

2020 City of Frederick Comprehensive Plan – Relevant Policies

TR Policy 4: Promote bicycle mobility and construct a dense and complete bicycle network consistent with All Ages & Abilities contextual guidance.

TR Policy 5: Create and maintain a fully accessible pedestrian network throughout the City.

1. Determine an appropriate capital improvement funding division between singular large projects and smaller projects to ensure these small but impactful projects are prioritized
2. Identify areas with unpassable or missing sidewalk infrastructure, including unmarked crosswalks, culverts that cross sidewalks, and uneven brickwork, and develop plans to build or retrofit sidewalks where applicable.
3. Determine ways for the City to coordinate repairs with the responsible property owner(s) at impassible or otherwise damaged sidewalk segments.
4. Widen sidewalks in areas with high pedestrian densities where possible.
5. Support the American Society of Landscaping Architects annual (PARK)ing day event by allowing metered parking spaces to be transformed into temporary parks and gathering spaces and develop policies to allow merchants and the City to participate on the third Friday of September each year.
6. Develop a Comprehensive Pedestrian Plan.

TR Policy 7: Preserve and enhance the historic grid system.

3. Supplement the Comprehensive Plan with a Master Streets Plan proposing arterial, collector, and, where consistent with Small Area Plans or otherwise appropriate, local and alley streets in currently undeveloped areas within and adjacent to the City.
6. Explore alternative traffic and parking patterns, perhaps through a pilot program, along select streets to enhance walkability, increase sidewalk widths and allow for the temporary expansion of businesses to increase vibrant streetscape.

TR Policy 8: Ensure that any new transportation improvement does not adversely impact the City's neighborhoods.

1. As part of all decisions for major transportation improvements, continue to balance the need to maintain the unique character and quality of life of the City's historic neighborhoods while keeping in mind the ahistorical nature of automotive traffic and street parking.
2. Work with state and local jurisdictions on city streetscape designs that minimize impacts on Frederick's neighborhoods; historical and archeological resources; aesthetics; vistas; and which maximize bicycle/pedestrian facility connections consistent with other policies above.

TR Policy 9: Prioritize safety and complete streets elements in the design and capacity standards for all roadways.

1. Review and update existing standards for different types of roadways:
 - a. Ensure minimal rather than maximal lane widths consistent with relevant national standards.
 - b. Ensure design speeds are equal to or below desired speed limits so as to limit safety concerns for pedestrians and bicyclists as well as crash severity.
 - c. Create new pedestrian-primary and slow-street roadway types to allow design flexibility in new developments.
 - d. Ensure bicycle and pedestrian infrastructure is consistent with All Ages & Abilities guidelines

TR Policy 14: Maintain the City parking system's balance between supply, demand, customer service, and financial self-sufficiency.

3. Mitigate demand for parking by providing the infrastructure for non-driving modes of transportation within, to, and through the City.