

THE BOARD OF GARRETT COUNTY COMMISSIONERS

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June 24, 2021



Greg Slater, Secretary
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, Maryland 21076

RE: GARRETT COUNTY TRANSPORTATION PRIORITY LIST - 2021

Dear Secretary Slater,

Garrett County would like to formally request our transportation projects for the Fiscal Year 2022 – 2027 Consolidated Transportation Plan (CTP.) The County would like to thank MDOT for the progress and completion of these long-requested projects:

- Completion of US 219 (Chestnut Ridge Road) highway realignment in Grantsville
- Completion of the Truck Corridor Feasibility Study Through MD 135 and MD 495
- Improvements on MD 135 and Turkey Neck Road
- Pedestrian Safety and Resurfacing on US 219 (Garrett Hwy) Mosser Rd to Deep Creek Dr
- Funding for MD 39 (Hutton Road) Bridge over Youghioghney River

The County acknowledges the success of these projects but would like to make a special note regarding the US 219 project. MDOT-SHA's team and local staff worked together to complete the required documentation and public outreach that resulted in the completion of the three-year, \$63 million project. We are seeking MDOT's continued partnership and diligence in funding of this major corridor's extension to the Pennsylvania Stateline.

As per the Chapter 725 Priority Letter Guidance, the following list of projects and studies are requests from municipalities, Garrett Trails, and the community and compiled by Garrett County for State's consideration in developing the CTP. Projects marked with * have been submitted to Congress for local infrastructure funding and we seek MDOT's support in allocating funding those projects.

MAJOR TRANSPORTATION PROJECTS (over \$5 Million)

- 1) Oakland Alternative Truck Route
- 2) Eastern Continental Divide Trail- Bike and Pedestrian Bridge at Friendsville*
- 3) US 219 N Extension to Pennsylvania Stateline

MINOR TRANSPORTATION PROJECTS (less than \$5 Million)

Planning Priorities

- 1) MD 495 & Durst Road – functional improvements

Safety

- 1) Pedestrian Safety on MD 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 & Broadford Road intersection – safety improvements
- 6) MD 560 (Gorman Road) Loch Lynn – safety improvements
- 7) Roadway Safety Audit – MD 42

System Preservation

- 1) Stormwater Drain Repair on US 219 at Burger King
- 2) Stormwater Drain Repair on Oakland Drive
- 3) Bridge Rehabilitation MD 135 (Maryland Highway) over Little Youghiogheny River

Sidewalk/Streetscape

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

Trail & Pedestrian

- 1) Pedestrian overpass crossings at (a) UNO's and (b) Traders Landing
- 2) Meadow Mountain Connecting Deficits

Transit Priorities

- 1) Transit Service expansion

Attached is supporting project information. Thank you for the opportunity to collaborate in the development of the CTP. Garrett County will continue to partner with the Maryland Department of Transportation to move transportation projects forward efficiently to serve the needs of our constituents.

Please contact us for clarifications about our recommendations.

Respectfully,



Paul C. Edwards
Chairman

cc: Senator George C. Edwards
Delegate Wendell Beitzel
David Cotton, Maryland Department of Planning
Anthony Crawford, District Engineering
Sean Varsolona, State Highway Administration
Tyson Byrne, Office of Planning and Capital Programming, MDOT
Ian Beam, Regional Planner, Office of Planning and Capital Programming, MDOT
Travis Johnston, Director Office of Local Transit Support, Maryland Transit Administration
Kevin Null, County Administrator, Garrett County
Siera Wigfield, Senior Planner, Garrett County

