

THE BOARD OF GARRETT COUNTY COMMISSIONERS
203 South Fourth Street - Courthouse - Room 207, Oakland, Maryland 21550
www.garrettcounty.org · countycommissioners@garrettcounty.org
301-334-8970 301-895-3188 FAX 301-334-5000

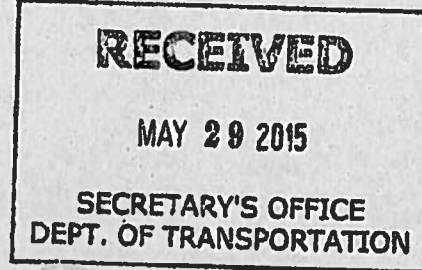
Board of Commissioners

Paul C. Edwards
James C. Hinebaugh, Jr.
S. Larry Tichnell

County Administrator

R. Lamont Pagenhardt
County Attorney
Gorman E. Getty III

May 27, 2015



Pete K. Rahn, Secretary
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, Maryland 21076

Dear Secretary Rahn:

This letter is written to provide an overview of the transportation priorities established by the Board of Garrett County Commissioners relating to Maryland Department of Transportation's major capital improvements for primary and secondary development programs as well as safety and enhancement programs in the Consolidated Transportation Plan. This year's list of projects has been prioritized so as to recognize the funding challenges with which MDOT is faced. All levels of government have been struggling with the same challenges, therefore we at the County firmly believe that now is the time for creative partnerships that will further mutual goals. Both the County and the State desire to stimulate the economy, support community vitality and promote environmental stewardship. We believe this year's priority list clearly demonstrates those goals. Partnerships to further these goals will be most effective when they involve not just various levels of government but also private entities that share our vision of transportation within the County, for the region and in the state.

We would like to highlight our greater transportation vision which is not just locally but also regionally focused, and is especially exemplified by our transit and regional priorities. Our vision is *to link municipal revitalization to pedestrian and biking opportunities through an enhanced transportation system thereby stimulating economic development, increasing alternative transportation options, encouraging healthy lifestyles, decreasing traffic pollution and highlighting the region's natural resources.*

Our list has been categorized based on the following functional areas:

- Planning Priorities
- Safety Priorities
- System Preservation Priorities
- Sidewalk/Streetscape Priorities
- Trail and Pedestrian Priorities
- Transit Priorities
- Regional Transportation Priorities

The Board has listed as its #1 priorities:


- Planning Priority #1:
 - Truck Corridor Feasibility Study
- Safety Priority #1:
 - Loch Lynn Bridge Project

- **System Preservation Priority #1:**
 - Stormwater Drain Repair of US 219 at Burger King, Oakland
- **Sidewalk/Streetscape Priority #1:**
 - MD 826 A to Deer Park Ave Project
- **Trail and Pedestrian Priority #1:**
 - Pedestrian Crossing at the corner of 219 & Mosser Road
- **Transit**
 - Transit Service Expansion
- **Regional Transportation Priority #1:**
 - US 219 N Reconstruction/Relocation

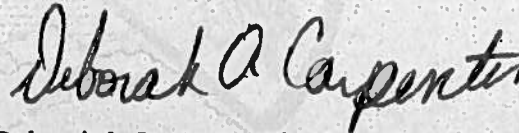
Garrett County acknowledges and is greatly appreciative of the successful projects that have been completed or are on-going in our county. We have experienced a rejuvenated spirit of cooperation and communication with both our District Office and the Office of Planning & Preliminary Engineering. This cooperation will enable us to accomplish great things and we look forward to advancing our objectives together.

As per Chapter 725 of the 2010 Laws of Maryland, we have attached our list of Priority Projects with the required supporting information set forth herein. Thank you for considering our transportation priorities in Garrett County. We look forward to continuing our successful relationship as we work together to further the transportation planning needs of the county, region and state.

Respectfully,



Paul C. Edwards, Chairman
Board of County Commissioners



Deborah A. Carpenter, Director
Department of Planning & Land Management

cc: Senator George C. Edwards
Delegate Wendell Beitzel
Donald Halligan, Director Planning & Capital Programming
Anthony Crawford, District Engineering

Priority Capital Projects
Secretary's 2015 Annual Tour
MD Department of Transportation
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PLANNING PRIORITIES

1. Garrett County requests a truck corridor feasibility study be conducted to determine alternative routes for truck traffic other than US 219 through downtown Oakland.

PURPOSE/JUSTIFICATION: The passage of large, heavy trucks through the narrow, congested streets of Oakland has historically been a problem, exacerbated by the 90 degree turn at the southern end of town. In fact, during April of 2014 a tanker carrying gas overturned on that corner causing the closing and evacuation of the town for most of a day.



DESCRIPTION: The County is asking that a feasibility study be done to determine the amount of truck traffic currently passing through downtown Oakland, Rt. 495 and Sand Flat Rd and assess possible alternatives. We believe trucks are currently using all three routes, but none of those routes are safe for large amounts of truck traffic. Diversion of the trucks away from downtown Oakland and onto alternative routes such as Rt. 495 and/or Sand Flat Rd or the construction of the by-pass (see planning priority #2) may help the situation; however, if the use of Rt. 495 or Sand Flat Road is the chosen alternative they will need to be upgraded to safely handle truck traffic.

LOCAL COMPREHENSIVE PLAN CONSISTENCY: The stated transportation goals listed in the 2008 Garrett County Comprehensive Plan include the goal to 'preserve roadway capacity and improve safety' (p. 6-1). The Plan also notes on p. 6-4 an increase in volume of traffic in the southern portion of the County. Further on p. 6-17 the Plan recommends the county 'coordinate with SHA to assess the feasibility of upgrading MD 495 to provide an alternative north-south route through the County...' Further, supporting efforts to divert truck traffic away from Oakland's downtown will enhance Oakland's ability to improve pedestrian movement and promote a safer walkable environment. This project supports the Maryland Transportation Plan objective to 'provide secure transportation infrastructure, assets and operations for the safe movement of people and goods'.

