ALLEGANY COUNTY, MARYLAND
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BOARD OF COMMISSIONERS
Michael W. McKay, *President*
Creade V. Brodie, Jr.
William R. Valentine

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

March 1, 2013

The Hon. Darrell B. Mobley, Acting Maryland Transportation Secretary
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, Maryland 21076

RE: Allegany County 2013 Transportation Priorities

Dear Acting Transportation Secretary Mobley:

The Board of Commissioners of Allegany County, in cooperation with the municipalities of Allegany County is pleased to have the opportunity to articulate its transportation priorities to your department for the FY 2014 – 2018 Consolidated Transportation Program (CTP). Allegany County and its municipalities recognize these as times of fiscal challenges. With this in mind, we have coordinated our needs to conserve for the short term; focusing our priorities on system preservation, safety and supporting economic development to move onward to a thriving future.

The representatives from the County and the municipalities discussed and prioritized the projects at a coordination meeting held Wednesday, January 30, 2013. The Board of Commissioners, as a part of the agenda on Thursday, February 14, 2013 endorsed the 2013 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; they are summarized as follows:

1. **Tier Two Study of the US 220 National Highway System**
   Allegany County supports the initiation and full-funding of Maryland's share of the Tier Two EIS Study for the development of a new highway between Interstate 68 (I-68) along US 220 to Corridor H as part of the National Highway System (NHS). The further refined study and inventory of natural, cultural, and socio-economic resources within the study area will be conducted and analysis of the road's alignment is in the interest protect Maryland's resources without negatively impacting economic development. In addition, the construction of a new highway in the alignment along US 220 will also improve travel time and reliability along the north/south corridor.
2. **Braddock Road/MD 736 Access and Safety Improvements Project – Phase II**
   Phase II improvements would widen, adjust the drainage, and install an acceleration lane on the east frontage of MD 736 north of the intersection with Braddock Street along the frontage of the Braddock's Greene senoir housing development. State support is necessary to further progress toward Master Plan goals; the City has identified the need for this project to enhance safety of an existing intersection along the State route. Furthermore, completion of this project establishes the required transportation infrastructure for planned economic development of the properties adjacent to Braddock Road. Design for the entire project is funded and will be complete in 2013.
3. **MD 36 Corridor Management Project**
   Allegany County, in partnership with the City of Frostburg, and the Towns of Midland, Lonaconing, Barton, and Westernport, are requesting a Corridor Improvement Project for MD 36. The project would include land preservation, environmental improvements, efficient transportation design, signage and safety enhancements in an effort to revitalize the participating communities along MD 36. An emphasis should be placed on aesthetic and functional improvements to the gateways at each town or city. Furthermore, at these gateways, pedestrian connectivity should be considered. As an example, in Frostburg at the intersection of US 40 and MD 36, a pedestrian disconnect exists between the residential/historic Main Street community and the newer commercial area. Examining opportunities for pedestrian improvements is an important component of the project, especially in this instance, as the regional high school is located at this intersection. The MD 36 Corridor Improvement Project would result in attractive gateways, improved safety, and an increased opportunity for future development, while revitalizing communities and conserving natural resources in Western Maryland.

4. **Greene Street (Baltimore Street to Fayette Street Baltimore Street to End of City maintenance at US 220) 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.

5. **MD 135 Safety Improvements in Luke, Maryland**

   The Town of Luke would greatly appreciate the State to consider safety improvements to MD 135 in the area of the filtration plant turn, please see attached map. Widening the road and elevation adjustments in the area has been talked about for years and it is a major safety concern. On February 13, 2012 there was another truck wreck at the bend in the roadway. This improvement directly relates to safety and security of the transportation system, improvements to safety would decrease freight and passenger collisions in this area.

6. **MD 936, Grant Street Stormwater and Safety Improvements Project**

   Improvements would construct 1,300 ft. of storm sewer improvements to convey separated storm-water from US 40 Alternate and MD 936 to a proper outfall. Presently the storm water that is collected within Grant Street (MD 936) and US 40 near Grant Street enters into a sanitary sewer. The design and construction of a new storm-water system by the MDSHA is necessary to alleviate this storm-water from illegally entering the sanitary sewer. The project will also improve safety characteristics for motorists using the steep grade from Main Street to the bottom of grade near Blair Street by removing excess sheet flow due to surface runoff during periods of heavy rain and major snow melt.

7. **Tourist Area and Corridor (TAC) Sign Implementation for Cumberland, Maryland**

   Cumberland is a historic town with a number of tourist attractions, but it is often bypassed by travelers on I-68. Through a Maryland State Transportation Planning Grant to Allegany County the initial stages of a Tourist Area Guide Sign Plan has been developed and group of local stakeholders have been introduced to the TAC concept. The City of Cumberland requests that design and installation project for Cumberland guide signs be approved.

8. **Public Transportation in Allegany County**

   Allegany County supports capital and operation funding of public transportation provided by Allegany County Transit. On January 31, 2013 Allegany County adopted the Transportation Development Plan for Allegany County; the plan supports coordination with other agencies, to create a more cost-effective way to operate a safe and reliable public transportation system to serve the needs of the people of Allegany County.

9. **Baltimore Street Bridge Rehabilitation**

   This project remains a priority for Cumberland and we appreciate the SHA's assistance in obtaining Federal Bridge Replacement Funds through a reallocation of Local Government Funds from jurisdictions outside of Allegany County. The City, County and State have put effort into this project, but unfortunately the City is currently lacking local funds for this project. The project is listed here because the City is hopeful that local funds can be available in the future. The Baltimore Street Bridge over Wills Creek needs a total deck replacement. The bridge connects the main downtown business area with the West Side of Cumberland.

10. **Intersection Improvements at Wagner Road (CO 0548) and MD 51**

    There is a need for intersection improvements at Wagner Road (CO 0548) and MD 51, where the sight distance is substandard due to the location of the intersection; there is also an issue with the vertical geometry of MD 51. The County would appreciate SHA's support to evaluate potential solutions for this issue. Improving this intersection is aligned with the State's MTP goal safety and would increase visibility at the intersection and reduce the incidents of collisions.

11. **Park Street and Braddock Road Intersection and Approach Project**

    This is a resurfacing project to address the condition of the intersection at Bowery Street, Park Street, Braddock Road, and Center Street that directly and adversely affects a large block of City's residents: students living in the University Neighborhoods surrounding FSU totaling about 2,500 individuals, plus friends and family who visit student residents in the City of Frostburg. This critical intersection area impacts the University (the City's largest employer) and a major private investment at Welsh Hill Commons, the adjoining student housing complex that has grown to a substantial off-campus housing center over the past 10 years.

12. 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 stretch of roadway improved for public safety, and to improve quality of service and support economic development in the area by providing better road surfaces to industry-related freight traffic and for general passenger vehicles.

13. Bicycle/Pedestrian Improvements to Industrial Boulevard

Building upon previous coordination meetings between the City of Cumberland and SHA officials in 2011, design and implement bicycle and pedestrian improvements along both sides of Industrial Boulevard (MD Highway 51) between Winston Street (Canal Place) on the north and Mesick Road on the south. The improvements evaluated in the feasibility and design assessment would include, but not necessarily be limited to, a combination of dedicated bike lanes, shared lane bikeways, and bike boxes at key intersections as may be warranted and appropriate. This project is part of the City's Grand Loop bicycling route as recommended in the 2008 Trails and Bikeways Master Plan, which is a component of the City's Comprehensive Plan. The project is identified and described as an on-road facility that is part of the "Grand Loop." It is identified as part of Goal A-9 of the plan and is depicted in the master plan map of the bikeway network in Appendix A. The project supports the City's long-range plans to extend bicycling access for residents and visitors from the two regional bike trails that connect in Downtown Cumberland. The City considers this route to be an essential connection, since it is the only level route that provides a direct link between the downtown area and the other planned neighborhood bikeway routes in South Cumberland. The route is currently used occasionally by the Bicycling community and has been rated as dangerous for bicycling in its current condition.

14. Maryland Avenue Improvements 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.

15. Bicycle and Pedestrian Project Support

Allegany County would appreciate funding and technical assistance to facilitate completion of bicycle and pedestrian projects in Western Maryland. Currently, Allegany County is in the process of finalizing the draft of the Allegany Bicycle and Pedestrian Master Plan which is expected to be completed by Spring 2013. Funding and support for facilities branching off of the existing Great Allegany Passage Trail and C&O Canal Tow Path linking communities in Maryland, Pennsylvania and West Virginia would be appreciated. This project would improve connectivity for daily life and would facilitate multimodal transportation and linkages within and beyond Maryland to support a healthy economy.

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, Michael W. McKay

Commissioner Creade V. Brodie, Jr.

