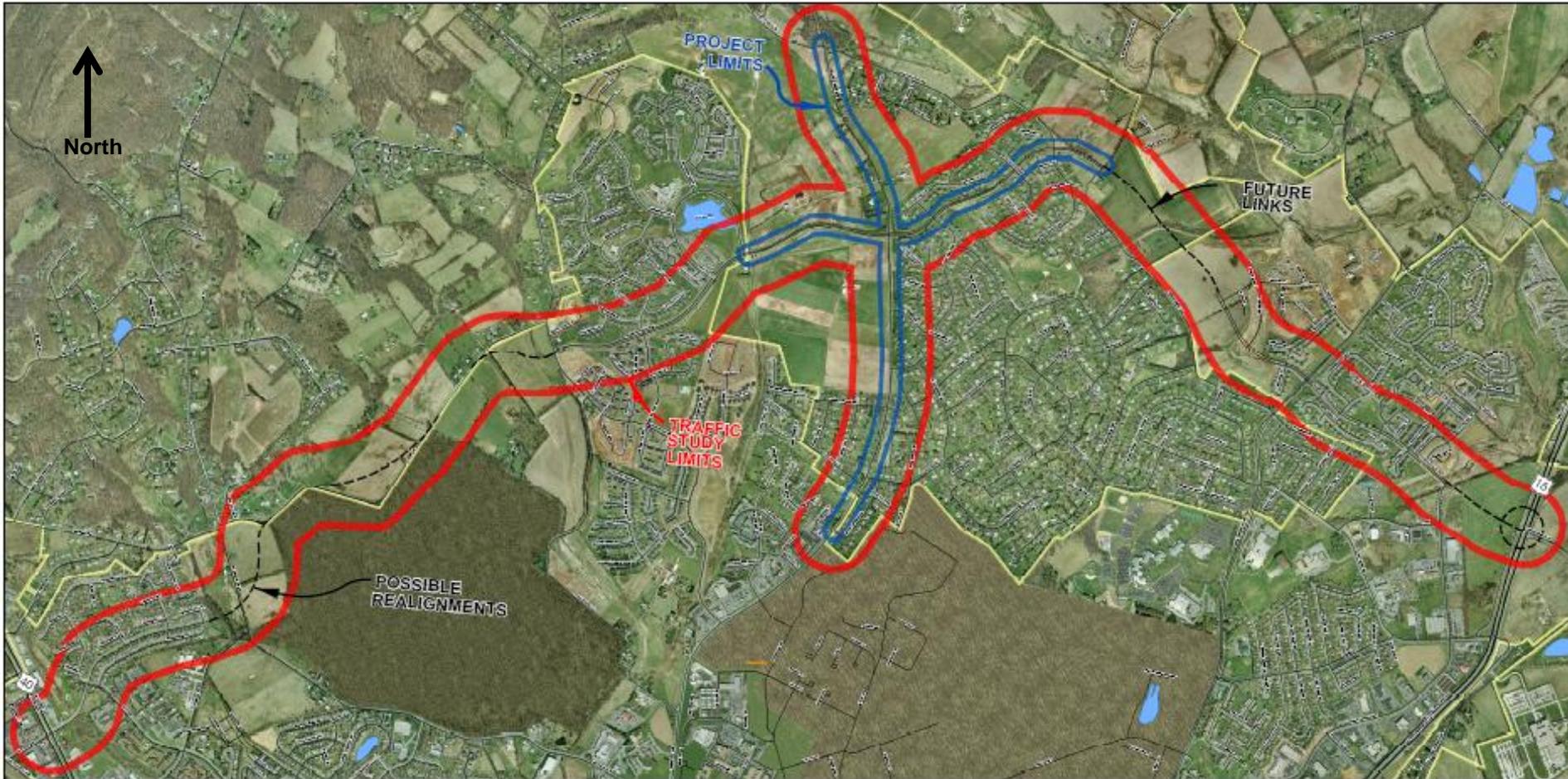
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Traffic Study Limits





Citizen Concerns



🚗 Traffic Study Limits

🚗 Analyses scenarios

🚗 Pedestrian/Bikes (more bikes on weekends)

🚗 Intersections Improvements - Roundabout or
Traffic Signal

🚗 Widening of Roads

🚗 Truck Traffic



Improvements



Intersection Improvements

 Turn lanes

 Additional lanes (By-pass lanes)