- Garrett County encourages progress on finalizing design, acquisition and construction of the US 219 Relocated, Oakland By-Pass.

PURPOSE/JUSTIFICATION: Existing US 219 through Oakland experiences congestion because of the frequency of entrances and intersections along with restricted roadway width and increased truck traffic. The bypass will divert through traffic from downtown Oakland, improving safety and reducing congestion. The county is hopeful that the truck corridor feasibility study will help create alternatives for the heavy truck traffic problem; however, problems with frequent entrances, intersections and restricted roadway width still remain. A by-pass could be the alternative that eases both truck and regular traffic congestion.



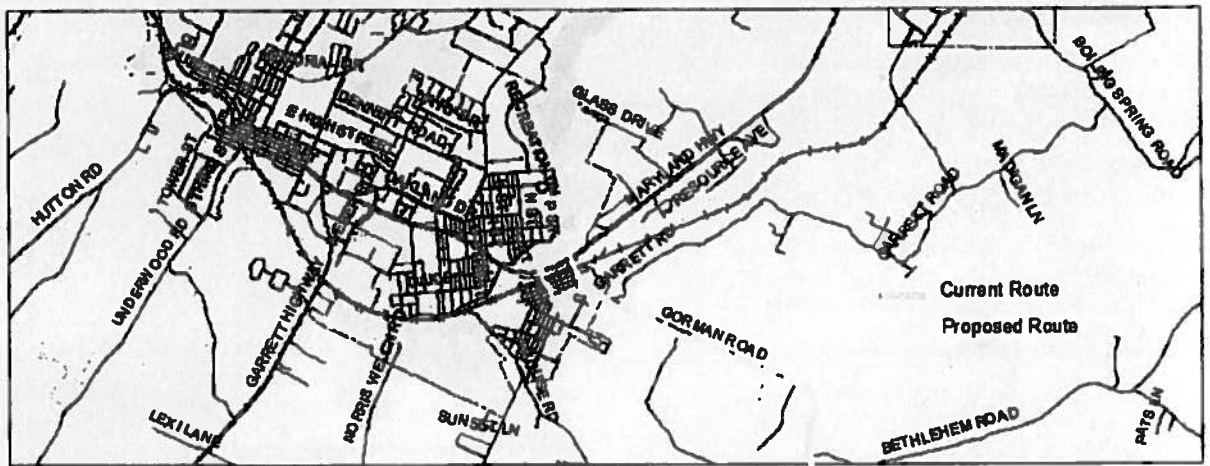
DESCRIPTION: Relocate US 219 from north of Oakland to MD 135 (2.40 miles). Sidewalks will be included where appropriate and shoulders will accommodate pedestrians to open sections. Shoulders and wide curb lanes will accommodate bicycles.

LOCAL COMPREHENSIVE PLAN CONSISTENCY: The 2008 Garrett County Comprehensive Plan identifies the US 219 Relocated, Oakland By-Pass as a 2.4 mile roadway that will relocate US 219 to the east from north of Oakland to MD 135. This project was first identified in the 1974 Development Plan for Garrett County, was carried over into the 1995 Garrett County Comprehensive Plan and is supported by Garrett County. The intent of the project is to divert through traffic and truck traffic from downtown Oakland. The project fully supports the local Plan's transportation goal to plan and build a balanced, efficient transportation system to meet the mobility needs of the residents and businesses and to support the County's growth as a vacation destination. This project supports the Maryland Transportation Plan objective to 'provide secure transportation infrastructure, assets and operations for the safe movement of people and goods'.

SAFETY PRIORITIES

1. Garrett County ranks the Loch Lynn Bridge Project as its #1 safety priority. The County encourages SHA to begin the planning phase for the construction of a bridge over the railroad for uninterrupted flow of traffic, especially emergency vehicles, into Loch Lynn and points south along MD 560.

PURPOSE/JUSTIFICATION: Traffic entering Loch Lynn Heights or travelling to MD 560 must first traverse a railroad crossing. Emergency vehicles have been known to be stopped en route to an emergency thus creating the potential for considerably slower response times in the event of an emergency. Alternative routes are not viable as they would require vehicles to travel US 219 S then a series of small country lanes east and then north back in to the town and MD 560. Traffic has been known to back up along MD 135 while a train passes adversely affecting regular traffic patterns but also causing delays for school buses and Garrett Transit buses en route to pick up elderly customers.

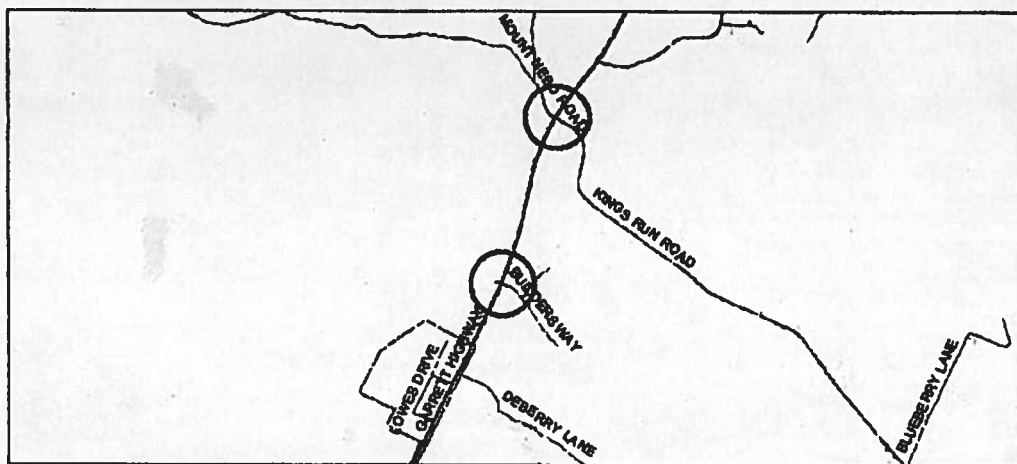


DESCRIPTION: The County is asking for SHA to initiate the planning phase and evaluate the use of an existing right-of-way to the east of town and determine the feasibility of building a bridge across the railroad tracks at that location. In addition a seamless connection with MD 560 to the east of town would be needed.

