

# THE BOARD OF GARRETT COUNTY COMMISSIONERS

203 South Fourth Street - Courthouse - Room 207 Oakland, Maryland 21550

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## Board of Commissioners

Paul C. Edwards  
Ryan S. Savage

## County Administrator

Kevin G. Null

## County Attorney

Gorman E. Getty III

March 18, 2026

The Honorable Katie Thomson  
Maryland Acting Transportation Secretary  
Maryland Department of Transportation  
7201 Corporate Center Drive  
Hanover, Maryland 21076

## RE: GARRETT COUNTY 2026 TRANSPORTATION PRIORITIES

Dear Transportation Secretary Katie Thomson:

Garrett County Government respectfully submits this 2026 Priority Letter listing our prioritized transportation projects for consideration in the Maryland Department of Transportation's development of the FY 2027–2032 Consolidated Transportation Program (CTP). Garrett County recognizes the fiscal challenges currently facing Maryland's transportation program and appreciates MDOT's continued focus on system preservation, operational efficiency, and strategic investment. These considerations guided our coordinated planning efforts in developing this list of projects with Garrett County municipalities, community partners, and residents.

Garrett County would also like to thank the MDOT for its continued partnership and investment in our communities through programs such as the Transportation Alternatives Program (TAP) and the Recreational Trails Program (RTP). Recent awards supporting pedestrian and recreation improvements in Grantsville, Crellin, and Broadford Park are helping advance projects that improve safety, expand outdoor recreation opportunities, and improve connections for vulnerable roadway users (VRUs). These investments demonstrate how strategic State and local partnerships can deliver meaningful improvements to quality of life in rural Maryland.

Additionally, we look forward to MDOT's partnership on our Garrett Pathways to Safety project which was awarded by the Federal Highway Administration's Safe Streets and Roads for All (SS4A) program. This project consists of:

- Development the Garrett County Active and Alternative Transportation Master Plan to enhance safety, connectivity, and multimodal transportation options throughout the county.
- Conduct detailed safety and traffic analysis along critical corridors, including US 219, MD 135, and MD 39, as well as the local road network in the Oakland area, to identify high-risk areas and prioritize safety improvements.
- Following studies and analyses above, we have funding for construction of a quick-build demonstration project to carry out the findings.

Consistent with Maryland's Chapter 725 coordination process, these priorities were reviewed with Garrett County municipalities on February 4, 2026, and signed by the Garrett County Board of Commissioners on March 17, 2026 at the public meeting. The following priorities reflect a shared commitment to improving our transportation system to support residents, businesses, and visitors throughout Garrett County.

Each project represents an opportunity to advance safety, improve connectivity, and support economic vitality while continuing Garrett County's collaboration with MDOT to deliver improvements to our transportation system efficiently and effectively.

### I. US 219 North Extension to Pennsylvania Stateline

Garrett County and the Town of Grantsville request MDOT to program funding for design and right-of-way for the US 219 North Extension between Old Salisbury Road and the Pennsylvania State Line (approximately 1.5 miles). This project will complete the final segment of the U.S. 219 corridor connecting I-68 in Maryland to the four-lane section of U.S. 219

in Pennsylvania, improving regional connectivity, freight mobility, and economic development in the Appalachian region. We are pleased the project has reached a significant milestone with the Federal Highway Administration issuing the Record of Decision selecting Alternative E-Shift Modified after completion and review of the Final Environmental Impact Statement. With PennDOT leading project development in coordination with MDOT, Garrett County supports continued progress of this Appalachian Development Highway System (ADHS) segment.

## **2. MD 135 Shared Use Path**

Garrett County, in partnership with the Towns of Oakland, Mountain Lake Park, and Loch Lynn Heights, requests MDOT program funding to advance the MD 135 Shared Use Path corridor project. This initiative is envisioned as a transformative project that will establish a backbone network of safe VRU infrastructure along the MD 135 corridor, improving safety for vulnerable roadway users, calming traffic speeds, and strengthening connections between neighborhoods, schools, parks, and local businesses. The MD 135 Pedestrian and Bicycle Pathways Concept Design was completed in Spring 2026, identifying a preferred corridor alignment and phased improvements to address safety concerns such as limited pedestrian infrastructure, and unsafe crossings. Garrett County and its municipal partners request MDOT's partnership to advance the project into design and implementation.

## **3. US 219 Safety Improvements near Trader's Landing**

Garrett County requests MDOT/SHA to continue efforts to enhance safety along US 219 near Trader's Landing, within the corridor extending from the US 219 bridge over Deep Creek Lake to the Glendale Road intersection. This project addresses longstanding safety and operational concerns along a heavily traveled commercial segment of the corridor by improving turning movements, access management, and roadway operations at Trader's Landing. The project was developed in partnership with MDOT SHA to reduce crash risk and improve traffic flow in this area. Improvements planned for construction this year were refined through ongoing coordination with local stakeholders. Garrett County appreciates MDOT's continued collaboration and looks forward to these improvements, which will enhance safety for both motorists and vulnerable roadway users along this important segment of US 219.

## **4. Garrett County Transit Operating & Capital Funding**

Garrett Transit Services (GTS) requests funding to expand and sustain essential public transportation services in Garrett County through the implementation of the county's first fixed-route transit service under the 5307 program, adjusting 5311 funding for critical out-of-county medical transportation, and investing in scheduling software upgrades to improve efficiency. Capital funding is also requested to support preventative maintenance, vehicle replacements, facility security modernization, and sustainability initiatives such as stormwater management, gray water reuse, solar energy integration, structural reinforcement, parking lot resurfacing, energy efficiency audits, and a bus wash water reclamation feasibility study. Collectively, these investments will enhance service quality, resilience, accessibility, and operational efficiency, promoting economic growth and community well-being throughout Garrett County.

## **5. Grantsville Sidewalk Extension on Alt US 40 to River Road**

The Town of Grantsville, in partnership with Garrett County, requests funding for construction for pedestrian pathways (approximately 2,000 feet of 5 foot-wide sidewalk) along the north side of Alt US 40 to River Road. This project will enhance pedestrian safety and connectivity between Casselman Bridge Statepark, the Spruce Forest Artisan Village, Grantsville's Main Street, and nearby residential areas, addressing a key gap identified in the 2020 Grantsville Sidewalk Feasibility Study. The project is estimated to cost \$1.86 million (adjusted for inflation) and will benefit from FHWA's Thriving Communities Program technical assistance. In addition to our request to MDOT to advance this project, the County and Town intend to apply for discretionary grants. Securing funding for this project will promote pedestrian safety, enhance walkability, and support tourism and local economic development. Transportation Alternatives Program (TAP) funding has been awarded for project design, and the Town and County are pursuing additional federal funding opportunities to support implementation. Garrett County and the Town of Grantsville request MDOT's partnership to advance this project through construction and delivery using SHA project delivery processes and contractors, improving pedestrian safety along this important segment of Alt US 40. K k

## **6. US 219 Oakland Bypass**

Garrett County, alongside the Town of Oakland, continues to request design and engineering funding for the US 219 Oakland Bypass. This 2.4-mile bypass, extending from north of Oakland to MD 135, is a pivotal project for our community's future. This initiative is not just about rerouting traffic; it's about fostering a safer, more vibrant Oakland by alleviating downtown congestion and enhancing the area's appeal for economic development and tourism.

