

**Transportation Services  
Advisory Council Minutes of  
July 18, 2025 Meeting  
Via Microsoft Teams**

**Members/Ex-Officio Present:** Joshua Bokee, Aaron Heiner, Councilmember Renee Knapp, City Council Member Kelly Russell, Thomas Davy, Roman Steichen, Joseph Conny, Stephen Finafrock, Christina Forbes, David Edmondson, Darren Bean, Christine Traini, David Schlie, Barb Nicklas, Mark Mishler, and Hongwei Xu.

**Staff and Guests:** Jaime McKay, Mary Dennis, Jamie Martin, Shayne Boucher, Shraddha Praharaj, Ken Oldham, Lamiya Chowdhury, Chris McDonald, Wayne Dorsey, Rick Weldon, Danielle Adams, John Delaney, and Miranda Ducey.

**Call to Order:** Josh welcomed attendees at 9:30 AM.

**Introductions:** Jaime facilitated introductions, and members introduced themselves. Attendance was taken, and a quorum was confirmed.

**Approval of Minutes:** Minutes from the April meeting were approved as submitted.

**Council Member Comments:**

-County Council Member Renee Knapp began by congratulating Transit Services for achieving record ridership, noting visible improvements while out in the community. She thanked the team for their efforts to elevate and transform transit and echoed her appreciation to Livable Frederick for their support.

-City Council Member Kelly Russell thanked Transit for attending City Council meetings and answering questions, as well as for putting a stop at the food bank located on New Design Road.

**Transit Update:**

- Roman noted that this was an active meeting covering a wide diversity of subjects and highlighted several exciting projects. He provided an update on ARPA-funded technology improvements, including implementing automated announcements onboard, pushing real-time alerts to riders, and installing five real-time kiosks at locations including Transit Center, FCC, FSK, Key Parkway (TBD), and Waverly Transfer Facility. Bus relocations have already occurred, and amenities such as a waiting shelter, trashcans, and a display screen are expected to be in place by early fall.
- Jaime discussed the bus network redesign, including rerouting the 80 Connector Route and expanding the 85 Shuttle, noting that these changes align with the transit plan and Livable Frederick's goals. She also provided an update on

improved bus stops, listing locations with new shelters, explaining combined stops, and noting that bench pads have been poured and benches installed. Jaime encouraged attendees to speak with Transit about upcoming projects and to advocate for enhancements.

- Roman added that two new small buses and four new large buses are expected in early fall, replacing vehicles that have already been retired.
- Josh echoed the recognition of record ridership and praised the written report. He asked about bus stop improvements, including the number of shelters versus benches. Jaime clarified that three shelters are planned for installation at Military and 7th, Vista Shops, and Walkersville, with a bench at Crestwood. Planning is ongoing at the County level, including collaboration with the library, and shelters can be requested during the design process. Jaime also explained that discussions about shelter placements occur early in the planning process. Kelly noted that some design work has been awarded but not yet underway.
- Hongwei, who sits on the Senior Services Advisory Board, asked about bench placements near senior centers. Jaime explained the Transit Services approach to siting benches to serve seniors effectively, including the recent installation of a bench on Taney Avenue next to the senior center.
- Josh suggested sending a letter of advocacy to the County Executive's office to recommend allocating resources to accelerate bus shelter installations and other transit improvements.

#### **Agency Updates:**

- John Delaney, MDOT: The NEPA document has been approved by Federal Highway, and the project is now moving into the final design stage. The next milestone will be the semi-final (60%) design review. Construction is anticipated to be completed by 2028, with an expected four-year construction timeline.
- In the immediate next steps, teams will begin drilling soil borings to gather information on soil and bedrock, which will be used in the design of bridges, noise walls, and stormwater management systems. The design is also being refined to account for utility impacts. Additionally, relocation impacts are being identified and will need to be resolved before construction begins in 2028.
- Kelly Russell asked whether State Highway is considering how exit and on-ramps connect with local roads. John responded that the focus is on Routes 15 and 40, which do intersect with local roads, and noted they are coordinating with both the County and the City. Kelly emphasized the importance of working together to ensure the highway is safe from start to finish.
- Chris M. noted that pedestrian crossings are already dangerous and asked whether the design process could include public art under the overpass. John responded that this would require coordination with local partners. Chris mentioned that he has potential funding available for art for the Route 15 underpass.
- Shayne raised a concern about people needing to bike along Route 40 to get to work. John responded that the project is being coordinated with bicycle and

