



ALLEGANY COUNTY, MARYLAND

Office of The Board of Commissioners

701 Kelly Road, Suite 407, Cumberland, Maryland 21502
(301) 777-5912 FAX (301) 777-5819 gov.allconet.org

BOARD OF COMMISSIONERS

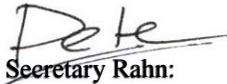
Jacob C. Shade, *President*
Creade V. Brodie, Jr.
William R. Valentine

David A. Eberly, *County Administrator*
William M. Rudd, *Attorney*

April 10, 2017

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

RE: Allegany County 2017 Transportation Priorities

Dear Transportation  Secretary Rahn:

The Board of Commissioners of Allegany County, in cooperation with the municipalities of Allegany County is pleased to have the opportunity to present its transportation priorities to your department for the FY 2018 – 2022 Consolidated Transportation Program (CTP). The County's transportation priorities focus on system preservation, safety and supporting economic development. The County appreciates your willingness to have face-to-face meetings to move projects forward efficiently to better serve the needs of our constituents.

Thank you for funding the Allegany County Transit Passenger Facility and the US 40 Main, Center, and Depot Streets Intersection Improvement Project, these projects were in the 2016 Priority Projects for Allegany County.

We would like to mention our support to repeal Chapter 36 of the Maryland Transportation Code, also known as the "Road Kill Bill;" this legislation is unnecessary and will hurt rural Maryland.

To be consistent with the Chapter 725 process, representatives from the County and the municipalities discussed and prioritized the projects at a coordination meeting held Wednesday, March 1, 2011. The Board of Commissioners, as a part of the agenda on Thursday, March 9, 2017 endorsed the 2017 priority projects. On behalf of Allegany County, the Town of Barton, the City of Cumberland, the City of Frostburg, the Town of Lonaconing, the Town of Luke, the Town of Midland, and the Town of Westernport, we would like to submit our projects as follows:

1. US 220 Improvements and Corridor Feasibility Study (updated)

Allegany County supports to move the US 220 Project forward by requesting funding for finalized design and construction for focused safety improvements on existing US 220, MD 53, and MD 636 (Warrior Dr). These transportation system management (TSM) improvements will relieve the congestion in this area. The second part to this project is a to request a Corridor Feasibility Study from I-68 to the West Virginia boarder, recommendations and findings should be made to determine how to move forward with a high capacity limited access highway. This represents Maryland's portion of a larger joint study from I-68 to Corridor H in West Virginia. West Virginia is moving forward with their planning study. This corridor is a growing residential area with some strip commercial development. The overall plan is for the development of a multilane highway in this area would ease the current conflict between local and through traffic, improve safety and encourage economic vitality in Allegany County.

2. Allegany County Transit Capital Funding (updated)

Allegany County Transit is requesting funding for preventative maintenance, three replacement buses, shop equipment, office equipment, a replacement service truck and a fare box collection system.

3. Baltimore Street Bridge Rehabilitation

The City, County, and State have put effort into this project, but unfortunately the City is currently lacking the necessary local funds. The project is requested because the City is hopeful that local funds can be available in the future. In fact, the City's financial position has improved in recent years, and the City desires to more definitively update the project cost and define the cost-sharing parameters. The Baltimore Street Bridge over Wills Creek needs a total deck replacement. The bridge is a vital transportation link between the main downtown business district, the West Side residential area, suburban areas along U.S. Route 220 south in Allegany County. The bridge also handles relief traffic when sections of I-68 west of downtown Cumberland are closed or blocked.