The bypass is integral to our comprehensive transportation strategy. The Garrett Pathways to Safety project, funded by SS4A will build upon MDOT's 2021 US 219 Truck Corridor Study – Alternative Route Assessment for Oakland, Maryland, to further planning of potential truck corridor, support traffic growth, and improve roadway safety. Our goal is to ensure these projects complement each other, enhancing connectivity without hindering the bypass's future development. We are requesting MDOT to move this project forward in a way that respects community input and leverages the bypass's potential to improve safety, stimulate economic growth, and preserve Oakland's unique character.

**7. Oakland to Herrington Manor State Park Trail**

Garrett County requests MDOT program funding to advance the Oakland to Herrington Manor State Park Trail into design, permitting, and right-of-way acquisition. This project will create a shared-use trail connection between the Town of Oakland and Herrington Manor State Park, expanding safe walking and bicycling opportunities while strengthening connections between communities, parks, and regional recreation assets. A feasibility study was completed in Spring 2026, identifying a preferred corridor and confirming the project’s potential to improve multimodal connectivity and support tourism and outdoor recreation in Garrett County. Garrett County looks forward to continuing its partnership with MDOT, Maryland DNR, and local municipalities to advance this project toward implementation.

**8. Friendsville Complete Streets Plan**

Garrett County, in partnership with the Town of Friendsville, requests MDOT program funding to develop a Complete Streets Plan that evaluates transportation improvements at a system level throughout the community. While Friendsville has a compact and walkable town center, several sidewalk, crossing, and traffic safety gaps limit safe access between neighborhoods, schools, parks, and local businesses. This planning effort would apply MDOT Complete Streets guidance to identify and prioritize improvements for pedestrians, bicyclists, and other vulnerable roadway users while creating a clear pipeline of implementable projects. The plan will position the Town and County to advance targeted safety and connectivity improvements through future state and federal funding opportunities.

**9. Loch Lynn Trail Accessibility Enhancements**

Garrett County, in partnership with the Town of Loch Lynn Heights, requests MDOT program funding to advance accessibility and trail improvements within the Loch Lynn trail network. This project will enhance accessibility for pedestrians, bicyclists, and individuals with mobility challenges while improving connections between residential neighborhoods, parks, and community destinations. Planned improvements include trail surface upgrades, accessibility enhancements, and interpretive signage highlighting the area’s natural and cultural resources. These enhancements will expand recreation opportunities, improve trail usability for residents and visitors, and support Loch Lynn’s role as a gateway to Garrett County’s outdoor recreation network.

**10. Community Speed Safety and Monitoring – Phase I**

Garrett County, in partnership with the Towns of Friendsville, Loch Lynn Heights, Grantsville, Deer Park, Accident, Mountain Lake Park, Oakland, and Kitzmiller, requests MDOT support for Phase I of a community speed safety and monitoring initiative. This project will deploy speed monitoring and safety feedback equipment in targeted locations to improve driver awareness, collect traffic data, and reduce speeding in areas where residents, pedestrians, and school-age children are present. The program will help local jurisdictions identify high-risk corridors and support targeted safety improvements and enforcement strategies. Garrett County and its municipal partners are pursuing funding through the Maryland Highway Safety Office (MHSO) and look forward to continuing collaboration with MDOT to improve roadway safety across our communities.

**11. Crellin Street Sidewalk Replacement – Crellin**

Garrett County requests MDOT program construction funding for the Crellin Street Sidewalk Replacement project, which will replace and upgrade approximately 2,600 feet of sidewalk to improve pedestrian safety and accessibility in the Crellin community. This project will provide ADA-compliant pedestrian infrastructure along a key local roadway serving Crellin Elementary School, nearby residences, and community destinations. Transportation Alternatives Program (TAP) funding has been awarded to complete design and permitting, positioning the project to advance toward construction. Garrett County looks forward to partnering with MDOT SHA to deliver construction of these improvements, enhancing walkability and safety for residents and students.

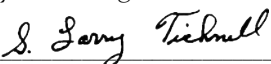
Attached, you will find the supporting project information for each of our priority projects. We value the opportunity to collaborate with MDOT and are committed to efficiently moving transportation projects forward to serving the needs of our constituents.

Respectfully,

**THE BOARD OF COMMISSIONERS OF  
GARRETT COUNTY**

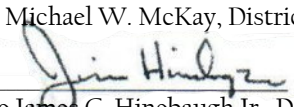
  
\_\_\_\_\_  
Paul C. Edwards, Chairman

  
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Ryan S. Savage, Commissioner

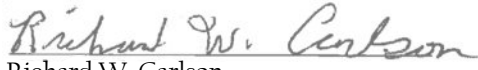
  
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S. Larry Tichnell, Commissioner

**GARRETT COUNTY GENERAL  
ASSEMBLY MEMBERS**


  
Senator Michael W. McKay, District 1


  
Delegate James C. Hinebaugh Jr., District 1A

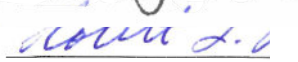
**MUNICIPAL ELECTED OFFICIALS OF  
GARRETT COUNTY**

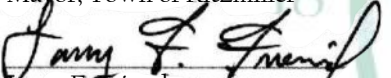
  
Richard W. Carlson  
Mayor, Town of Accident

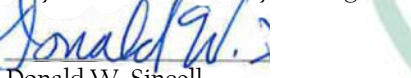
  
Donald E. Dawson  
Mayor, Town of Deer Park

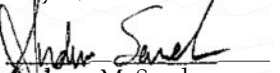
  
Spencer R. Schlosnagle  
Mayor, Town of Friendsville

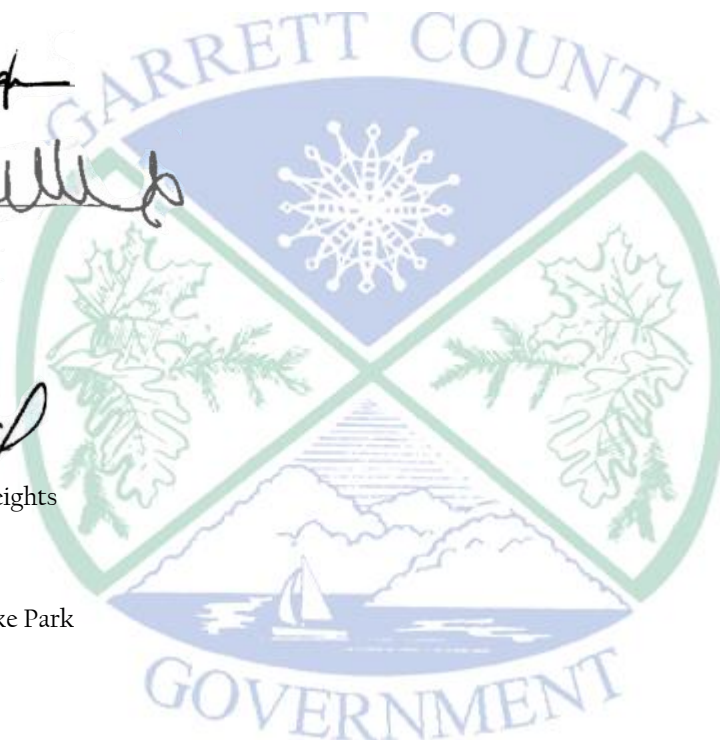
  
Emily Newman-Edwards  
Mayor, Town of Grantsville

  
Robert L. Reckart  
Mayor, Town of Kitzmiller

  
Larry F. Friend  
Mayor, Town of Loch Lynn Heights

  
Donald W. Sincell  
Mayor, Town of Mountain Lake Park

  
Andrew M. Sauder  
Mayor, Town of Oakland



Enclosures: Project Summary Table and Maps

cc: David Cotton, Maryland Department of Planning  
Korey Layman, Maryland Department of Planning  
Geoff Anderson, Office of Planning and Capital Programming, Maryland Department of Transportation  
Linda Zerbee Puffenbarger, District Engineer District 6 State Highway Administration  
Sean Varsolona, State Highway Administration  
Ray Moravec, Director of Office of Planning and Preliminary Engineering  
Shawn Kiernan, Regional Planning, Office of Planning and Capital Programming, Maryland Department of Transportation  
Travis Johnston, Director Office of Local Transit Support, Maryland Transit Administration  
Kevin Null, Administrator, Garrett County  
Siera Wigfield, Senior Planner, Garrett County  
Paul Harvey, Garrett County Roads Division Chief  
Josh Spiker, President of Garrett Trails  
Christopher Mullett, President Garrett County Community Action  
Cody Kroll, Director Garrett Transit System