2021 Priority	Project Name	Jurisdiction	Anticipated Cost (\$,000's)	Funding Source	% Funding Source	Local Land Use Plan Consistency	Date, Secure, & Resilient System	Facilitate Economic Opportunity & Reduce Congestion	Maintain and Modernize Multimodal System	Improve Quality & Efficiency to Enhance Customer Experience	Environmental Protection & Density	Fiscal Responsibility	Better Transportation Choices and Connectors	Opportunity Zone	Sustainable Community	Contact Name	Contact email	
	Major Transportation Projects < \$5M																	
1	Oakland Alternative Truck Route	Town of Oakland	\$ 58,000	No Portion		Yes	X	X	X	X		X	X	X	X	Kevin Null	knull@garrettcountry.org	
2	Eastern Continental Divide Trail- Bike and Pedestrian Bridge at Friendsville	Friendsville & Garrett Trails	TBD	Nonprofit	20%	Yes	X	X	X	X	X	X	X	X	X	Josh Spiker	director@garrettrails.org	
3	US 219 N Extension to Pennsylvania State Line	Garrett County		No Portion		Yes	X	X	X	X		X	X	X	X	Kevin Null	knull@garrettcountry.org	
	Minor Transportation Projects > \$5M																	
4	MD 495 & Durst Road – functional improvements	Garrett County		No Portion		Yes	X	X						X		Kevin Null	knull@garrettcountry.org	
	Minor transportation Projects > \$5M																	
1	Pedestrian Safety on MD 40 at Penn Alps to the Casselman River*	Grantsville		No Portion		Yes	X	X	X	X	X	X	X	X	X	Kevin Null	knull@garrettcountry.org	
2	MD 495 and Glendale Road intersection – safety improvements	Garrett County		No Portion		Yes	X	X	X	X						Kevin Null	knull@garrettcountry.org	
3	US 219 & Kings Run Road & Builders Way intersections – safety improvements	Garrett County		No Portion		Yes	X	X	X	X				X		Kevin Null	knull@garrettcountry.org	
4	MD 135 & Sand Flat Road intersection – safety improvements	Garrett County		No Portion		Yes	X	X	X	X				X		Kevin Null	knull@garrettcountry.org	
5	MD 135 & Broadford Road intersection – safety improvements	Mountain Lake Park		No Portion		Yes	X	X	X	X				X		Kevin Null	knull@garrettcountry.org	
6	MD 560 (Gorman Road) Loch Lynn – safety improvements	Loch Lynn Heights		Local		Yes	X	X	X	X				X		Kevin Null	knull@garrettcountry.org	
7	MD 42 Roadway Safety Audit	Garrett County		Local		Yes	X	X	X	X				X		Kevin Null	knull@garrettcountry.org	
	Minor transportation Projects > \$5M																	
1	Stormwater Drain Repair on US 219 at Burger King	Town of Oakland		No Portion		Yes	X	X	X	X	X			X		Kevin Null	knull@garrettcountry.org	
2	Stormwater Drain Repair on Oakland Drive	Town of Oakland		No Portion		Yes	X	X	X	X	X			X		Kevin Null	knull@garrettcountry.org	
3	Bridge Rehabilitation MD 135 (Maryland Hwy) over Little Youghiogheny River	Mountain Lake Park		No Portion		Yes	X	X	X	X	X	X	X	X		Kevin Null	knull@garrettcountry.org	
	Sidewalk/Streetscape																	
1	Sidewalk on MD 40 from Casselman Bridge Park to River Road	Grantsville		No Portion		Yes	X	X	X	X	X			X		Kevin Null	knull@garrettcountry.org	
2	Oakland Streetscape Project	Town of Oakland		No Portion		Yes	X	X	X	X	X			X		Kevin Null	knull@garrettcountry.org	
	Trail & Pedestrian																	
1	Pedestrian overpass crossings at (a) UNO's and (b) Traders Landing	Garrett County		No Portion		Yes	X	X	X	X	X	X	X			Kevin Null	knull@garrettcountry.org	
2	Meadow Mountain Connecting Deficits	Garrett Trails		No Portion		Yes	X	X	X	X	X	X	X	X		Kevin Null	knull@garrettcountry.org	
	Transit																	
1	Transit Service expansion	Garrett County Community Action		No Portion		Yes	X	X	X	X	X	X	X	X	X	Duane Yoder	dyoder@garrettcac.org	

Garrett County Transportation Priorities

June 2021

MAJOR TRANSPORTATION PROJECTS (over \$5 Million)

DEVELOPMENT & EVALUATION PHASE

1. Oakland Alternative Truck Route
2. Friendsville Pedestrian and Bike Bridge
3. US 219 N Extension to Pennsylvania Stateline

MINOR TRANSPORTATION PROJECTS (less than \$5 Million)

