

# THE BOARD OF GARRETT COUNTY COMMISSIONERS

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March 1, 2018

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OFFICE OF PLANNING &  
CAPITAL PROGRAMMING

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

## RE: GARRETT COUNTY 2018 TRANSPORTATION PRIORITY LIST

Dear Secretary Rahn:

In response to Maryland Department of Transportation's (MDOT) annual request for County priority projects, Garrett County submits its 2018 Transportation Priority List. There are two items to note about this year's list.

1. This list acknowledges the new requirements and challenges presented by new statutory requirements implemented during the 2017 legislative session mandating MDOT to create a project-based scoring model for all major highway and capacity projects over \$5 million. As such, Garrett County has divided our requests into Major and Minor Transportation Projects. Further, we have broken out major projects by whether they are ready for construction or in the development and evaluation phase.
2. Our project listing has not changed from last year. Unfortunately, no items on last year's listing have been completed. Therefore, they remain priorities for 2018. We respectfully request that some progress on these issues be made in the coming year, especially with regard to system preservation stormwater repairs, which have been languishing for several years. That notwithstanding, the County does acknowledge and appreciate that steady progress has been made on the US 219 N reconstruction/realignment project. That progress has led to an anticipated groundbreaking on a breakout project this Spring. We hope this project continues to unfold in a timely manner. While the breakout project is a needed first step, please note that we request not only your diligence in ensuring the construction occurs on schedule, but also that you look forward to the next phase of the project by acquiring needed right-of-way in anticipation of continuing the construction to the Pennsylvania line when the state of Pennsylvania is ready to do so.

Our transportation 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.*** We believe that MDOT fully supports our vision and will assist us in achieving our goals.

The attached detailed list highlights all priorities, but our #1 priorities are listed below.

**MAJOR TRANSPORTATION PROJECTS (over \$5 Million)**

**DEVELOPMENT & EVALUATION PHASE**

- Oakland Alternative Truck Route

**CONSTRUCTION PHASE**

- US 219 N Reconstruction/Relocation
  - Breakout Project
  - Right-Of-Way Acquisition

**MINOR TRANSPORTATION PROJECTS (less than \$5 Million)**

- Planning Priority #1:
  - Truck Corridor Feasibility Study
- Safety Priority #1:
  - Crosswalk on Rt. 40 at Penn Alps to the Casselman River
- System Preservation Priority #1:
  - Stormwater Drain Repair of US 219 at Burger King, Oakland
- Sidewalk/Streetscape Priority #1:
  - Oakland Streetscape Project
- Trail and Pedestrian Priority #1:
  - Pedestrian Crossing at the corner of 219 & Mosser Rd; McHenry Trail System – Phases I, II & III
- Transit Priority #1:
  - Transit Service Expansion
- Regional Transportation Priority #1:
  - Regional Transportation Committee

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.

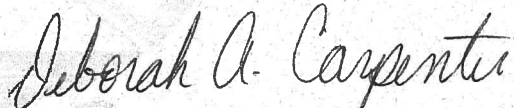
Respectfully,



**PAUL C. EDWARDS**

Chairman

Board of County Commissioners



**DEBORAH A. CARPENTER**

Director

Department of Planning & Land Management

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

**Priority Capital Projects  
Secretary's 2018 Annual Tour  
MD Department of Transportation**

**MAJOR TRANSPORTATION PROJECTS (over \$5 Million)**

**Development & Evaluation Phase**

- 1) Oakland Alternative Truck Route
- 2) Loch Lynn Bridge Project
- 3) Friendsville Pedestrian and Bike Bridge

**Construction Phase**

- 1) US 219 N Reconstruction/Relocation
  - A. Breakout Project
  - B. Right-Of-Way Acquisition



**MINOR TRANSPORTATION PROJECTS (less than \$5 Million)**

**Planning Priorities**

- 1) Truck Corridor Feasibility Study – MD 135 & MD 495
- 2) MD 495 & Durst Road – functional improvements

**Safety Priorities**

- 1) Crosswalk on Rt. 40 at Penn Alps to the Casselman River
- 2) MD 495 and Glendale Road intersection – safety improvements
- 3) US 219 & Kings Run Road & Builders Way intersections – safety improvements
- 4) MD 135 & Sand Flat Road intersection – safety improvements
- 5) MD 135 & Turkey Neck Road intersection – safety improvements
- 6) Roadway Safety Audit – MD 42

**System Preservation Priorities**

- 1) Stormwater Drain Repair on US 219 at Burger King
- 2) Stormwater Drain Repair on Oakland Drive

**Sidewalk/Streetscape Priorities**

- 1) Oakland Streetscape Project
- 2) Sidewalk on Rt. 40 from Casselman Bridge Park to River Road

**Trail & Pedestrian Priorities**

- 1) Pedestrian Crossing at US 219 and Mosser Road; McHenry Trail system – Phases I, II & III
- 2) Evaluate pedestrian crossings at (a) UNO's and (b) Traders Landing for safety improvements
- 3) Meadow Mountain Connecting Deficits

**Transit Priorities**

- 1) Transit Service expansion
- 2) Oakland Passenger Train Feasibility Study

**Regional Transportation Priorities**

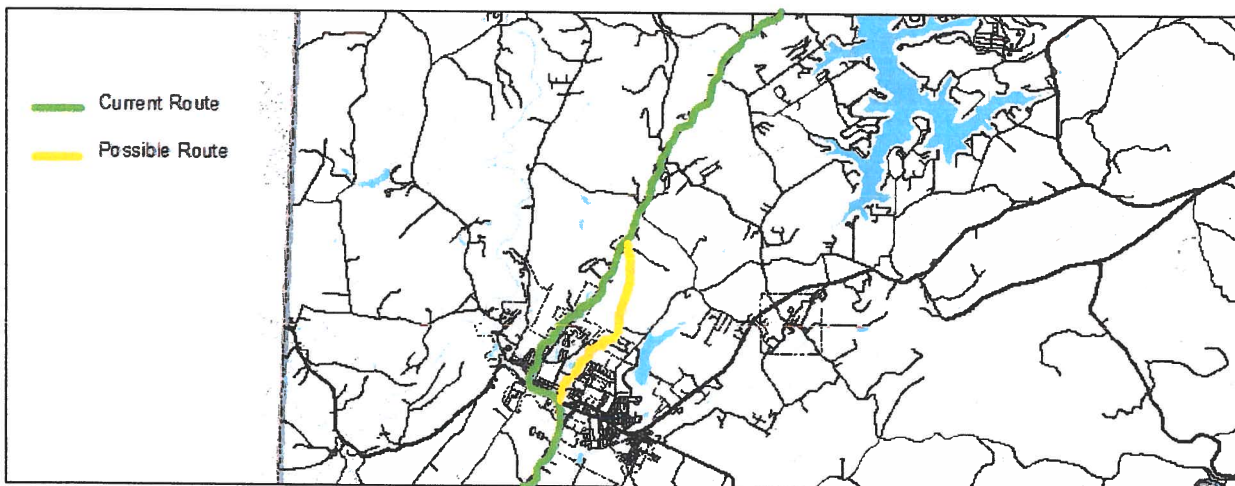
- 1) Regional Transportation Committee

## MAJOR TRANSPORTATION PROJECTS (over \$5 Million)

### DEVELOPMENT & EVALUATION PHASE

**1) OAKLAND ALTERNATIVE TRUCK ROUTE** - Garrett County supports the Town of Oakland's request to finalize design, property acquisition and construction of an alternative truck route east of Oakland.

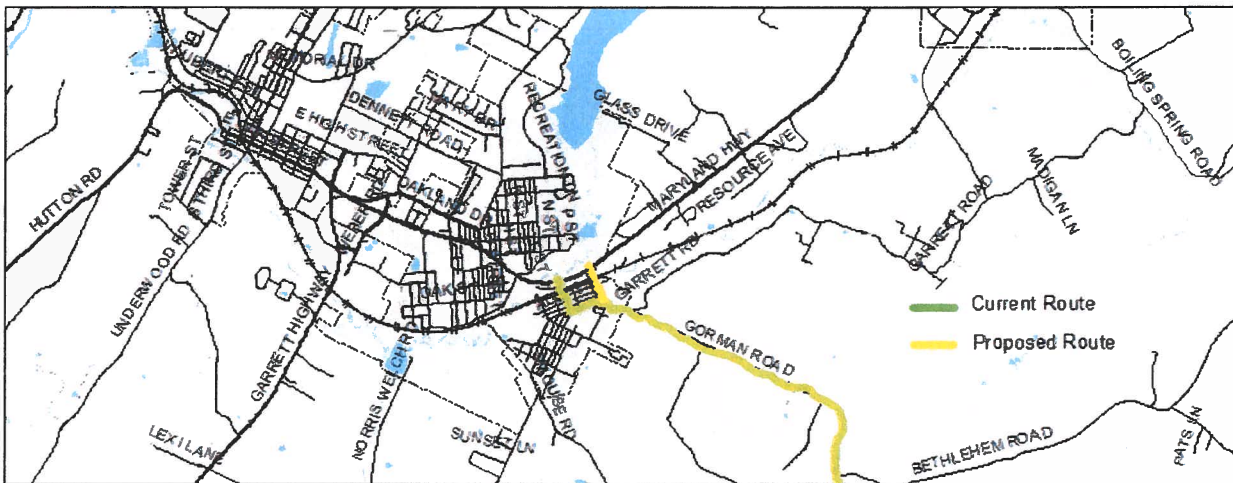
**PROJECT DESCRIPTION/PURPOSE AND NEED:** Relocate US 219 from north of Oakland to MD 135 (2.40 miles). Sidewalks will be included where appropriate and shoulders will accommodate pedestrians to open sections. Shoulders and wide curb lanes will accommodate bicycles. Existing US 219 through Oakland experiences congestion because of the frequency of entrances and intersections along with restricted roadway width and increased truck traffic. The creation of an alternative truck route will divert through truck traffic from downtown Oakland, improving safety and reducing congestion. The County is hopeful that the truck corridor feasibility study (planning priority #1) will help create an alternative for the heavy truck traffic problem; however, problems with frequent entrances, intersections and restricted roadway width still remain. An alternative truck route could ease both truck and regular traffic congestion.