2026 Priority	Project Name	Jurisdiction	Anticipated Cost \$(,000 s)	Funding Source	% Funding Source Local Land Use Plan Consistency	Opportunity Zone	PFA	Sustainable Community	Contact Name	Contact email
1	US 219 North Extension to Pennsylvania Stateline	Garrett County	\$ 22,598	No Portion	Yes	X	X	X	Siera Wigfield	swigfield@garrettcounymd.gov
2	MD 135 Shared Use Path	Garrett Co & Towns of Oakland, Mtn Lake Park & Loch Lynn	\$ 5,650	TA/SRTS & Bikeways	Yes	X	X	X	Siera Wigfield	swigfield@garrettcounymd.gov
3	US 219 Safety Improvements near Trader's Landing	Garrett County		No Portion	Yes	X	X		Siera Wigfield	swigfield@garrettcounymd.gov
4	Garrett County Transit Operating & Capital Funding	Garrett County Community Action & Garrett County		FTA/ MTA	Yes	X	X	X	Cody Kroll	ckroll@garrettcac.org
5	Grantsville Sidewalk Extension on Alt US 40 to River Road	Town of Grantsville	\$ 4,500	TA/SRTS & Bikeways	Yes	X	X	X	Emily Newman- Edwards, Mayor	mayor@visitgrantsville.org
6	Oakland to Herrington Manor State Park Trail	Garrett County & Town of Oakland	\$ 7,000	TA/Rec Trails	Yes		X	X	Siera Wigfield	swigfield@garrettcounymd.gov
7	US 219 Oakland Bypass	Garrett County & Town of Oakland	\$ 10,106	No Portion	Yes	X	X	X	Siera Wigfield	swigfield@garrettcounymd.gov
8	Friendsville Complete Streets Plan	Town of Friendsville	\$ 70,000	No Portion		X	X	X	Siera Wigfield	swigfield@garrettcounymd.gov
9	Loch Lynn Trail Accessibility Enhancements	Town of Loch Lynn Heights	\$ 550	Rec Trails	Yes	X	X	X	Siera Wigfield	swigfield@garrettcounymd.gov
10	Community Speed Safety and Monitoring Phase I	Garrett County Towns	\$ 140	MVA HSO	Yes	X	X	X	Siera Wigfield	swigfield@garrettcounymd.gov
11	Crellin Sidewalk Replacement	Garrett County	\$ 450	TA/SRTS & Bikeways	Yes	X	X	X	Siera Wigfield	swigfield@garrettcounymd.gov

# 1. US 219 North Extension to Pennsylvania Stateline



- |                       |              |                 |                           |
|-----------------------|--------------|-----------------|---------------------------|
| Project Area          | <b>Roads</b> | Town Boundaries | <b>Conservation Lands</b> |
| Meadow Mountain Trail | County       | Tax Parcels     | DNR Owned                 |
| Other Trails          | Municipal    |                 | Other Protected Land      |
|                       | Private      |                 | Water Body                |

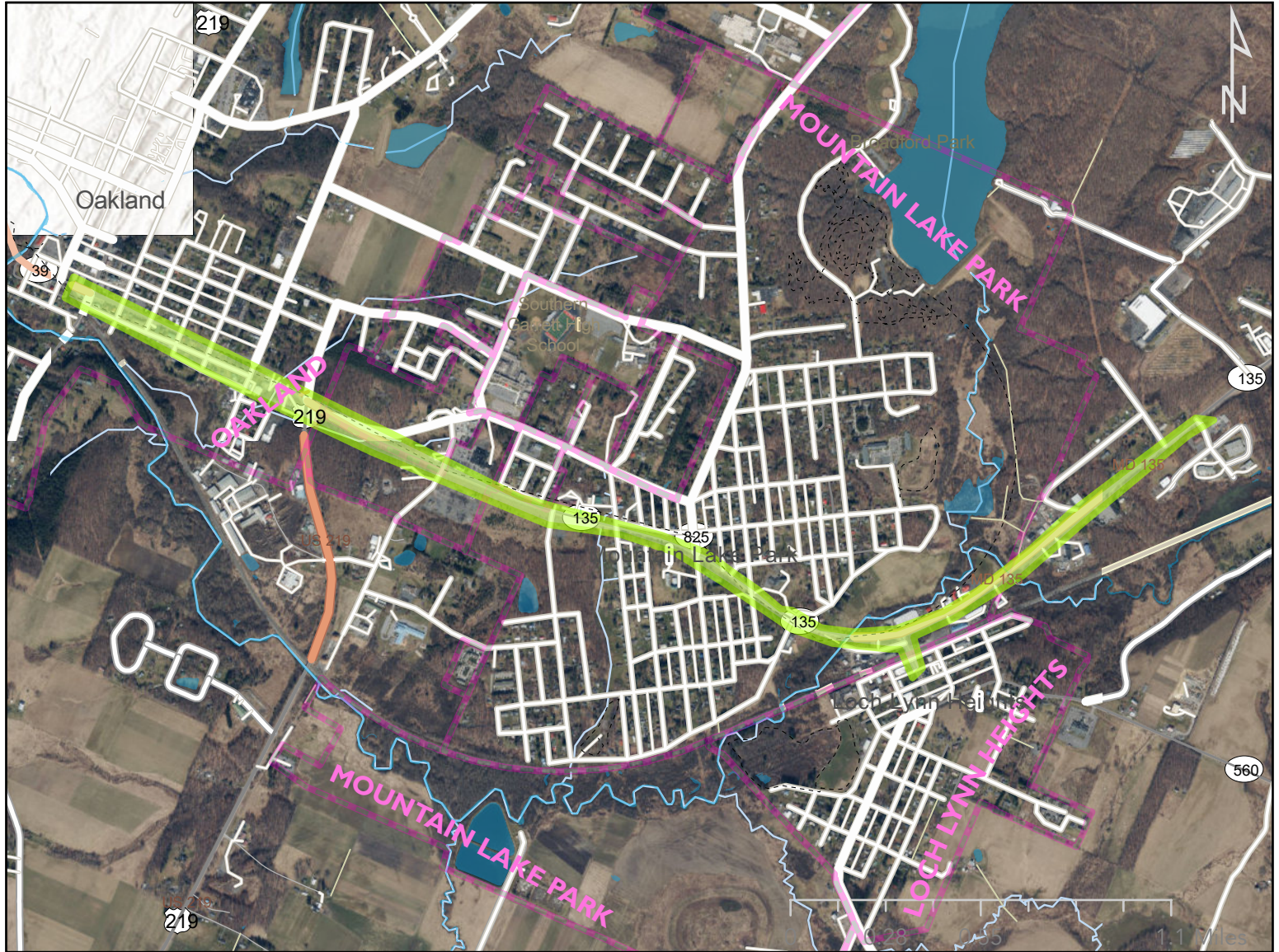


**DESCRIPTION:** Enhances regional connectivity and supports economic growth through improved freight and passenger movement. Builds on coordination with PennDOT and EIS submission.