Commissioner William R. Valentine

Western Maryland Delegation

Senator George C. Edwards, District 1

Delegate Kevin Kelly, District 1 B

Delegate Wendell R. Beitzel, District 1A

Delegate LeRoy E. Myers, Jr., District 1 C

Municipal Elected Officials of Allegany County

Daniel A. Colmer, Mayor, Town of Barton

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

Brian K. Grim, Mayor, City of Cumberland

Richard M. Blair, Mayor, Town of Midland

W. Robert Flanigan, Mayor, City of Frostburg

J. Daniel Laffey, Mayor, Town of Westernport

John W. Coburn, Mayor Town of Lonaconing

Enclosures:

Project Questionnaires, for all projects
Braddock Road MD 736 Access & Safety Improvement Project Phase II Map
Greene Street Streetscape Improvement Map
Corridor Management Project for MD 36 Map
Maryland 135 Safety Improvements Luke, Maryland Map
MD 936 - Grant Street Stormwater and Safety Improvements Project Map
Cumberland TAC Wayfinding Concept Plan Map
Allegany County Transit Fixed Route Service Map
Baltimore Street Bridge Rehabilitation Location Map
Wagner Road and MD 51 Map
Park Street and Braddock Road Intersection and Approach Project Map
MD 135 (Pratt Street) Pavement Improvements Luke, Maryland Map
Industrial Boulevard Bicycle & Pedestrian Safety Improvements Map
Maryland Avenue between Short Street and Lamont Street Map
Allegany County Trail Inventory Map

Cc:

The Hon. George C. Edwards, Maryland Senate
The Hon. Kevin Kelly, Maryland House of Delegates
The Hon. Wendell R. Beitzel, Maryland House of Delegates
The Hon. LeRoy E. Myers, 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
Anthony Crawford, District 6 State Highway Administration
Mike Nixon, 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
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, Transportation Planner, Allegany County
David Dorsey, Acting Planning Coordinator, Allegany County
John Difonzo, City Engineer, City of Cumberland
David Umling, Planner City of Cumberland
Elizabeth Stahlman, Director of Community Development, City of Frostburg
Robert Ketterman, Community Development Specialist, City of Frostburg

Project Questionnaire: Annual Request to Maryland DOT for Project Funding

*Please provide the following information for **each** major capital project priority identified*

1) Name of Project: Tier Two Study of the US 220 National Highway System
2) Submitting Jurisdiction: Allegany County
3) Location of the project (describe project limits and location, attach map if available and applicable): Between Interstate 68 (I-68) along US 220 to Corridor H
4) Anticipated cost and funding source (approximate if available): NA
5) Description of project purpose and need (up to one paragraph): Tier Two EIS Study for the development of a new highway between Interstate 68 (I-68) along US 220 to Corridor H as part of the National Highway System (NHS). This corridor also is a growing residential area with some strip commercial development. Many vacant buildable lots exist in the corridor that could be developed for residential use. Finally, the long-range development of currently vacant land, west of existing U.S. Route 220, between Bel Air and Rawlings, is dependent on the relocation of U.S. Route 220, to separate local traffic from through traffic. The proposed industrial park near Maryland Route 956, is also dependent on this new highway. The traffic volume on U.S. Route 220, at Bel Air, justifies an improved, multilane access-controlled highway to Rawlings. To ease the current conflict between local and through traffic, the State could construct a new U.S. Route 220, eventually connecting Cumberland with Appalachian Development Highway System (ADHS) Corridor "H," south of Keyser. Reconfiguring U.S. Route 220 South, to a multilane facility, is included in the Maryland SHA list of highway needs. SHA, with the West Virginia Department of Transportation, is conducting a joint planning study to examine alternatives that will improve U.S. Route 220 South from I-68, via MD 53, to Corridor H in West Virginia.
6) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? Yes ☒ No ☐ Project located outside of MPO boundaries: This project is located within and extending from the Cumberland Ubranized Area Boundries
7) Is the project consistent with the local land use plans? Yes ☒ No ☐ Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: This plan is consistant with the Cumberland Area Long Range Transporation Plan, and Allegany County's regional Comprehensive Plans.
8) In county priority letter? Yes ☒ No ☐
9) Smart Growth status and explanation: _____

10) Please indicate which of the following Maryland Transportation Plan goals and objectives are served by the requested project investment (mark each goal served by the project and relevant objectives within each goal)

Goal: Quality of Service. Enhance users' access to, and positive experience with, all MDOT transportation services.

☒Objective: Enhance customer service and experience.

☒Objective: Provide reliable and predictable travel time across modal options for people and goods.

☒Objective: Facilitate coordination and collaboration with agency partners and stakeholders.

If checked, please describe how the project supports the goal and objectives: In addition, the construction of a new highway in the alignment along US 200 will also improve users' experience improving travel time and reliability along the north/south corridor.

Goal: Safety and Security: Provide transportation assets that maximize personal safety and security in all situations.

☐Objective: Reduce the number and rate of transportation related fatalities and injuries.

☒Objective: Secure transportation assets for the movement of people and goods.

☒Objective: Coordinate and refine emergency response plans and activities.

If checked, please describe how the project supports the goal and objectives: The US 220 throught Allegany County is a two lange road that parrelles Dan's Moutain and the Potmac River. Along the road there are several residental communities and major employers for Allegany County. If the road is blocked due to an accident, congestion or emergency, there are no alternative routes for emergency mangment to reroute traffic and there are only four point of major access to the road. An alternative highway would be benifical for a safety and secuirty point of view and to sparate local and freight traffic.

Goal: System Preservation and Performance: Protect Maryland's investment in its transportation system through strategies to preserve existing assets and maximize the efficient use of resources and infrastructure.

☐Objective: Preserve and maintain the existing transportation network.

☐Objective: Maximize operational performance and efficiency of existing systems.

If checked, please describe how the project supports the goal and objectives: _____

Goal: Environmental Stewardship: Develop transportation policies and initiatives that protect the natural, community, and historic resources of the State and encourage development in areas that are best able to support growth.

☐Objective: Coordinate land use and transportation planning to better promote Smart Growth.

☒Objective: Preserve and enhance Maryland's natural, community, and historic resources.

☐Objective: Support initiatives that further our commitments to environmental quality.

If checked, please describe how the project supports the goal and objectives: The further refined study of this important highway project corresponds with Maryland's Transportation Plan's (MTP) goal of environmental stewardship. This inventory of natural, cultural, and socio-economic resources within the study area will be conducted and analysis of the road's alignment is in the interest protect Maryland's resources without negatively impacting economic development.

Goal: Connectivity for Daily Life: Support continued economic growth in the State through strategic investments in a balanced, multimodal transportation system.

☐Objective: Provide balanced, seamless, and accessible multimodal transportation options for people and goods.

☒Objective: Facilitate linkages within and beyond Maryland to support a healthy economy.

☐Objective: Strategically expand network capacity to manage growth.

If checked, please describe how the project supports the goal and objectives: The further refined study of this important highway project corresponds with Maryland's Transportation Plan's (MTP) goal of environmental stewardship. This inventory of natural, cultural, and socio-economic resources within the study area will be conducted and analysis of the road's alignment is in the interest protect Maryland's resources without negatively impacting economic development.

11) Additional Comments/Explanation: _____

Project Questionnaire: Annual Request to Maryland DOT for Project Funding

*Please provide the following information for **each** major capital project priority identified*

1) Name of Project: Braddock Road/MD 736 Access and Safety Improvements Project – Phase II
2) Submitting Jurisdiction: Allegany County on the behalf of the City of Frostburg
3) Location of the project (describe project limits and location, attach map if available and applicable): Along the southernmost sector of MD 736 approaching I-68, in Frostburg, MD, map attached.
4) Anticipated cost and funding source (approximate if available): $500K
5) Description of project purpose and need (up to one paragraph): Phase II improvements would widen, adjust the drainage, and install an acceleration lane on the east frontage of MD 736 north of the intersection with Braddock Street along the frontage of the Braddock's Greene senoir housing development. State support is neccessary to further progress toward Master Plan goals; the City has identified the need for this project to enhance safety of an exiting intersection along the State route. Furthermore, completion of this project establishes the required transportation infrastrucutre for planned economic development of the properties adjacent to Braddock Road. Design for the entire project is funded and will be complete in 2013.
6) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? Yes ☐ No ☒ Project located outside of MPO boundaries: This project is within the MPO Boundaries.
7) Is the project consistent with the local land use plans? Yes ☒ No ☐ Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: This project continues the City's effort to implement recommendations of a 2008 Master Plan by Trans Associates, approved by MD SHA in 2009, to complete safety and access improvements along the southernmost sector of MD 736 approaching I-68.
8) In county priority letter? Yes ☒ No ☐
9) Smart Growth status and explanation: This project is located within the PFA and in an area targeted for growth, as identified within the 2011 Frostburg Comprehensive Plan. Completion of this project presents a significant job creation potential near I-68 Interchange #33 in the immediate plan period (6 years) and greater long term potential (20-year plan). The history of development in the MD 736 corridor over the past two decades to present is as follows: Braddock Greene Housing Development, Braddock Estates Future Development, Future

Restaurant Site, Allegany Research Properties, Sustainable Energy Research Facility, Allegany Environmental Laboratory University of MD, Edgewood Commons, etc..

10) Please indicate which of the following Maryland Transportation Plan goals and objectives are served by the requested project investment (mark each goal served by the project and relevant objectives within each goal)

Goal: Quality of Service. Enhance users' access to, and positive experience with, all MDOT transportation services.

☐ Objective: Enhance customer service and experience.

☐ Objective: Provide reliable and predictable travel time across modal options for people and goods.

☒ Objective: Facilitate coordination and collaboration with agency partners and stakeholders.

If checked, please describe how the project supports the goal and objectives: Completion of Master Plan work on the west side of MD 736 must be tied to private sector commitments, specifically a development proposal for the Winner family land. This will allow an interchange and access road to provide employment opportunities and provide access to the rear acreage of the FSU's Allegany Business Center. A development proposal had been active in 2011. Frostburg State University managers have been involved in project planning and are supportive of Frostburg's initiative, as the ultimate alignment on the west frontage will interface with University System property.

Goal: Safety and Security: Provide transportation assets that maximize personal safety and security in all situations.

☒ Objective: Reduce the number and rate of transportation related fatalities and injuries.

☒ Objective: Secure transportation assets for the movement of people and goods.

☐ Objective: Coordinate and refine emergency response plans and activities.

If checked, please describe how the project supports the goal and objectives: The first objective is to improve safety at the Braddock Street intersection on the east side of the State highway, also providing improved access for the 50-unit Braddock's Greene LIHTC project completed in 2011 in addition to the historic traffic from Braddock Estates. This project prepares for future access improvements on the west side of the MD 736 to accommodate a major commercial site and the rear of FSU's business park, replacing a poorly located coal haul entrance near I-68 Interchange #34.