LOCAL COMPREHENSIVE PLAN CONSISTENCY: The stated transportation goals listed in the 2008 Garrett County Comprehensive Plan include the goal to 'preserve roadway capacity and improve safety' (p. 6-1). The Plan also notes on p. 8-1 a Community Facilities goal to 'provide adequate police, fire, and emergency medical services for residents and visitors.' In furtherance of those goals, the county believes that improving response times and improving a dangerous situation is a main priority. This project supports the Maryland Transportation Plan objective to 'increase and enhance transportation connections to move people and goods within and between activity centers'.

2. US 219 (Garrett Highway) and Kings Run Road and Builders Way intersections; evaluation of intersections for potential safety improvements.

PURPOSE/JUSTIFICATION: US 219 carries significant traffic volumes especially to the north of Oakland. The intersections at Kings Run Road and Builders Way are located at the bottom and top, respectively, of a steep slope. Traffic heading south into Oakland is traveling at speed descending to the intersection with Kings Run Road and has trouble slowing down for traffic turning left onto Kings Run Road. A short distance south traffic cresting the hill does not see traffic turning left into Builders Way until it is difficult to stop.

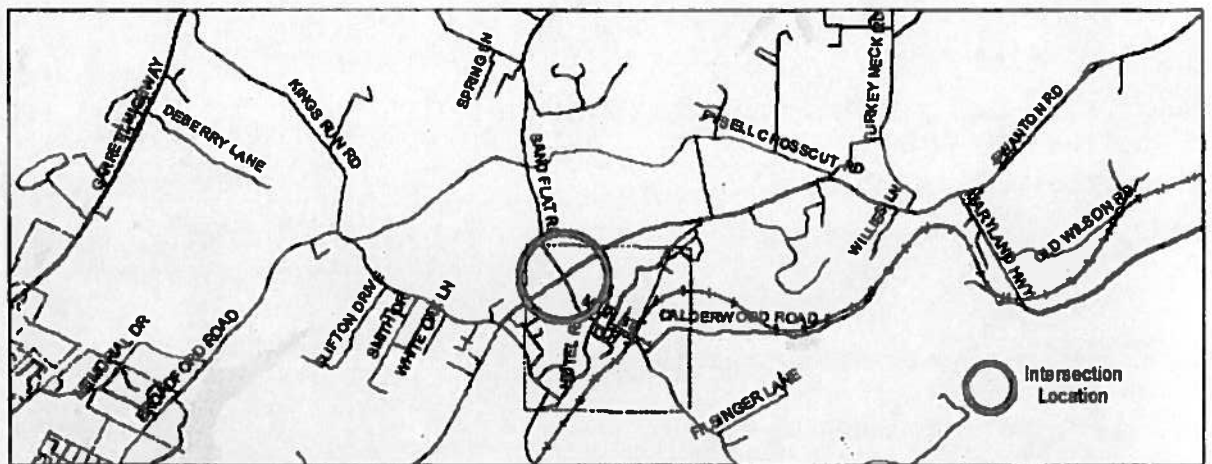


DESCRIPTION: The intent of this project is to ask SHA's certified traffic safety engineers to conduct an evaluation of the aforementioned intersections, which are combined in this item due to their proximity. A report should be prepared outlining options for safety improvements at both locations. The county believes the addition of turning lanes at both locations will significantly diminish the risk of accidents.

LOCAL COMPREHENSIVE PLAN CONSISTENCY: This evaluation of these intersections is consistent with transportation goal #2 as specified on p. 6-1 of the 2008 Garrett County Comprehensive Plan: 'Preserve roadway capacity and improve safety.' This project supports the Maryland Transportation Plan objective to 'reduce the number of lives lost and injuries sustained on Maryland's transportation system'.

3. MD 135 (Maryland Highway) and Sand Flat Road intersection; evaluation of intersection for potential safety improvements.

PURPOSE/JUSTIFICATION: MD 135 is classified as a Rural Minor Arterial roadway and carries significant traffic volumes. Sand Flat Road is a County roadway providing a link between US 219 and MD 135 and likewise accommodates significant traffic volumes and truck traffic. The MD 135 and Sand Flat Road intersection is currently signaled with a flashing amber light for through traffic on MD 135 and flashing red light for north and south bound vehicles on County roadways. The topographic conditions of this intersection limit sight distances for drivers approaching this intersection from west bound MD 135 and for drivers approaching the intersection from south bound and north bound County roadways. The intersection is perceived by the travelling public as a potentially hazardous intersection with frequent near incidents or actual accidents with especially serious injuries. The purpose of this project is to evaluate the intersection for potential safety improvements.