**PURPOSE & NEED:** Design and right-of-way acquisition for 1.5-mile US 219 segment between Old Salisbury Rd and PA line.

- |   |   |
|---|---|
| <input type="checkbox"/> System Preservation / State of Good Repair   | <input type="checkbox"/> Bicycle / Pedestrian / Complete Streets            |
| <input checked="" type="checkbox"/> New Capacity / Capacity Expansion | <input type="checkbox"/> Transit-Oriented Development (TOD)                 |
| <input type="checkbox"/> Feasibility Study                            | <input type="checkbox"/> Small-Scale Improvements > \$5 million             |
| <input type="checkbox"/> Safety                                       | <input checked="" type="checkbox"/> Supports Housing & Economic Development |

## 2. MD 135 Shared Use Path



**DESCRIPTION:** Improves multimodal safety and connectivity for students and community members through a regional shared-use path network.

**PURPOSE & NEED:** Design and engineering for a shared use path along MD 135 and support the development of safe active mode greenways network connecting Oakland, Mountain Lake Park, and Loch Lynn Heights.

[LINK TO: 2025 MD 135 Concept Plan Design Report](#)

- |   |   |
|---|---|
| <input type="checkbox"/> System Preservation / State of Good Repair   | <input checked="" type="checkbox"/> Bicycle / Pedestrian / Complete Streets |
| <input checked="" type="checkbox"/> New Capacity / Capacity Expansion | <input checked="" type="checkbox"/> Transit-Oriented Development (TOD)      |
| <input type="checkbox"/> Feasibility Study                            | <input checked="" type="checkbox"/> Small-Scale Improvements > \$5 million  |
| <input checked="" type="checkbox"/> Safety                            | <input checked="" type="checkbox"/> Supports Housing & Economic Development |

### 3. US 219 Safety Improvements near Trader's Landing



 Project Area

Roads

 County

 Municipal

 Private

 Meadow Mountain Trail

 Other Trails

 Town Boundaries

 Tax Parcels

Conservation Lands

 DNR Owned

 Other Protected Land

 Water Body



**DESCRIPTION:** Addresses high-traffic and pedestrian risk area with safety upgrades, aligned with community input and scheduled construction.

**PURPOSE & NEED:** Safety enhancements including re-striping and pedestrian improvements along US 219 near Trader's Landing.

System Preservation / State of Good Repair

New Capacity / Capacity Expansion

Feasibility Study

Safety

Bicycle / Pedestrian / Complete Streets

Transit-Oriented Development (TOD)

Small-Scale Improvements > \$5 million

Supports Housing & Economic Development

## 4. Garrett County Transit Operating & Capital Funding



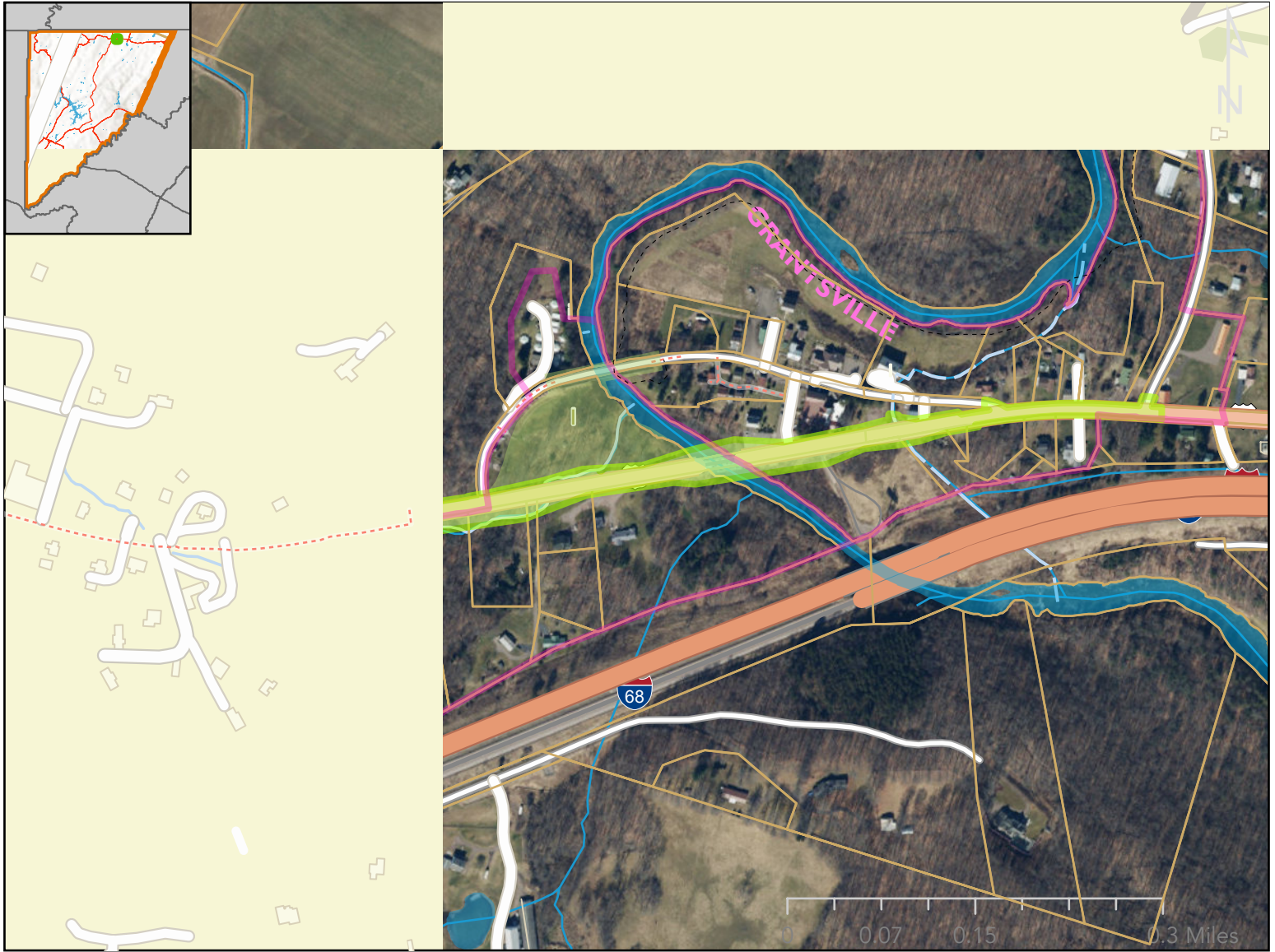
**DESCRIPTION:** Improves public transportation access, operational efficiency, and service reliability, while supporting sustainability initiatives.

**PURPOSE & NEED:** Support for fixed-route transit, out-of-county medical transport, and capital upgrades to transit infrastructure.