PLANNING PRIORITIES

1. MD 495 & Durst Road – functional improvements

SAFETY PRIORITIES

1. Crosswalk on MD40 at Penn Alps to the Casselman River
2. MD 495 and Glendale Road intersection - safety improvements
3. US 219 and Kings Run Road and Builders Way intersections - safety improvements
4. MD 135 and Sand Flat Road intersection - safety improvements
5. MD 135 and Broadford Road intersection – safety improvements
6. MD 560 (Gorman Road) Loch Lynn-safety improvements

SYSTEM PRESERVATION PRIORITIES

1. Stormwater Drain Repair on Rt 219 by Burger King
2. Stormwater Drain Repair on Oakland Drive
3. Bridge Rehabililtaiion MD 135 (Maryland HWY) over Little Youghiogheny River

SIDEWALK/STREETSCAPE PRIORITIES

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

TRAIL & PEDESTRIAN PRIORITIES

1. Pedestrian crossings at UNO's and Trader's Landing for safety improvements
2. Meadow Mountain - Connecting Deficits

TRANSIT PRIORITIES

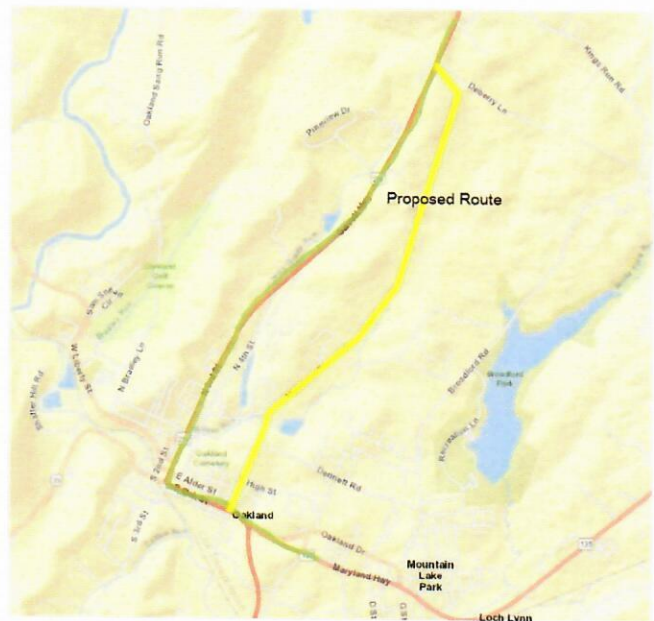
- 1) Transit Service Expansion

MAJOR TRANSPORTATION PROJECTS (OVER \$5 MILLION)

DEVELOPMENT & EVALUATION PHASE

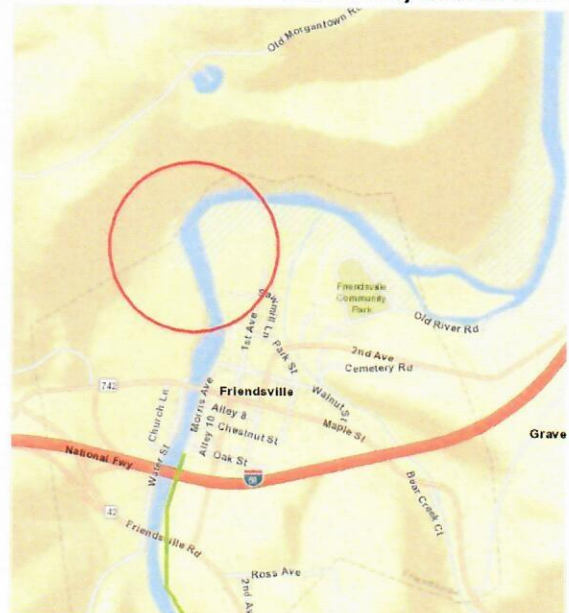
1. OAKLAND ALTERNATIVE TRUCK ROUTE

Garrett County supports the Town of Oakland's request to finalize design, property acquisition and construction of an alternative truck route east of Oakland. 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.