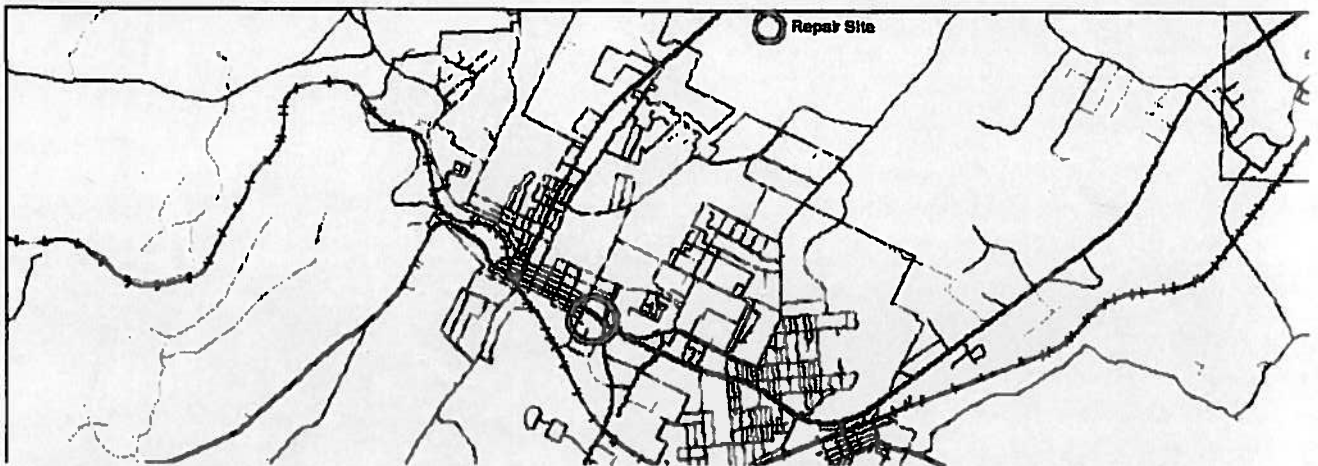
DESCRIPTION: Intent of this project is to provide a complete evaluation of the intersection by certified traffic safety engineers. A report would be prepared outlining options for safety improvements intended to reduce the number and severity of traffic accidents.

LOCAL COMPREHENSIVE PLAN CONSISTENCY: This intersection evaluation is consistent with transportation goal #2 as specified on p. 6-1 of the 2008 Garrett County Comprehensive Plan: 'Preserve roadway capacity and improve safety.' It is also consistent with the Comprehensive Plan of Deer Park which lists as one of its transportation priorities 'coordinate with SHA to designate the intersection of Route 135 and Sand Flat Road as the site of a future interchange, for traffic safety purposes' (Section 3.4, page 13). This project supports the Maryland Transportation Plan objective to 'reduce the number of lives lost and injuries sustained on Maryland's transportation system'.

SYSTEM PRESERVATION PRIORITIES

1. Drainage Repair on Rt 219 by Burger King

PURPOSE/JUSTIFICATION: The town of Oakland has noted a consistent problem with the drain along Rt 219 in front of Burger King. Stormwater does not flow effectively through the drain pipes at this location.

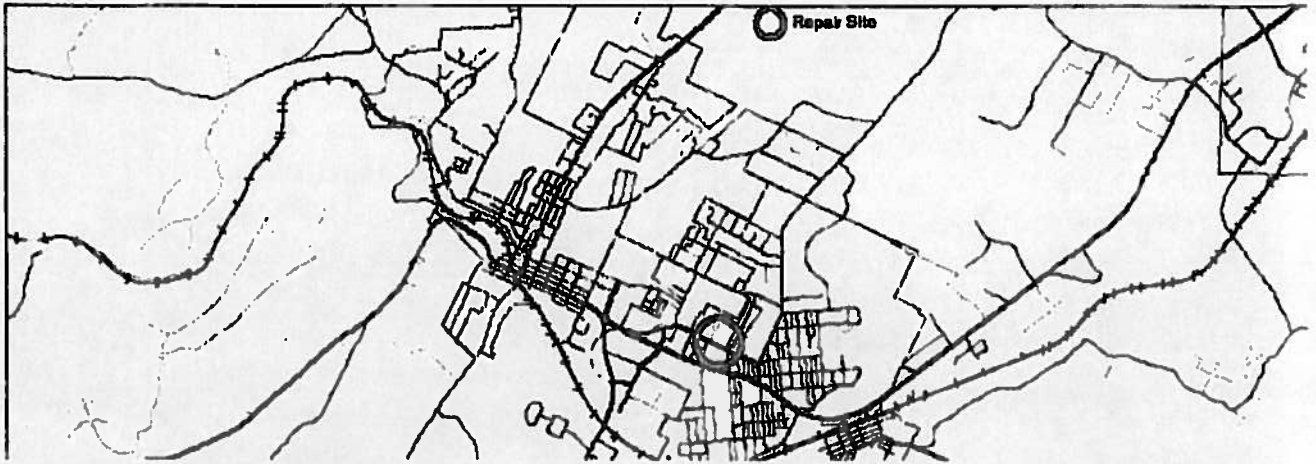


DESCRIPTION: The County requests that SHA investigate this location to determine the reason for stormwater issues. Once the reason is determined SHA should implement a strategy to remedy the problem.

LOCAL COMPREHENSIVE PLAN CONSISTENCY: All system preservation priorities support Garrett County's goals to improve safety as found in the Garrett County Comprehensive Plan. This project supports the Maryland Transportation Plan's objectives to 'preserve and maintain State-owned or supported roadways, bridges, public transit, rail, bicycle and pedestrian facilities, ports, airports and other facilities in a state of good repair' and 'limit the impacts of transportation of Maryland's natural environment through impact avoidance, minimization and mitigation'.

2. Drainage Problem on Oakland Drive between the bowling alley (at approximately Oak Hall Drive) and F Street, Mountain Lake Park.

PURPOSE/JUSTIFICATION: Mountain Lake Park has noted a stormwater drainage problem at this location.