- System Preservation / State of Good Repair
- New Capacity / Capacity Expansion
- Feasibility Study
- Safety

- Bicycle / Pedestrian / Complete Streets
- Transit-Oriented Development (TOD)
- Small-Scale Improvements > \$5 million
- Supports Housing & Economic Development

# 5. Grantsville Sidewalk Extension on Alt US 40 to River Road



- |                       |              |                 |                           |
|-----------------------|--------------|-----------------|---------------------------|
| Project Area          | <b>Roads</b> | Town Boundaries | <b>Conservation Lands</b> |
| Meadow Mountain Trail | County       | Tax Parcels     | DNR Owned                 |
| Other Trails          | Municipal    |                 | Other Protected Land      |
|                       | Private      |                 | Water Body                |

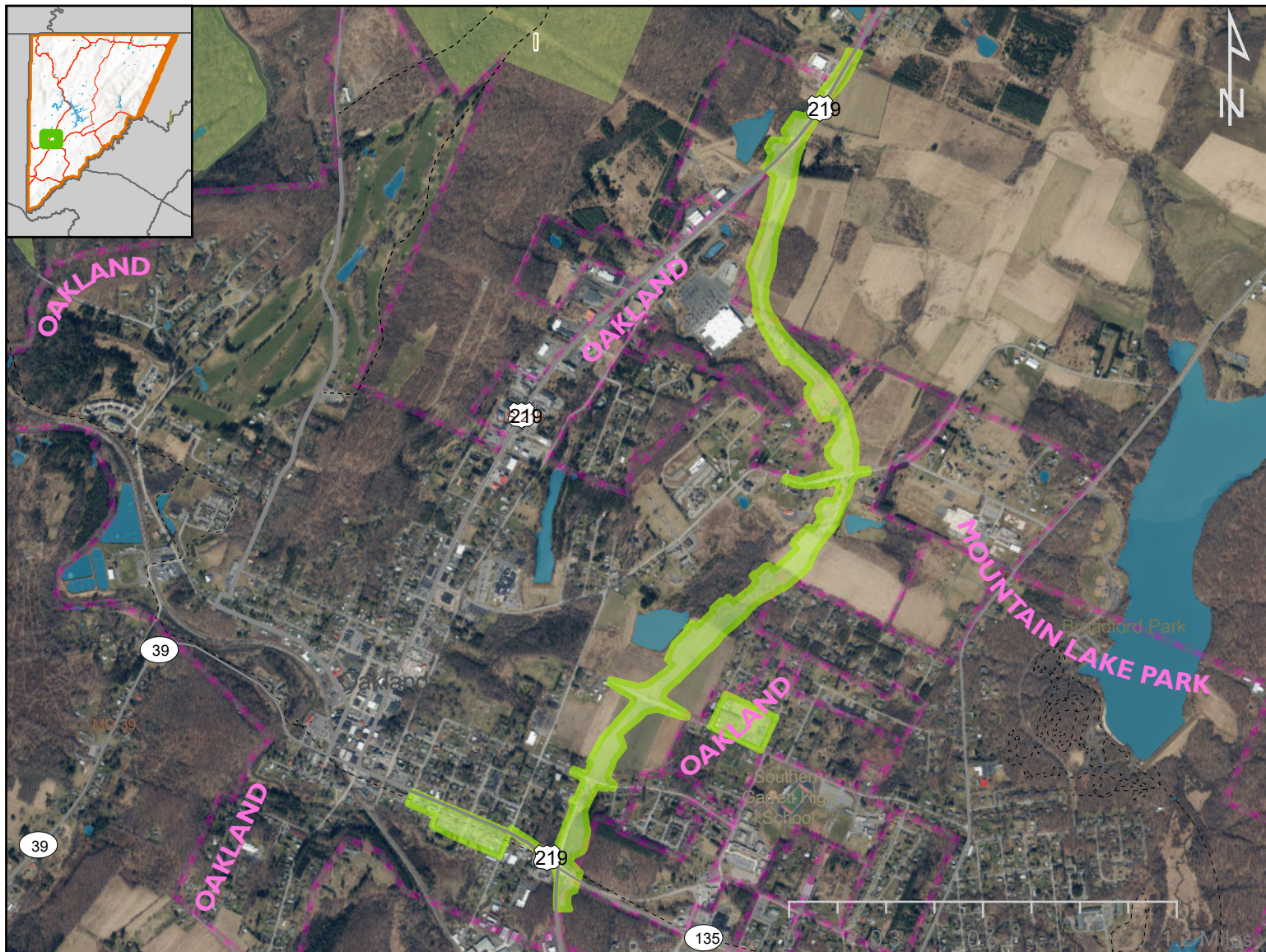


**DESCRIPTION:** Improves pedestrian safety and accessibility, supports tourism and walkability, builds on feasibility study.

**PURPOSE & NEED:** Engineering for 2,000 feet of sidewalk linking key civic and tourism destinations in Grantsville.

- |  |   |
|--|---|
| <input checked="" type="checkbox"/> System Preservation / State of Good Repair | <input checked="" type="checkbox"/> Bicycle / Pedestrian / Complete Streets |
| <input type="checkbox"/> New Capacity / Capacity Expansion                     | <input type="checkbox"/> Transit-Oriented Development (TOD)                 |
| <input type="checkbox"/> Feasibility Study                                     | <input checked="" type="checkbox"/> Small-Scale Improvements > \$5 million  |
| <input checked="" type="checkbox"/> Safety                                     | <input checked="" type="checkbox"/> Supports Housing & Economic Development |

# 6. US 219 Oakland Bypass



- |                       |           |                 |                      |
|-----------------------|-----------|-----------------|----------------------|
| Project Area          | Roads     | Town Boundaries | Conservation Lands   |
| Meadow Mountain Trail | County    | Tax Parcels     | DNR Owned            |
| Other Trails          | Municipal |                 | Other Protected Land |
|                       | Private   |                 | Water Body           |