Goal: System Preservation and Performance: Protect Maryland's investment in its transportation system through strategies to preserve existing assets and maximize the efficient use of resources and infrastructure.

☐ Objective: Preserve and maintain the existing transportation network.

☒Objective: Maximize operational performance and efficiency of existing systems.

If checked, please describe how the project supports the goal and objectives: The creation of a four way intersection with acceleration/ deceleration lanes will create increased intersection performance and the new efficient design which can be leveraged for future growth.

Goal: Environmental Stewardship: Develop transportation policies and initiatives that protect the natural, community, and historic resources of the State and encourage development in areas that are best able to support growth.

☐Objective: Coordinate land use and transportation planning to better promote Smart Growth.

☐Objective: Preserve and enhance Maryland's natural, community, and historic resources.

☐Objective: Support initiatives that further our commitments to environmental quality.

If checked, please describe how the project supports the goal and objectives: _____

Goal: Connectivity for Daily Life: Support continued economic growth in the State through strategic investments in a balanced, multimodal transportation system.

☐Objective: Provide balanced, seamless, and accessible multimodal transportation options for people and goods.

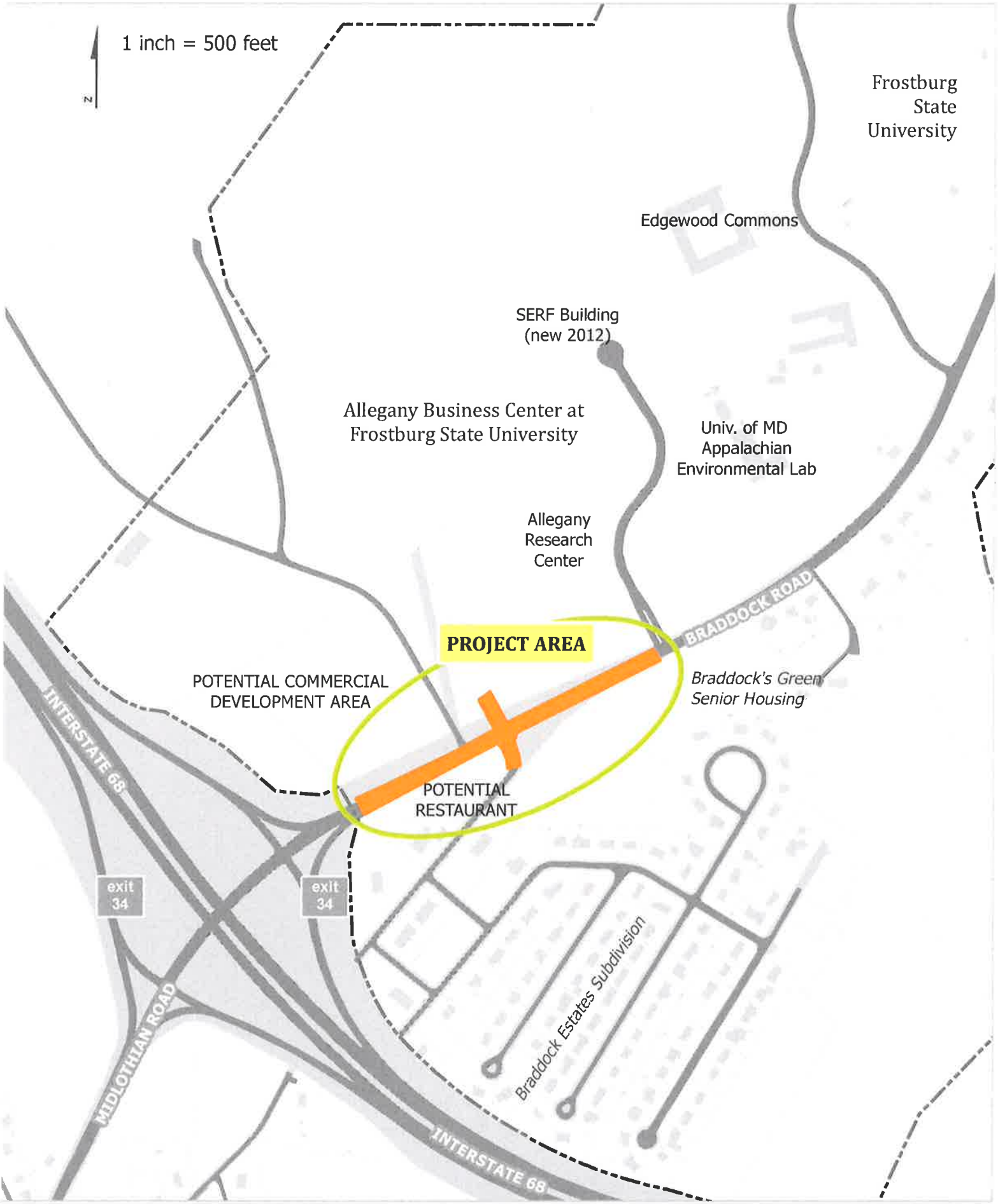
☐Objective: Facilitate linkages within and beyond Maryland to support a healthy economy.

☐Objective: Strategically expand network capacity to manage growth.

If checked, please describe how the project supports the goal and objectives: _____

11) Additional Comments/Explanation: Phase I of this project is funded and will include the following: complete widening, ESD SWM, a deceleration lane at the Braddock Street intersection south to I-68,and complete design plans and specifications for all Phases of the Trans Associate Master Plan. The City is using an Appalachian Regional Commission Access Road award of $500K for this work, with the City providing $100K in addition to $25K received from Woda Group to complete the 20% requirement and the project budget of $625K. To date final design is progressions and construction is planned for the 2013 season.

Braddock Road/MD 736 Access & Safety Improvement Project - Phase II



Project Questionnaire: Annual Request to Maryland DOT for Project Funding

*Please provide the following information for **each** major capital project priority identified*

1) Name of Project: MD 36 Corridor Improvements
2) Submitting Jurisdiction: Allegany County in partnership with the City of Frostburg, the Town of Midland, the Town of Lonaconing, the Town of Barton, and the Town of Westernport
3) Location of the project (describe project limits and location, attach map if available and applicable): The project corridor spans from the City of Frostburg's I-68 interchanges, exits #33 and #34, Frostburg's US 40 East and West Entrances, and MD 36 (New Georges Creek Road), in the vicinity of the US 40 alternate intersection near Mountain Ridge High School, to the intersection of MD 135 in Westernport.
4) Anticipated cost and funding source (approximate if available): Not available
5) Description of project purpose and need (up to one paragraph): Allegany County, in partnership with the City of Frostburg, and the Towns of Midland, Lonaconing, Barton, and Westernport, are requesting a Corridor Improvement Project for MD 36. The project would include land preservation, environmental improvements, efficient transportation design, signage and safety enhancements in an effort to revitalize the participating communities along MD 36. An emphasis should be placed on aesthetic and functional improvements to the gateways at each town or city. Furthermore, at these gateways, pedestrian connectivity should be considered. As an example, in Frostburg at the intersection of US 40 and MD 36, a pedestrian disconnect exists between the residential/historic Main Street community and the newer commercial area. Examining opportunities for pedestrian improvements is an important component of the project, especially in this instance, as the regional high school is located at this intersection. The MD 36 Corridor Improvement Project would result in attractive gateways, improved safety, and an increased opportunity for future development, while revitalizing communities and conserving natural resources in Western Maryland.
6) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? Yes ☒ No ☐ Project located outside of MPO boundaries: This project is within and expands beyond the Cumberland Urbanized Area.
7) Is the project consistent with the local land use plans? Yes ☒ No ☐ Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: This transportation planning project would feature a future 'growth area' under the Municipal Growth Element of the Frostburg Comprehensive Plan, approved in August 2011. In an effort to

revitalize the towns along MD 36 through the Georges Creek Basin, the adopted 2012 Georges Creek Regional Comprehensive Plan recommends to make gateway improvements, such as signage, along the main corridor at each town: Midland, Lonaconing, Barton, and Westernport.

8) In county priority letter? Yes ☒ No ☐
9) Smart Growth status and explanation: _____
10) Please indicate which of the following Maryland Transportation Plan goals and objectives are served by the requested project investment (mark each goal served by the project and relevant objectives within each goal)

Goal: Quality of Service. Enhance users' access to, and positive experience with, all MDOT transportation services.

☒Objective: Enhance customer service and experience.

☒Objective: Provide reliable and predictable travel time across modal options for people and goods.

☐Objective: Facilitate coordination and collaboration with agency partners and stakeholders.

If checked, please describe how the project supports the goal and objectives: State Highway Administration and the City of Frostburg will coordinate efforts to address safety and environmental improvements for access to key commercial lands expecting future development next to I68 Interchange #33 and along MD 36. In addition the MD 36 Corridor and I68 interchanges to Frostburg provide access for the transportation of freight, especially coal. Allegany County and the local municipalities want safe road ways for the freight and passenger vehicles. Providing safe access to Frostburg and MD 36 will enhance user's experience when navigating through the historically significant area.

Goal: Safety and Security: Provide transportation assets that maximize personal safety and security in all situations.

☒Objective: Reduce the number and rate of transportation related fatalities and injuries.

☒Objective: Secure transportation assets for the movement of people and goods.

☒Objective: Coordinate and refine emergency response plans and activities.

If checked, please describe how the project supports the goal and objectives: Improvements to the MD 36 corridor are focused on saftey and preserving the system for all types of transporation, freight, passenger, and emergency response.

Goal: System Preservation and Performance: Protect Maryland's investment in its transportation system through strategies to preserve existing assets and maximize the efficient use of resources and infrastructure.

☐ Objective: Preserve and maintain the existing transportation network.

☐ Objective: Maximize operational performance and efficiency of existing systems.

If checked, please describe how the project supports the goal and objectives: _____

Goal: Environmental Stewardship: Develop transportation policies and initiatives that protect the natural, community, and historic resources of the State and encourage development in areas that are best able to support growth.