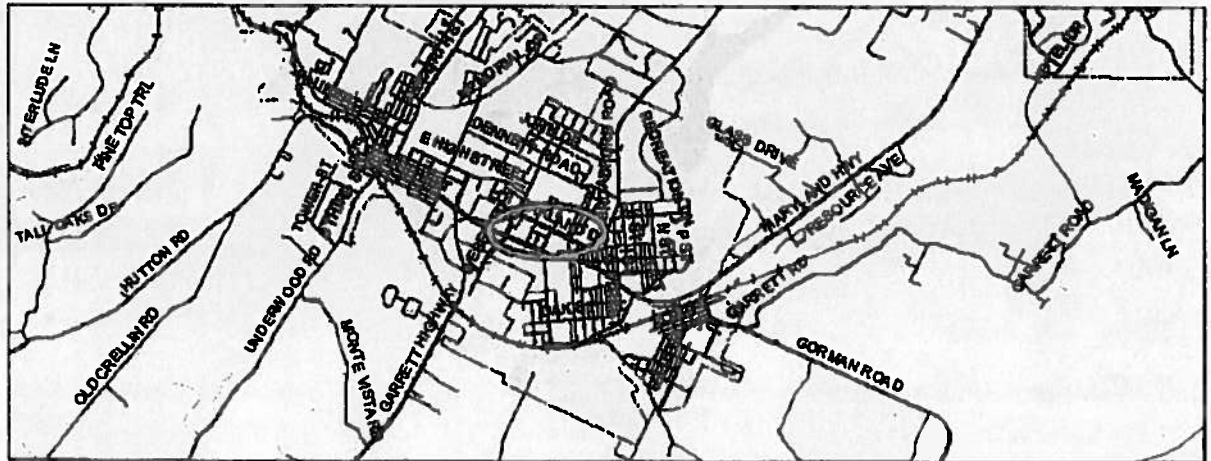
DESCRIPTION: The County requests that SHA investigate this location to determine the reason for stormwater issues. Once the reason is determined SHA should implement a strategy to remedy the problem.

LOCAL COMPREHENSIVE PLAN CONSISTENCY: All system preservation priorities support Garrett County's goals to improve safety as found in the Garrett County Comprehensive Plan. This project supports the Maryland Transportation Plan's objectives to 'preserve and maintain State-owned or supported roadways, bridges, public transit, rail, bicycle and pedestrian facilities, ports, airports and other facilities in a state of good repair' and 'limit the impacts of transportation of Maryland's natural environment through impact avoidance, minimization and mitigation'.

SIDEWALK/STREETSCAPE PRIORITIES

1. MD 826 A (Oakland Drive) to Deer Park Avenue Project

PURPOSE/JUSTIFICATION: Oakland Drive is frequently used by pedestrians, especially students, as a means of connectivity between Southern High School and surrounding retail stores and the residential community in nearby Mountain Lake Park. The existing roadway is characterized by a narrow cartway with road ditching located immediately adjacent to the edge of the cartway forcing pedestrians to use the vehicle travel portion of the roadway. The sidewalk/streetscape project (all of which is in a PFA) will provide an elevated walking surface (elevated by curb) adjacent to the existing cartway providing an improved safety facility for pedestrians and increase access to schools and services and support multimodal transportation.



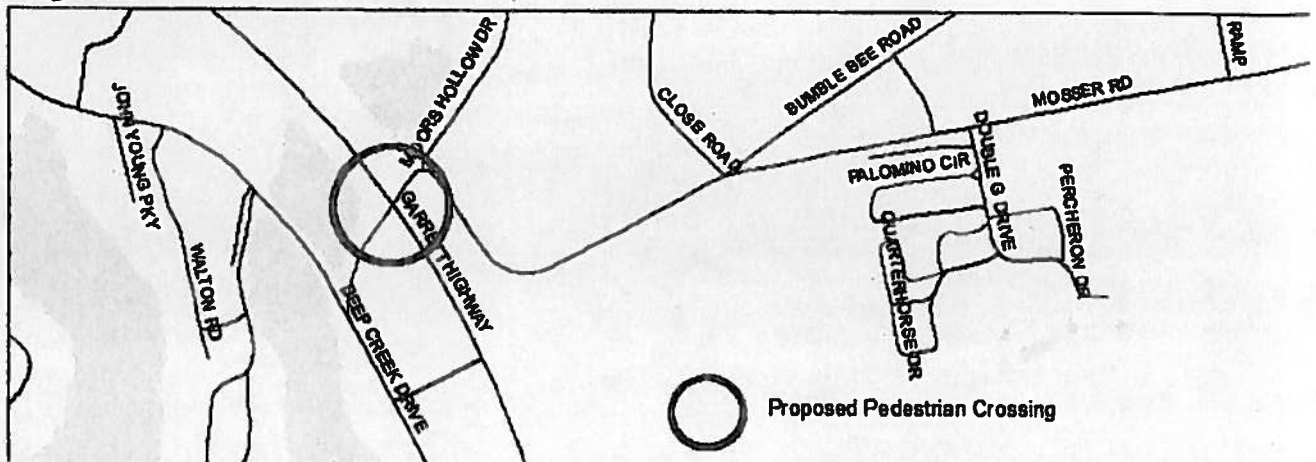
DESCRIPTION: Install sidewalk along the northern edge of Oakland Drive between Southern High School and Deer Park Avenue in Mountain Lake Park (approximately 1,600 ft). Stormwater facilities will be incorporated into the sidewalk design to accommodate existing drainage patterns.

LOCAL COMPREHENSIVE PLAN CONSISTENCY: The 2008 Garrett County Comprehensive Plan identifies the need for a pedestrian sidewalk between Southern High School and Mountain Lake Park. The Plan specifies that as new County facilities with high levels of activity are planned, and existing facilities (schools, college, libraries, parks, etc) are improved, an assessment of pedestrian access should be completed to ensure safe pedestrian access within and to these sites. Consideration should be given to pedestrian access along crosswalks or pedestrian crossing signs to assure safety. The project fully supports the local Plan's goal to plan and build a balanced efficient transportation system to meet the mobility needs of residents and to preserve roadway capacity and improve safety. This project supports the Maryland Transportation Plan's objectives to 'provide secure transportation infrastructure, assets and operations for the safe movement of people and good' and 'enhance transportation networks and choices to improve mobility and accessibility, and to better integrate with land use'.

