



Planning

ALLEGANY COUNTY
DEPARTMENT OF COMMUNITY SERVICES

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19 August 2011

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SECRETARY'S OFFICE
DEPT. OF TRANSPORTATION

The Hon. Beverly K. Swaim-Staley, Secretary
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, MD 21076

Dear Madam Secretary,

A previous letter from the Board of Allegany County Commissioners (dated 8 August 2011) identified transportation priorities for the coming year for Allegany County, the City of Frostburg, the City of Cumberland and the Towns of Lonaconing and Westernport. These priorities were enumerated in an attachment to the aforementioned cover letter.

In the process of copying and collating these pages in preparation for mailing, a page containing some of the priorities for the City of Frostburg was unintentionally omitted. Please accept our apologies for this error. A new listing including all of the priorities for all of the previously identified jurisdictions is appended to this letter.

I would be happy to address any questions or provide clarification on this or the previous submittal. I can be reached via telephone at 301/876-9555 or phil.hager@allconet.org via email.

Sincerely,

Philip R. Hager, Executive Director
Planning & Zoning Commission



Allegheny County Transportation Priorities for 2012 CTP August 2011

1. Commitment to initiation, completion and full-funding of Maryland's share of the Tier II stage of the National Highway System (NHS) Corridor along U.S. 220 between I-68 and Corridor H.
2. Access control study for MD Route 36 between corporate limits of Town of Frostburg and MD Route 55.
3. Upgrade of U.S. Route 220 through Cresaptown to alleviate existing "bottleneck" situation.
4. Examination of intersection improvements at Winchester Road and US Route 220 South – with particular attention to a "roundabout concept" – the County's preferred alternative.
5. Valley Street Great Allegheny Passage Trail Crossing. The popular regional bike trail crossing at Valley Street has been identified as a safety issue. The existing bike trail crossing is a concern due to the Valley Street geometry and the local speeds. There are unexpended funds remaining from the previous contract (AC-HP-402(001) and AC-HP-4302(001)). An alternative alignment to the trail at this location should be evaluated.
6. Wagner Road (CO 0548) at MD Route 51. The available intersection sight distance is substandard. Intersection improvements are warranted due to deficient sight distance available at the intersection. The existing intersection is substandard due to the location of Wagner Road at Route 51 and the vertical geometry of Route 51. The County would appreciate SHA support to evaluate potential solutions for this issue.
7. Through energy saving projects and coordination with other agencies, create a more cost-effective way to operate a safe and reliable public transportation system to serve the needs of the people of Allegheny County.
8. Completion of the LaVale Streetscape Project from Long Drive to the National Highway (U.S. Route 40)/Maryland Route 36 intersection at the Narrows.
9. Funding and technical assistance to facilitate completion of a Comprehensive Bicycle Trail Plan for Western Maryland. Plan should include development of new trails and spurs (and associated support facilities) branching off of the existing Allegheny Passage (Allegheny Highlands Trail and C&O Canal Trail) linking Maryland, Pennsylvania and West Virginia via spurs from/to: Frostburg, Midland, Lonaconing, Barton and Mt. Savage, Ellerslie, and Corriganville; as well as tie-ins to the Great Eastern Trail.
10. Park & Ride Needs Assessment in LaVale, Frostburg, Flintstone and East Cumberland.

City of Frostburg Prioritized Transportation Projects and Initiatives, August 2011 Maryland Consolidated Transportation Program

1. DESIGN AND CONSTRUCTION PROJECT: Braddock Road/MD 736 Access and Safety Improvements Project, Phase IV.

This project would design and construct a new intersection as part of a concept plan to relocate Winner's View Terrace, a coal haul road that is expected in the future to become a commercial access point to planned commercial development on lands in the City and as coal excavation begins to decline additional lands to the west in an annexation area in the City's Growth Management Plan through 2017. This project will also improve access to a portion of the Allegany Business Center at FSU on an adjoining property.

This Phase IV project will complement a series of safety and access improvements program that are in design or have funding reserved. Phase I is in active design by Nolan Associates; Phase II is approved and awaiting a design change order to integrate Nolan's work on both sides of MD 736; and Phase III is expected to have funding reserved in late summer 2011, leading to an application to ARC that would allow the City to complete road widening, stormwater upgrades, and safety improvements to the Braddock Street intersection while allowing traffic to move safely near Interchange 33, Interstate 68.