☐ Objective: Coordinate land use and transportation planning to better promote Smart Growth.

☒ Objective: Preserve and enhance Maryland's natural, community, and historic resources.

☐ Objective: Support initiatives that further our commitments to environmental quality.

If checked, please describe how the project supports the goal and objectives: The environmental, safety and navigational Corridor Improvements for MD 36 would preserve, enhance and revitalize Western Maryland's municipalities with historic and natural resources.

Goal: Connectivity for Daily Life: Support continued economic growth in the State through strategic investments in a balanced, multimodal transportation system.

☒ Objective: Provide balanced, seamless, and accessible multimodal transportation options for people and goods.

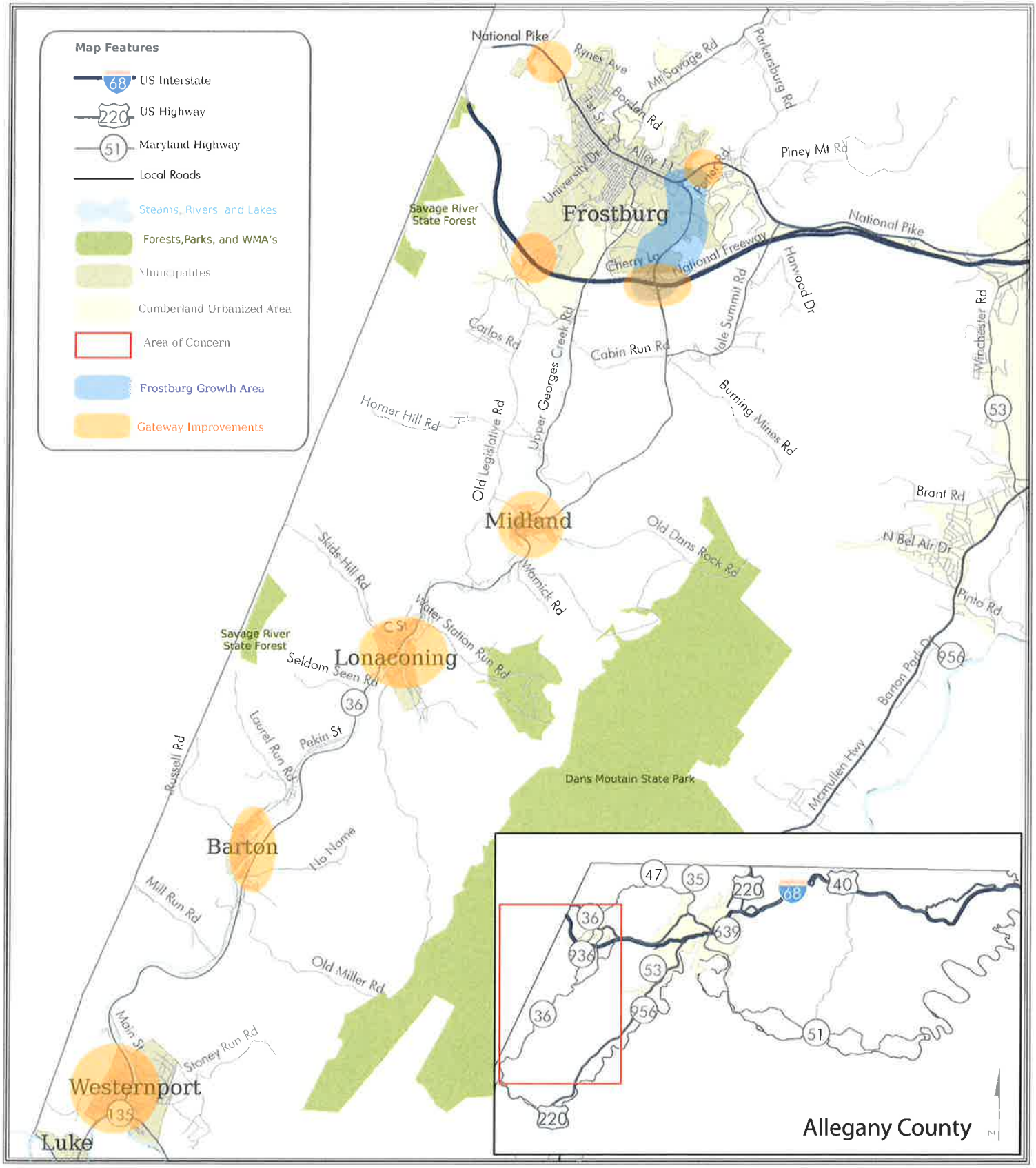
☒ Objective: Facilitate linkages within and beyond Maryland to support a healthy economy.

☐ Objective: Strategically expand network capacity to manage growth.

If checked, please describe how the project supports the goal and objectives: Providing safe and convenient access for pedestrians, cyclists, freight and other traffic will help Allegany County when drawing business to the business and industrial parks in Frostburg and along MD 36 to bring much needed job to Western Maryland.

11) Additional Comments/Explanation: _____

MD 36 Corridor Improvements



Project Questionnaire: Annual Request to Maryland DOT for Project Funding

*Please provide the following information for **each** major capital project priority identified*

1) Name of Project: Greene Street (Baltimore Street to End of City maintenance (US 220) Streetscape Improvements
2) Submitting Jurisdiction: Allegany County on behalf of the City of Cumberland
3) Location of the project (describe project limits and location, attach map if available and applicable): Greene Street, from Baltimore Street to End of City Maintenance on the west side of Cumberland, Maryland. See Map
4) Anticipated cost and funding source (approximate if available): Exact costs are unknown, but it is expected to be in the range of $2 million.
5) Description of project purpose and need (up to one paragraph): 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.
6) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? Yes ☐ No ☒ Project located outside of MPO boundaries: This project is within the MPO boundaries.
7) Is the project consistent with the local land use plans? Yes ☒ No ☐ Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: Preservation and improvements to this important transportation link in Cumberland is consistent with all State, County and local plans.
8) In county priority letter? Yes ☒ No ☐
9) Smart Growth status and explanation: _____

10) Please indicate which of the following Maryland Transportation Plan goals and objectives are served by the requested project investment (mark each goal served by the project and relevant objectives within each goal)

Goal: Quality of Service. Enhance users' access to, and positive experience with, all MDOT transportation services.

☐ Objective: Enhance customer service and experience.

☐ Objective: Provide reliable and predictable travel time across modal options for people and goods.

☐ Objective: Facilitate coordination and collaboration with agency partners and stakeholders.

If checked, please describe how the project supports the goal and objectives: _____

Goal: Safety and Security: Provide transportation assets that maximize personal safety and security in all situations.

☐ Objective: Reduce the number and rate of transportation related fatalities and injuries.

☐ Objective: Secure transportation assets for the movement of people and goods.

☐ Objective: Coordinate and refine emergency response plans and activities.

If checked, please describe how the project supports the goal and objectives: _____

Goal: System Preservation and Performance: Protect Maryland's investment in its transportation system through strategies to preserve existing assets and maximize the efficient use of resources and infrastructure.

☒ Objective: Preserve and maintain the existing transportation network.

☐ Objective: Maximize operational performance and efficiency of existing systems.

If checked, please describe how the project supports the goal and objectives: Preservation and improvements to this important transportation link in Cumberland is consistent with all State, County and local plans.

Goal: Environmental Stewardship: Develop transportation policies and initiatives that protect the natural, community, and historic resources of the State and encourage development in areas that are best able to support growth.

☐ Objective: Coordinate land use and transportation planning to better promote Smart Growth.

☐ Objective: Preserve and enhance Maryland's natural, community, and historic resources.

☐ Objective: Support initiatives that further our commitments to environmental quality.

If checked, please describe how the project supports the goal and objectives: _____

Goal: Connectivity for Daily Life: Support continued economic growth in the State through strategic investments in a balanced, multimodal transportation system.