TRAIL & PEDESTRIAN PRIORITIES

1. Pedestrian Crossing at US 219 and Mosser Road in McHenry

PURPOSE/JUSTIFICATION: Garrett College on Mosser Road houses many students from out of the area who live either in the dorms or in nearby rental housing. For these students walking is their main mode of transportation. As a result students are often seen walking from the college to various businesses along 219 in the McHenry area. These students also walk at night and the situation can be very dangerous.



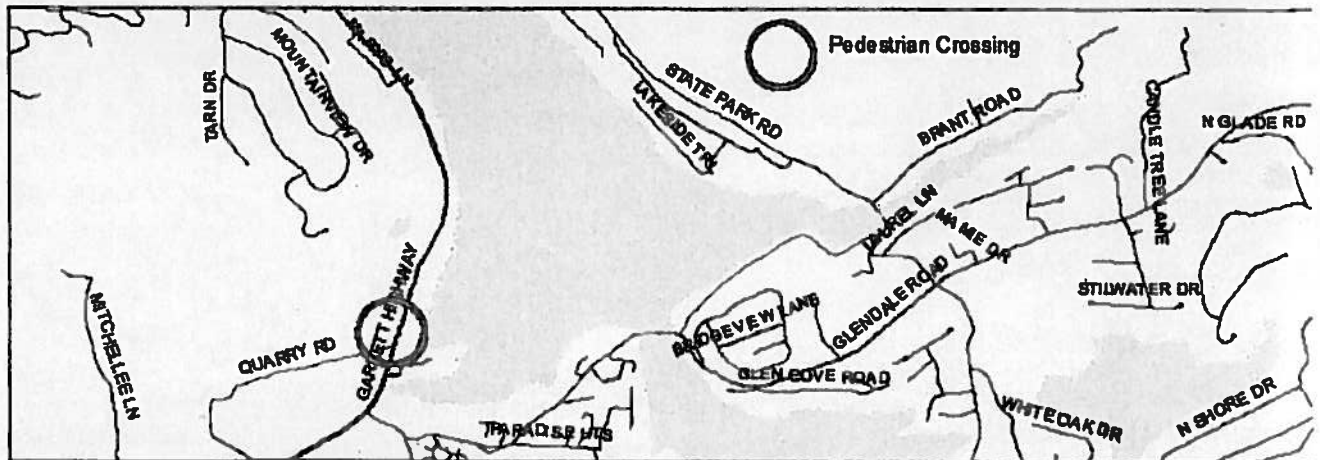
DESCRIPTION: The County has begun discussions and are currently in pursuit of grant funding to construct a trail along the County owned Mosser Road; however, this trail needs to extend to the destinations visited by the students, many of which are on the western side of US 219, necessitating a crosswalk for safety. The county would contend that the most efficient placement of this crosswalk would be at the existing light. However the county also acknowledges that the traffic pattern at that light is not safe and needs improved as well. Traffic heading south and turning east onto Mosser Road needs a turning lane or signal. Further, the turning lane for turning west is being used as a passing lane rather than a turning lane, creating some confusion and dangerous situations. A traffic sensor might better regulate the flow of traffic at this location. In addition, possible remedies to the other problems could include appropriate signage, signals, painted arrows or a means of dividing the two lanes. The County acknowledges and appreciates that SHA has begun analyzing this project and is interested in moving it forward. We will continue to keep it on the priority list as it remains our #1 trail and pedestrian priority.

LOCAL COMPREHENSIVE PLAN CONSISTENCY: The 2008 Comprehensive Plan lists as part of the Vision Statement that Deep Creek Lake is a place where 'the transportation system limits vehicle traffic congestion and enhances pedestrian and bicycle circulation, especially in McHenry and Thayerville' (p 4-3). In addition both Chapter 4 and Chapter 6 of the Plan acknowledge much pedestrian traffic in the McHenry area. This project will improve safety for pedestrians, especially students with no other means of transport. Page 4-32 of the Plan specifically maps out the location for a 'pedestrian/bicycle improvement (crossing)' at this location. This project would be incorporated into phase I of our greater transit vision as outlined in Transit Priority #1. This project supports Maryland Transportation Plan's objectives to 'provide secure transportation infrastructure, assets and operations for the safe movement of people and good' and 'enhance transportation networks and choices to improve mobility and accessibility, and to better integrate with land use'.

2. Evaluate pedestrian crossings at UNO's and Trader's Landing for safety improvements

a. UNO's:

PURPOSE/JUSTIFICATION: A pedestrian crossing was installed on US 219 close to the intersection with Quarry Road. While it has helped the situation somewhat, traffic often does not stop for pedestrians in the crosswalk and it is still a heavily trafficked area, as customers to UNO's and Arrowhead market often need to park in the parking area across the street. This location is known to have issues with lack of visibility of pedestrians.

