

Minutes Civic Association Membership Meeting 11/20/2014

The meeting began at 6:45 pm at Homewood.

Tom Gill read the slate of Civic Association Board candidates for the 2014 year and explained the process for voting for them. He then officiated the voting. The candidates were elected will all “ayes” and no dissenting votes. The new board will be-

Carol Goldstein, president

Allan Carlson, vice president

Allan Joseph, treasurer

Bill Levin, secretary

Anne Arnold, Helen Maiwald, Dedra Salitrik, at-large

Allan Joseph gave the treasurer’s report. He stated that the annual per person dues would increase from \$7.00 to \$10.00 beginning in January. He asked the membership if they had any questions or comments, and no one did.

Allan Joseph introduced the speakers and kindly asked the members to be nice to them.

The speakers gave their presentations in the following order:

Andrew Ratcliff and Samuel Delaurence of the State Highway Administration provided updates on state highway improvements, particularly the new turning lanes at the intersection of Rt. 26 and Monocacy Blvd, located near Worman’s Mill. These improvements, three lanes of traffic in each direction, were required by the development at Market Square.

They provided an overhead slide for us to view of the newly expanded section of Monocacy Blvd. and pointed out the sections of this road that will be expanded in the future.

Currently, a section of Monocacy Blvd. that is under construction will improve access to Christopher Crossing.

They also described future improvement which will be the construction, near the intersection of Monocacy Blvd. and Rt. 15, of a park and ride parking lot. This location is currently a corn field near the train tracks.

Willow Road will remain a right turn in and out only. Hayward Road will be closed to U-turns except for emergency vehicles.

The Rt. 15 and Monocacy Blvd. intersection is currently being designed. The design review is scheduled to be completed by April 14, 2014. The predicted time until construction on the new interchange is two years. The cost of the construction will be partnered by Frederick city and Frederick county.

Rt. 15 between Motter Ave. and Rt. 26 will have a continuous auxiliary access lane. The state is paying for this lane.

Zack Kershner, Deputy Director of Public Works-Engineer for the City of Frederick, and Devon Hahn, City of Frederick Traffic Engineer, provided detailed information on the Motter Avenue bridge replacement. The new bridge will have two lanes in each direction plus turning lanes in the center to make left or right turns onto Thomas Johnson. The new bridge will also have sidewalks and a four foot shoulder for bicycle traffic. He anticipates the completion date to be in Nov. 2014.

Devon and Zack also informed members that Monocacy Blvd. will become a loop road around the city. The central part of the road, the substandard, curvy section where the cows currently graze near Gashouse Pike, is considered to be "Phase Two" of the project, meaning it will come much later, but at completion, will make the entire length of Monocacy Blvd, an expanded, easily accessible loop. This "Phase Two" section will go out for bid in the spring of 2015 and have a two year construction timeframe after that. The county is expected to pay for one half of the \$16.7 million dollar cost.

Another "missing link" section of completed Monocacy Blvd. is the Christopher Crossing corridor in the Keller Farms area. Eventually, traffic will be able to go from Ft. Detrick area B to Old Camp Rd. and to Rt. 40.

Another project is to expand Hughes Ford Rd. from two lanes to four lanes as it traverses from Patrick St. to South St.

In response to a member's question, Zack explained the city's development process:

- plans are submitted
- a traffic impact study is initiated
- various agencies review the plans and traffic impact study
- the public is brought into the process through NAC meetings
- the planning commission offers opportunity for public comment
- plans are approved with certain requirements

Members asked numerous questions about the impact of traffic on the pending Wal-Mart construction.

Devon Hahn explained that the traffic impact studies have not been completed, and that the Wal-Mart design is still in the master planning process. Wal-Mart has stopped the process of requesting a break in Rt. 26 for a light and a right in/right out entrance there.

She suggested that WM residents continue to attend planning commission meetings because public comment is accepted and encouraged.

In response to another question, she stated that the standard width of a current road lane is twelve feet. The width of the lanes on Monocacy Blvd. at Mill Pond are only ten feet.

Wal-Mart is currently negotiating with the Veterinarian's office to use the front of this business's parking lot as a way for traffic to enter the new store's parking lot.

Several questions focused on the access roads to be built that WM residents can use to avoid driving on Monocacy Blvd. Wal-Mart will have a service road for deliveries and Mill Pond Rd will eventually cross Monocacy.

Another question was about the plans for Monocacy Crossing, a Wormald development at Mill Pond. No plans have been submitted yet so there is no approval.

Devon also described a Multi-Modal project called the East St. Rails with Trails. This will be a continuous eleven foot paved trail following the train bed and Monocacy Blvd that will be for the shared use of bikes and pedestrians.

The membership thanked the presenters. The winning ticket was drawn for a gift certificate for Isabella's restaurant.

The membership meeting ended at 8:30.