**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, and subsequently carried over into the 1995 Garrett County Comprehensive Plan. The intent of the project is to divert through traffic, especially 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 Safety and Security Goal, specifically the objective to 'provide secure transportation infrastructure, assets and operations for the safe movement of people and goods'.

2) **Loch Lynn Bridge Project** - The County supports the Town of Loch Lynn Heights request to begin the planning phase for the construction of a bridge over the railroad for uninterrupted flow of traffic into Loch Lynn and points south along MD 560.

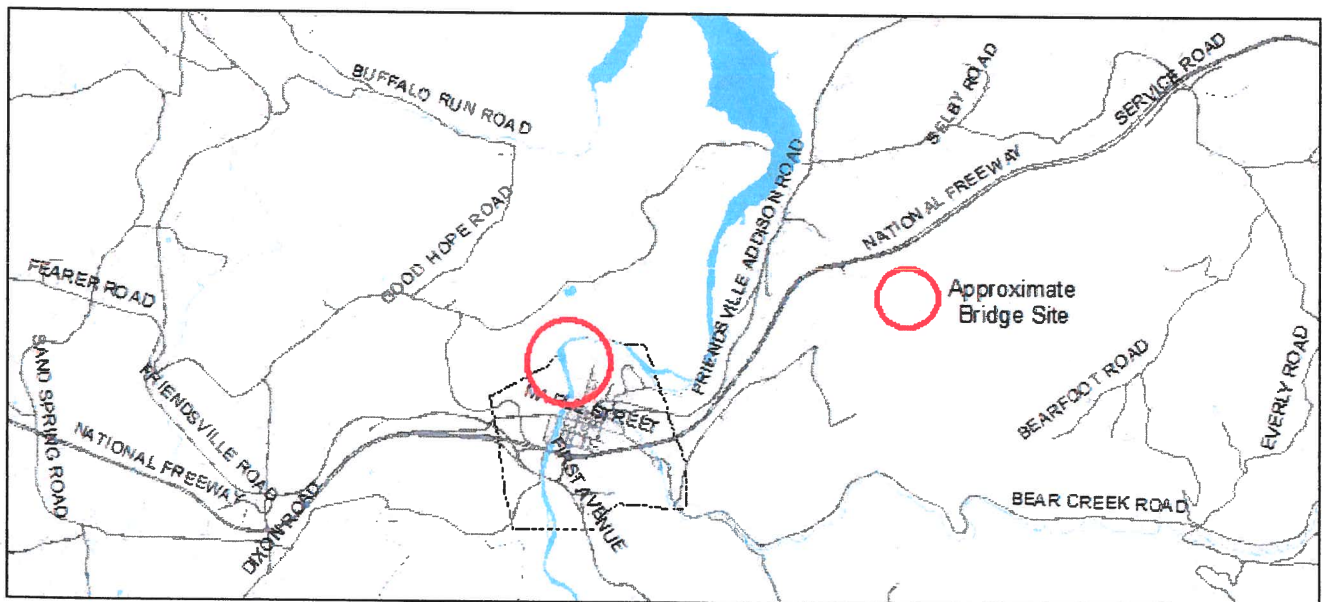
**PROJECT DESCRIPTION/PURPOSE AND NEED:** : The County is asking for SHA to initiate the planning phase and evaluate the use of an existing right-of-way to the east of town and determine the feasibility of building a bridge across the railroad tracks at that location. In addition a seamless connection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



**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’s Safety and Security Goal, specifically the objective to ‘provide secure transportation infrastructure, assets and operations for the safe movement of people and goods’.

**3) Friendsville Pedestrian and Bike Bridge** – The County supports Garrett Trails vision for the Continental Divide Loop and recognizes this project as a part of that vision.

**PROJECT DESCRIPTION/PURPOSE AND NEED:** The Friendsville Bridge is a way to connect existing segments of the Eastern Continental Divide Loop trail with the segment to be constructed that will run north to Pennsylvania along the western side of the Youghiogheny River and Reservoir. Garrett County shares the vision of the Garrett Trails organization for a sustainable network of trails that meet the needs of a variety of user groups and which are aesthetically pleasing with minimal impact to the environment. The proposed “Eastern Continental Divide Loop” is envisioned as a 150 mile hard-packed, multi-user trail through the heart of Garrett County that bridges the connections between existing trails and also connects to larger trail networks outside the county. While Garrett Trails has worked to establish bike lanes and Share the Road designations, the Eastern Continental Divide Loop will increase safety to trail users by relocating them from along the county’s busiest roadways to a network of safe travel opportunities and alternative paths through public land.



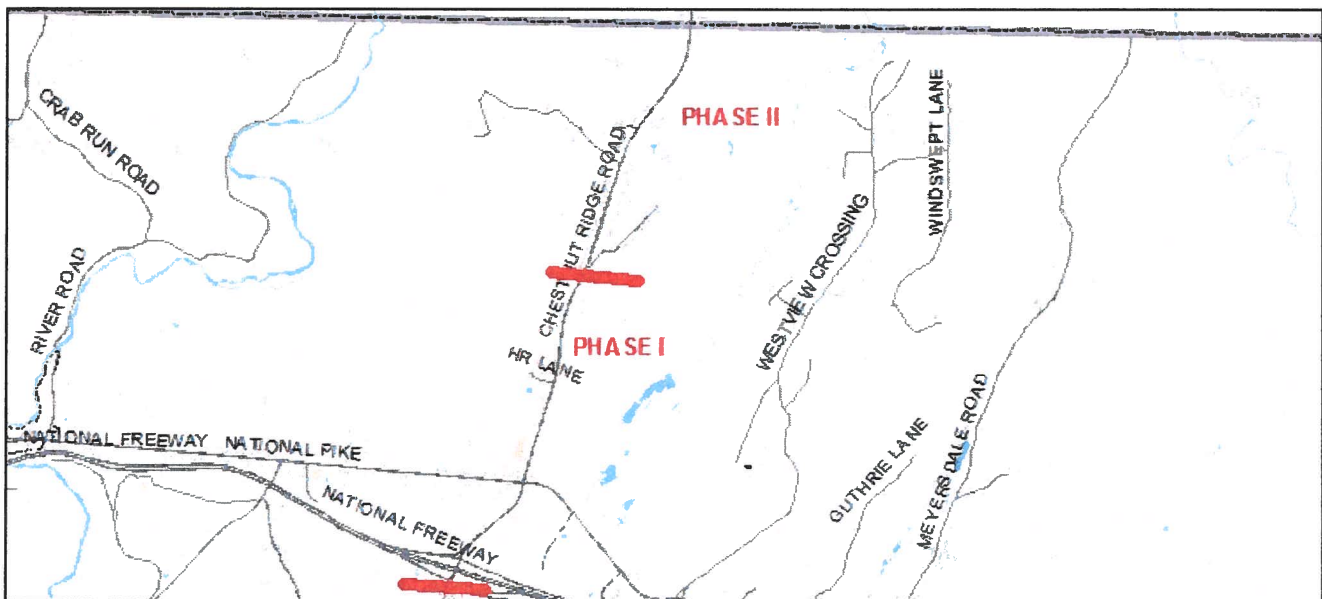
**LOCAL COMPREHENSIVE PLAN CONSISTENCY:** : The 2008 Garrett County Comprehensive Plan expresses the County’s goal to plan and build a balanced efficient transportation system to meet the mobility needs of residents and to preserve roadway capacity and improve safety. This project supports the Maryland Transportation Plan’s Community Vitality Goal, specifically to ‘enhance transportation networks and choices to improve mobility and accessibility, and to better integrate with land use.’