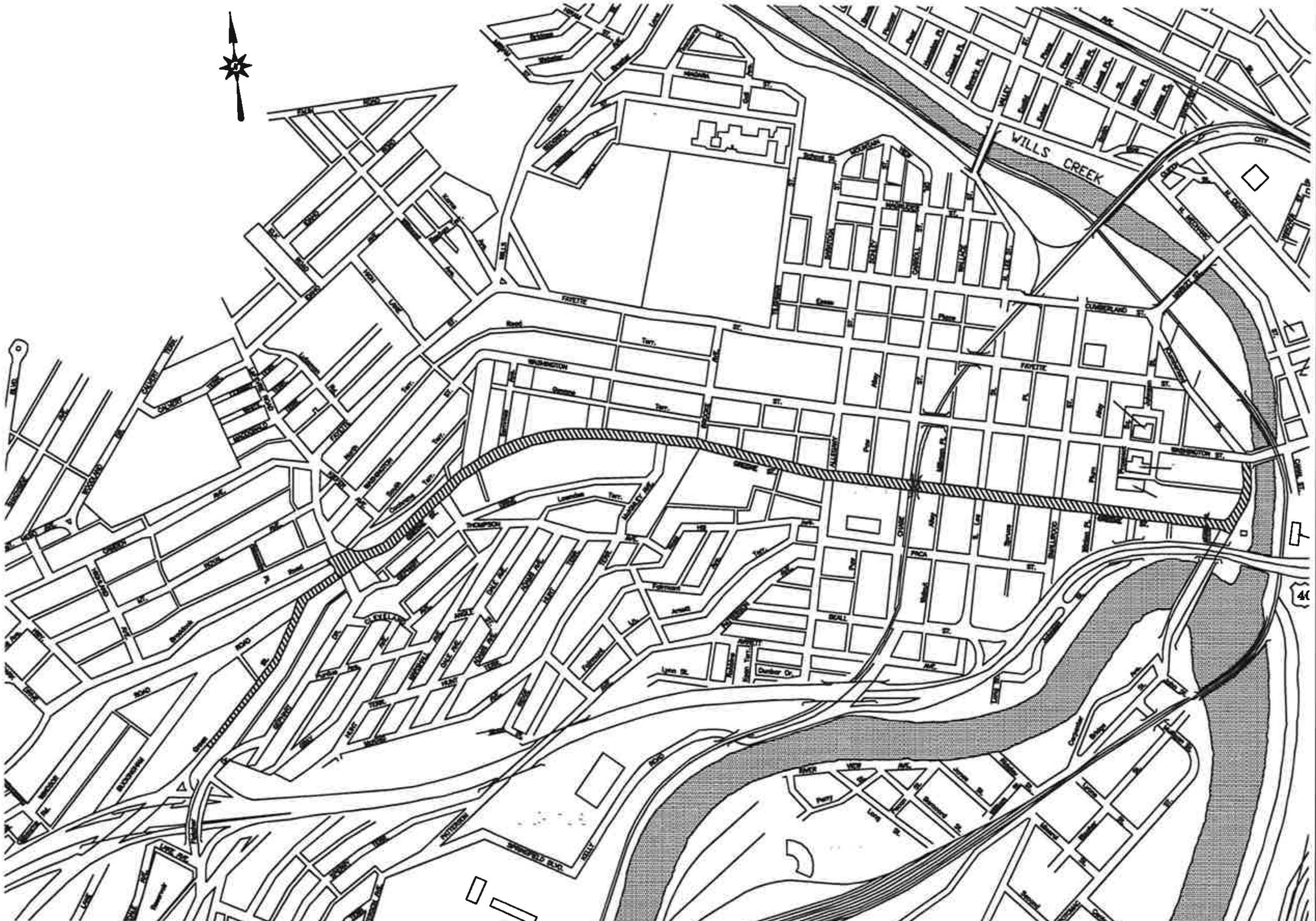
☐ Objective: Provide balanced, seamless, and accessible multimodal transportation options for people and goods.

☐ Objective: Facilitate linkages within and beyond Maryland to support a healthy economy.

☐ Objective: Strategically expand network capacity to manage growth.

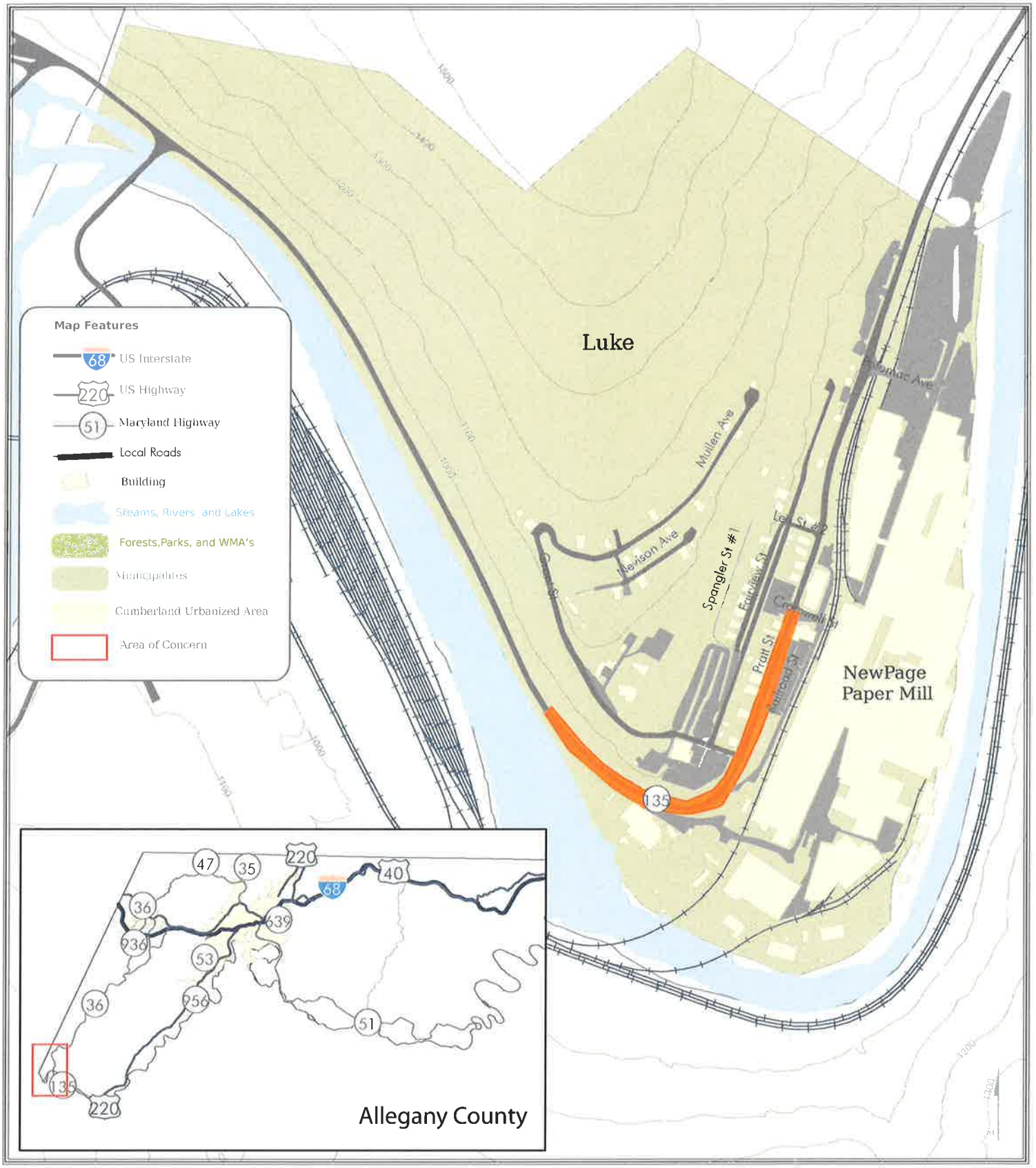
If checked, please describe how the project supports the goal and objectives: _____

11) Additional Comments/Explanation: _____



CITY OF CUMBERLAND MARYLAND	SURVEYED BY:	TITLE	DATE	DRAWING NO.
	DRAWN BY: SAS	Greene St, Baltimore St to End of City Maintenance (US RT 220) Streetscape Improvements Location Map	12/13/2012	C2463
	CHECKED BY: JRD	SCALE: Not To Scale	PROJECT NO.	SHEET NO. 3 of 5

MD 135 Safety Improvements- Luke, Maryland



Project Questionnaire: Annual Request to Maryland DOT for Project Funding

*Please provide the following information for **each** major capital project priority identified*

1) Name of Project: MD Route 135 Improvements in Luke, Maryland
2) Submitting Jurisdiction: Allegany County on behalf of the Town of Luke
3) Location of the project (describe project limits and location, attach map if available and applicable): MD Route 135 in the area of the filtration plant turn, in Luke, Maryland.
4) Anticipated cost and funding source (approximate if available): Not available
5) Description of project purpose and need (up to one paragraph): The Town of Luke would greatly appreciate the State to consider safety improvements to MD Route 135 in the area of the filtration plant turn. Widening this area has been talked about for years and it is a major safety concern. On February 13, 2012 there was another truck wreck at the bend in the roadway. This improvement directly relates to safety and security of the transportation system, improvements to safety would decrease freight and passenger collisions in this area.
6) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? Yes ☐ No ☒ Project located outside of MPO boundaries: The project is within the Cumberland Urbanized Area.
7) Is the project consistent with the local land use plans? Yes ☒ No ☐ Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: F Freight and passenger transportation safety are objectives in the local policies.
8) In county priority letter? Yes ☒ No ☐
9) Smart Growth status and explanation: _____
10) Please indicate which of the following Maryland Transportation Plan goals and objectives are served by the requested project investment (mark each goal served by the project and relevant objectives within each goal)

Goal: Quality of Service. Enhance users' access to, and positive experience with, all MDOT transportation services.

☐ Objective: Enhance customer service and experience.

☐ Objective: Provide reliable and predictable travel time across modal options for people and goods.

☐ Objective: Facilitate coordination and collaboration with agency partners and stakeholders.

If checked, please describe how the project supports the goal and objectives: _____

Goal: Safety and Security: Provide transportation assets that maximize personal safety and security in all situations.

☒Objective: Reduce the number and rate of transportation related fatalities and injuries.

☒Objective: Secure transportation assets for the movement of people and goods.

☐Objective: Coordinate and refine emergency response plans and activities.

If checked, please describe how the project supports the goal and objectives: This improvement directly relates to safety and security of the transportation system, improvements to safety would decrease freight and passenger collisions in this area.

Goal: System Preservation and Performance: Protect Maryland's investment in its transportation system through strategies to preserve existing assets and maximize the efficient use of resources and infrastructure.

☐Objective: Preserve and maintain the existing transportation network.

☐Objective: Maximize operational performance and efficiency of existing systems.

If checked, please describe how the project supports the goal and objectives: _____

Goal: Environmental Stewardship: Develop transportation policies and initiatives that protect the natural, community, and historic resources of the State and encourage development in areas that are best able to support growth.

☐Objective: Coordinate land use and transportation planning to better promote Smart Growth.

☐Objective: Preserve and enhance Maryland's natural, community, and historic resources.

☐Objective: Support initiatives that further our commitments to environmental quality.

If checked, please describe how the project supports the goal and objectives: _____

Goal: Connectivity for Daily Life: Support continued economic growth in the State through strategic investments in a balanced, multimodal transportation system.

☐Objective: Provide balanced, seamless, and accessible multimodal transportation options for people and goods.

☐Objective: Facilitate linkages within and beyond Maryland to support a healthy economy.

☐Objective: Strategically expand network capacity to manage growth.