While Phases I-III are planned to benefit the existing Braddock Street intersection on the south side of the State highway and the just-opened 50-unit Braddock's Greene senior apartment project, Phase IV and a future final Phase V would focus on eliminating the unsafe Winners View Terrace intersection with a new conforming commercial intersection across from Braddock Street that is further distant from the I-68 interchange, and will allow a more effective use of scarce commercially-zoned land next to FSU's business park. In the long run, this intersection will provide a single access point to a future growth area planned in conjunction with Allegany County.

Description: Phase IV improvements are proposed to design and build a planned commercial access interchange opposite Braddock Street along MD 736. Design will also include the roadway reconnection to Winner's View Terrace and a suitable perpendicular access point into the commercial land near I-68 currently in the City pursuant to the Trans Associates Master Plan for this phased project. Planning will include a sufficient ROW to allow two way traffic with options for widening to additional lanes in the long run. Planning will also consider connection points into the FSU business park and possible pedestrian/bike connecting points into FSU property connecting to a City long range bike corridor plan.

The project builds on Phases I-III and is an important economic development improvement for the City with the expectation of attracting development interests to assist with final funding requirements for the new access road on the north side of MD 736.

Status and Future Plans: A Master Plan by Trans Associates was reviewed and approved by the MD SHA in 2009. A proposal to ARC for Phase IV funding for design and construction will be submitted to Allegany County for regional prioritization in March 2012 for consideration under the ARC Access Road Program/APD (\$400,000 ARC; \$100,000 City).

The City expects to have Phase I and II out to bid in 2011 and under construction and completed in 2012. Phase III is expected to be approved by application for reserved funds for design in 2012 with the expectation is that Phase III will be completed in CY13.

Given the uncertainty with Federal funding beyond the above, it will likely be the City's goal to attract private sector developers, in which case incentive funding may be available. However, having SHA participation in this project may be necessary to complete the master plan once ARC funds are no longer available in the region.

2. DESIGN AND CONSTRUCTION PROJECT: Grant Street/MD 936 Stormwater and Drainage Improvements Project.

This project should be considered a State project to improve this portion of MD 936 within the City limits. The project will also represent a companion effort with the City's 2003-2023 effort to separate combined sewers in Frostburg, as it would complete separation of recombined flows from a separated system along US 40 Alternate (East Main Street), and improve drainage and safety for users of the roadway.

Description: Improvements would construct about 1,300lf of storm sewer improvements to convey separated stormwater from US 40 Alternate to a proper outfall and eliminate an overflow point near the bottom of grade about 100lf south of the Blair Street intersection. The project would use existing inlets along the east side of Grant Street.

Status and Future Plans: No plans have developed and costs are not developed specifically for this corridor. However, the City is funded at the design stage using SPECS, Inc., Cumberland, to plan combined sewer improvements that are part of the judicial consent order and the MDE mandated Long Term Control Plan for Phases VIIB and VIII, which will include work in Phase VIII tying into the Grant Street corridor. The City has been engaged continuously with funding agencies to address combined sewer overflows as well as related infrastructure improvements when CSO elimination work is required. This sub-project should be identified as a partnership with the City's CSO implementation efforts during the annual funding agency meeting in January 2012, with work beginning in 2014 through 2016.

3. DESIGN AND CONSTRUCTION PROJECT: Village Parkway Resurfacing and Drainage Improvements Project.

This project is proposed to complete upgrades to a City street that is part of the MPO urban access system, and is also a City priority for street treatment.

Description: This project completes a capital resurfacing of this industrial/commercial access road installed by Allegany County in the late 1970's to provide access to the Frostburg Business Park, which was created to provide multiple employment sites, including over time a nursing/rehab facility and a 110-unit multi-family subsidized housing project that access directly to and from Village Parkway.

Status and Future Plans: The City was able to complete a portion of this project in 2011, leaving about 1,320 linear feet to mill and resurface, including the vicinity of the driveway to Frostburg Village Apartments and the Nursing and Rehab Center near the MD 36 intersection, and a large section near Hoffman Hollow Road where two businesses have recently added jobs.