## MAJOR TRANSPORTATION PROJECTS (over \$5 Million)

### CONSTRUCTION PHASE

1) **US 219 N RECONSTRUCTION/RELOCATION** - Garrett County ranks the US 219 North, Chestnut Ridge Road project as our highest regional priority and requests (a) the completion of the planned breakout project and (b) the acquisition of right-of-way from the breakout project to the Pennsylvania line.

**PROJECT DESCRIPTION/PURPOSE AND NEED:** (a) Construct a US 219 non-local route as part of the breakout project planned to run from I-68 to approximately Old Salisbury Road. We understand this project is on track to commence construction in 2018 and encourage its continued progress. (b) SHA should acquire right-of-way for the portion of US 219 North between approximately Old Salisbury Road and the Pennsylvania line in anticipation of the completion of the link between I-68 and Meyersdale PA. 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.



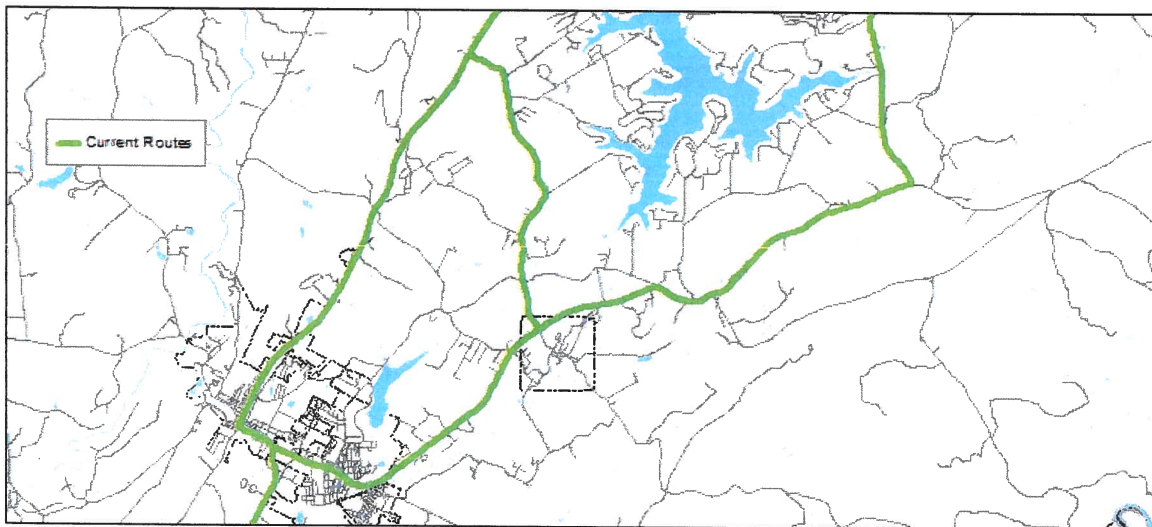
**LOCAL COMPREHENSIVE PLAN CONSISTENCY:** The 2008 Garrett County Comprehensive Plan identifies the US 219 North Study as a joint planning study between the states of Maryland and Pennsylvania. Investigating options to improve US 219 to provide better access from I-68 in Maryland to the Pennsylvania Turnpike via Meyersdale, Pennsylvania. 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 Community Vitality Goal, specifically the objective to 'increase and enhance transportation connections to move people and goods within and between activity centers'.

## MINOR TRANSPORTATION PROJECTS (less than \$5 Million)

### PLANNING PRIORITIES

**1) Truck Corridor Feasibility Study** - Garrett County requests a truck corridor feasibility study be conducted to determine if MD 135 and MD 495 could be improved for use as an alternative route for truck traffic.

**PROJECT DESCRIPTION/PURPOSE AND NEED:** The County is asking that a feasibility study be done to determine the amount of truck traffic currently passing through downtown Oakland, MD 135, MD 495 and Sand Flat Rd and investigate detouring that traffic to MD 135, MD 495 and/or a new Oakland alternative truck route (see major transportation development & evaluation priority #1). 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. Trucks travelling from Corridor H, north on US 219 tend to remain on US 219 through Oakland and Deep Creek Lake, or take Sand Flat Road, a narrow, winding county road not designed to handle truck traffic. Trucks travelling from the Southern Garrett Industrial Park tend to travel east on MD 135 and north on MD 495. In addition, coal truck traffic from Casselman Mine south of Grantsville uses MD 495.



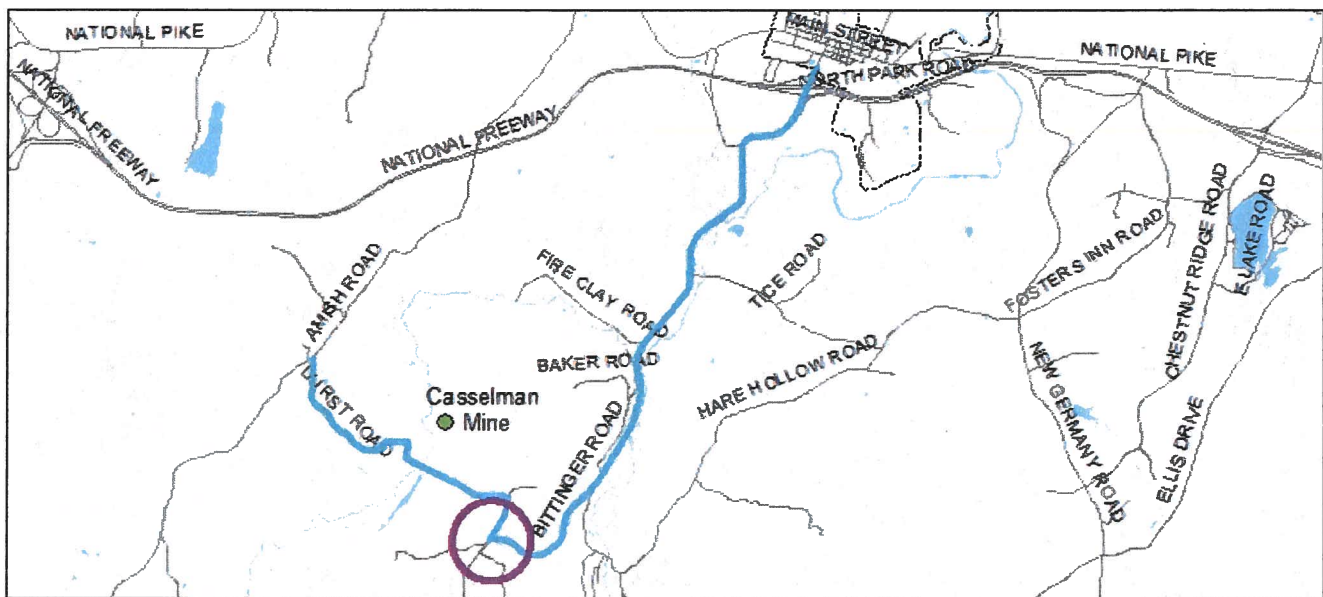
**LOCAL COMPREHENSIVE PLAN CONSISTENCY:** The stated transportation goals listed in the 2008 Garrett County Comprehensive Plan include the goal to 'preserve roadway capacity and improve safety' (p. 6-1). The Plan also notes on p. 6-4 an increase in volume of traffic in the southern portion of the County. 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...' In addition, 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 Safety and Security Goal, specifically the objective to '**provide secure transportation infrastructure, assets and operations for the safe movement of people and goods**', as well as the Economic Prosperity Goal, specifically to '**improve the movement of freight and support growth in the flow of goods within and through Maryland.**'



## PLANNING PRIORITIES

### 2) MD 495 & Durst Road – functional improvements

**PROJECT DESCRIPTION/PURPOSE AND NEED:** Garrett County would like to partner with SHA to solve the current and forestall future problems associated with increased truck volume and size. We would like to begin the immediate examination of that intersection, current traffic volume, size, turning ratio and site distance as well as a determination of system preservation needs. Casselman Mine moves 35 trucks per day making 5 round trips each north along MD 495 and US 219 north to Meyersdale PA, and 5 or 6 trucks per day making 6 round trips north on MD 495 and east on I 68 to Cumberland MD. The current volume has raised some concerns about system preservation for that intersection. In addition, Arch Coal, a major supplier with a satellite office in Allegany County, has ceased operations. Casselman Mine has taken on some of that work, thereby increasing both the volume of trucks, and introducing larger trucks to the operation.