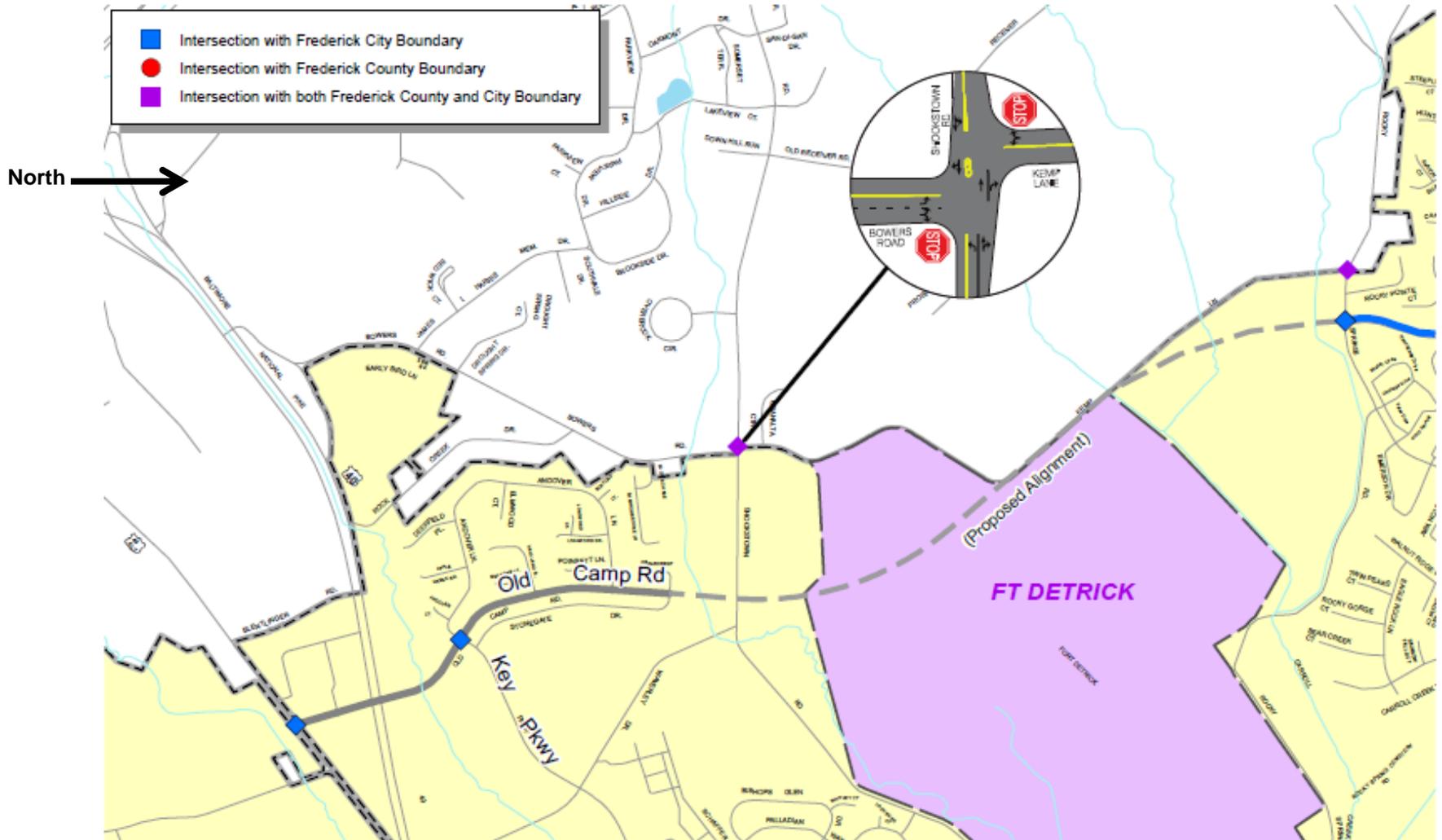
 Traffic Signals

Road Widening

Roundabouts

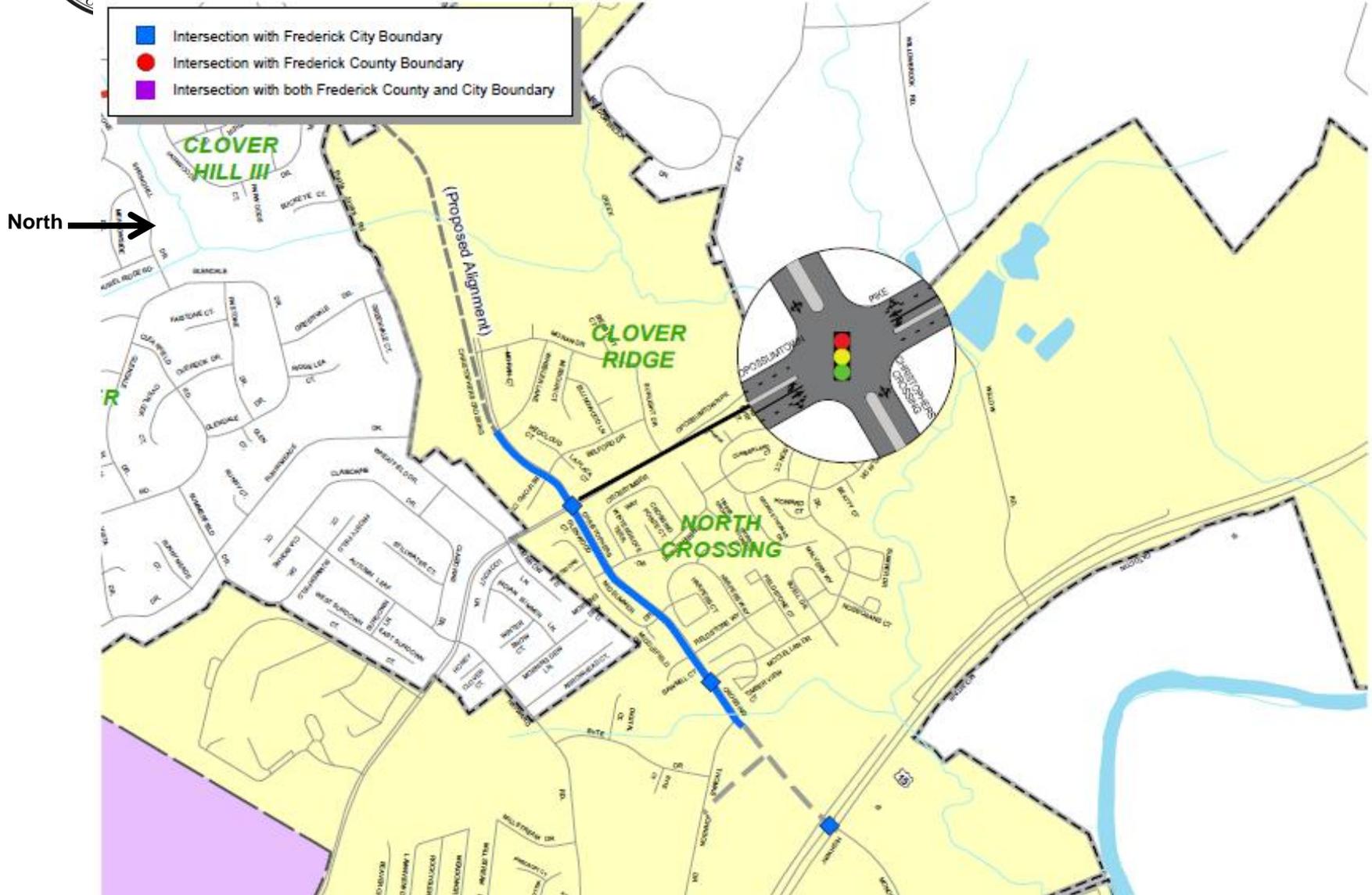