The estimate to complete this work is \$50,000 based on actual improvements completed, not including design and ESD drainage improvements. A design to fully address this accessway is proposed to include a drainage evaluation for practicality of ESD retrofit, and will reset the surface for an extended useful life to support future use of vacant interior lots within the Park which are available for expansion or new

commercial locations. Design can be completed with City funds by July 2012 for the fall of 2012 construction season.

4. DESIGN AND CONSTRUCTION PROJECT: East College Avenue and Center Street Streetscape Project.

This project would build on a 2011 City project resurfacing project that improved the driving surface for these highly visible and important access streets in 2011, taking responsibility for streets that are part of the MPO urban access system. The sidewalks opposing the University frontage range from fair to terrible condition and in many instances are not safe for students, visitors, or other residents, especially older residents, as well as being typically highly unsightly. The curb drainage is unsatisfactory for a majority of this frontage on the opposing sides of these streets from FSU.

Description: This project contemplates a partnership with CDBG funds to correct conditions that directly and adversely affect the majority of the City's residents: students living in the University Neighborhoods surrounding FSU, including friends and family who visit student residents in the City of Frostburg.

The corridors impact the University, the City's largest employer and especially the historic Old Main campus building on E. College Avenue. In addition, these corridors are heavily used for connections to Beall Elementary School; and as a connecting route for travelers from I68 Interchange #33 to downtown and the residential west end neighborhoods. The City Comprehensive Plan calls for a mixed-use zoning change to be implemented in rezoning during 2011-12. Several dilapidated properties along these frontages will be targeted for reinvestment, which may be frustrated by the poor appearance and utility of the streetscape.

Design would include feasibility of using innovative stormwater management techniques in the streetscape pioneered by Philadelphia and Chicago in the spirit of Maryland stormwater management regulations requiring environmental site design to the maximum extent practicable.

Status and Future Plans: A design to address a streetscape along the subject frontages would entail improvements on one side along 2,700 linear feet of these connected streets. Design can be completed with City or CDBG funds by July 2012 for the fall of 2012 construction season.

The City is aware that streetscape funding may not be available via SHA until 2012; however, CDBG funding could partner with SHA funds if support is available for this project. This corridor is almost entirely student housing, and would be eligible for CDBG program assistance by City income survey.

5. PLANNING PROJECT: New George's Creek Boulevard/MD36 Corridor Management Project.

This transportation planning project would be part of a future 'growth area' under the pending Municipal Growth Element of the Frostburg Comprehensive Plan, but would also address land preservation, beautification, and efficient transportation planning in the municipal limits from I-68 Interchange #34 to the vicinity of the Route 40A intersection near Mountain Ridge High School. The project has been recommended by Allegany County as a joint planning effort to address safety and access for key commercial lands next to I-68 Interchange #34.

Description: A corridor management plan is need to address the frontage from I-68 south to the vicinity of Vale Summit Road/MD55 intersection in Allegany County. Most of this frontage contains a City-owned and maintained waterline, and water service would be subject to pre-consent to annexation.

Improvements would address safety by limiting options for access on both sides of MD36, addressing the most effective access option allowing for safe ingress and egress for customer and delivery vehicles, and optimum public access into future private development sites.

Status and Future Plans: The City is deferring actively pursuing this project at this time, as the City is interested in pursuing similar improvements at Intersection #34 (Priority 1). Following completion of the phased improvements proposed along Braddock Road/MD736 at Braddock Street, the City would begin to engage in a similar process working closely with Allegany County at that location, assuming commercial land absorption warrants attention.

In the event a major land development proposal comes forward in either corridor over the next 6 years, the City recommends and will require a corridor management or similar access plan be funded, reviewed, and approved as part of the plan review process prior to issuing building permits. In the meantime, planning meetings with Allegany County staff will be held as warranted to build support for this concept.

6. DESIGN AND CONSTRUCTION PROJECT: C&P Railroad Tunnel Rehabilitation Bicycle and Pedestrian Access Project.

This project intends to connect the Frostburg Trailhead of the Great Allegany Passage and the Old C&P RR Depot visitors center with central Frostburg and points south by implementing the 2000 Frostburg Trail plan and a new plan for a network of pedestrian/bike paths included in the 2011 Comprehensive Plan. This would implement safety improvements recommended in 1999 by RK&K for SHA intended to protect a key City gravity sewer line that was constructed through the old tunnel, which runs under US 40 Alternate, and ensure that the underpass remains a safe passage with respect to US 40A.