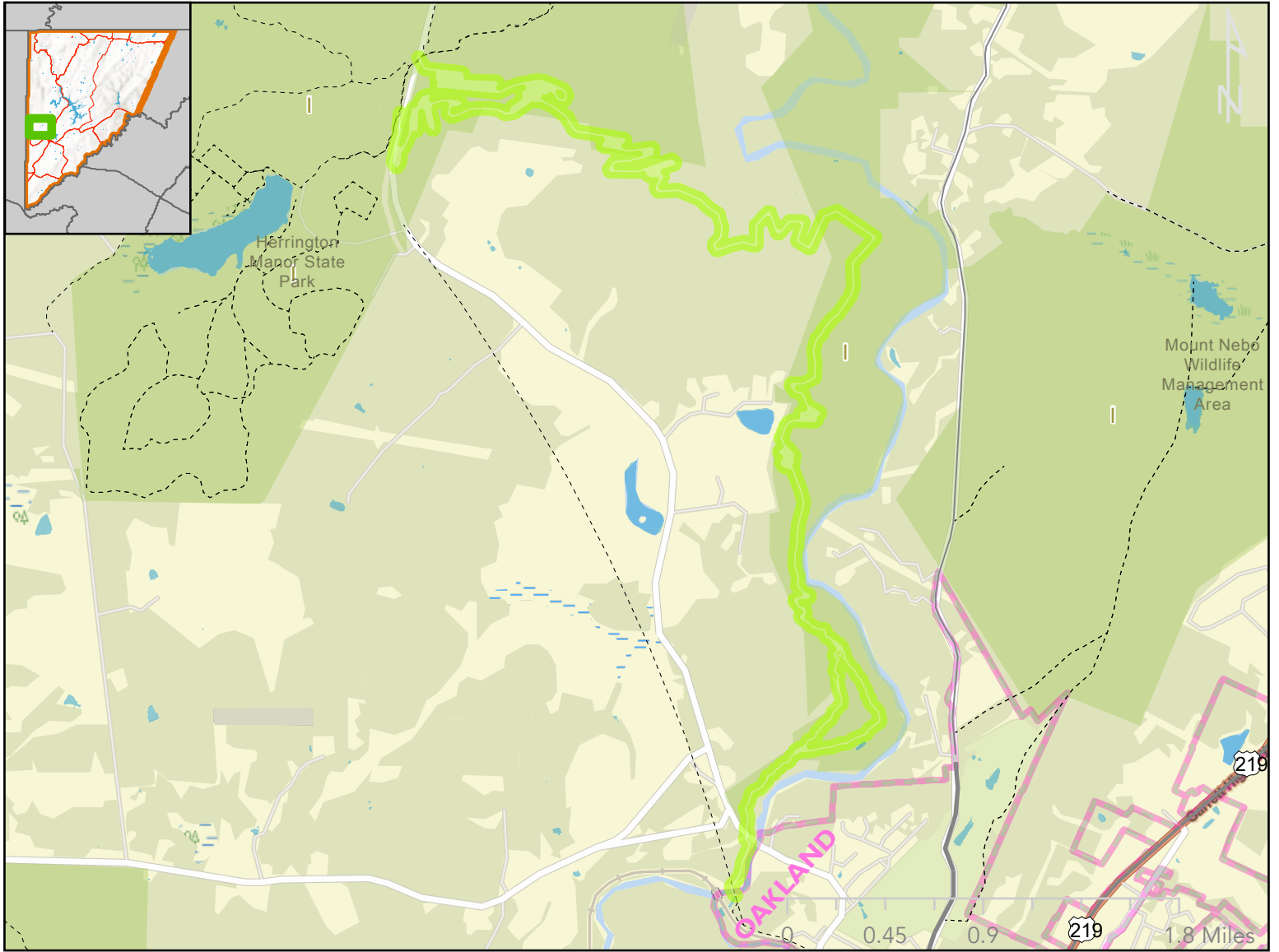


**DESCRIPTION:** Reduces congestion, enhances safety, and supports economic development through improved traffic flow and freight movement.

**PURPOSE & NEED:** Design and engineering for 2.4-mile bypass from north of Oakland to MD 135.

- |   |   |
|---|---|
| <input type="checkbox"/> System Preservation / State of Good Repair   | <input type="checkbox"/> Bicycle / Pedestrian / Complete Streets            |
| <input checked="" type="checkbox"/> New Capacity / Capacity Expansion | <input type="checkbox"/> Transit-Oriented Development (TOD)                 |
| <input type="checkbox"/> Feasibility Study                            | <input type="checkbox"/> Small-Scale Improvements > \$5 million             |
| <input type="checkbox"/> Safety                                       | <input checked="" type="checkbox"/> Supports Housing & Economic Development |

# 7. Oakland to Herrington Manor State Park Trail



**DESCRIPTION:** Advances connectivity to outdoor recreation and tourism assets; builds on feasibility study and enhances regional trail network.

**PURPOSE & NEED:** Engineering and right-of-way acquisition for trail development connecting Oakland to Herrington Manor State Park.

- |   |   |
|---|---|
| <input type="checkbox"/> System Preservation / State of Good Repair   | <input checked="" type="checkbox"/> Bicycle / Pedestrian / Complete Streets |
| <input checked="" type="checkbox"/> New Capacity / Capacity Expansion | <input type="checkbox"/> Transit-Oriented Development (TOD)                 |
| <input type="checkbox"/> Feasibility Study                            | <input type="checkbox"/> Small-Scale Improvements > \$5 million             |
| <input checked="" type="checkbox"/> Safety                            | <input checked="" type="checkbox"/> Supports Housing & Economic Development |

# 8. Friendsville Complete Streets Plan



Project Area	<b>Roads</b>	Town Boundaries	<b>Conservation Lands</b>	
Meadow Mountain Trail	County	Tax Parcels	DNR Owned	
Other Trails	Municipal		Other Protected Land	
	Private		Water Body	

**DESCRIPTION:** Development of a Complete Streets Plan to evaluate and prioritize pedestrian, bicycle, and traffic safety improvements throughout the Town of Friendsville

**PURPOSE & NEED:** To address gaps in sidewalks, crossings, and traffic safety and create a prioritized, implementable pipeline of projects that improve safety and connectivity for all users.

- |   |   |
|---|---|
| <input type="checkbox"/> System Preservation / State of Good Repair | <input checked="" type="checkbox"/> Bicycle / Pedestrian / Complete Streets |
| <input type="checkbox"/> New Capacity / Capacity Expansion          | <input type="checkbox"/> Transit-Oriented Development (TOD)                 |
| <input checked="" type="checkbox"/> Feasibility Study               | <input checked="" type="checkbox"/> Small-Scale Improvements > \$5 million  |
| <input checked="" type="checkbox"/> Safety                          | <input checked="" type="checkbox"/> Supports Housing & Economic Development |

# 9. Loch Lynn Trail Accessibility Enhancements



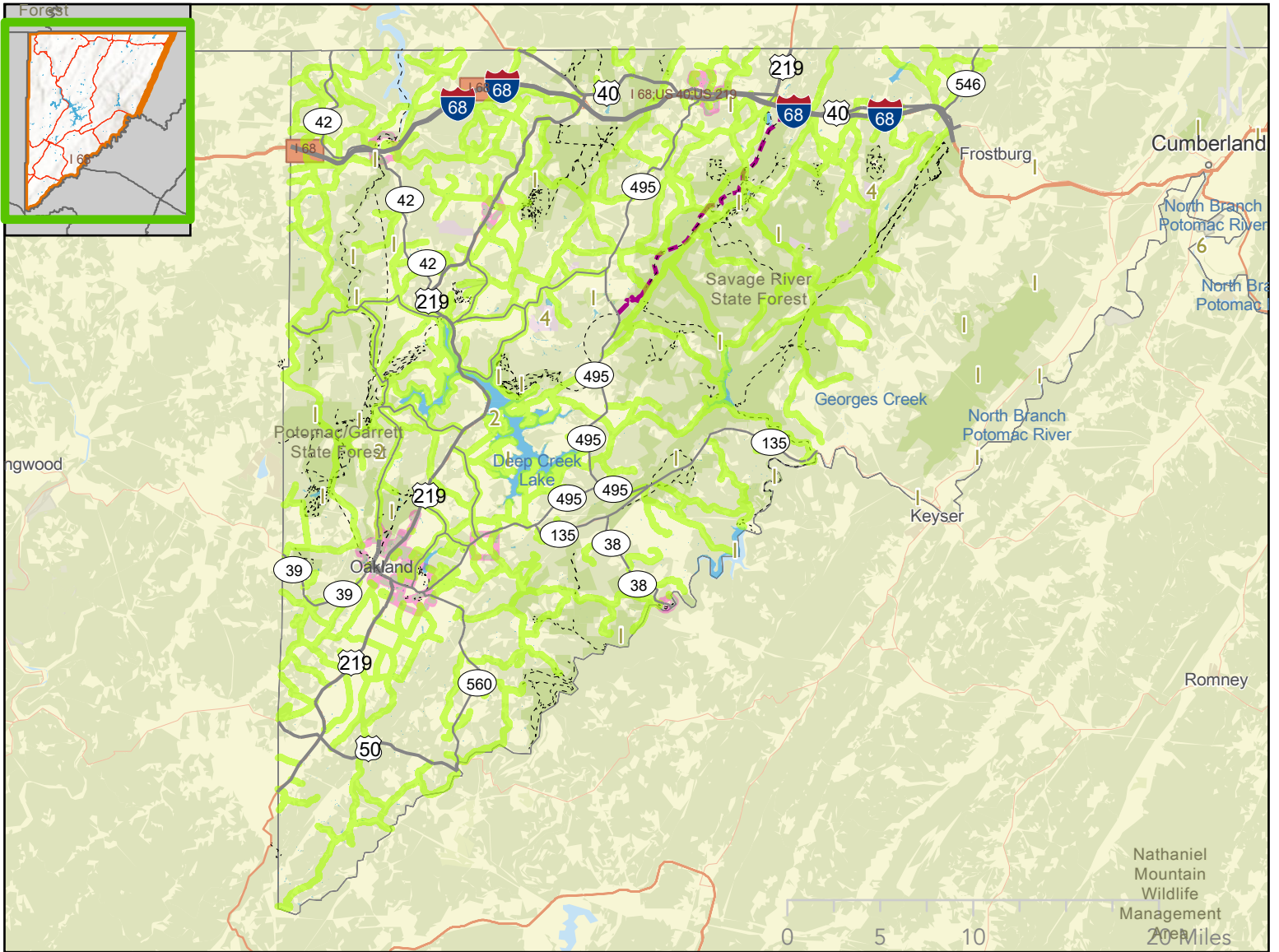
**DESCRIPTION:** Improves trail usability for mobility devices, applies universal design, and maintains enhances the trail as a community recreation interpretive, and educational asset.