If checked, please describe how the project supports the goal and objectives: _____

11) Additional Comments/Explanation: _____

Project Questionnaire: Annual Request to Maryland DOT for Project Funding

*Please provide the following information for **each** major capital project priority identified*

1) Name of Project: MD 936, Grant Street Stormwater and Safety Improvements Project
2) Submitting Jurisdiction: Allegany County on behalf of the City of Frostburg
3) Location of the project (describe project limits and location, attach map if available and applicable): MD 936, also known as Grant Street, within the City Limits of Frostburg, Maryland.
4) Anticipated cost and funding source (approximate if available): Not Available
5) Description of project purpose and need (up to one paragraph): Improvements would construct 1,300 lf of storm sewer improvements to convey separated storm-water from US 40 Alternate and MD 936 to a proper outfall. Presently the storm water that is collected within Grant Street (MD 936) and US 40 near Grant Street enters into a sanitary sewer. The design and construction of a new storm-water system by the MDSHA is necessary to alleviate this storm-water from illegally entering the sanitary sewer. The project will also improve safety characteristics for motorists using the steep grade from Main Street to the bottom of grade near Blair Street by removing excess sheet flow due to surface runoff during periods of heavy rain and major snow melt.
6) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? Yes ☐ No ☒ Project located outside of MPO boundaries: This project is located within the MPO boundries.
7) Is the project consistent with the local land use plans? Yes ☒ No ☐ Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: This project relates to the City's efforts to comply with EPA/State Chesapeake Bay pollution reduction mandate and will link with City efforts to enhance infiltration of stormwater at the bottom of the State corridor.
8) In county priority letter? Yes ☒ No ☐
9) Smart Growth status and explanation: _____
10) Please indicate which of the following Maryland Transportation Plan goals and objectives are served by the requested project investment (mark each goal served by the project and relevant objectives within each goal)

Goal: Quality of Service. Enhance users' access to, and positive experience with, all MDOT transportation services.

☐ Objective: Enhance customer service and experience.

☐ Objective: Provide reliable and predictable travel time across modal options for people and goods.

☐ Objective: Facilitate coordination and collaboration with agency partners and stakeholders.

If checked, please describe how the project supports the goal and objectives: _____

Goal: Safety and Security: Provide transportation assets that maximize personal safety and security in all situations.

☐ Objective: Reduce the number and rate of transportation related fatalities and injuries.

☒ Objective: Secure transportation assets for the movement of people and goods.

☐ Objective: Coordinate and refine emergency response plans and activities.

If checked, please describe how the project supports the goal and objectives: The project will improve motorist safety in this portion of MD 936 within the City limits by reducing surface flows during major rain or snow melt events.

Goal: System Preservation and Performance: Protect Maryland's investment in its transportation system through strategies to preserve existing assets and maximize the efficient use of resources and infrastructure.

☐ Objective: Preserve and maintain the existing transportation network.

☐ Objective: Maximize operational performance and efficiency of existing systems.

If checked, please describe how the project supports the goal and objectives: _____

Goal: Environmental Stewardship: Develop transportation policies and initiatives that protect the natural, community, and historic resources of the State and encourage development in areas that are best able to support growth.

☐ Objective: Coordinate land use and transportation planning to better promote Smart Growth.

☐ Objective: Preserve and enhance Maryland's natural, community, and historic resources.

☒ Objective: Support initiatives that further our commitments to environmental quality.

If checked, please describe how the project supports the goal and objectives: This project should be a State project, coordinated and in partnership with City efforts to separate combined sewers, to comply with EPA/State Chesapeake Bay pollution reduction mandate and will link with City efforts to enhance infiltration of stormwater at the bottom of the State corridor. It will also comply with multiple mandates to reduce polluted runoff and eliminate combined sewer overflow pollution to the watersheds.

Goal: Connectivity for Daily Life: Support continued economic growth in the State through strategic investments in a balanced, multimodal transportation system.

☐ Objective: Provide balanced, seamless, and accessible multimodal transportation options for people and goods.

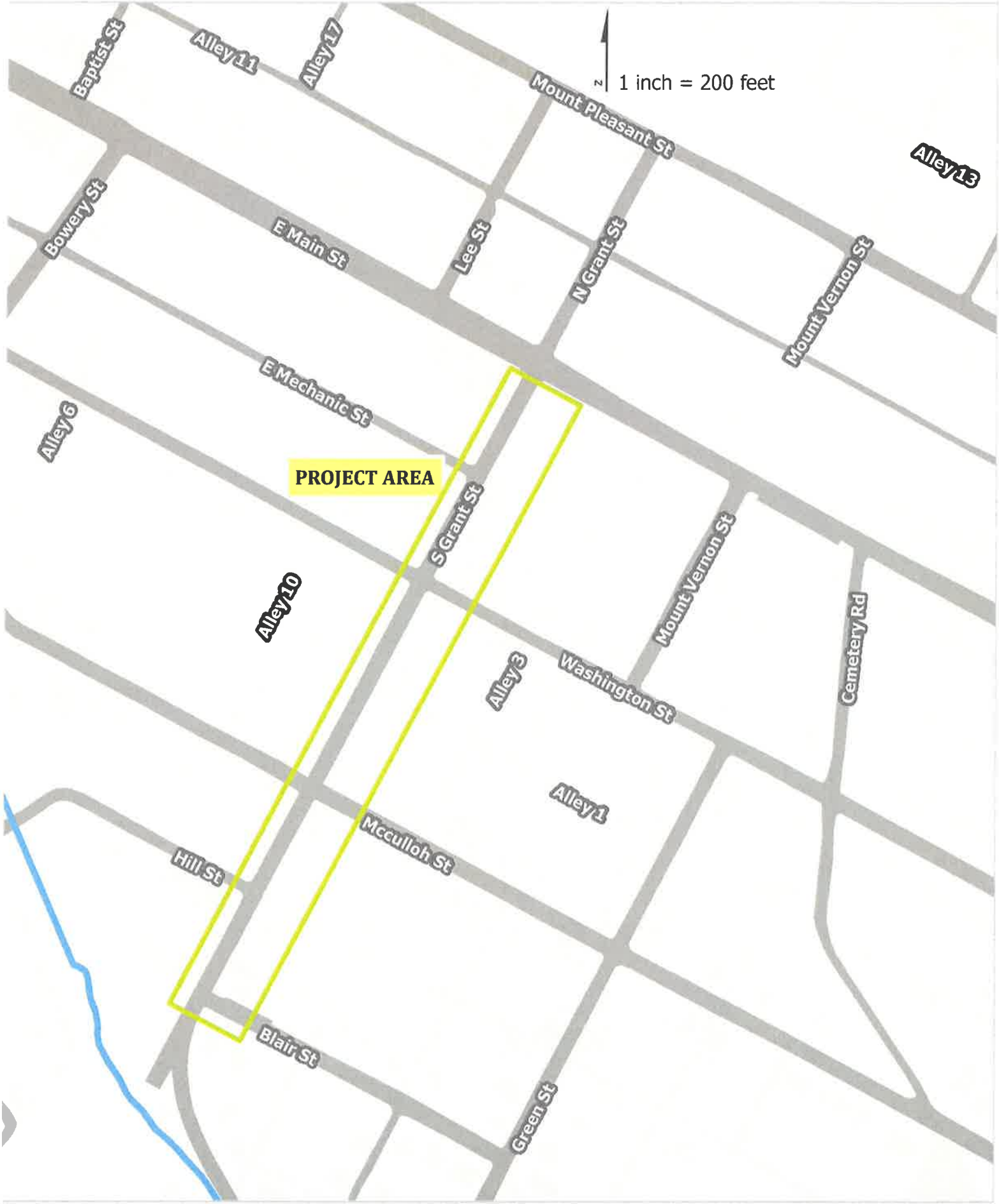
☐ Objective: Facilitate linkages within and beyond Maryland to support a healthy economy.

☐ Objective: Strategically expand network capacity to manage growth.

If checked, please describe how the project supports the goal and objectives: _____

11) Additional Comments/Explanation: _____

MD 936 - Grant Street Stormwater and Safety Improvements Project



Project Questionnaire: Annual Request to Maryland DOT for Project Funding

*Please provide the following information for **each** major capital project priority identified*

1) Name of Project: Tourist Area and Corridor (TAC) Sign Implementation for Cumberland, Maryland
2) Submitting Jurisdiction: Allegany County on behalf of the City of Cumberland
3) Location of the project (describe project limits and location, attach map if available and applicable): The City of Cumberland, particullary in the historic and commerical Districts.
4) Anticipated cost and funding source (approximate if available): Not available
5) Description of project purpose and need (up to one paragraph): Cumberland is a historic town with a number of tourist attractions, but it is often bypassed by travelers on I-68. Through a Maryland State Transportation Planning Grant to Allegany County the initial stages of a Tourist Area Guide Sign Plan has been developed and group of local stakeholders have been introduced to the TAC concept. The City of Cumberland requests that design and installation project for Cumberland guide signs be approved.
6) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? Yes ☒ No ☐ Project located outside of MPO boundaries: This project is within the MPO boundries
7) Is the project consistent with the local land use plans? Yes ☒ No ☐ Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: This support Cumberland's tourism and economic development goals. The TAC plan has been completed in 2010, and follows the Maryalnd TAC Guidelines.
8) In county priority letter? Yes ☒ No ☐
9) Smart Growth status and explanation: _____
10) Please indicate which of the following Maryland Transportation Plan goals and objectives are served by the requested project investment (mark each goal served by the project and relevant objectives within each goal)

Goal: Quality of Service. Enhance users' access to, and positive experience with, all MDOT transportation services.

☒ Objective: Enhance customer service and experience.

☐ Objective: Provide reliable and predictable travel time across modal options for people and goods.

☐ Objective: Facilitate coordination and collaboration with agency partners and stakeholders.