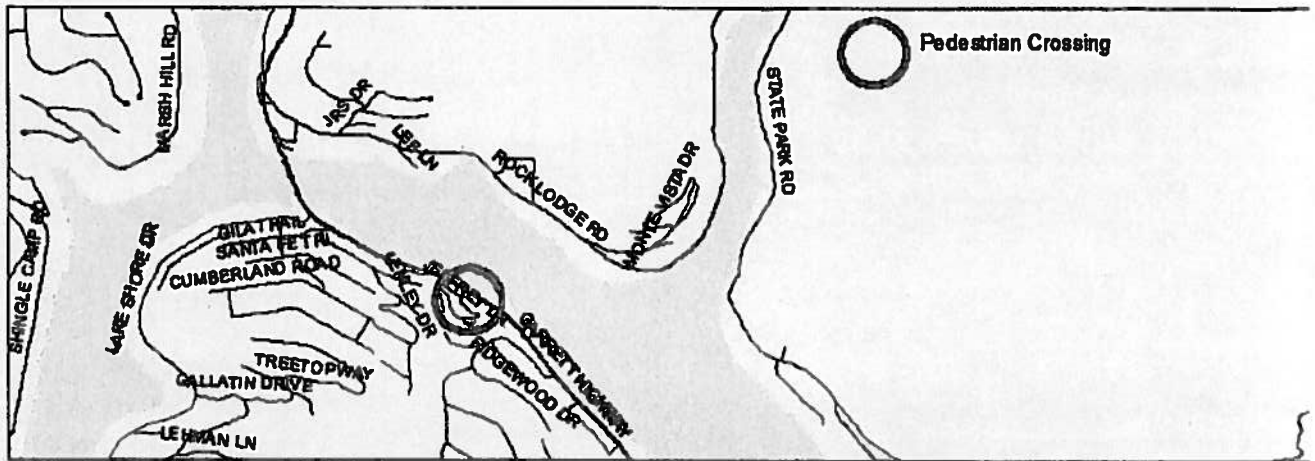


DESCRIPTION: Improved pedestrian crossing amenities might include a sidewalk or path system, pedestrian-scaled lighting, a regular timing mechanism for the pedestrian crossing and a more clearly marked crossing perhaps to include special high-visibility pavement or raised crosswalks. The timing mechanism would give pedestrians a walk/don't walk sign and allow for the congregation of pedestrians, thus making them more visible. In addition, SHA should consider other options for improvement such as rumble strip-type grooves cut into the pavement to alert motorists to slow down and be mindful of pedestrians. A center dividing lane might also ease the problem, allowing pedestrians to cross one lane at a time. Strobe lights included within the yellow warning lights which are activated when the pedestrians push the button would also improve the warning given to motorists.

LOCAL COMPREHENSIVE PLAN CONSISTENCY: Page 4-34 of the 2008 Comprehensive Plan recommends 'A new traffic signal at US 219/Quarry Road intersection with improved pedestrian crossing amenities...' With the advent of the crosswalk the County feels the new traffic signal is unnecessary; however, improvements to the crosswalk are needed to make the location safer. This project would further the County's goal to preserve roadway capacity and improve safety. This project supports the Maryland Transportation Plan objective to 'enhance transportation networks and choices to improve mobility and accessibility, and to better integrate with land use'.

b. Trader's Landing:

PURPOSE/JUSTIFICATION: A pedestrian crossing was installed on US 219 at Traders Landing development. While it has improved the situation somewhat it continues to be a highly dangerous location for pedestrians to cross. We have had numerous traffic incidents at this location. The County believes this is due to short sight distance and no means of keeping traffic from passing cars that are stopped for pedestrians on the right. It is also important to note that the sides of the road are often used by pedestrians and bikers during the summer months. Passing on the right endangers them as well.



DESCRIPTION: Due to the elevation change and curve of the road travelling from the south and the short sight distance this causes, drivers are often unaware of the pedestrians in the crosswalk. In addition, drivers often pass a stopped car on the right at this location, putting in jeopardy any pedestrians in the crosswalk. SHA should investigate this location and provide alternatives that will enhance the safety of this pedestrian crossing. Alternatives could include options for improvement such as rumble strip-type grooves cut into the pavement to alert motorists to slow down and be mindful of pedestrians. Strobe lights included within the yellow warning lights which are activated when the pedestrians push the button would also improve the warning given to motorists. In addition, some means of blocking passing on the right should be considered.

LOCAL COMPREHENSIVE PLAN CONSISTENCY: Due to the tendency for accidents to occur at this location this project supports Garrett County's Comprehensive Plan goals to improve safety and to 'provide accommodation for bicycling and walking as a means of local travel and for recreational purposes' (p. 6-1). This project supports Maryland Transportation Plan's objectives to 'reduce the number of lives lost and injuries sustained on Maryland's transportation system' and 'enhance transportation networks and choices to improve mobility and accessibility, and to better integrate with land use'.

TRANSIT PRIORITIES

1. **Transit Service Expansion** – Improved transit service used as a form of public transportation for all areas of the county.

PURPOSE/JUSTIFICATION: Currently Garrett County Community Action Committee, Inc (CAC) operates the Garrett Transit Service (GTS) as a demand response transit system. The County envisions a broader role with this service that includes service to local residents without cars and the elderly and to visitors who wish to use public transit.

DESCRIPTION: The County asks that the Maryland Transit Administration increase funding for the GTS fleet of vehicles in order for the system to support full time utilization. The County's plan, also referred to as Rural Transit Oriented Development, includes a phased approach to providing scheduled bus service to each municipality and other pre-defined areas, all of which are designated priority funding areas. Each of these areas will provide a transit hub where ride share facilities, bus stops, restrooms, pavilions and town bulletin boards advertising local events and providing pedestrian and bike maps will be available. Transit hubs will be linked via sidewalks and bike paths to main street corridors which are priorities for the County and municipalities for revitalization. Further these transit centers will be linked to the countywide existing and planned trail system, which in turn is planned to be linked to the Great Allegheny Passage in Pennsylvania. The bus routes and transit hubs will be the focus of one of the feasibility studies to be incorporated into the Garrett County Transportation Plan, which will eventually be incorporated into a regional transportation plan as outlined in Regional Transportation Priorities #2. The County will fully market the expanded bus service to both the locals and vacationers in order to increase ridership.