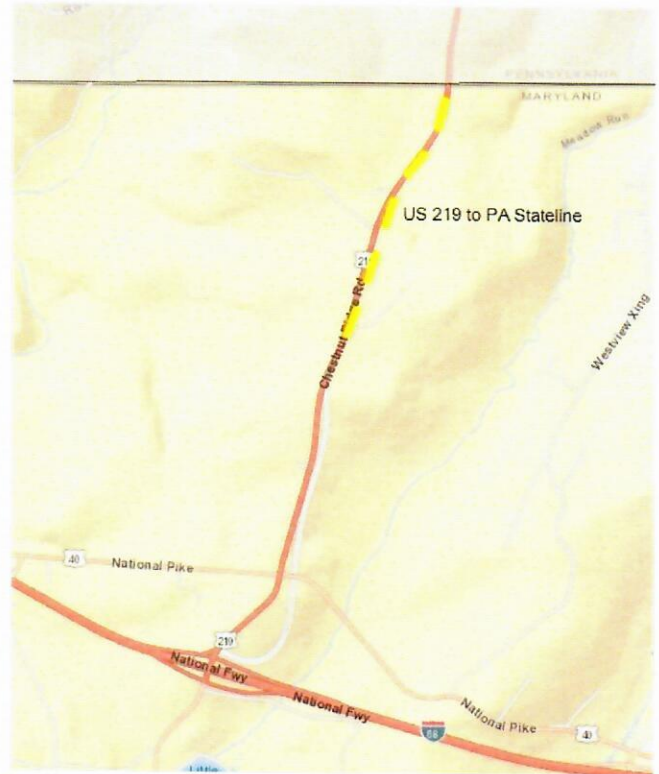
2. FRIENDSVILLE PEDESTRIAN AND BIKE BRIDGE

The Friendsville Bike and Pedestrian Bridge will connect segments of the Eastern Continental Divide Loop Trail system with existing trails south and the Friendsville Community Park to the proposed trail 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.



3. US 219 N EXTENSION TO PENNSYLVANIA STATELINE

Garrett County requests MDOT \ to continue to program funding to acquire right-of-way and fund preliminary design 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 improve access, reduce travel time and reliability for freight and passenger vehicles, and promote economic development in the Appalachian Region. Garrett County ranks the US 219 North, from project as our highest regional priority and requests the acquisition of right-of-way and preliminary engineering from the Old Salisbury Road and the Pennsylvania Stateline.

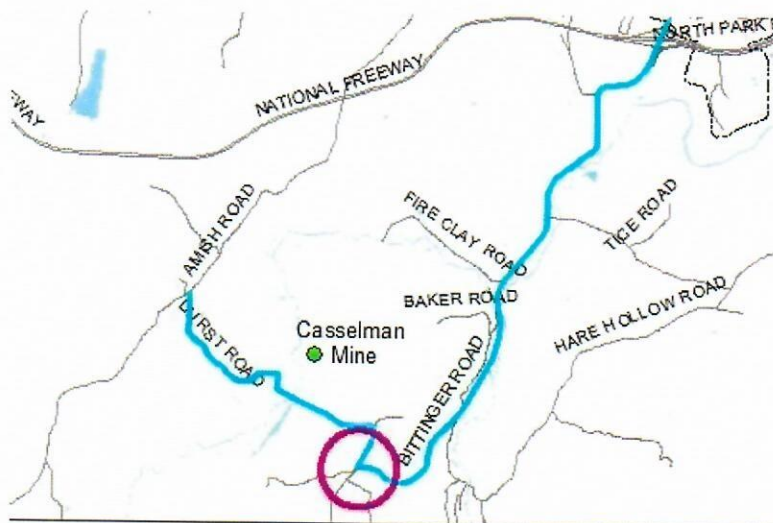


MINOR TRANSPORTATION PROJECTS (LESS THAN \$5 MILLION)

PLANNING PRIORITIES

I. MD 495 & DURST ROAD – FUNCTIONAL IMPROVEMENTS

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.



SAFETY PRIORITIES

I. CROSSWALK ON MD40 AT PENN ALPS TO THE CASSELMAN RIVER

The County supports the Town of Grantsville's request that a pedestrian crosswalk be installed at the location shown in red in the map.

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 MD 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.