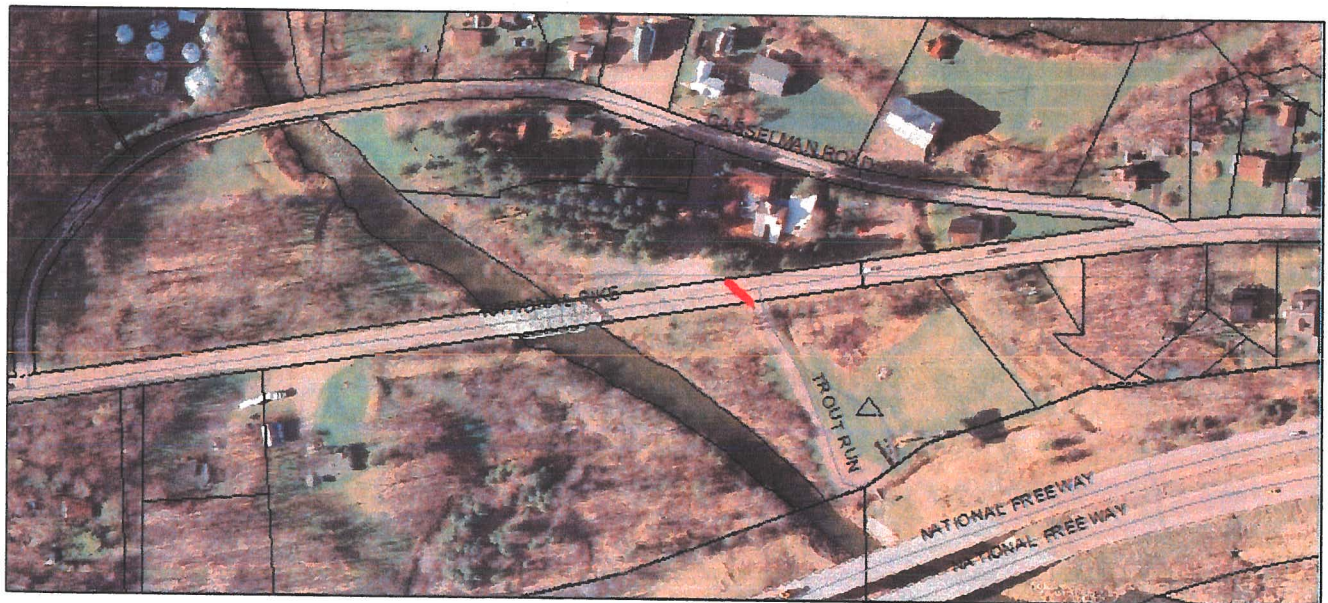


**LOCAL COMPREHENSIVE PLAN CONSISTENCY:** The stated transportation goals listed in the 2008 Garrett County Comprehensive Plan include the goal to 'preserve roadway capacity and improve safety' (p. 6-1). Further, page 6-17 in the Comprehensive Plan states as a recommended transportation policy and action: "Coordinate with SHA to assess the feasibility of upgrading MD 495 to provide an alternative north-south route through the County, as described in Section 6.2.5." Section 6.2.5 further clarifies by suggesting the "reconfiguration of MD 495 as a major collector with wider shoulders". The County believes that improvements to this intersection will not only address safety and system preservation goals, but also align with the goals stated for the improvement of MD 495. This project supports the Maryland Transportation Plan's Safety and Security Goal, specifically the objective to 'provide secure transportation infrastructure, assets and operations for the safe movement of people and goods'.

## SAFETY PRIORITIES

### 1) Crosswalk on Rt. 40 at Penn Alps to the Casselman River

**PROJECT DESCRIPTION/PURPOSE AND NEED:** The County supports the Town of Grantsville's request that a pedestrian crosswalk be installed at the location shown in red in the map below. Coordination between this project and the #2 sidewalk/streetscape project, a sidewalk from the access road for the Casselman River Bridge State Park to River Road, would be appropriate, and facilitate the sharing of resources as well demonstrate optimal project management. Penn Alps Restaurant also owns property on the southern side of Route 40/National Pike. This property is often used not only for river access but also for overflow parking for the restaurant. As a result many pedestrians cross at this location, a busy state highway, thereby creating a serious safety concern.



**LOCAL COMPREHENSIVE PLAN CONSISTENCY:** Due to the potential for accidents 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 Community Vitality Goal, specifically the objective to 'enhance transportation networks and choices to improve mobility and accessibility, and to better integrate with land use'. In addition it supports Maryland Transportation Plan's Safety and Security Goal, specifically the objective to 'provide secure transportation infrastructure, assets and operations for the safe movement of people and goods.'

## 2) MD 495 and Glendale Road intersection - safety improvements

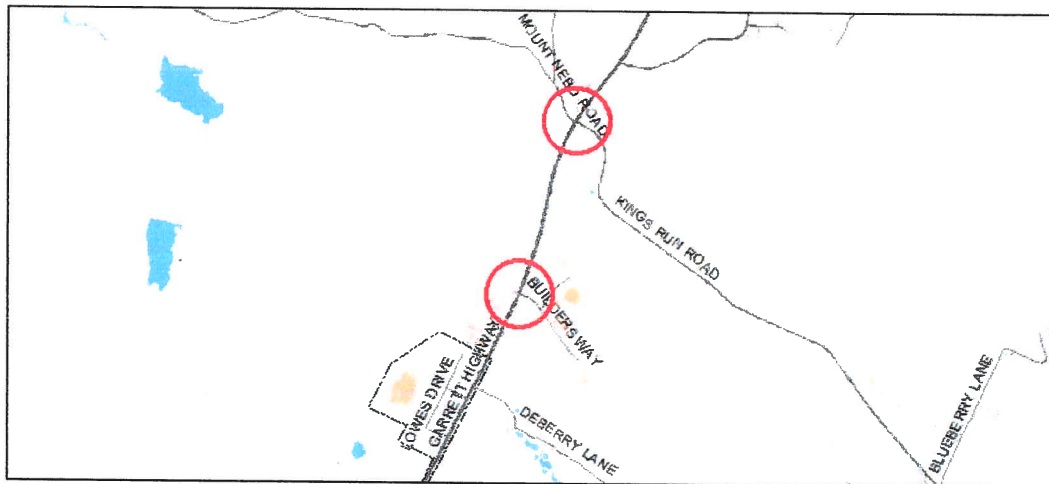
**PROJECT DESCRIPTION/PURPOSE AND NEED:** Accidents at the intersection of MD 495 and Glendale Rd are often caused by a site distance problem and by fog. The County suggests three possible solutions. (1) SHA should consider re-alignment at this location to bring the intersection closer to a 90 degree angle. (2) SHA should consider installing a warning light prior to this intersection in both directions. (3) SHA should install proper fog lighting. According to the 2008 Garrett County Comprehensive Plan, MD 495 experienced less than 5000 Average Annual Daily Traffic Volume. However, an analysis of AADT results at the traffic counter located just north of this intersection indicate a trend that is growing. Page 6-6 of the Plan shows the Percent Annual Change in AADT Volumes from 1995 – 2005 increased by 4% – 6%. Further, traffic has increased at that location by about 200 vehicles from 2008 to 2015. Not only has this road seen increased truck traffic, but also this route is used by many second home owners and vacationers to access the southern end of Deep Creek Lake. This particular intersection has seen numerous serious accidents.



**LOCAL COMPREHENSIVE PLAN CONSISTENCY:** Page 6-17 in the 2008 Garrett County Comprehensive Plan states as a recommended transportation policy and action: *“Coordinate with SHA to assess the feasibility of upgrading MD 495 to provide an alternative north-south route through the County, as described in Section 6.2.5.”* Section 6.2.5 further clarifies by suggesting the *“reconfiguration of MD 495 as a major collector with wider shoulders”*. This project is in alignment with those goals and supports the Maryland Transportation Plan’s Safety and Security Goal, specifically the objective to **‘reduce the number of lives lost and injuries sustained on Maryland’s transportation system’**.

### 3) US 219 and Kings Run Road and Builders Way intersections - safety improvements

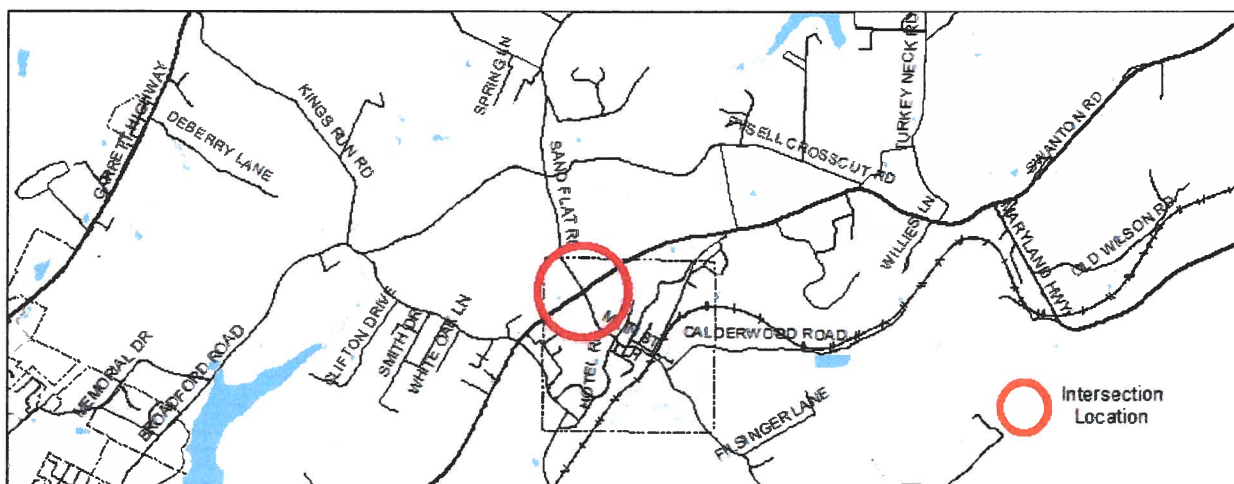
**PROJECT DESCRIPTION/PURPOSE AND NEED:** The County asks for SHA's certified traffic safety engineers to conduct an evaluation of the aforementioned intersections, which are combined in this item due to their proximity. A report should be prepared outlining options for safety improvements at both locations.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



**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's Safety and Security Goal, specifically the objective to 'reduce the number of lives lost and injuries sustained on Maryland's transportation system'.