4. MD 936, Grant Street Stormwater and Safety Improvements Project

The proposed project would include improvements to 1,300 linear feet of storm sewer to convey separated stormwater from Main Street (US 40) and Grant Street (MD 936) to a proper outfall. Currently, stormwater is collected in 13 inlets on Grant Street and Main Street near Grant Street and enters into a sanitary sewer. The design and construction of a new stormwater system by Maryland State Highway Administration is necessary in order for the City to be successful in eliminating combined sewer overflows, (CSOs). These 13 Maryland State Highway Administration inlets significantly contribute to Frostburg's CSOs. The City is under an MDE Consent Decree and Court Order to eliminate its CSOs. The project should also improve the safety characteristics for motorists by removing excess sheet flow due to surface runoff during periods of heavy rain or major snow melts, as there is a steep grade from Main Street to the bottom of the hill near Blair Street. Additional safety and pedestrian enhancements such as ADA compliant sidewalks and crosswalks would be part of the project. Maryland SHA and the City are currently reviewing an MOU in which MD SHA will partner with the City of Frostburg in the completion of this project and provide the funding to address the aspects of the project for which MD SHA is responsible.

5. US 220 Bowling Green Drainage Improvements (updated)

State Highway Administration (SHA) and Allegany County collaborated with Whitney Bailey Cox & Magnani, LLC (WBCM) in preparing the Bowling Green Flooding Hydrology/Hydraulics Study from Milnor Avenue to Moss Avenue along the US220 corridor. The study consisted of a hydrology study over 1,184 acres, review of the existing stormwater systems' hydraulic conditions, and proposed short-, mid-, and long-term solutions in response to the June 12, 2014 flood event. The study was first reviewed in April 2015 and has been developed into a preliminary drainage improvement plan that will be completed through five (5) phases of construction. Allegany County will lead the project and requests that SHA obligate funding for the cost of finalizing engineering/design, permitting, administering the advertisement/bid/award, and construction management services. SHA will fund the construction cost of all work within the US220 right-of-way and a 50/50 Cost Share Program with Allegany County for all work from US220 to the CSX Railroad. The study and preliminary drainage improvement plan will be presented publicly in Spring 2017.

6. Great Allegheny Passage Stabilization, Drainage & Surface Improvements (new)

Allegany County requests construction funding for stabilization, drainage and surface improvements on the Great Allegheny Passage. Spot improvements are needed in various locations throughout the County to eliminate the on-going maintenance that is required to combat drainage and trail surface issues. These improvements will address historical problems and improve safety for all trail users.

7. Braddock Road (MD 736), Center Street, Bowery Street and Park Avenue Intersection Improvements

The Braddock Road (MD 736), Center Street, Bowery Street and Park Avenue intersection serves a major pedestrian thoroughfare for University students and as a gateway to the Frostburg Central Business District for those entering the City via Interstate 68, Exit 33 (Braddock/Midlothian Road). The purpose of this project is to reduce vehicular conflicts, improve pedestrian safety, and enhance the appearance of the City at this intersection. The project will include changes to traffic patterns, narrowing of a one-way street, new pedestrian crossings, construction of new sidewalks, and additional lighting of the intersection.

8. MD135 Safety & Structural Improvements in Luke, Maryland

MD 135 spanning from the intersection with WV 46 (to Bloomington) to intersection of MD 36 in Westernport, is in need of improvements. These improvements include road geometry, stabilization of cliffs along the roadway, drainage, lighting, safety signage, and surface rehabilitation. In April 2015 this area was affected by a significant rock fall which left the road way operating with one-way traffic for a quarter mile section for a period of time. This has been cleaned up but not fully addressed. In fact, another section of road experienced another rock fall on February 23, 2017. The narrow roadway, wet weather and vibration from industrial truck traffic make this issue a concern for the Town of Luke and the industries that travel this road. Widening and adjusting the roadway geometry near Grant Street and the filter plant has been a major safety concern. The parts of the roadway which parallel the rock cliff are in need of improved lighting, and stormwater management. These improvements would reduce hazards and collisions to the approximate 6,000 vehicles which travel this portion of State Highway daily. The Town of Luke, Maryland, and Allegany County find these improvements necessary to keep all vehicular and pedestrian traffic safe.