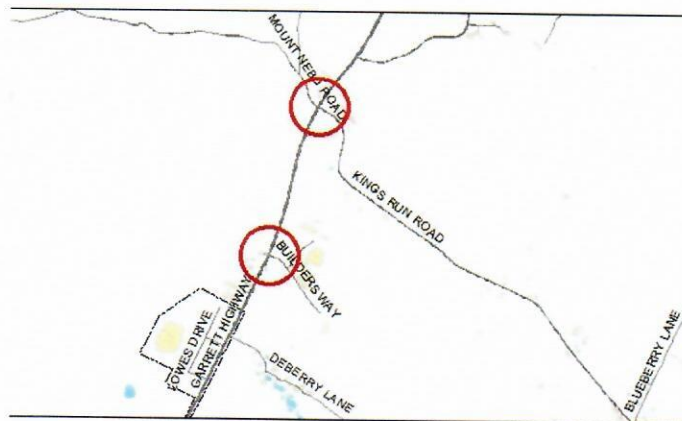
2. MD 495 AND GLENDALE ROAD INTERSECTION - SAFETY IMPROVEMENTS

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.



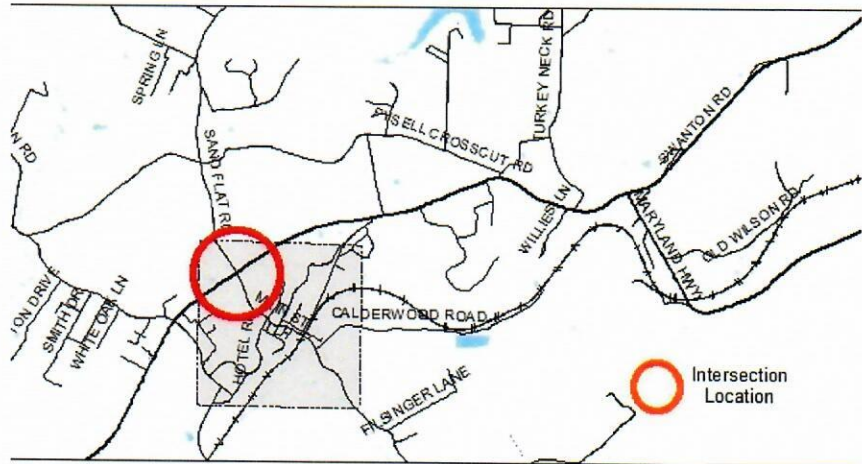
3. US 219 AND KINGS RUN ROAD AND BUILDERS WAY INTERSECTIONS - SAFETY IMPROVEMENTS

The County asks for MDOT SHA's certified traffic safety engineers to evaluate function and safety of the intersections. A report should be prepared outlining options for improvements at both locations. The county suggests adding turning lanes at both locations to reduce the risk of collisions and near-misses. US 219 carries high traffic volumes 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.



4. MD 135 AND SAND FLAT ROAD INTERSECTION - SAFETY IMPROVEMENTS

The County requests a safety evaluation report outlining safety improvement recommendations to reduce the number and severity of traffic accidents at MD 135 and Sand Flat Road. Sand Flat Road is a County roadway connecting 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.