Description: Repairs and renovation are needed to make the C&P Tunnel safe for maintenance of utilities and to allow through-access for multi-use trail connections, as well as protect the overlying US Route 40 Alternate roadway. The 570' Cumberland and Pennsylvania Railroad tunnel was constructed under Main Street, US 40 Alternate, in the 1850's when the road was named Union Street. In 1999, SHA commissioned a visual condition survey which developed recommendations to make entry and passage safe and evaluate the condition regarding the safety of the overlying State Highway (also E. Main Street). Best and Worst Case budgets were developed (\$0.6K - \$2.2K).

The facility is owned by the County Commissioners, who acquired the tunnel with adjoining land with the C&PRR Depot from a private owner, so that the tunnel is now part of a recreation facility, but is closed off by the County to avoid liability. The lower cost relates to repairs to and replacement of certain structural elements, extending the life of the existing tunnel lining. The higher cost relates to installation of a new 100-year lining.

Additional detailed engineering is required to determine actual costs.

Status and Future Plans: The nonprofit Mountain Maryland Trails has determined to make tunnel improvements a focus project as part of a long-range connection to the George's Creek valley and the North Branch of the Potomac Valley past Westernport to the Elkins area of West Virginia. Meetings with County officials are ongoing with regard to the old C&P Depot and the County's Georges Creek Comprehensive Plan. The Tunnel could be the subject of a joint funding effort over the next 2-3 years if the County gives consent.

The City has ongoing street maintenance and replacement demands; and sidewalk and connectivity improvements are also important, including local greenway corridors that are now in the 2011

Comprehensive Plan, subject to funding. This project has economic development benefits, provides alternative transportation (enhancements), and protects a key section of the City's sewer infrastructure.

TRANSIT CONSIDERATIONS

The City's relationship with Allegany County Transit has been positive in recent years. The City determined that its population through growth and undercounting is over 9,002, up from 7,873 in 2000. However, the region continues to feature low or stagnant growth in recent years, and coordination has been limited to issues related to the Great Allegheny Passage bike trail link to Main Street, and adjusting student transit services at the growing Bobcat Court residential complex, a student housing sub-sector near the campus residence halls.

Future transit opportunities will be considered closely, but demand is anticipated to be limited with respect to the cost for service. Unless sudden growth demands are seen, transit is not seen as a major player, although there could be opportunities to adjust the existing service to better serve Frostburg, particularly if any new major employer would locate in the City.

Regardless of future demand, the Allegany County Transit function is important to both our University students and the senior and disabled populations which make up together a large majority of our residents. The transit option will be further reviewed in more detail as part of the City's Sustainable Communities planning for Main Street, which plan will be completed by the spring of 2012.

FINAL COMMENTS

The City is appreciative of resurfacing and drainage improvements that have been completed on Alternative US 40 in and near Frostburg, as well as beautification and safety improvements to I-68 in our region.

The City also recognizes the importance of replacing County-managed bridges in the George's Creek region that provide connectivity to the Frostburg region.

The City hopes to build its currently solid relationship with Allegany County. With the completion of the 2011 Comprehensive Plan, the City is ready to support the State's initiative to centralize project lists for the betterment of the region.

Finally, the City supports Cumberland's position that the Municipal Planning Organization (MPO) is the best vehicle for effectuating a regional planning process. The City expects to see the County to move toward a true regional planning process in the coming months and looks forward to participating.

**City of Cumberland Transportation Needs Priorities
(August 2011)**

The City of Cumberland greatly appreciates the financial and technical assistance that we are receiving from the State Highway Administration to undertake our Relocation of Old Willowbrook Road and Allegany College Entrance on State Highway 639 and the repair of the Henderson Avenue Bridge. Bids for Henderson Avenue were opened on July 27, 2011 and the New Entrance to Allegany College has been advertised but its future is in question at the time of this writing. If that project does not become a reality, the City will attempt to have the ARC Funds transferred to the Baltimore Avenue Project listed below. In looking ahead at our future transportation improvement needs, we wish to respectfully submit the following project priorities:

- 1. Baltimore Avenue Street Reconstruction.** The section of Baltimore Avenue between Front Street and I-68 is in need of significant restoration and improvement. The street is characterized by narrow travel lanes, a steep grade, and sharp curves with deficient horizontal curve radii. Portions of the street ROW also lack sidewalks. The importance of this street as a major traffic corridor is expected to increase in the future as development continues along the Willowbrook Road Corridor. SHA has completed a highway corridor study for Willowbrook Road which projects the eventual need for a 6-lane divided highway to the east of I-68. The City feels that the traffic patterns creating the need for such improvements along Willowbrook Road will induce the need for the eventual widening, straightening, and reconstruction of Baltimore Avenue west of I-68 to accommodate the traffic growth impacts that is anticipated to occur. In addition, the City is working to design a major gateway redevelopment project that would encompass Goethe Street and the Baltimore Avenue corridor between Downtown and I-68. This street improvement project would be a major element of that larger redevelopment project, and would include streetscaping improvements. The City currently has a design contract to have this project designed, without streetscaping improvements.

- 2. Baltimore Street Bridge Rehabilitation.** The City has determined that the bridge deck for this bridge (crossing Wills Creek) needs to be replaced. The City appreciates the discussions to date concerning the possible use of Federal Aid transferred from another jurisdiction. The project remains very important, but local financial issues have prevented the City from actively pursuing the project at this time. The City hopes that situation will change in the near future and that it will be able to obtain the required funding to continue this important bridge project.

- 3. Maryland Avenue Between Short and Lamont Streets.** This section of Maryland Avenue is the last section that must be improved to link the Rolling Mill and Virginia Avenue project. Improvement work includes street widening and resurfacing, retaining wall reconstruction and reinforcement, sidewalk improvements, and streetscaping.
- 4. Amtrak Station Streetscape Improvements.** This project will include replacement of all walkways, ADA ramps, lights, and signs from the Amtrak Station to Baltimore Street. This project will create a link between the train station and shopping and other facilities in downtown Cumberland, including the Downtown Cumberland Historic Pedestrian Mall, the Great Allegheny Passage (Allegheny Highlands Trail), the Western Maryland Scenic Railroad and the C&O Canal Towpath . The connection will be both ADA and bike friendly. Funding has been acquired for the first portion of the project; however the path along the CSX tracks could be extended toward Williams Street and into the Queen City Shopping Center.
- 5. Baltimore Street Great Allegheny Passage Trail Crossing.** This heavily used regional bike trail and pedestrian crossing on Baltimore Street has been repeatedly identified by citizens as a critical safety issue. This segment of Baltimore Street carries heavy traffic volumes and conflicts between bicycle/pedestrian traffic and street traffic are common. Although a pedestrian/bike activated crosswalk warning signal has been installed, local complaints indicate that it has not solved the problems. The City feels we would benefit from some outside assistance from SHA to evaluate potential solutions to this issue and need.
- 6. Carpendale, WV Bike Trail Railroad Bridge tie-in to the Canal Towpath Trail.** The City of Cumberland is working cooperatively with Carpendale Town officials, Allegany County, and Canal Towpath officials to create a trail connection between these two trails just south of Elizabeth Street in Cumberland. The City sees this project as an important new bicycle connectivity link for the two trails.
- 7. Greene Street, Baltimore Street to Fayette Street streetscape improvements.** This important City road was formally US Route 220 and prior to that it was part of the National Road. Greene Street 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 current method of providing State Aid in lieu of Federal Aid has drastically reduced the funding that was available to the City of Cumberland in the past. We are very interested in obtaining any transportation enhancement funds that could be made available to help this needed project. If necessary work could be phased to fit available grants. Improvements would include curb and sidewalk as well as providing signs and marking to allow for safe bicycle travel.

Town of Lonaconing – Transportation Priorities

August 2011

1. Completion of Maryland Route 657 (Douglas Avenue) rehabilitation project.

Town of Westernport – Transportation Priorities

August 2011

1. Erection of additional signage along Maryland Route 135 (in both directions) directing motorists (especially large trucks) to U.S. Route 68.
2. Erection of a “Welcome to Westernport” sign on southbound Maryland Route 135.
3. Installation of safety lighting along Maryland Route 135 on the east side of Westernport to advise motorists with regard to roadway debris from the frequent slides that follow heavy rain events. This project would be similar to the project that was completed a few years ago on the west side of Westernport.