9. Greene Street Rehabilitation & Streetscape Improvements

Greene Street is one of the city's oldest streets and is in need of extensive and long-deferred structural (base and subbase improvements), roadway surface rehabilitation, and pedestrian, bicycle, ADA, and streetscape upgrades. Greene Street, formally US Route 220 and prior to that it was part of the National Road, is in need of significant rehabilitation to handle the traffic on this West Side arterial street. Lack of local funds as well as any funds for road improvements have prevented the City from being able to do anything on this street since the days of Urban Systems Federal Aid sharing through the Maryland SHA. The portion of Greene Street between Baltimore Street and Lee Street has been redesignated as part of the National Road Scenic Byway, as part of its campaign to replace scenic byway signage along the route. The City is looking to implement the Greene Street Complete Street Plan to improve the corridor for all modes of

transportation. The Greene Street Complete Street Plan (financed by the Cumberland Area MPO) was completed in 2015. The plan provides a vision for a safer, more attractive and economically viable street spanning from Baltimore Street to the end of City maintenance at I-68 Exit 42.

10. MD 135 Safety Barrier at Westernport Elementary

The Town of Westernport would like to request construction funding to build a safety barrier wall 350 feet long between MD 135 and the Westernport Elementary School playground. Westernport Elementary is located along MD 135 with a wrought iron fence as the barrier between the playground and ball field and MD 135. In April 2015, there was a tractor trailer accident on MD 135 and the driver lost control and ran into a gas station less than 1000 feet from the school.

11. New Town Center (Traffic on Baltimore Street Mall) (new)

As recommended in a recent Economic and Transportation Study of downtown Cumberland the City plans to reopen the Baltimore Street pedestrian mall to "complete street", which will allow vehicular traffic to travel through the area, yet maintain space for pedestrians, bikes and outdoor dining. The Appalachian Regional Commission (ARC) is providing funds for engineering design and SHA has agreed to administer the funds, which the City appreciates. That work is expected to get underway soon and then we hope to be able to proceed with construction as soon as possible. So far the State has been very helpful concerning funding of the construction and City is looking forward to continuing that good relationship through the funding and construction phases of the project. Without grant funds, this project will not be possible. In addition to the transportation needs satisfied by this project, the City is also anticipating Economic Development and increased tax base to be accomplishments of the project.

12. Braddock Road Pedestrian & Bicycle Improvements (new)

The project lies along MD 736 in Allegany County. The purpose of the project is to provide continuous pedestrian access from the Center Street intersection to Braddock Street and bicycle lanes to Active Network, residences, Appalachian Lab, Edgewood Commons, and Frostburg State University (FSU). The corridor is currently used by pedestrians and bicyclists, but does not have adequate facilities for their safe travel. A feasibility study was conducted by SHA in 2016 evaluating the project for funding.

13. MD 36 Sidewalk Safety Improvements in Lonaconing

The sidewalks along route 36 through Lonaconing are a safety hazard for pedestrians. Several locations along route 36 the curb height is less than 2" in height and increasing the chances of vehicles ability to veer onto the sidewalks and strike a pedestrian. Route 36 has approximately 9,000 vehicles passing through this section daily. Lonaconing is requesting the sidewalk/curbing height be increased to normal safety standards to reduce the likelihood of vehicles mounting the sidewalk and injuring pedestrians. Sections of this project will also need to improve for ADA compliance.

14. LaVale to Great Allegheny Passage Connection

Allegany County requests the State to determine a bike and pedestrian connection from Lower LaVale to the Great Allegheny Passage (GAP.) The LaVale Streetscape project provides bike lanes and sidewalks from Upper LaVale to Long Drive. A study is needed to find the most desirable path from Long Drive to the Great Allegheny Passage.

15. Allegany County Transit Operating Funding

Allegany County Transit operates fixed route service and ADA Demand Response in Allegany County, Maryland. The Transit's mission is to provide the citizens and visitors of the Allegany County service area with safe, reliable, courteous, efficient and clean transportation. Continued support for operations funds will help us achieve our mission.

16. MD 135 Access Improvement in Westernport

At peak times the traffic in the vicinity of Church Street (MD 135) is backed up in both lanes due to access to the following businesses: McDonald's, The Dollar General and Fair Price Market. The Town of Westernport would like to request MDOT to obligate money to improve the access and traffic flow in this area.