If checked, please describe how the project supports the goal and objectives: In addition to following the Maryland TAC Guidelines, the signs will improve tourism naviagation through Cumberland and its many attactions.

Goal: Safety and Security: Provide transportation assets that maximize personal safety and security in all situations.

☐ Objective: Reduce the number and rate of transportation related fatalities and injuries.

☐ Objective: Secure transportation assets for the movement of people and goods.

☐ Objective: Coordinate and refine emergency response plans and activities.

If checked, please describe how the project supports the goal and objectives: _____

Goal: System Preservation and Performance: Protect Maryland's investment in its transportation system through strategies to preserve existing assets and maximize the efficient use of resources and infrastructure.

☐ Objective: Preserve and maintain the existing transportation network.

☐ Objective: Maximize operational performance and efficiency of existing systems.

If checked, please describe how the project supports the goal and objectives: _____

Goal: Environmental Stewardship: Develop transportation policies and initiatives that protect the natural, community, and historic resources of the State and encourage development in areas that are best able to support growth.

☐ Objective: Coordinate land use and transportation planning to better promote Smart Growth.

☐ Objective: Preserve and enhance Maryland's natural, community, and historic resources.

☐ Objective: Support initiatives that further our commitments to environmental quality.

If checked, please describe how the project supports the goal and objectives: _____

Goal: Connectivity for Daily Life: Support continued economic growth in the State through strategic investments in a balanced, multimodal transportation system.

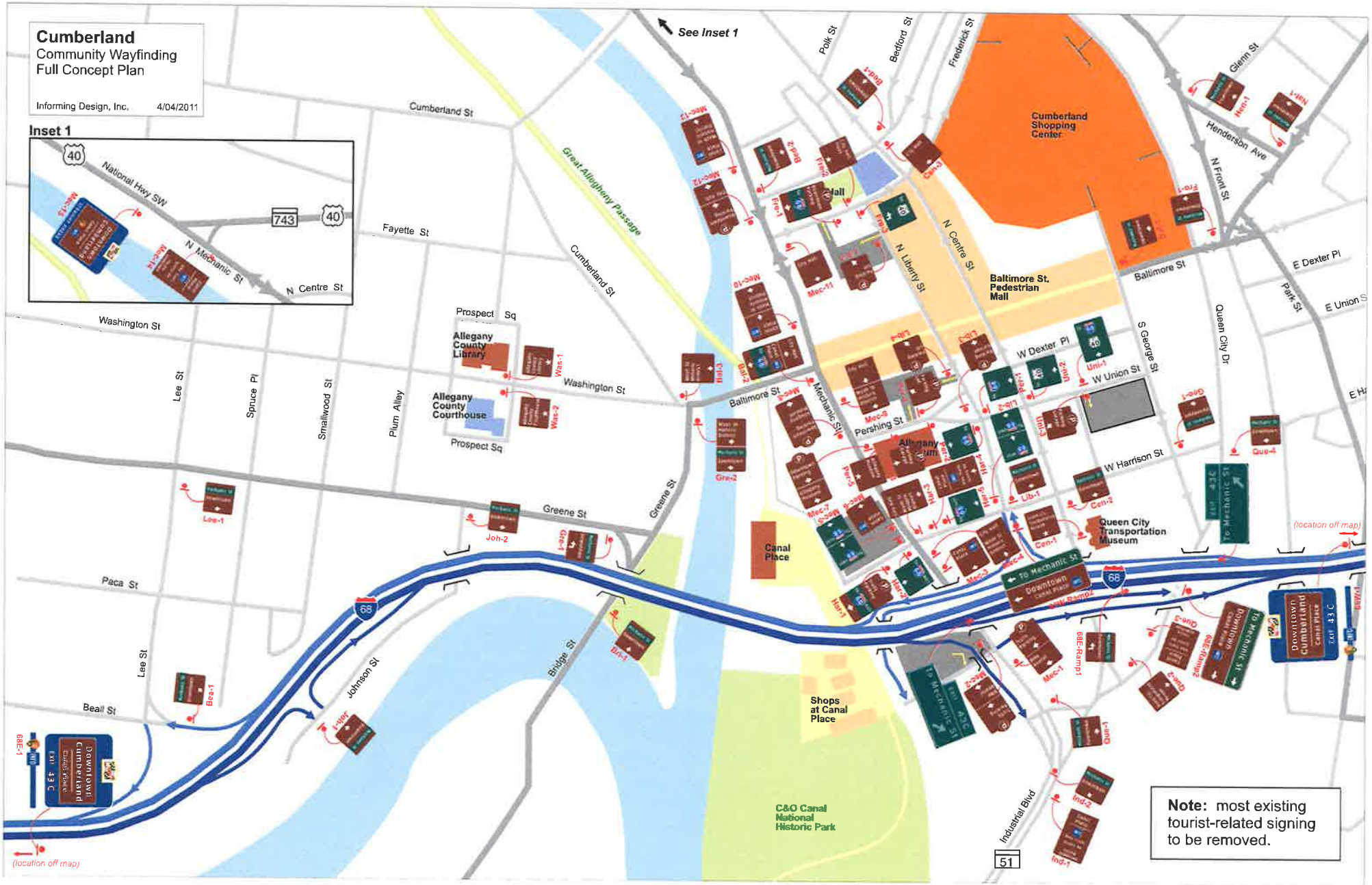
☐ Objective: Provide balanced, seamless, and accessible multimodal transportation options for people and goods.

☐ Objective: Facilitate linkages within and beyond Maryland to support a healthy economy.

☐ Objective: Strategically expand network capacity to manage growth.

If checked, please describe how the project supports the goal and objectives: _____

11) Additional Comments/Explanation: _____


Cumberland
Community Wayfinding
Full Concept Plan
Informing Design, Inc. 4/04/2011
Inset 1
See Inset 1
Cumberland St
Great Allegheny Passage
Fayette St
Washington St
Prospect Sq
Allegany County Library
Allegany County Courthouse
Lee St
Spruce Pl
Smallwood St
Plum Alley
Greene St
Paca St
Beall St
Johnson St
Bridge St
Polk St
Bedford St
Frederick St
Cumberland Shopping Center
Glenn St
Henderson Ave
N Front St
N Centre St
N Liberty St
Baltimore St
Baltimore St. Pedestrian Mall
E Dexter Pl
Park St
E Union St
Queen City Dr
S George St
W Dexter Pl
W Union St
W Harrison St
Pershing St
Mechanic St
Canal Place
Queen City Transportation Museum
Shops at Canal Place
C&O Canal National Historic Park
Industrial Blvd
To Mechanic St
Downtown Cumberland
Exit 43C
(location off map)
Note: most existing tourist-related signing to be removed.

Project Questionnaire: Annual Request to Maryland DOT for Project Funding

*Please provide the following information for **each** major capital project priority identified*

1) Name of Project: Public Transportation in Allegany County
2) Submitting Jurisdiction: Allegany County
3) Location of the project (describe project limits and location, attach map if available and applicable): Allegany County, with fixed route and demand response services in the Cumberland Urbanized Area, and limited service to rural Allegany County.
4) Anticipated cost and funding source (approximate if available): _____
5) Description of project purpose and need (up to one paragraph): As an effort to improve connectivity for daily life and encourage environmental stewardship, Allegany County supports energy saving projects and coordination with other agencies, to create a more cost-effective way to operate a safe and reliable public transportation system to serve the needs of the people of Allegany County.
6) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? Yes ☒ No ☐ Project located outside of MPO boundaries: This project is located within MPO boundaries and extends beyond the MPO boundaries.
7) Is the project consistent with the local land use plans? Yes ☒ No ☐ Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: Transit is a supported in the Cumberland Area Long Range Transportation Plan, the Transportation Elements of the Allegany County Regional Comprehensive Plans (pending and approved). The City of Frostburg and the City of Cumberland also recognizes Allegany County Transit function is important to both Frostburg State University and Allegany College of Maryland students and the senior and disabled populations which make up together a majority of the cities' residents. Allegany County Transit has adopted the 2012 Transit Development Plan outlining improvements to transit for the next five years.
8) In county priority letter? Yes ☒ No ☐
9) Smart Growth status and explanation: _____
10) Please indicate which of the following Maryland Transportation Plan goals and objectives are served by the requested project investment (mark each goal served by the project and relevant objectives within each goal)

Goal: Quality of Service. Enhance users' access to, and positive experience with, all MDOT transportation services.

☐ Objective: Enhance customer service and experience.

☒ Objective: Provide reliable and predictable travel time across modal options for people and goods.

☒ Objective: Facilitate coordination and collaboration with agency partners and stakeholders.

If checked, please describe how the project supports the goal and objectives: Allegany County Transit provides safe reliable public transportation, fixed route service five days a week to Allegany County. The Transit actively coordinates with the local Human Resources and Development commission to transport seniors to day care. Allegany County Transit has just completed its 2012 Transit Development Plan (TDP) one of the goals is in the plan is to provide more service coordination with Allegany College of Maryland and other local organizations.

Goal: Safety and Security: Provide transportation assets that maximize personal safety and security in all situations.

☒ Objective: Reduce the number and rate of transportation related fatalities and injuries.

☒ Objective: Secure transportation assets for the movement of people and goods.

☒ Objective: Coordinate and refine emergency response plans and activities.

If checked, please describe how the project supports the goal and objectives: Allegany County Transit is active in Allegany County's emergency planning. Transit updates its Safety, Security and emergency Preparedness Plan (SSEPP) annually. Allegany County Transit's staffs are receiving training to become Security Officers, as required by MAP 21, and look to be a certified facility in 2012. All transit operators receive CPR and first aid training and other safety training twice a year.

Goal: System Preservation and Performance: Protect Maryland's investment in its transportation system through strategies to preserve existing assets and maximize the efficient use of resources and infrastructure.

