Christophers Crossing/Yellow Springs Road Corridor Traffic Study

Presentation to Mayor & Board

July 28, 2010
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
Future Developments Included in the Study

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

Members

Christopher’s Crossing
(North Crossing)
Task Force Considerations

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

Corporate Drive – Frederick County
Task Force Recommendations
Task Force Recommendations

5' SW 11' Strip 4' Bike 12' Lane 16' Median 12' Lane 4' Bike 11' Strip 5' SW

TOTAL 80' ROW USED

4'
5' SW Strip 14' Bike / Lane 11' Lane 12' Median 11' Lane 14' Bike / Lane 4' Strip 5' SW
Next Steps

Redis developing a 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
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

North

Intersection with Frederick City Boundary
Intersection with Frederick County Boundary
Intersection with both Frederick County and City Boundary
5 Year Scenario- 2013
North
20 Year Scenario - 2028

North

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

FT DETRICK
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. Mal Fair, Central Maryland International Trucks
    Mr. Howard Levine, Rantix Moving and Storage
## Background developments

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<td>Northgate</td>
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<td></td>
<td></td>
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<td>Summers Farm*</td>
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