17. Maryland Avenue Improvements between Short and Lamont Streets

This section of Maryland Avenue represents the essential traffic link between the recently completed Rolling Mill (Maryland Avenue) and Virginia Avenue Corridor projects. Planned improvement work includes street widening and resurfacing, retaining wall reconstruction and reinforcement, ADA and sidewalk improvements, and streetscaping.

18. MD 135 (Pratt Street) Pavement Improvements

The Town of Luke requests that the State of Maryland, consider MD 135, also known as Pratt Street, for pavement repair. The Town would like to see this area improved for public safety, and to improve quality of service in the area by providing better road surfaces for general and industry-related freight traffic.

19. Traffic Study MD 51 and I-68 Intersection Area (new)

The area around this intersection has a lot of potential for development, and the current traffic volumes are high, but the area is complicated to maneuver through and that reduces the chances of greater development both at Canal Place and at areas around the intersection, like the Cumberland Steel Building. We agree that there is no easy answer to this situation

which brings three major routes (routes 61, 51 and I68) together and includes a number of City streets. We believe that there are both great potential for development in the area and, but if left alone there will be serious traffic problems. We request that the State take on a major traffic study to deal with both current and future traffic issues and make recommendations for long term improvements. We do understand that there have been traffic studies in the past and that they were intended to only provide minor traffic safety and signing solutions. Those studies are old enough now that new traffic data is required to do a proper analysis, and we request that the study include possible future land use in the area, which is something we don't believe was ever included in past studies.

20. Pedestrian Connections at MD 36 and US ALT 40 - Eckhart to Village Parkway (updated & expanded)

The sidewalks along Main Street (US 40) in Frostburg end at the City limits near Mountain Ridge High School. About 300 yards from City limits are a supermarket, banks, fast food restaurants and other services that are often frequented by residents of the City and Eckhart. The intersection of 36 & 40 is complicated and there are little pedestrian accommodations at the intersection, yet the intersection is heavily used by pedestrians, especially high school students. East of city limits is Eckhart, a community which relies on Frostburg for its services. Approximately 1 mile of sidewalk along MD ALT 40 would connect this community to the City. South of the intersection of MD 36 & MD ALT 40 are several businesses that have a significant portion of their employees or customers that walk to the businesses. Again, there are no pedestrian or bike connections in this area.

21. Industrial Boulevard (MD 51) Bicycle/Pedestrian Improvements

Sections of Industrial Boulevard in Cumberland currently have a level of service of F for bicycles, which are legally entitled to use the highway. Sidewalk and crosswalk facilities are provided in part, but may not be complete. In order to more properly comply with current Complete Streets standards and to ensure public safety for pedestrians and bicyclists seeking to utilize the corridor, additional improvements are needed.

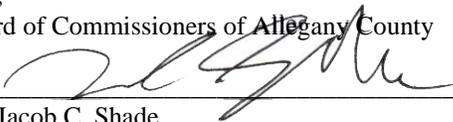
22. Mount Savage Road (MD 36) Streetscape

Allegany County requests streetscape improvements on Mount Savage Road (MD 36) from New School Road to the intersection of Iron Rail Street at the east end of town. Improvements should consider pedestrian accommodations and furnishings, landscaping, and lighting. We feel these improvements will further revitalize the community of Mount Savage. We are aware of the challenges associated with the project, but are hopeful for any improvements that can be made along the state route.

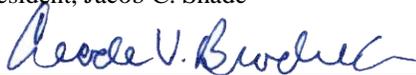
Thank you for your consideration of these transportation priorities in Allegany County. We look forward to a productive partnership with the Maryland Department of Transportation and to actively participate in the development of the CTP to plan and implement these projects.

If you need any clarifications about our recommendations, please contact us.

Sincerely,
The Board of Commissioners of Allegany County



President, Jacob C. Shade

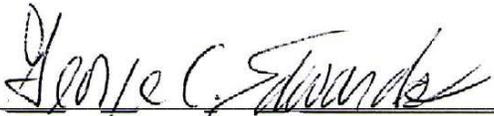


Commissioner Creade V. Brodie, Jr.