5 Year Scenario- 2013



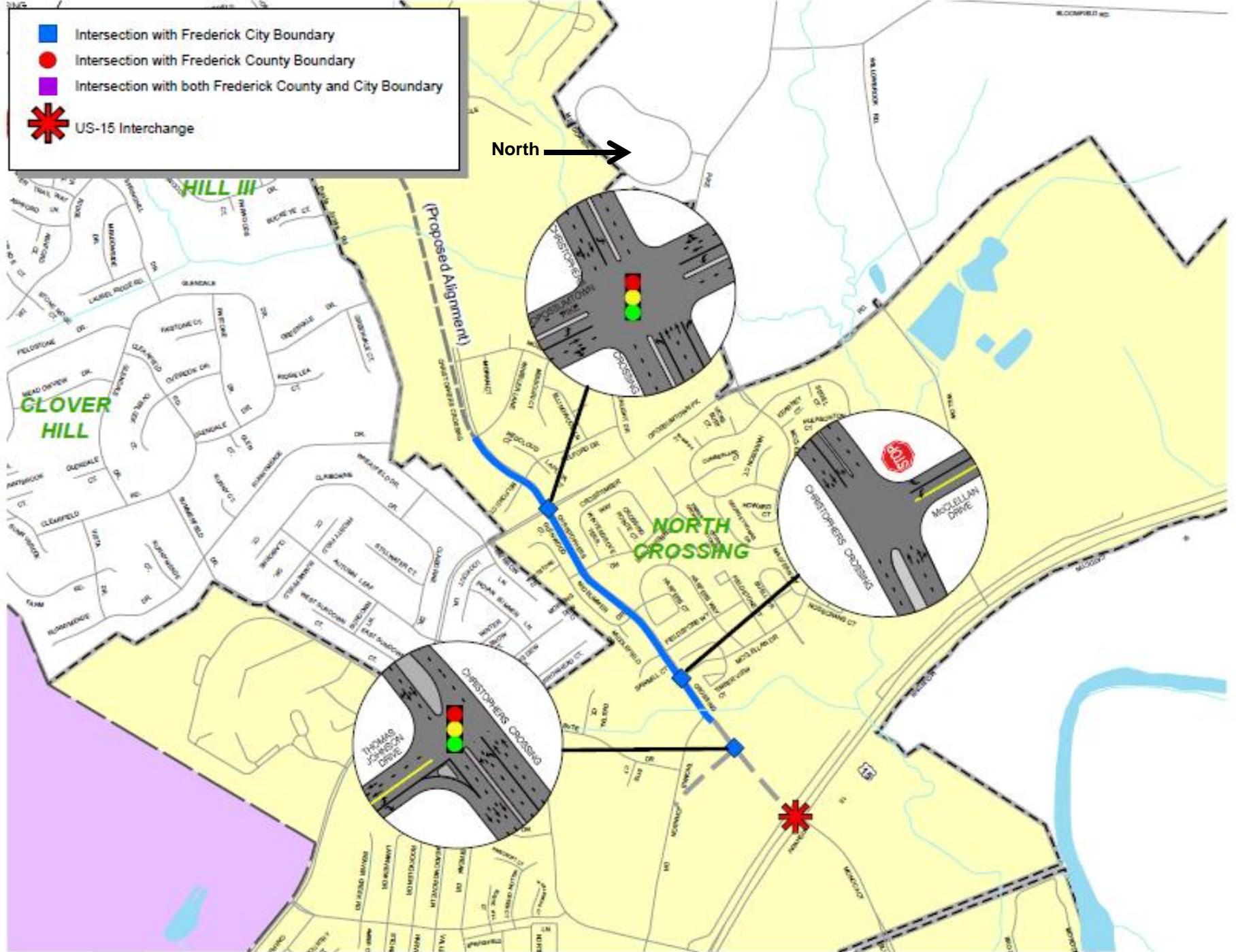


5 Year Scenario- 2013