**PURPOSE & NEED:** Retrofit and re-deck aging boardwalks on Loch Lynn Trail to ensure ADA compliance and access.

- System Preservation / State of Good Repair
- New Capacity / Capacity Expansion
- Feasibility Study
- Safety

- Bicycle / Pedestrian / Complete Streets
- Transit-Oriented Development (TOD)
- Small-Scale Improvements > \$5 million
- Supports Housing & Economic Development

# 10. Community Speed Safety and Monitoring - Phase 1



- |                       |           |                 |                      |
|-----------------------|-----------|-----------------|----------------------|
| Project Area          | Roads     | Town Boundaries | Conservation Lands   |
| Meadow Mountain Trail | County    | Tax Parcels     | DNR Owned            |
| Other Trails          | Municipal |                 | Other Protected Land |
|                       | Private   |                 | Water Body           |



**DESCRIPTION:** Improves data-driven safety planning and transparency, enabling proactive speed enforcement and safety awareness.

**PURPOSE & NEED:** Traffic safety tech deployment including speed signs, dashboard, and GIS-based enforcement coordination.

- |  |  |
|--|--|
| <input checked="" type="checkbox"/> System Preservation / State of Good Repair | <input type="checkbox"/> Bicycle / Pedestrian / Complete Streets           |
| <input type="checkbox"/> New Capacity / Capacity Expansion                     | <input type="checkbox"/> Transit-Oriented Development (TOD)                |
| <input type="checkbox"/> Feasibility Study                                     | <input checked="" type="checkbox"/> Small-Scale Improvements > \$5 million |
| <input checked="" type="checkbox"/> Safety                                     | <input type="checkbox"/> Supports Housing & Economic Development           |

# 11. Crellin Sidewalk Replacement



**DESCRIPTION:** Addresses deteriorating sidewalks and provides safer, ADA-compliant pedestrian access for students and residents.

**PURPOSE & NEED:** Design and ADA upgrade for 0.5 miles of sidewalks serving Crellin Elementary School.

- |  |   |
|--|---|
| <input checked="" type="checkbox"/> System Preservation / State of Good Repair | <input checked="" type="checkbox"/> Bicycle / Pedestrian / Complete Streets |
| <input type="checkbox"/> New Capacity / Capacity Expansion                     | <input type="checkbox"/> Transit-Oriented Development (TOD)                 |
| <input type="checkbox"/> Feasibility Study                                     | <input checked="" type="checkbox"/> Small-Scale Improvements > \$5 million  |
| <input checked="" type="checkbox"/> Safety                                     | <input checked="" type="checkbox"/> Supports Housing & Economic Development |

# MDOT Priority Letter Submission Form

Submitted by Siera Wigfield on Apr 6th, 2026 at 1:27 pm

Status: *Completed*

## MDOT Priority Letter Submission Form

### Introduction

Local governments have two ways to submit Local Priority Letters to MDOT. Either can be used. It is the choice of the local government which they prefer. The two ways are:

- Submit Letters in the same way as they have in the past.
- Submit Letters through this online portal.

The MDOT will give letters equal consideration regardless of the method chosen by the locality.

The MDOT has created this online portal as part of an overall effort to be more transparent and responsive in its processes and decision-making. With this portal, and the guidance it provides for articulating local priorities, the MDOT seeks to achieve better, more consistent understanding of local priorities. To do this, the portal provides localities with both fillable forms asking for specific priorities, as well as providing for free-form expression to provide the opportunity to offer greater context and narrative.

This portal is also responsive to The TRAIN (Transportation Revenue and Investment Need) Commission's Interim Report recommendation: "... MDOT should standardize local priority letters...". MDOT understands the need to ensure that local governments have the opportunity to express their priorities, and the following submission form seeks to balance that need along with the recommendation of the TRAIN Commission, with the aim to better serve and be responsive to each local jurisdiction.

### Key Terms

Below are definitions of key terms. In the event a project may fit in one or more categories please use your best judgement. MDOT may follow up with you to clarify categorization.

"System preservation" and "state of good repair" project means a project where the purpose is to improve the condition or operations of an existing asset without adding new capacity such as travel lanes. Examples include bridge rehabilitation or replacement, pavement rehabilitation, incident responses, and variable message signs.

"New capacity" and "capacity expansion" project means a project where the purpose of the project is to improve the ability of the transportation system to move people and goods. Examples including widening a road, building a new road, a new transit station, and a new transit line.

A "feasibility study" takes a project from a concept to 10-15% design, including basic concept development, purpose & need, alternatives development, preliminary scope definition and cost estimates, etc. Once complete, the project is ready for project scoring under project prioritization.

"Safety" project means a project whose primary purpose is to reduce or prevent crashes but that does not add or expand the capacity of roads or transit. Examples include roadway realignment, installation of rumble strips, and guardrail.

"Bike/pedestrian" or "complete streets" project means a project to provide accommodations and/or improve safety for bicyclists and/or pedestrians. Examples include new sidewalks, installation of cycle-tracks and road diets with bike lanes.

"Transit-oriented development" project means a project to support or help the construction of new residential, commercial and institutional development near a rail or bus rapid transit station.

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## Section 1. Local Government Information

<b>First Name</b>	<b>Last Name</b>	
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<b>Title/Role</b>	<b>Government Entity</b>	
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Oakland	Maryland	21550

## Section 2. Local Government Priorities

### 1. What are the jurisdiction's goals related to transportation policies and spending?

Garrett County's transportation priorities focus on improving safety, maintaining and enhancing existing infrastructure, expanding multimodal transportation options, and supporting economic development across our rural communities. Given current fiscal constraints, the County supports MDOT's emphasis on system preservation, operational efficiency, and strategic investment.