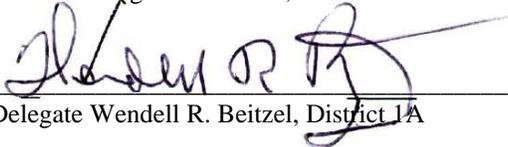


Commissioner William R. Valentine

District 1 Delegation



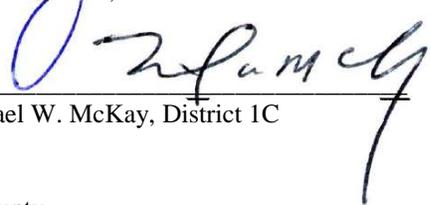
Senator George C. Edwards, District 1



Delegate Wendell R. Beitzel, District 1A

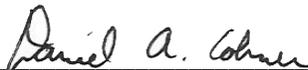


Delegate Jason C. Buckel, District 1B

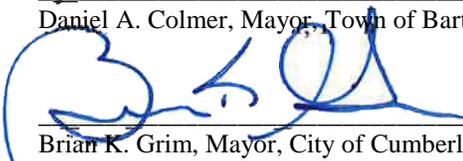


Delegate Michael W. McKay, District 1C

Municipal Elected Officials of Allegany County



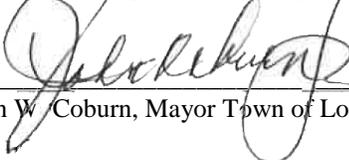
Daniel A. Colmer, Mayor, Town of Barton



Brian K. Grim, Mayor, City of Cumberland



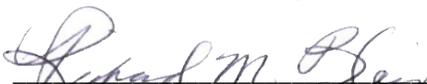
W. Robert Flanigan, Mayor, City of Frostburg



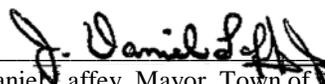
John W. Coburn, Mayor Town of Lonaconing



Edward E. Clemons, Jr., Mayor, Town of Luke



Richard M. Blair, Mayor, Town of Midland



J. Daniel Laffey, Mayor, Town of Westernport

Enclosures:

Project Questionnaire and maps, for all projects

Cc:

The Hon. George C. Edwards, Maryland Senate
The Hon. Jason C. Buckel, Maryland House of Delegates
The Hon. Wendell R. Beitzel, Maryland House of Delegates
The Hon. Michael W. McKay, Maryland House of Delegates
Daniel A. Colmer, Mayor, Town of Barton
Brian K. Grim, Mayor, City of Cumberland
W. Robert Flanigan, Mayor, City of Frostburg
John W. Coburn, Mayor Town of Lonaconing
Edward E. Clemons, Jr., Mayor, Town of Luke
Richard M. Blair, Mayor, Town of Midland
J. Daniel Laffey, Mayor, Town of Westernport
Bill Atkinson, Maryland Department of Planning
Anthony Crawford, District 6 State Highway Administration
Peter Sotherland, State Highway Administration
Tyson Byrne, Manager, Regional Planning, Office of Planning and
Capital Programming, Maryland Department of Transportation
Ian Beam, Regional Planner, Office of Planning and Capital
Programming, Maryland Department of Transportation
Elizabeth Kreider, Director Office of Local Transit Support,
Maryland Transit Administration

George Thornes, Regional Planner, Maryland Transit
Administration
David Eberly, Administrator, Allegany County
Paul Kahl, Director, Public Works, Allegany County
Adam Patterson, Public Works, Allegany County
Roy Cool, Planner III/ MPO Coordinator
Siera Wigfield, Planner, Allegany County
David Dorsey, Planning Coordinator, Allegany County
John Difonzo, City Engineer, City of Cumberland
Elizabeth Stahlman, Director of Community Development, City of
Frostburg
Robert Ketterman, Community Development Specialist, City of
Frostburg
John Rudd, Town Administrator, Lonaconing Maryland