LOCAL COMPREHENSIVE PLAN CONSISTENCY: Page 6-18 of the Garrett County Comprehensive Plan states as a transportation recommendation: 'Support increased GTS service, particularly to serve employment areas and the needs of elderly residents'. In addition the Grantsville Comprehensive Plan also lists an expanded GTS system as one of its transportation goals and recommendations. Further one of the County's stated transportation goals (p. 6-1) is to 'promote mobility for all by encouraging transit use'. This project supports the Maryland Transportation Plan's objective to 'increase the efficiency of transportation service delivery through the use of systems, processes, partnerships, technologies and service delivery methods'.

2. Passenger Train Feasibility Study

PURPOSE/JUSTIFICATION: Passenger rail service in Garrett County ended in September 1981 when Amtrak discontinued the Shenandoah which ran between Washington DC and Cincinnati. This train had provided daily service with a stop in Oakland. Currently the closest passenger rail service available is a daily Amtrak train that stops at Cumberland and runs east to Washington DC and west to Pittsburgh and Chicago.

DESCRIPTION: Garrett County believes strongly that due to the number of visitors, second home buyers and retirees from Washington DC, Baltimore and Pittsburgh, a renewal of passenger service would not only increase the economic viability of Garrett County but also decrease traffic congestion. A passenger service combined with an improved transit system will decrease our visitors' dependency on cars which will only serve to benefit our environment as well. The County asks that SHA participate in the County's plan to conduct a feasibility study as part of Garrett County's Transportation Plan to discover the economic, environmental and quality of life impacts of renewing passenger service in Garrett County. Garrett County has sought funding from the MD Heritage Areas Association, and plans to seek matching funds from the Appalachian Regional Commission for the production of this Plan. The Plan will include feasibility studies for both passenger rail service and for the Rural Transit Oriented Development Ideas presented in Transit Priority #1. The County would like SHA staff to serve on the committee that will be formed to oversee the creation of the Garrett County Transportation Plan.

LOCAL COMPREHENSIVE PLAN CONSISTENCY: This project will support the County's goals to (1) preserve roadway capacity and improve safety and (2) promote mobility for all by encouraging transit use (p. 6-1, Garrett County Comprehensive Plan). This project supports the Maryland Transportation Plan's objectives to 'facilitate opportunities for growth in jobs and business across the State' and 'increase and enhance transportation connections to move people and goods within and between activity centers'.

REGIONAL TRANSPORTATION PRIORITIES:

1. **Garrett County ranks the US 219 North, Chestnut Ridge Road project as our highest regional priority. The County encourages completion of project planning and moving forward with design and construction to complete Garrett County's link to the North/South Appalachian Corridor.**

PURPOSE/JUSTIFICATION: Improvements along the US 219 North Corridor would enhance accessibility and promote economic development in the Appalachian Region. The project is a part of a larger transportation system that would improve the quality of service by reducing travel time and improve reliability for private vehicle users as well as freight and commercial users in the Appalachian Region.

DESCRIPTION: Reconstruct/relocate US 219 from I-68 to the Pennsylvania State Line (2.54 miles). This represents Maryland's portion of a larger study of a US 219 from the Meyersdale Bypass in Pennsylvania to I-68 in Maryland. The County and SHA has been working together toward getting this project to construction. We appreciate the partnership that has been formed, but wish to re-iterate the project's importance and positive economic impact.

LOCAL COMPREHENSIVE PLAN CONSISTENCY: The 2008 Garrett County Comprehensive Plan identifies the US 219 North Study as a joint planning study between the states of Maryland and Pennsylvania. Investigating options to improve US 219 to provide better access from I-68 in Maryland to the Pennsylvania Turnpike via Meyersdale, Pennsylvania. Most of the corridor is in Pennsylvania; the Maryland portion of the project from I-68 north to the state line is 2.54 miles long.

The project is part of a broader effort to improve the highway links between Pennsylvania and points north and Appalachian Development Highway System Corridor H; upgrade north-south access for residents, businesses and visitors; and provide opportunities for improving economic development in this region of Appalachia. The main link between I-68 and Corridor H would follow the US-220 corridor south of Cumberland. The County supports the effort to improve the US 220 corridor and the US 219 north corridor (north of I-68 only) as the primary link between Pennsylvania and Corridor H. The project fully supports the Plan's transportation goal to plan and build a balanced, efficient transportation system to meet the mobility needs of residents and businesses and to support the County's growth as a vacation destination. This project supports Maryland Transportation Plan's objective to 'increase and enhance transportation connections to move people and goods within and between activity centers'.

2. Regional Transportation Committee

PURPOSE/JUSTIFICATION: Garrett County and its surrounding jurisdictions, to include Morgantown, WV and Cumberland, MD, have common transportation goals for commercial/industrial traffic, public/individual traffic and mass public/commuter traffic. Garrett County citizenry work, shop and get medical treatment from these surrounding jurisdictions and vice versa.

DESCRIPTION: To further our common goals, Garrett County wishes to form a regional transportation committee with the full backing, support and participation of SHA. Membership would include not only SHA but also WV DOT, Monongalia County WV, Garrett County MD and Allegany County MD as well as other neighboring counties in PA and WV. This group would focus on:

- increasing the diversity of transportation options for commercial movement of goods, services and raw materials, to include not only auto/trucking infrastructure but also railway and air transport
- evaluate the condition and diversity of public and individual transportation options, to include a ride share program, a linked bicycle system and other options for private transport
- review options for regional public transportation to include but not limited to shuttle/bus service, light rail, etc.

It is envisioned that this group will produce a regional transportation plan to include a regional transportation vision with related goals, objectives and specific strategies to move the region's transportation vision forward.

LOCAL COMPREHENSIVE PLAN CONSISTENCY: This project would support all our transportation goals with relation to safety, capacity, coordination, transit, air transportation, economic development and quality of life, but on a regional scale. Regional planning supports local planning. This project supports Maryland Transportation Plan's objective to 'better coordinate transportation investments and land use planning to support the environmental, social and economic sustainability of Maryland's existing communities and planned growth areas'.