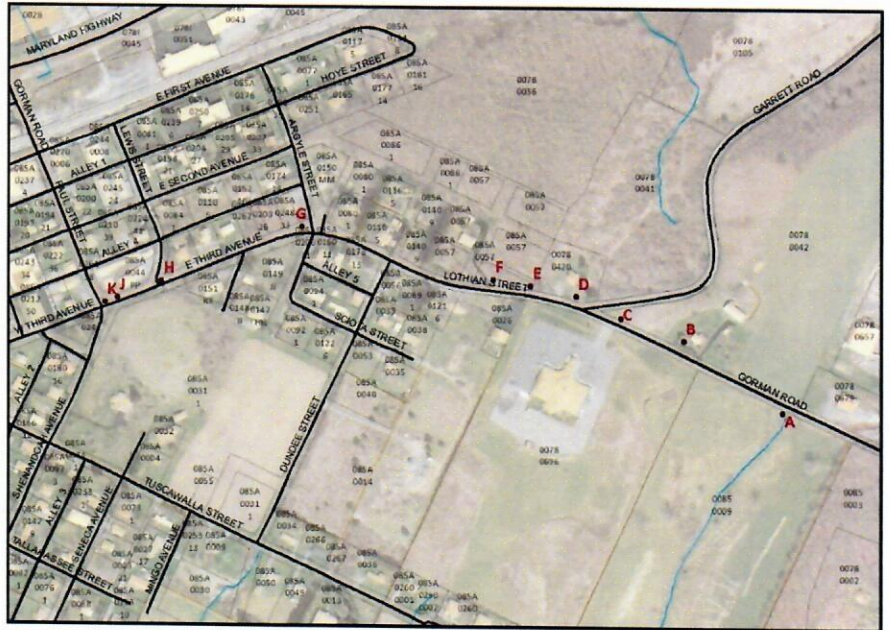
5. MD 135 AND BROADFORD ROAD INTERSECTION – SAFETY IMPROVEMENTS

The County requests MDOT SHA to evaluate the MD 135 and Broadford Road intersection intersection to determine what safety improvements can be made. Broadford Road is a County roadway providing a link between US 219 and MD 135 and likewise accommodates significant traffic volumes and truck traffic. 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.



6. MD 560 (GORMAN ROAD) LOCH LYNN-SAFETY IMPROVEMENTS

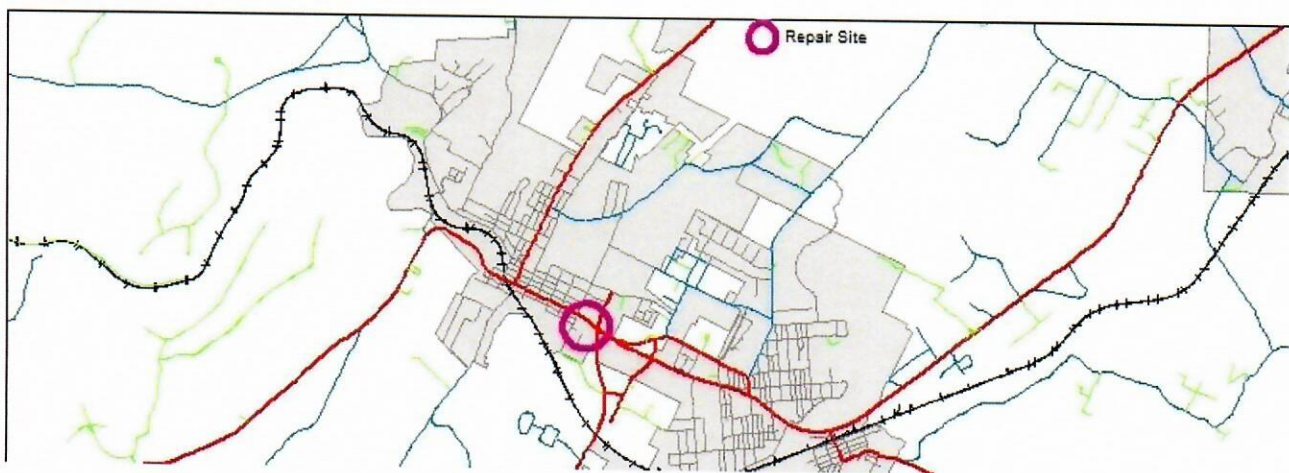
The County requests that SHA conduct a roadway safety audit at the approach to the Town of Loch Lynn. Specifically from Garrett Road to the three-way stop sign at Shenandoah Ave and 3rd Ave and Along this half-mile portion of Route 560 there are seven town streets and eight residential driveways. The opening of Corridor H has brought a large increase in traffic. The combination of low-visibility turns, steep grade, streets and driveways along with increased traffic flow makes this area of concern to the Town of Loch Lynn.