#### 4) MD 135 and Sand Flat Road intersection - safety improvements

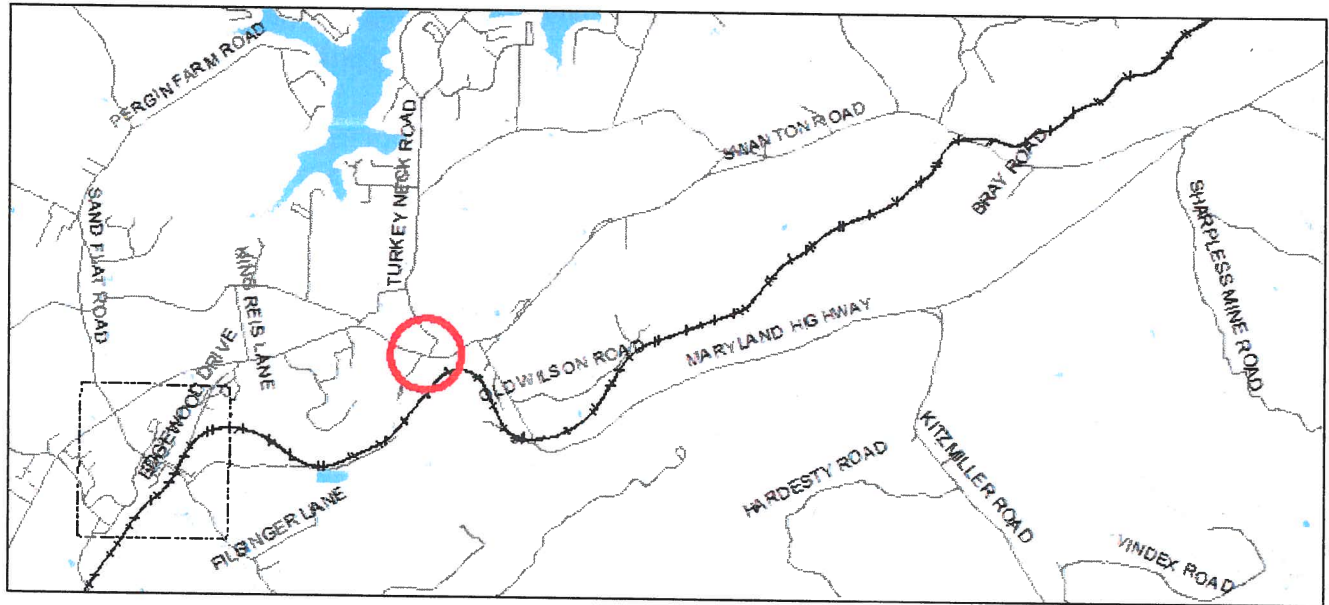
**PROJECT DESCRIPTION/PURPOSE AND NEED:** The County requests a complete evaluation of the intersection by certified traffic safety engineers. A report would be prepared outlining options for safety improvements intended to reduce the number and severity of traffic accidents. MD 135 is classified as 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. 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.



**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's Safety and Security Goal, specifically the objective to 'reduce the number of lives lost and injuries sustained on Maryland's transportation system'.

## 5) MD 135 and Turkey Neck Road intersection - safety improvements

**PROJECT DESCRIPTION/PURPOSE AND NEED:** The County asks SHA to complete an evaluation of this intersection to determine what safety improvements can be made. We would recommend an acceleration lane westbound. This intersection serves as a main access point for the southern end of Deep Creek Lake. According to the 2008 Garrett County Comprehensive Plan, MD 135 at this location experienced less than 5000 Average Annual Daily Traffic Volume. However, an analysis of AADT results at the traffic counter located just east of this intersection indicate a trend that is growing. Page 6-6 of the Plan shows the Percent Annual Change in AADT Volumes from 1995 – 2005 increased by 1% – 3%.

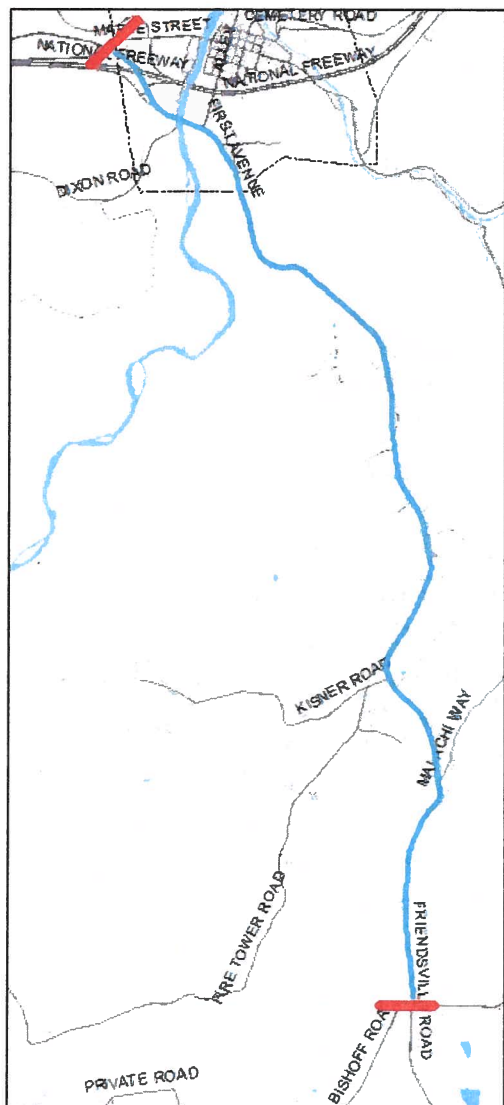


**LOCAL COMPREHENSIVE PLAN CONSISTENCY:** This intersection evaluation is consistent with transportation goal #2 as specified on p. 6-1 of the 2008 Garrett County Comprehensive Plan: 'Preserve roadway capacity and improve safety. This project supports the Maryland Transportation Plan's Safety and Security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

## 6) Roadway Safety Audit – MD 42

**PROJECT DESCRIPTION/PURPOSE AND NEED:** The County requests that SHA conduct a roadway safety audit of 5 miles of this stretch of roadway. The northernmost terminus of the study is at the intersection of MD 42 and Maple Street in Friendsville. This point is also the location of the on-ramp to I-68 and has been the site of numerous accidents. The southernmost terminus is the intersection of MD 42 and Bishoff Road.

This roadway is narrow, windy and very steep in some locations, especially Elder Hill. SHA has installed an additional lane, signage and some lighting on Elder Hill to alleviate some problems but concerns about the safety of intersections along this road remain. Accidents have occurred at various places along this road. Concerns include site distance, steepness and lack of berms on the road.