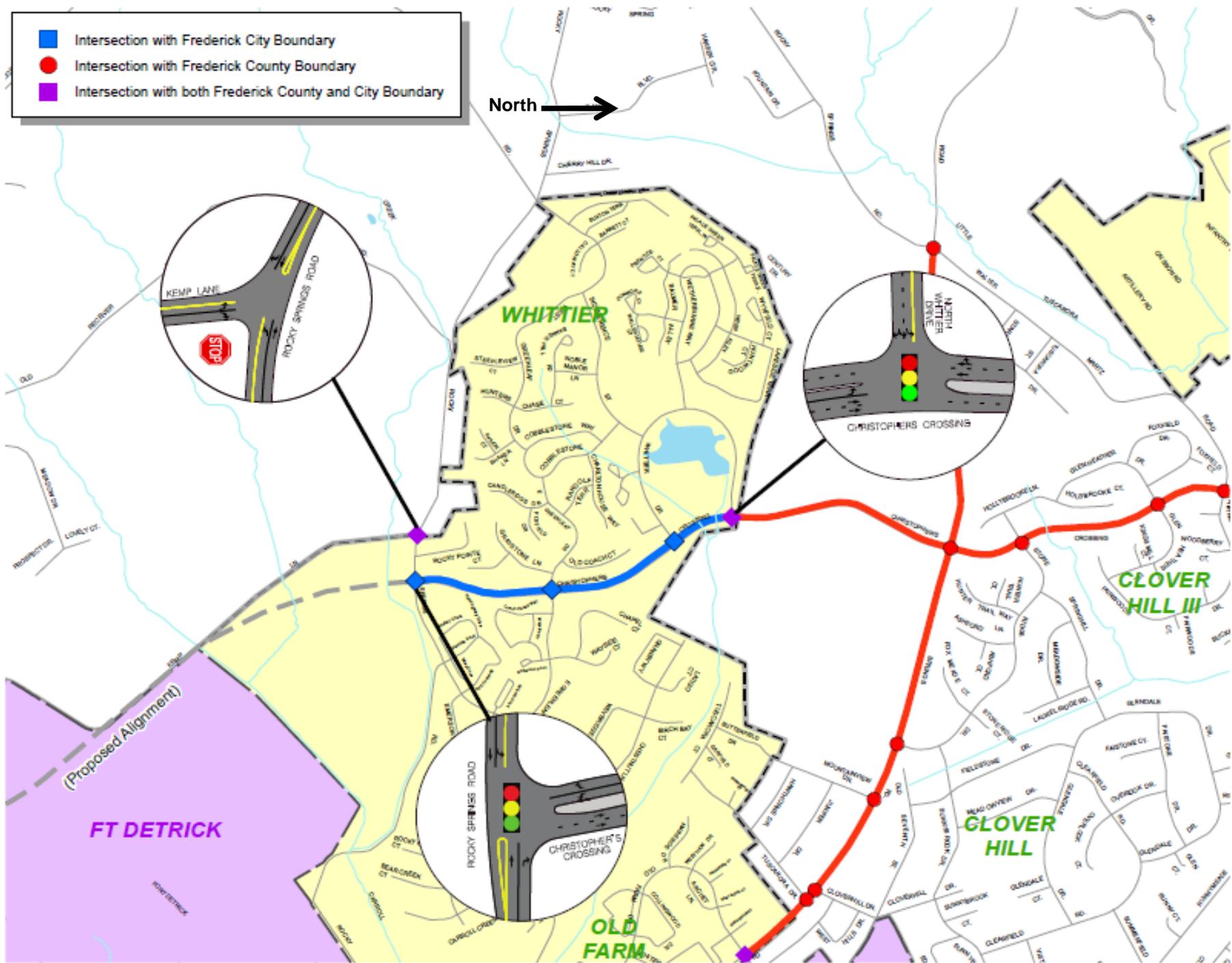
-  Intersection with Frederick City Boundary
-  Intersection with Frederick County Boundary
-  Intersection with both Frederick County and City Boundary
-  US-15 Interchange