The County prioritizes projects that:

- 1) Improve safety for all users, including vulnerable roadway users (VRUs)
- 2) Maintain and improve the performance of existing transportation infrastructure
- 3) Enhance connectivity between communities, schools, parks, and economic centers
- 4) Support tourism, workforce access, and regional economic vitality
- 5) Leverage federal, state, and local partnerships to advance projects efficiently

Garrett County has focused on advancing planning, feasibility, and coordination efforts so that priority projects are well-positioned for implementation when funding becomes available, including work through the Safe Streets and Roads for All (SS4A) program and local corridor studies.

For questions 2-10, please list the jurisdiction's priorities in ranked order, with #1 as the highest priority. Please limit responses to 4 lines of text per priority. Please include the following information in the description of the priority: location, need, proposed improvements, and, as applicable, partners and/or existing funding. An example of a priority description is provided below:

- *MD XX (Cross Street 1 to Cross Street 2) Bike/Pedestrian Improvements - MD XX from Cross Street 1 to Cross Street 2 has high rates of crashes involving cyclists and pedestrians. The County seeks to increase safety by installing a new sidewalk and bike lane in both directions of MD XX. The proposed project is identified in Corridor Study A.*

### 2. What are the jurisdiction's priority projects for system preservation/state of good repair?

Garrett County Transit Operating & Capital Funding – Garrett County requests continued MDOT funding to support operating and capital needs for the Garrett County Transportation System (GTS), including vehicle replacement, preventative maintenance, facility upgrades, and service expansion. These investments maintain system reliability and improve access to employment, healthcare, and essential services across rural communities.

### 3. What are the jurisdiction's priority projects for new capacity or capacity expansion projects?

US 219 North Extension (Old Salisbury Road to PA State Line) – Garrett County and the Town of Grantsville request MDOT program funding for design and right-of-way to complete the final 1.5-mile segment of the US 219 corridor connecting I-68 to Pennsylvania's four-lane system. FHWA has issued a Record of Decision selecting Alternative E-Shift Modified. PennDOT is leading project development, with MDOT as a partner.

US 219 Oakland Bypass – Garrett County requests continued programming for design and engineering of a 2.4-mile bypass around Oakland to improve regional mobility, reduce downtown congestion, and enhance safety and economic development.

### 4. What are the jurisdiction's priority projects for feasibility studies?

8 Friendsville Complete Streets Plan – Garrett County and the Town of Friendsville request MDOT funding to develop a Complete Streets Plan to evaluate system-wide pedestrian, bicycle, and traffic safety improvements. The plan will identify gaps and create a prioritized pipeline of implementable projects using MDOT Complete Streets guidance.

5. What are the jurisdiction's priority projects for safety projects?

US 219 Safety Improvements – Trader's Landing (Deep Creek Lake Bridge to Glendale Road) – Garrett County requests MDOT/SHA continue safety improvements along this high-traffic commercial corridor, addressing turning movements, access management, and crash risk. Improvements are planned for construction in 2026 following coordination with local stakeholders.

10. Community Speed Safety and Monitoring – Phase 1 (Countywide Municipal Partnership) – Garrett County and eight municipalities request MDOT support for deployment of speed monitoring and safety feedback equipment to reduce speeding, collect traffic data, and support targeted safety improvements and enforcement strategies. The County is pursuing funding through MHSO.

6. What are the jurisdiction's priority projects for bike/pedestrian and/or complete streets projects?

2. MD 135 Shared Use Path (Oakland–Mountain Lake Park–Loch Lynn Heights) – Garrett County and municipal partners request MDOT funding to advance this corridor project creating a backbone network for pedestrian and bicycle travel. A concept plan was completed in 2026 identifying a preferred alignment to address safety gaps and improve connectivity.

5. Grantsville Sidewalk Extension (Alt US 40 to River Road) – The Town of Grantsville and Garrett County request MDOT program construction funding for approximately 2,000 feet of sidewalk to improve pedestrian safety and connectivity between schools, downtown, and tourism destinations. TAP funding has been awarded for design.

11. Crellin Street Sidewalk Replacement – Garrett County requests MDOT construction funding to replace approximately 2,600 feet of sidewalk serving Crellin Elementary School and surrounding neighborhoods. TAP funding has been awarded for design and permitting.

9. Loch Lynn Trail Accessibility Enhancements – Garrett County and the Town of Loch Lynn Heights request MDOT funding to improve trail accessibility, surface conditions, and interpretive signage to enhance connectivity and recreation access.

7. What are the jurisdiction's priority projects for Transit-Oriented Development projects?

Garrett County does not currently have transit-oriented development projects associated with fixed rail or bus rapid transit. However, the County continues to support transit access and mobility improvements through investment in the Garrett County Transportation System and coordination with regional partners.

8. What are the jurisdiction's priorities for smaller interventions (generally under \$5 million total cost)? Examples might include new striping, flex posts, addition of a stop sign or street light, signal retiming, or transportation demand management (e.g., vanpools) investments.

9. What are the jurisdiction's other transportation priorities that do not fit in the categories listed above?

7. Oakland to Herrington Manor State Park Trail – Garrett County requests MDOT funding to advance this shared-use trail into design, permitting, and right-of-way acquisition following completion of a feasibility study. The project will improve multimodal connectivity and support tourism and recreation.

10. Across all of the categories listed above, what are the jurisdiction's top five overall transportation project priorities?

1. US 219 North Extension (Old Salisbury Road to Pennsylvania State Line) – Completion of the final segment of the US 219 corridor to improve regional connectivity, freight mobility, and economic development. FHWA has issued a Record of Decision, and PennDOT is leading project development in coordination with MDOT.

2. MD 135 Shared Use Path Corridor – Development of a multimodal corridor connecting Oakland, Mountain Lake Park, and Loch Lynn Heights to improve safety for vulnerable roadway users and strengthen community connectivity. A concept plan has been completed.

3. US 219 Safety Improvements – Trader's Landing – Safety and operational improvements along a high-traffic commercial corridor between the Deep Creek Lake bridge and Glendale Road to reduce crash risk and improve traffic flow. Construction is anticipated to begin in 2026.


4. Garrett County Transit Operating & Capital Funding – Continued support for transit operations, vehicle replacement, and system improvements to maintain reliable transportation access for residents across rural communities.

5. Grantsville Sidewalk Extension – Alt US 40 to River Road – Construction of pedestrian infrastructure to improve safety and connectivity between schools, downtown, and tourism destinations. Design funding has been secured through TAP.

11. What are the jurisdiction's priorities for housing and economic development and where is it anticipated to occur?

Garrett County's transportation priorities support housing and economic development by improving access to downtown Oakland, Grantsville, and surrounding municipalities, as well as key employment centers, schools, and tourism destinations including Deep Creek Lake and state parks. Investments in pedestrian infrastructure, transit services, and regional corridors such as US 219 enhance workforce access, support tourism, and improve quality of life. The County continues to balance growth pressures in high-demand areas with the need to maintain affordability and accessibility for residents.

**If the jurisdiction has submitted a priority letter through different means, you may upload the letter here.**

 [2026\\_Garrett\\_County\\_MDOT\\_Priority\\_Letter\\_.pdf \(8.11 MB\)](#)

**I attest that I am authorized to submit this application on behalf of my organization and that all information contained within is true and correct to the best of my knowledge.**

*Siera Wigfield*

I agree to be legally bound by this document.