- pedestrian projects, and Josh added that coordination is ongoing.
- Sharaddha noted that the Golden Mile multimodal project is fully funded.
- Ken emphasized the critical importance of crosswalks, saying it is more efficient to address them during the design phase. He also mentioned issues of “herding” and stressed the need for both crosswalks and visibility devices.
- Josh asked John about opportunities for public input, specifically whether design milestones are shared with local partners. John explained that the 65% milestone has been shared, but he is not aware of any current public meetings being scheduled. He added that updates may be posted on the project portal page or presented at a public meeting before construction begins to let people know what to expect. Josh emphasized the importance of giving the community a chance to see the design plans.
- Mark M. thanked Livable Frederick for working with MDOT partners to move the project forward, noting that it has been included in the annual priority letter. He also mentioned coordination with other MARC stations to have them designated as well.
- David shared that he is pursuing a TOD (Transit-Oriented Development) designation, a project several years in the making. He discussed the bike/ped plan to build out sidewalks, the Vision Zero action plan, and progress on the Rails and Trails plan. Updates include bridge design across Route 26, widening and improving Rock Creek, and developing a complex trail that could serve as a primary bicycle route to connect to Route 40. He also highlighted three projects in the Route 40 area, including a shared-use path and a bus-only lane on the westbound side, noting that the design is 100% complete and now focusing on improving the interchange with the highway and addressing unsafe crossings.
- Mark provided an update on the CTP process and priorities as of August 13. A new bike/ped plan has been submitted by Noah, with a link to the survey provided for input.
- Josh noted that as the County, City, and Transit each have projects, whether fully funded or partially funded, it is important to look at where those projects overlap and use that alignment to help support funding priorities.
- Barb Nicklas from FCG Planning was introduced by Josh.
- Miranda gave a shout-out to Josh for attending spring training with B&C and explained her role, including efforts to recruit new participants.

#### Bike Lane Discussion:

- During the bike lane discussion, Joe raised a concern about Hayward Road, which connects Thomas Johnson Drive and Oppossumtown Pike. He questioned why bike lanes are planned for Hayward Road when Oppossumtown Pike is a major commuter route and heavily traveled. He noted that bicyclists sometimes have to

use Oppossumtown Pike, where bikes take up a lane and cause congestion. Joe asked about the overall plan for bidirectional bike lanes in the city to better serve commuters, including connections such as Yellow Springs Road into Fort Detrick.

- In response, David Edmondson said these were excellent questions and explained that a comprehensive bike and pedestrian plan is in progress, though delayed, and should be completed by the end of the quarter. He added that the connector linkages will be more useful once the bike network is fully built out.
- Shraddha added that a complete traffic study will be conducted on Hayward Road to determine the best use of the pavement. She noted that a bike/pedestrian plan is already in place and emphasized that any type of bike lane implementation will be accompanied by a traffic analysis.
- Hongwei asked where the bike lane plans can be found. Although she doesn't ride, she lives near Hayward Road and rarely sees anyone using the lane. She noted that along Route 40, many people don't have cars and frequently ride bikes, but there are no bike lanes there, and asked if a plan exists.
- David acknowledged the concern, noting that Route 40 is dangerous to ride and that access to the Hayward Road bike lane can also be difficult. He explained that implementing the Hayward Road link now, rather than waiting for future network connections, allows pieces of the bike network to add value immediately.
- Ken raised another pedestrian safety concern at Monocacy Road, across from the quarry and drainage pond, describing it as a "perfect storm" area for pedestrians and bicyclists with no lighting. David confirmed that plans are underway to address this location and that the issue is being actively advocated for.
- Kelly noted that the City's AMAC (Active Mobility Advisory Committee) meetings are a good forum for these topics and suggested addressing some items there, referencing the upcoming August meeting. Chris McDonald supported this suggestion, noting Councilmember Russell's advice.
- Joe thanked David for the excellent update and asked about plans to reconfigure bike lanes along Oppossumtown Pike. David confirmed that this is part of a larger action plan, which begins at the Center and extends beyond Oppossumtown Pike.

### **Chairman Concluding Remarks:**

Next Meeting: The next TSAC Meeting will be on October 17, 2025, via Microsoft Teams, at 9:30 am.

Submitted by Mary Dennis, Communications Manager