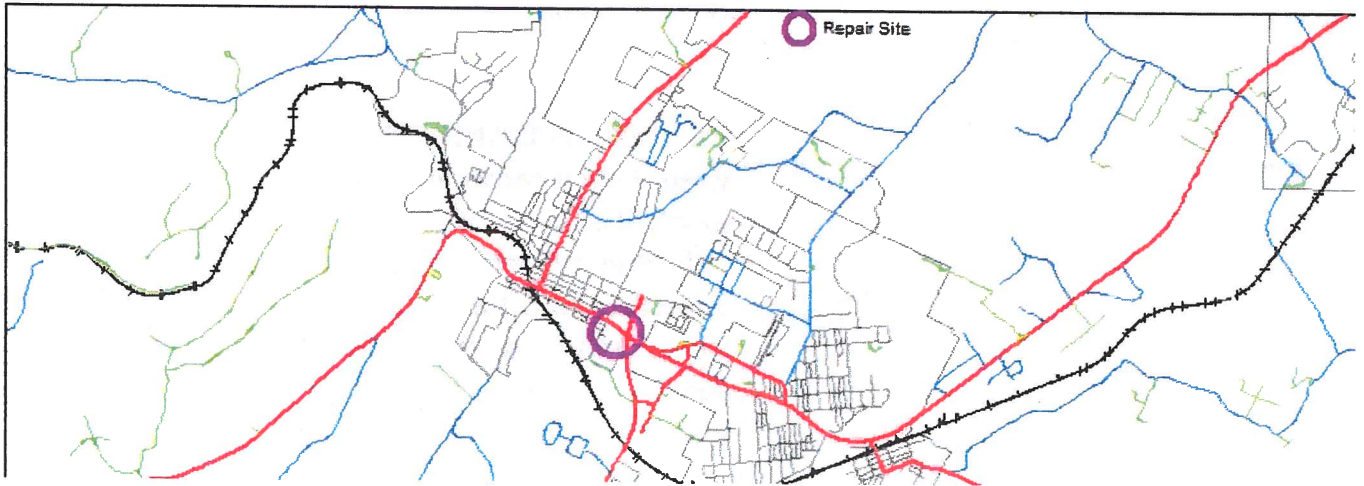


**LOCAL COMPREHENSIVE PLAN CONSISTENCY:** This roadway safety audit is consistent with transportation goal #2 as specified on p. 6-1 of the 2008 Garrett County Comprehensive Plan: 'Preserve roadway capacity and improve safety. This project supports the Maryland Transportation Plan's Safety and Security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

## **SYSTEM PRESERVATION PRIORITIES**

### **1) Stormwater Drain Repair on Rt 219 by Burger King**

**PROJECT DESCRIPTION/PURPOSE AND NEED:** The County supports Oakland's request 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. 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.

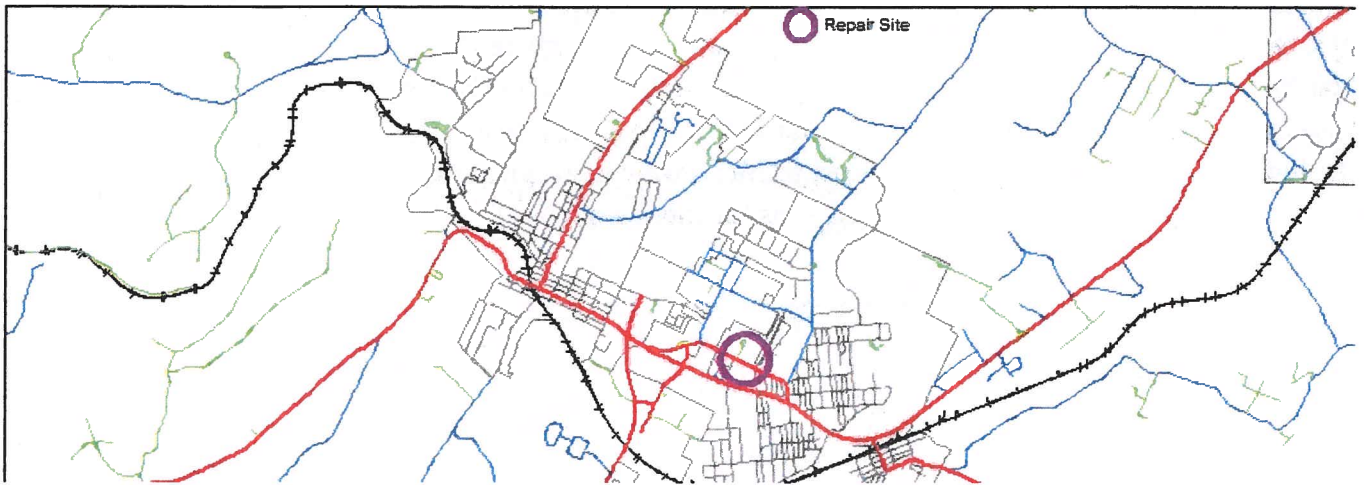


**LOCAL COMPREHENSIVE PLAN CONSISTENCY:** All system preservation priorities support Garrett County's goals to improve safety as found in the Garrett County Comprehensive Plan. This project supports the Maryland Transportation Plan's System Preservation Goal, specifically the objective to '**preserve 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.**' In addition it supports the Maryland Transportation Plan's Environmental Stewardship Goal, specifically the objective to '**limit the impacts of transportation on Maryland's natural environment through impact avoidance, minimization and mitigation.**'



## 2) Stormwater Drain Repair on Oakland Drive

**PROJECT DESCRIPTION/PURPOSE AND NEED:** The County supports Mountain Lake Park's request to alleviate a stormwater drainage problem between approximately Oak Hill Drive and F Street.



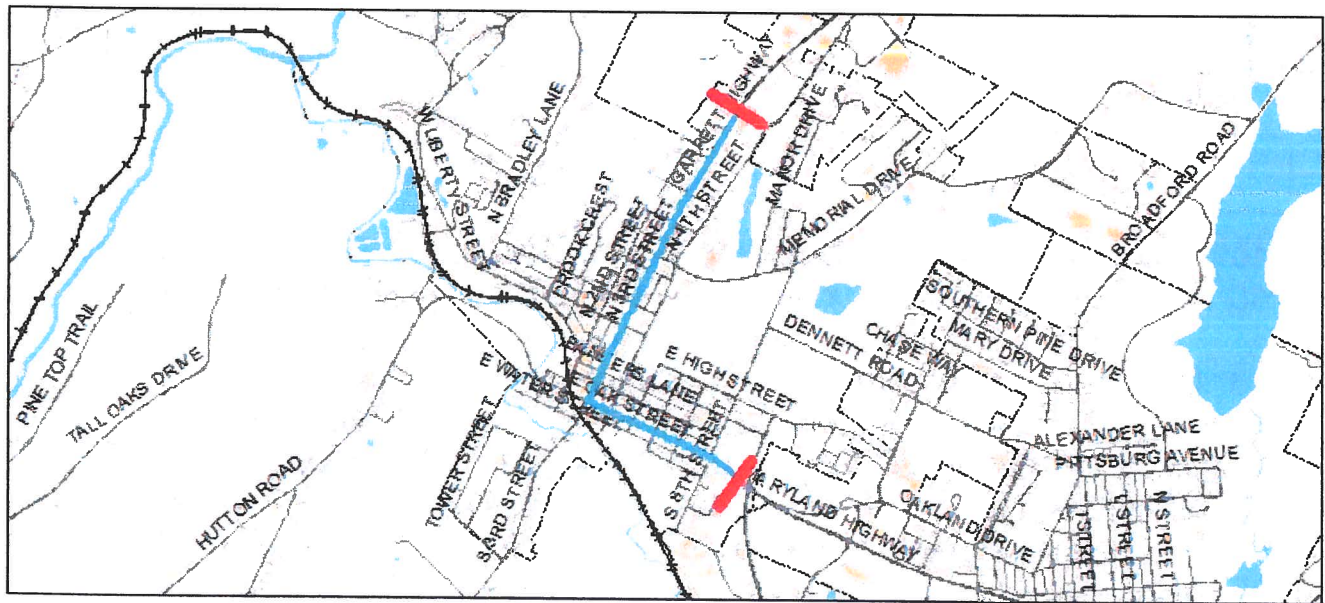
**DESCRIPTION:** The County requests that SHA investigate this location to determine the reason for stormwater issues. Once the reason is determined SHA should implement a strategy to remedy the problem.

**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 System Preservation Goal, specifically the objective 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.' In addition it supports the Maryland Transportation Plan's Environmental Stewardship Goal, specifically the objective to 'limit the impacts of transportation on Maryland's natural environment through impact avoidance, minimization and mitigation'.