North 



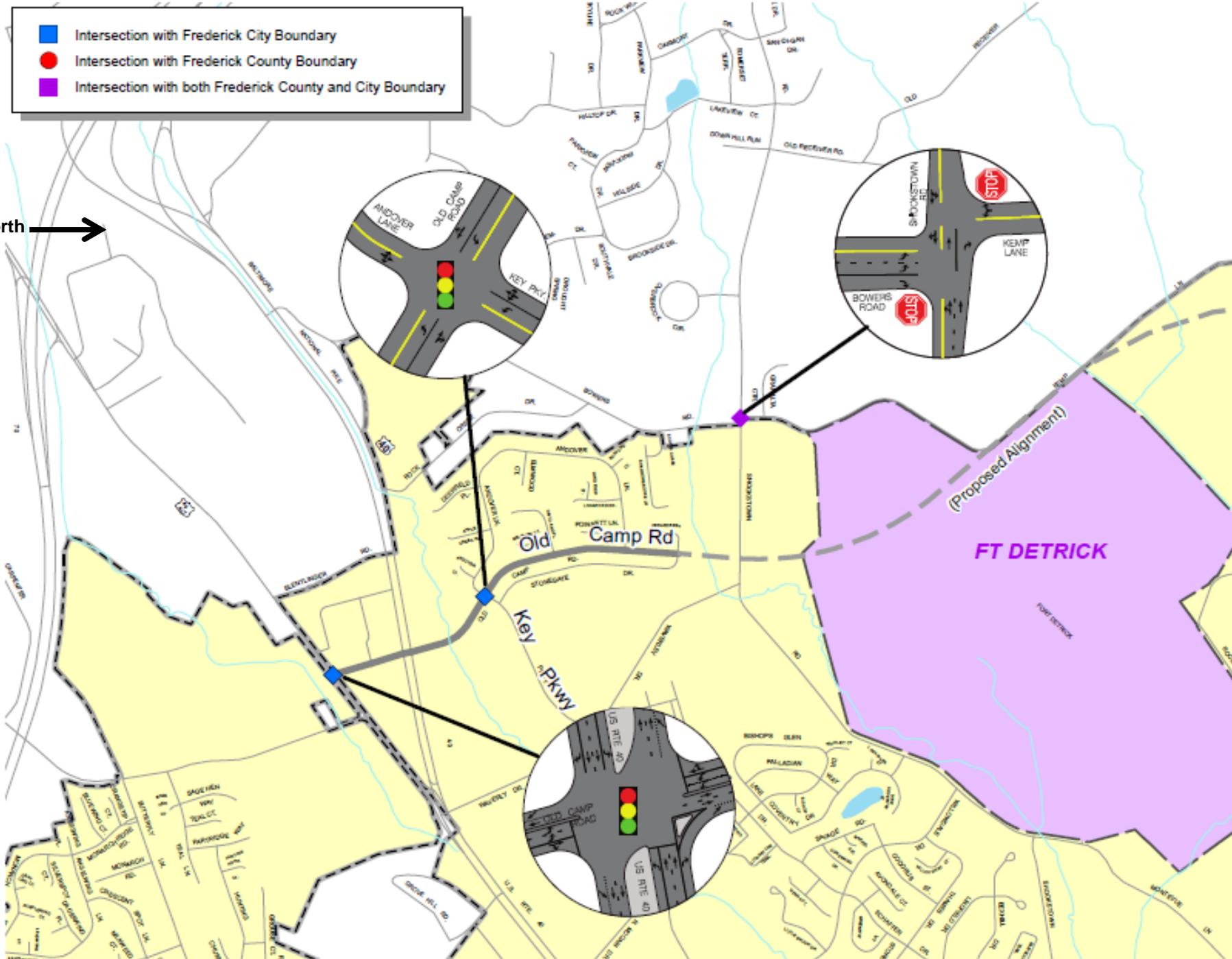
- Intersection with Frederick City Boundary
- Intersection with Frederick County Boundary
- Intersection with both Frederick County and City Boundary