SYSTEM PRESERVATION PRIORITIES

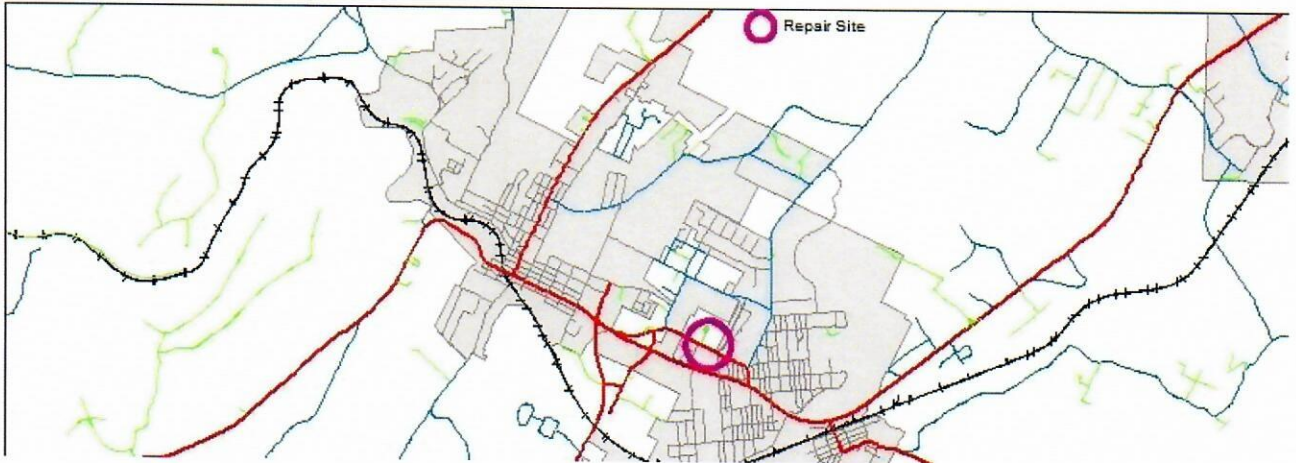
I. STORMWATER DRAIN REPAIR ON RT 219 BY BURGER KING

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.



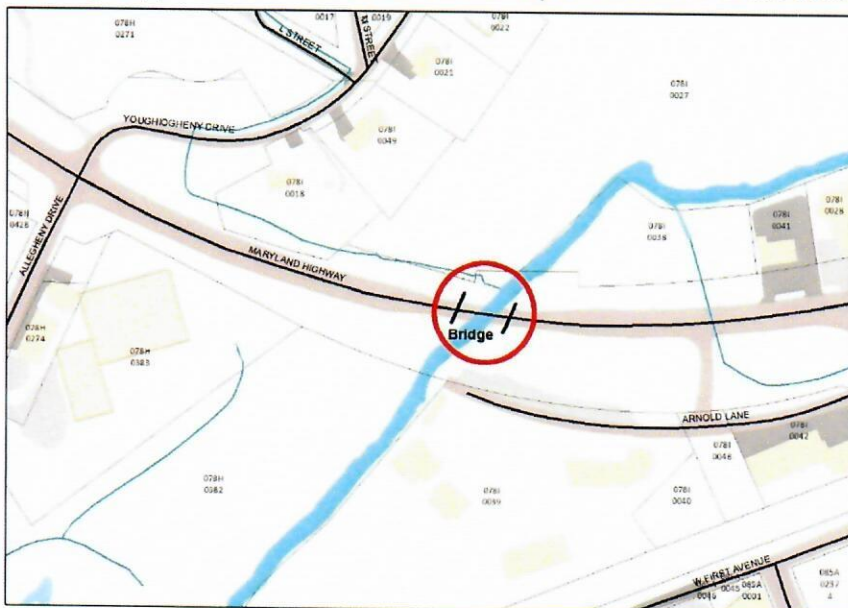
2. STORMWATER DRAIN REPAIR ON OAKLAND DRIVE

The County supports Mountain Lake Park's request to alleviate a stormwater drainage problem between approximately Oak Hill Drive and F Street. 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.



3. BRIDGE REHABILITATION MD 135 (MARYLAND HWY) OVER LITTLE YOUGHIOGHENY RIVER

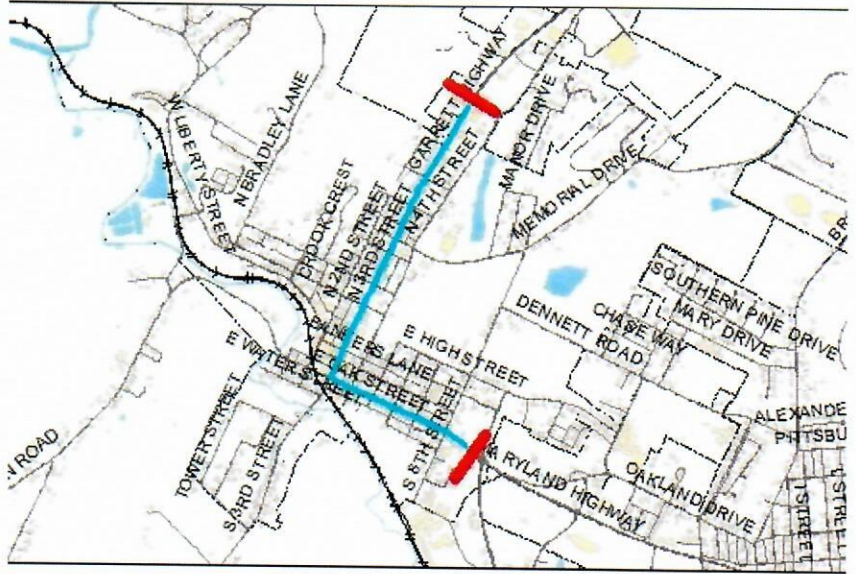
The County supports Mountain Lake Park's request to address the deteriorating bridge decking.



