

The City of Frederick's
Shared Use Path System
Fact Sheet

The goal of this plan is to provide viable routes to allow residents to travel throughout The City of Frederick without the need or use of an automobile.

With The City of Frederick's strategic location at the confluence of Rock Creek, Carroll Creek, Tuscarora Creek, Monocacy River and also being the hub of Frederick County, this plan will help to integrate and connect the proposed pathways in Frederick County.

The plan consists of six corridors: Carroll Creek, East Street, Fredericktown Village, Monocacy Boulevard, Monocacy River and Rock Creek.

The six corridors have approximately 25.7 miles of proposed pathways. Of the 25.7 miles, approximately 8 miles have been constructed. Various developers will build additional miles of pathway as part of their development plans.

The 8 miles of existing path is in eleven different sections. With the longest continuous section just over 1.5 miles from Baughman's Lane to Key Parkway & North McCain Drive.

What this plan is:

- - An overall vision for paths within the City of Frederick.
- - Identifies potential pathway linkages between key activity nodes.
- - Relies upon the 1995 City of Frederick Master Plan as a starting point.
- - Tries to link Frederick County and City of Frederick path systems.
- - Focuses on the stream valley system within the City of Frederick.

What this plan is not:

- - A detailed plan of path alignments that have been fully engineered. As funds become available each section will need to be engineered to avoid sensitive areas such as wetlands, floodplain and natural habitat.
- - A trail management plan that designates which user groups should use the trails. This plan is intended to provide the City of Frederick with the infrastructure and then allow the Parks & Recreation Commission the ability to determine the best use of the path system.
- - An acquisition plan. This plan does point out areas that are not owned by the City of Frederick. A more detailed study will be needed to determine if ownership or an easement will be needed.
- - Everyone's ideal plan. Although there seems to be strong general agreement that a plan is need, individual comments vary as to the specifics of

the plan. The comments in this plan are intended to strike a balance among all viewpoints.

In 2010 we will be looking at updating the Shared Use Path Plan, and looking into the possibility of developing an on-street network as well.

Feel free to provide your comments about the Shared Use Path Plan to staff at:

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