North



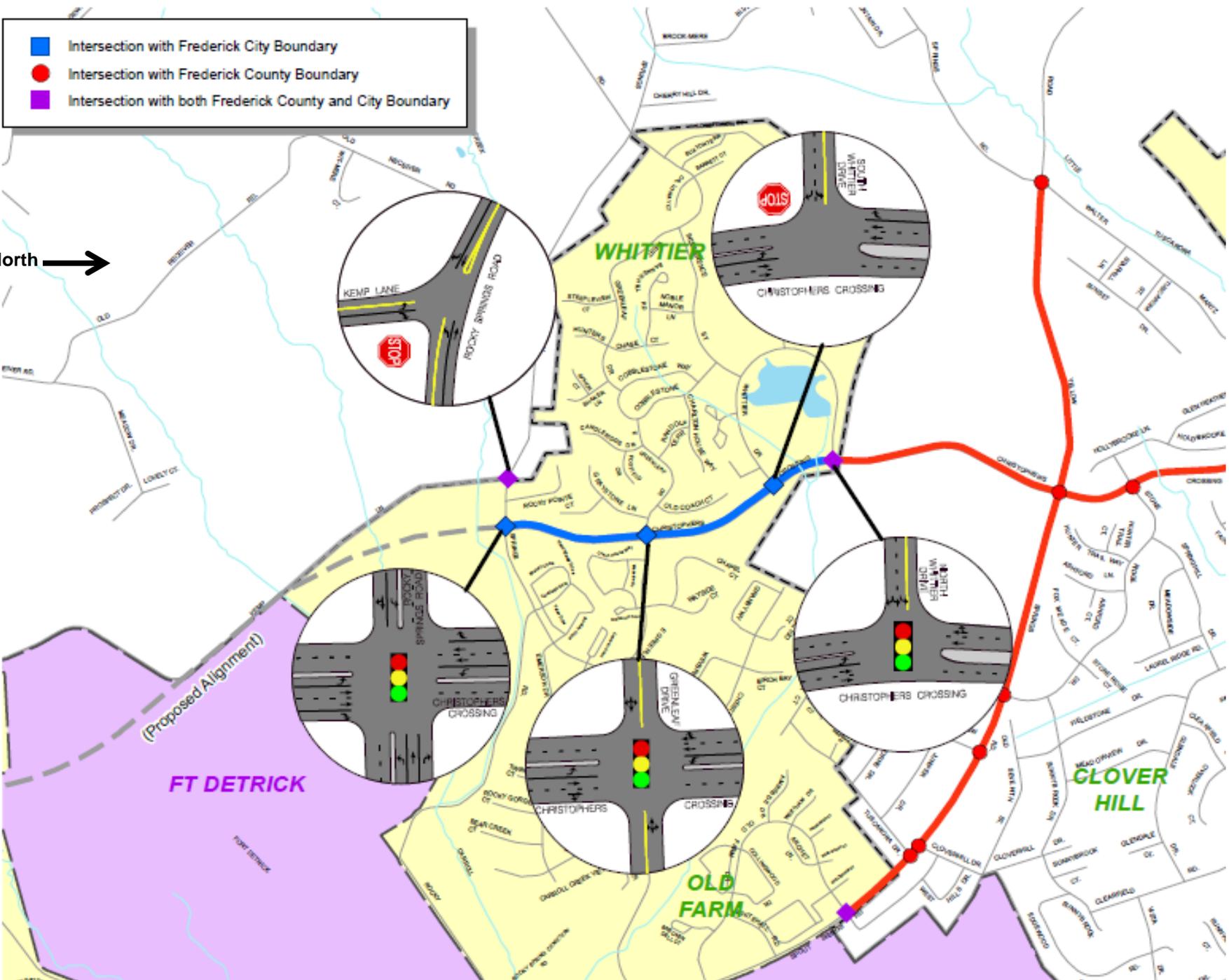
- Intersection with Frederick City Boundary
- Intersection with Frederick County Boundary
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North