SIDEWALK/STREETSCAPE PRIORITIES

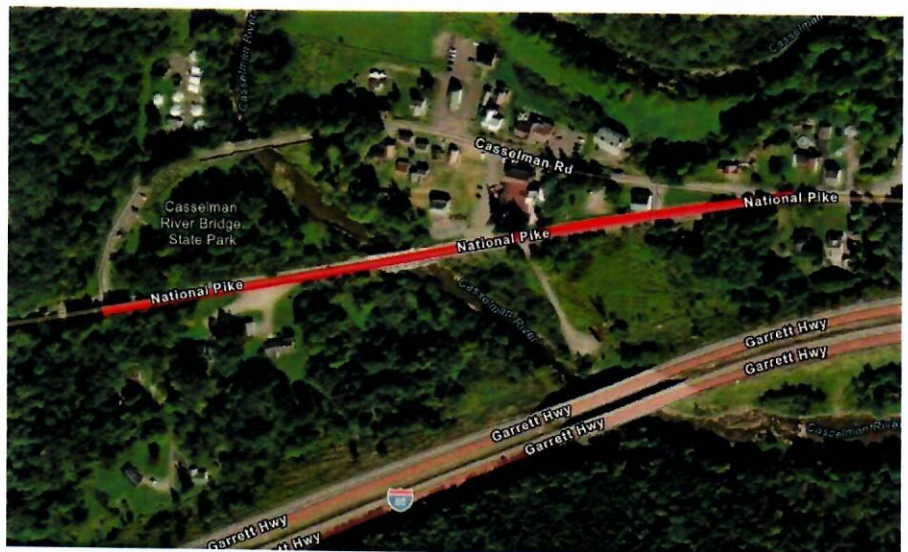
1. OAKLAND STREETSCAPE PROJECT

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.



2. SIDEWALK ON MD 40 FROM CASSELMAN BRIDGE PARK TO RIVER ROAD

The County supports the Town of Grantsville's request for the installation of a sidewalk along National Pike MD 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.



I. PEDESTRIAN CROSSINGS AT UNO'S AND TRADER'S LANDING FOR SAFETY IMPROVEMENTS

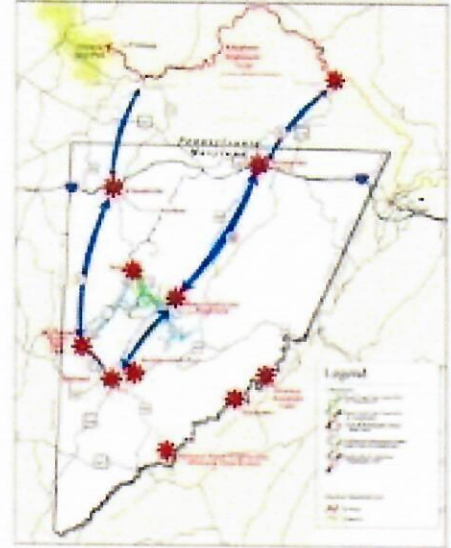
The County requests a safety evaluation of the pedestrian crossing at UNO's and Trader's Landing. Both locations have visibility, and geometric challenges posing a safety risk for crossing pedestrians, mostly in the busy summer months. Improved pedestrian crossing amenities might include a sidewalk or 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.



2. MEADOW MOUNTAIN - CONNECTING DEFICITS

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



TRANSIT PRIORITIES

1) TRANSIT SERVICE EXPANSION

Garrett County requests Maryland Transit Administration increase funding for operating GTS 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 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 residents without cars and the elderly and to visitors who wish to use public transit.