## SIDEWALK/STREETScape PRIORITIES

### 1) Oakland Streetscape Project

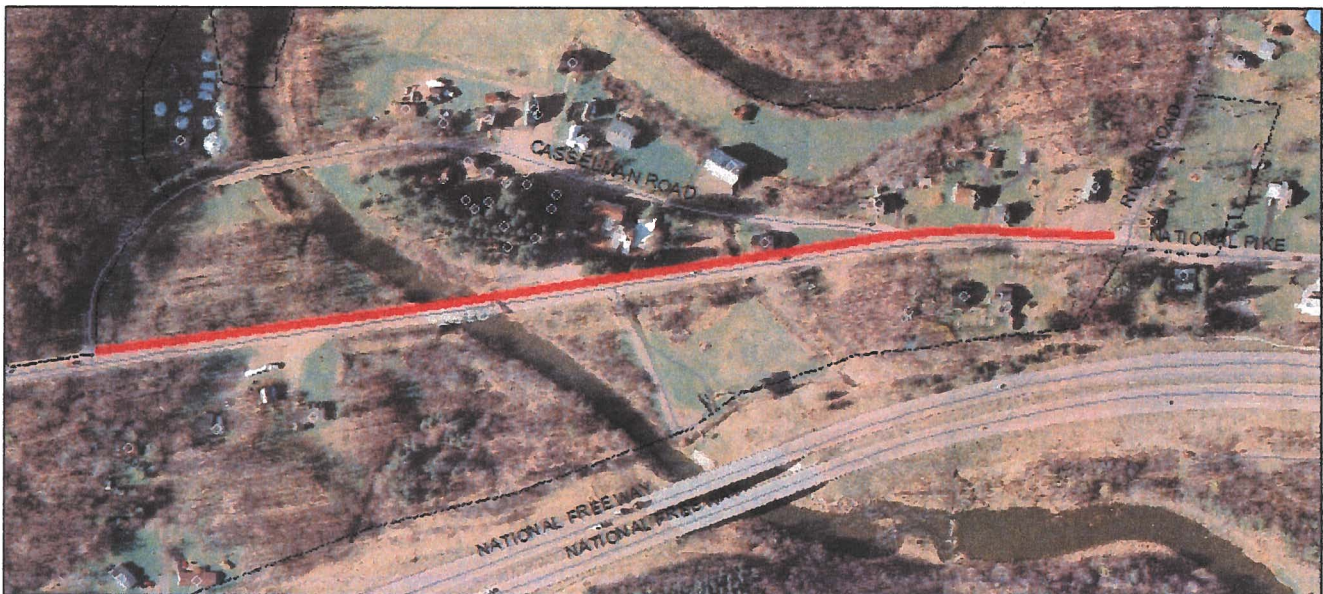
**PROJECT DESCRIPTION/PURPOSE AND NEED:** The County supports the Town of Oakland request for a streetscape project. The project calls for traffic calming features, upgrading of existing sidewalks, installation of sidewalks and lighting along Oak Street and Third Street between the intersection of Third Street and Starlite Plaza and close to the intersection of Oak Street and MD 135. The Town of Oakland experiences excessive truck traffic on Oak Street and Third Street on a daily basis. The Town does not have sidewalks along the length of the route that sees the most traffic; however, in spite of this pedestrian traffic continues to increase. This creates serious safety concerns for the town.



**LOCAL COMPREHENSIVE PLAN CONSISTENCY:** The 2008 Garrett County Comprehensive Plan expresses the County'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 Safety and Security Goal, specifically the objective to **'provide secure transportation infrastructure, assets and operations for the safe movement of people and goods.'** In addition, it supports the Maryland Transportation Plan's Community Vitality Goal, specifically the objective to **'enhance transportation networks and choices to improve mobility and accessibility, and to better integrate with land use.'**

## 2) Sidewalk on Rt. 40 from Casselman Bridge Park to River Road

**PROJECT DESCRIPTION/PURPOSE AND NEED:** The County supports the Town of Grantsville's request for the installation of a sidewalk along National Pike/Rt 40 between the access road for the Casselman River Bridge State Park and River Road (approximately 2,100 feet). Stormwater facilities will be incorporated into the sidewalk design to accommodate existing drainage patterns. The eastern portion of the town of Grantsville encompasses a popular spot for commercial business, parks and historic features. This area near the historic Casselman Bridge is also part of a designated Arts & Entertainment District. This area features the Casselman River Bridge State Park, the Spruce Artisan Village, the Penn Alps Restaurant, the Cornucopia Restaurant, Stanton's Mill – a working grist mill originally established in 1797, and the B-52 Memorial, erected to honor those lost when a military bomber crashed on January 1964. This locale is becoming more and more popular and pedestrian traffic is increasing. Currently a sidewalk extends from Main Street east to the access road to the Casselman River State Park, but there is great need to extend that sidewalk along Rt 40 across the bridge over the Casselman River on Rt 40 to River Road, as depicted by the red line on the map below.

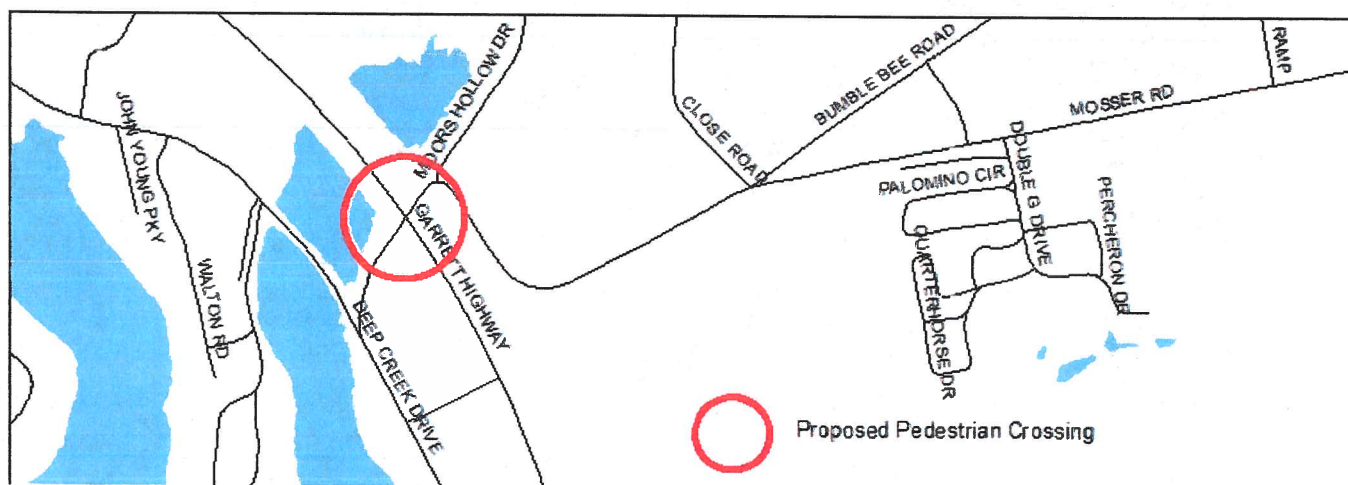


**LOCAL COMPREHENSIVE PLAN CONSISTENCY:** The 2008 Garrett County Comprehensive Plan expresses the County's goal to plan and build a balanced efficient transportation system to meet the mobility needs of residents and to preserve roadway capacity and improve safety. This project supports the Maryland Transportation Plan's Safety and Security Goal, specifically the objective to 'provide secure transportation infrastructure, assets and operations for the safe movement of people and goods.' In addition it supports the Maryland Transportation Plan's Community Vitality Goal, specifically the objective to '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; McHenry Trail system – Phases I, II & III

**PROJECT DESCRIPTION/PURPOSE AND NEED:** The County supports the efforts of Garrett College and Garrett Trails to construct a trail along County owned Mosser Road from the College to US 219 (phase I), along US 219 to the North (phase II) and along US 219 to the South (phase III). The trail is needed to allow students access to various destinations, many of which are on the western side of US 219, necessitating a crosswalk for safety. The College will take responsibility for maintenance of the entire length of Phase I of the trail. The County understands that SHA is willing to include engineering for that walk with improvements planned to that intersection. We further understand that SHA would be willing to aid with grading of the trail that crosses SHA right-of-way. The County acknowledges and appreciates that SHA has begun analyzing this intersection, as it has many known safety and traffic flow issues. 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 US 219 in the McHenry area. These students also walk at night and the situation can be very dangerous. In fact there have been incidents where students have been hit and many more near misses.

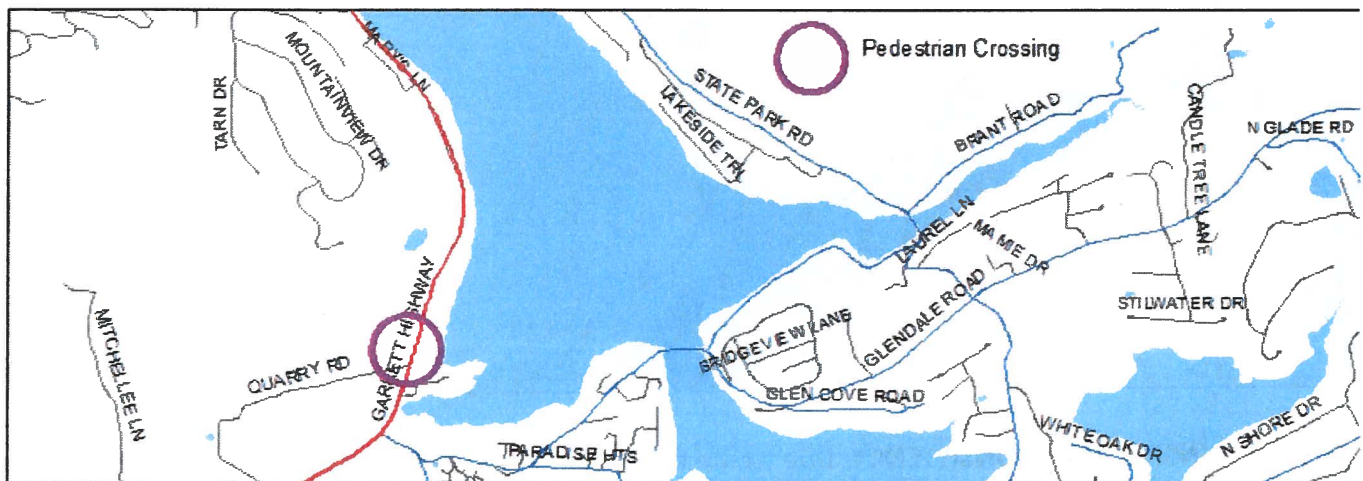


**LOCAL COMPREHENSIVE PLAN CONSISTENCY:** The 2008 Comprehensive Plan lists as part of the Vision Statement that Deep Creek Lake is a place where 'the transportation system limits vehicle traffic congestion and enhances pedestrian and bicycle circulation, especially in McHenry and Thayerville' (p 4-3). 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 Safety and Security Goal, specifically the objective to 'provide secure transportation infrastructure, assets and operations for the safe movement of people and good.' In addition it supports the Maryland Transportation Plan's Community Vitality Goal, specifically the objective to '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:

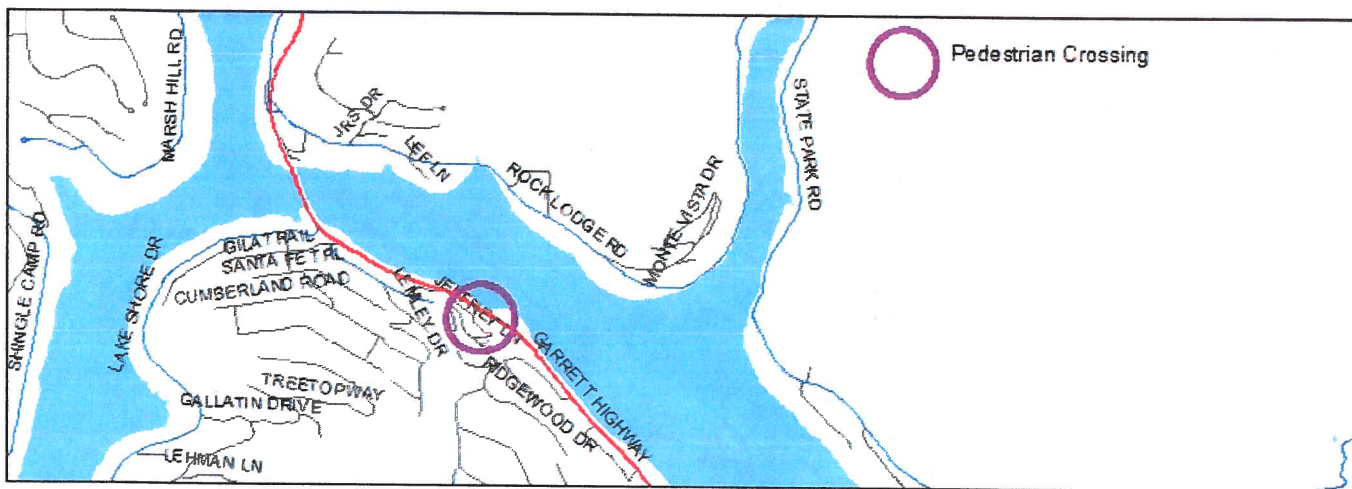
**PROJECT DESCRIPTION/PURPOSE AND NEED:** The County requests a safety evaluation of the pedestrian crossing at UNO's. Traffic often does not stop for pedestrians in the crosswalk and it is a heavily trafficked area, as customers to UNO's and Arrowhead market often need to park in the parking area across the street. This location is known to have issues with lack of visibility of pedestrians. 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's Community Vitality Goal, specifically the objective to 'enhance transportation networks and choices to improve mobility and accessibility, and to better integrate with land use'.

## b. Trader's Landing:

**PROJECT DESCRIPTION/PURPOSE AND NEED:** The County requests a safety evaluation of the pedestrian crossing at Trader's Landing. We have had numerous traffic incidents at this location. 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 pedestrians in the crosswalk. In addition, drivers often pass a turning car on the right at this location, putting in jeopardy any pedestrians in the crosswalk. It is important to note that the sides of the road are often used by pedestrians and bikers during the summer months, and any cars passing on the right are more likely to hit a pedestrian or biker. Improved pedestrian crossing amenities could include 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 activate the signal would also improve the warning given to motorists. In addition, some means of blocking passing on the right should be considered.

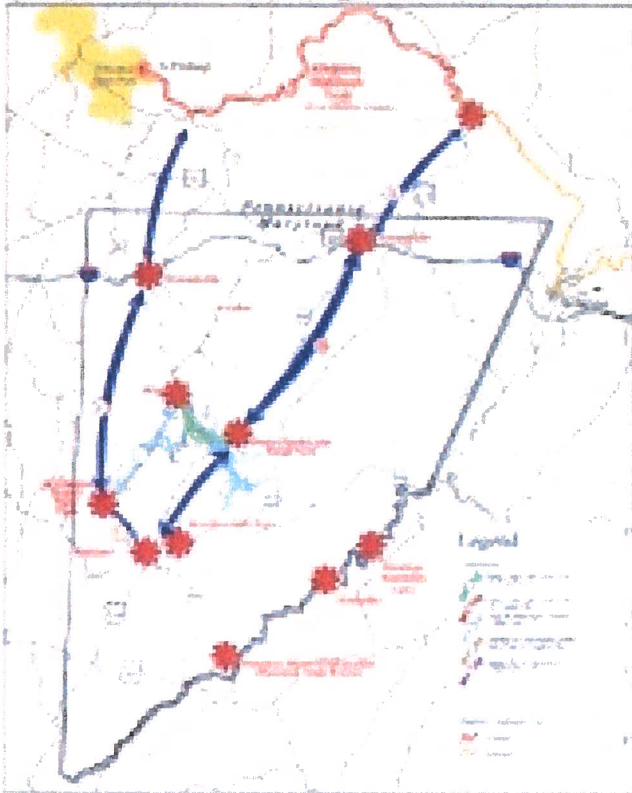


**LOCAL COMPREHENSIVE PLAN CONSISTENCY:** Due to the tendency for accidents to occur at this location this project supports Garrett County's Comprehensive Plan goals to improve safety and to 'provide accommodation for bicycling and walking as a means of local travel and for recreational purposes' (p.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

### 3) Meadow Mountain - Connecting Deficits

**PROJECT DESCRIPTION/PURPOSE AND NEED:** The Meadow Mountain Trail is the portion of the Eastern Continental Divide Loop concept that runs from Deep Creek State Park to Grantsville. Portions of this greater vision have been completed and the remainder will continue to be pursued through available grant funding. Garrett County shares the vision of the Garrett Trails organization for sustainable trails that easily connect people to a network of trails that meet the needs of a variety of user groups such as hikers, runners, mountain bikers, road bikers and cross country skiers and which are aesthetically pleasing with minimal impact to the environment. The proposed “Eastern Continental Divide Loop” is envisioned as a 150 mile hard-packed, multi-user trail through the heart of Garrett County that bridges the connections between existing trails and also connects to larger trail networks outside the county. While Garrett Trails has worked to establish bike lanes and Share the Road designations, the Continental Divide Loop will increase safety to trail users by relocating them from along the county’s busiest roadways to a network of safe travel opportunities and alternative paths through public land.

**Eastern Continental Divide Loop  
Proposed Potomac Heritage National Scenic Trail**



**LOCAL COMPREHENSIVE PLAN CONSISTENCY:** : The 2008 Garrett County Comprehensive Plan expresses the County’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 Safety and Security Goal, specifically the objective to ‘**provide secure transportation infrastructure, assets and operations for the safe movement of people and goods.**’ In addition it supports the Maryland Transportation Plan’s Community Vitality Goal, specifically the objective to ‘**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.

**PROJECT DESCRIPTION/PURPOSE AND NEED:** 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. Currently Garrett County Community Action Committee, Inc (CAC) operates the Garrett Transit Service (GTS) as a demand response transit system. The County's vision for transit includes a broader role for this service to include service to local residents without cars and the elderly and to visitors who wish to use public transit.

**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 Quality of Service Goal, specifically the 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**

**PROJECT DESCRIPTION/PURPOSE AND NEED:** The County supports the Town of Oakland in its quest for a return of passenger rail service to the Oakland Train Station. 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 Oakland and 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. 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. 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.

**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 Economic Prosperity Goal, specifically the objective to **'facilitate opportunities for growth in jobs and business across the State.'** In addition it supports the Maryland Transportation Plan's Community Vitality Goal, specifically the objective to **'increase and enhance transportation connections to move people and goods within and between activity centers'**.

## **REGIONAL TRANSPORTATION PRIORITIES:**

### **1) Regional Transportation Committee**

**PROJECT DESCRIPTION/PURPOSE AND NEED:** 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.

Garrett County and its surrounding jurisdictions 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.

**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 Community Vitality Goal, specifically the 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'**.