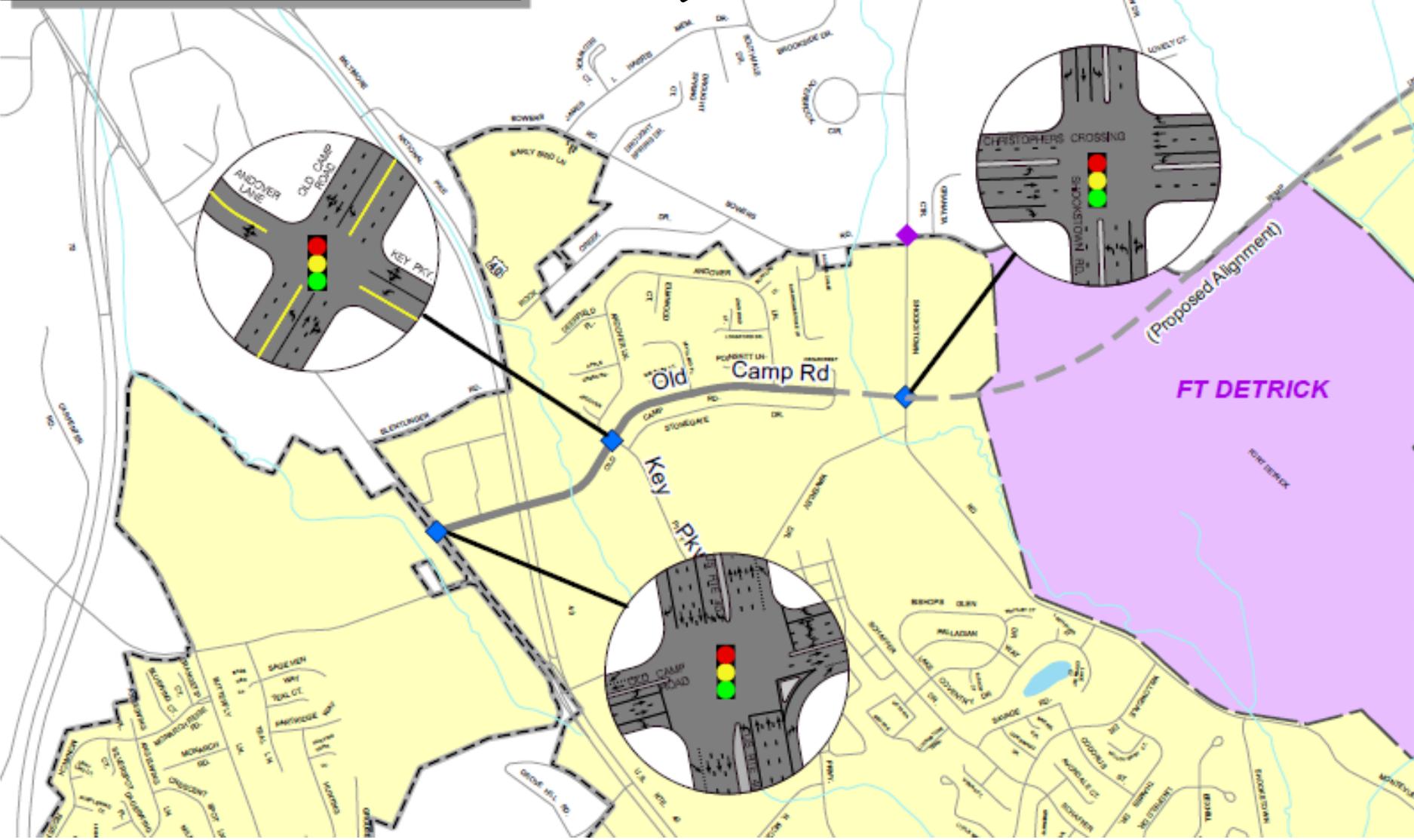
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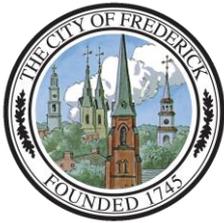
North →



- Intersection with Frederick City Boundary
- Intersection with Frederick County Boundary
- Intersection with both Frederick County and City Boundary

North





Maryland Motor Truck Association

Good stuff.



March 30, 2009

Mr. Anthony Pellegrino, Project Manager
Frederick County Division of Public Works
Department of Highways and Transportation
Office of Transportation Engineering
118 North Market St
Frederick, MD 21701

Dear Tony:

I am writing in reference to the Christopher Crossing corridor from US Route 15 to US Route 40 and concerns area residents have raised about a potential increase in truck traffic when the new roadway opens.

I discussed the matter with several of our members who have extensive knowledge of the trucking industry and are located in the affected area. We concur with your assessment that large truck traffic will generally stay at both ends of the corridor. Keep in mind that any new residential construction in the improved corridor would generate construction and moving truck traffic while development is underway. Beyond this observation, we expect trucks will stick with their pre-determined delivery routes.

Nonetheless, we support the suggestion that your office monitor traffic patterns over the course of corridor development. Should you see an up-swing in through-truck traffic, we would support your use of signage that would restrict truck traffic to local deliveries only or to trucks housed along the corridor.

Thank you for the opportunity to respond to concerns about commercial vehicle traffic. Please contact me if we can provide further assistance.

Sincerely,

Anne S. Ferro
President & CEO

cc: Mr. Mel Fair, Central Maryland International Trucks
Mr. Howard Levine, Ramar Moving and Storage



Background developments



Property/ Development	Size (Acres)	Existing Zoning	Proposed Zoning	Description
Clemson Corner (Wegmans & Lowes)	43.3	Light Industrial	General Commercial	359,600 SF commercial
Homewood	72.5	Agricultural	Mixed Use (Inst. Floating)	Up to 100 apt. + 225 cottages
Crum & Sunday Properties	600	Agricultural	Mixed Use	Light Industrial/ Office
Kemp Ln (Oden, Smith, Hooper & Summer Properties)	185	Rural Residential	High Density Residential	N/A
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Thatcher Farm	110	Agricultural	Mixed Use	N/A
Richfield Farm	141	Agricultural	Mixed Use	N/A
Northgate				
Summers Farm*				