☐ Objective: Preserve and maintain the existing transportation network.

☐ Objective: Maximize operational performance and efficiency of existing systems.

If checked, please describe how the project supports the goal and objectives: _____

Goal: Environmental Stewardship: Develop transportation policies and initiatives that protect the natural, community, and historic resources of the State and encourage development in areas that are best able to support growth.

☐ Objective: Coordinate land use and transportation planning to better promote Smart Growth.

☐ Objective: Preserve and enhance Maryland's natural, community, and historic resources.

☒ Objective: Support initiatives that further our commitments to environmental quality.

If checked, please describe how the project supports the goal and objectives: As an effort to improve connectivity for daily life and encourage environmental stewardship, Allegany County supports energy saving projects and coordination with other agencies, to create a more cost-effective way to operate a safe and reliable public transportation system to serve the needs of the people of Allegany County.

Goal: Connectivity for Daily Life: Support continued economic growth in the State through strategic investments in a balanced, multimodal transportation system.

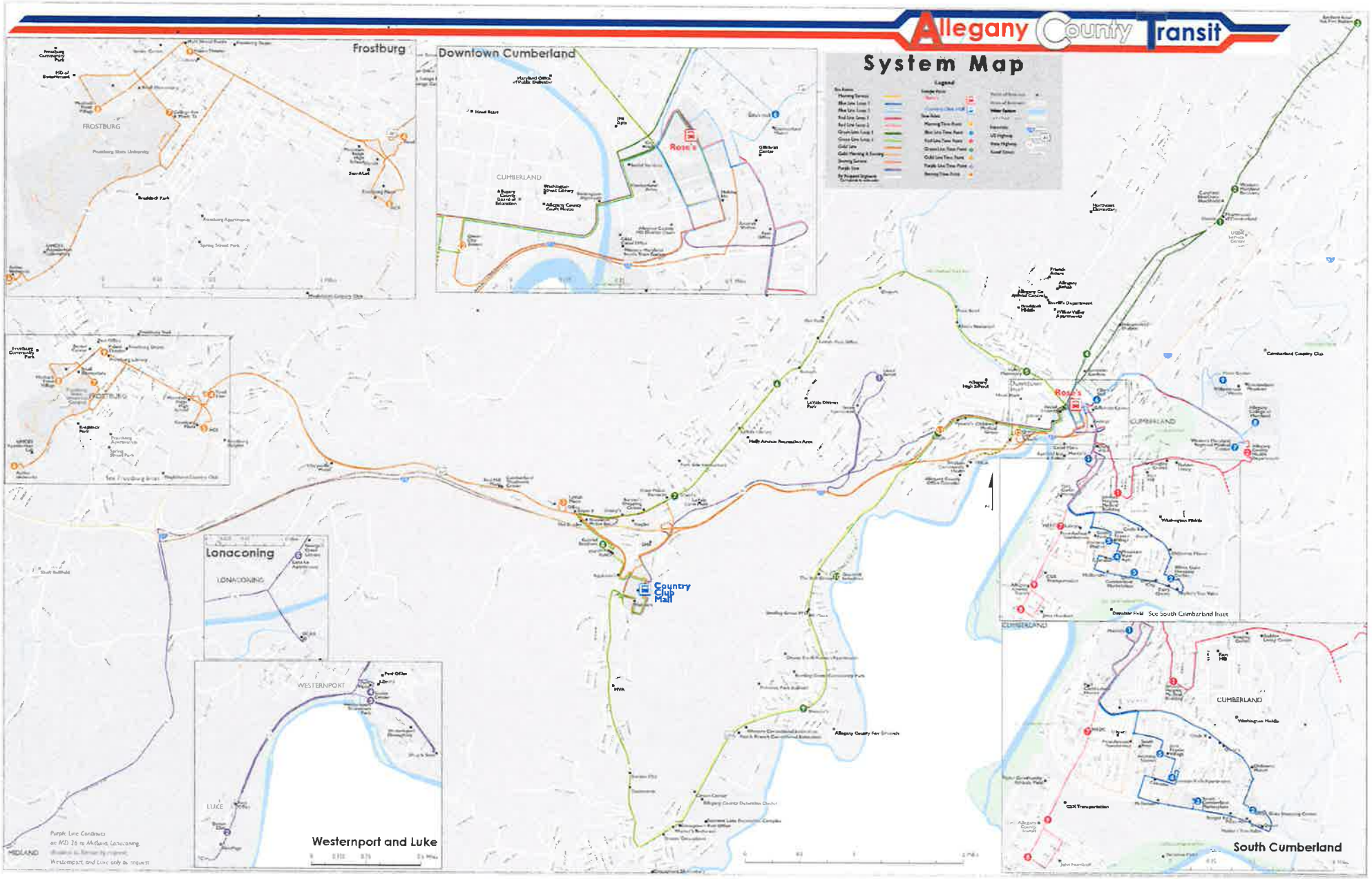
☐ Objective: Provide balanced, seamless, and accessible multimodal transportation options for people and goods.

☒ Objective: Facilitate linkages within and beyond Maryland to support a healthy economy.

☒ Objective: Strategically expand network capacity to manage growth.

If checked, please describe how the project supports the goal and objectives: Allegany County Transit re-designed its routes which began to operate in September 2012, which link communities, neighborhoods, and colleges to health facilities, major employers and retails centers in the service area. These changes were based on streamlining the service for maximum cost efficiency and input from the public via on-board, local, online surveys, and public hearings

11) Additional Comments/Explanation: It is the mission of ACT to support and improve access to public transportation services throughout Allegany County. The system has a service area of 131 square miles and, in FY 2012, transported 219,996 passengers. In FY 2012, the system was funded through a combination of state and local sources, as well as passenger fares and advertising revenues. The ACT system has 7 fixed routes providing service between Cumberland, LaVale, Frostburg, Midland, Barton, Lonaconing, Westernport and Luke. The System uses a loop route configuration and has transfer hubs in downtown Cumberland and at the Country Club Mall in LaVale. Additionally, ACT provides a Frostburg State University shuttle bus to connect locations within the FSU campus, the City of Frostburg and La Vale. The shuttle bus service operates Monday through Saturday when the University is in session. The service is provided free to University students.


Allegany County Transit
System Map
Legend
Frostburg
FROSTBURG
Downtown Cumberland
CUMBERLAND
Rose's
Lonaconing
LONACONING
Country Club Mall
Westernport and Luke
WESTERNPORT
LUKE
MIDLAND
Purple Line Continues on MD 36 to Midland, Lonaconing
Westernport and Luke only on request
See Frostburg Inset
See South Cumberland Inset
South Cumberland

Project Questionnaire: Annual Request to Maryland DOT for Project Funding

*Please provide the following information for **each** major capital project priority identified*

1) Name of Project: Baltimore Street Bridge Rehabilitation
2) Submitting Jurisdiction: Allegany County on behalf of the City of Cumberland
3) Location of the project (describe project limits and location, attach map if available and applicable): Baltimore Street Bridge over Wills Creek, in Cumberland, Maryland. See Map.
4) Anticipated cost and funding source (approximate if available): $1,700,000. SHA has assisted Cumberland in obtaining Federal Bridge Replacement Funds through a reallocation of Local Government Funds from jurisdictions outside of Allegany County .
5) Description of project purpose and need (up to one paragraph): The City, County and State have put effort into this project, but unfortunately the City is currently lacking local funds for this project. The project is listed here because the City is hopeful that local funds can be available in the future. The Baltimore Street Bridge over Wills Creek needs a total deck replacement. The bridge connects the main downtown business area with the West Side of Cumberland.
6) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? Yes ☒ No ☐ Project located outside of MPO boundaries: This is project is located within the MPO Boundries
7) Is the project consistent with the local land use plans? Yes ☒ No ☐ Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: The project is consistent with local goals and is included in the Cumberland Urbanized Area Transportation Improvement Program FY 2011-2014.
8) In county priority letter? Yes ☒ No ☐
9) Smart Growth status and explanation: _____
10) Please indicate which of the following Maryland Transportation Plan goals and objectives are served by the requested project investment (mark each goal served by the project and relevant objectives within each goal)

Goal: Quality of Service. Enhance users' access to, and positive experience with, all MDOT transportation services.

☐ Objective: Enhance customer service and experience.

☐ Objective: Provide reliable and predictable travel time across modal options for people and goods.

☐ Objective: Facilitate coordination and collaboration with agency partners and stakeholders.

If checked, please describe how the project supports the goal and objectives: _____

Goal: Safety and Security: Provide transportation assets that maximize personal safety and security in all situations.

☐ Objective: Reduce the number and rate of transportation related fatalities and injuries.

☐ Objective: Secure transportation assets for the movement of people and goods.

☐ Objective: Coordinate and refine emergency response plans and activities.

If checked, please describe how the project supports the goal and objectives: _____

Goal: System Preservation and Performance: Protect Maryland's investment in its transportation system through strategies to preserve existing assets and maximize the efficient use of resources and infrastructure.

☒ Objective: Preserve and maintain the existing transportation network.

☐ Objective: Maximize operational performance and efficiency of existing systems.

If checked, please describe how the project supports the goal and objectives: This bridge is in need of repair and is a key acess point in Cumberland over Will's in Cumberland's Historic District.

Goal: Environmental Stewardship: Develop transportation policies and initiatives that protect the natural, community, and historic resources of the State and encourage development in areas that are best able to support growth.

☐ Objective: Coordinate land use and transportation planning to better promote Smart Growth.

☐ Objective: Preserve and enhance Maryland's natural, community, and historic resources.

☐ Objective: Support initiatives that further our commitments to environmental quality.

If checked, please describe how the project supports the goal and objectives: _____

Goal: Connectivity for Daily Life: Support continued economic growth in the State through strategic investments in a balanced, multimodal transportation system.

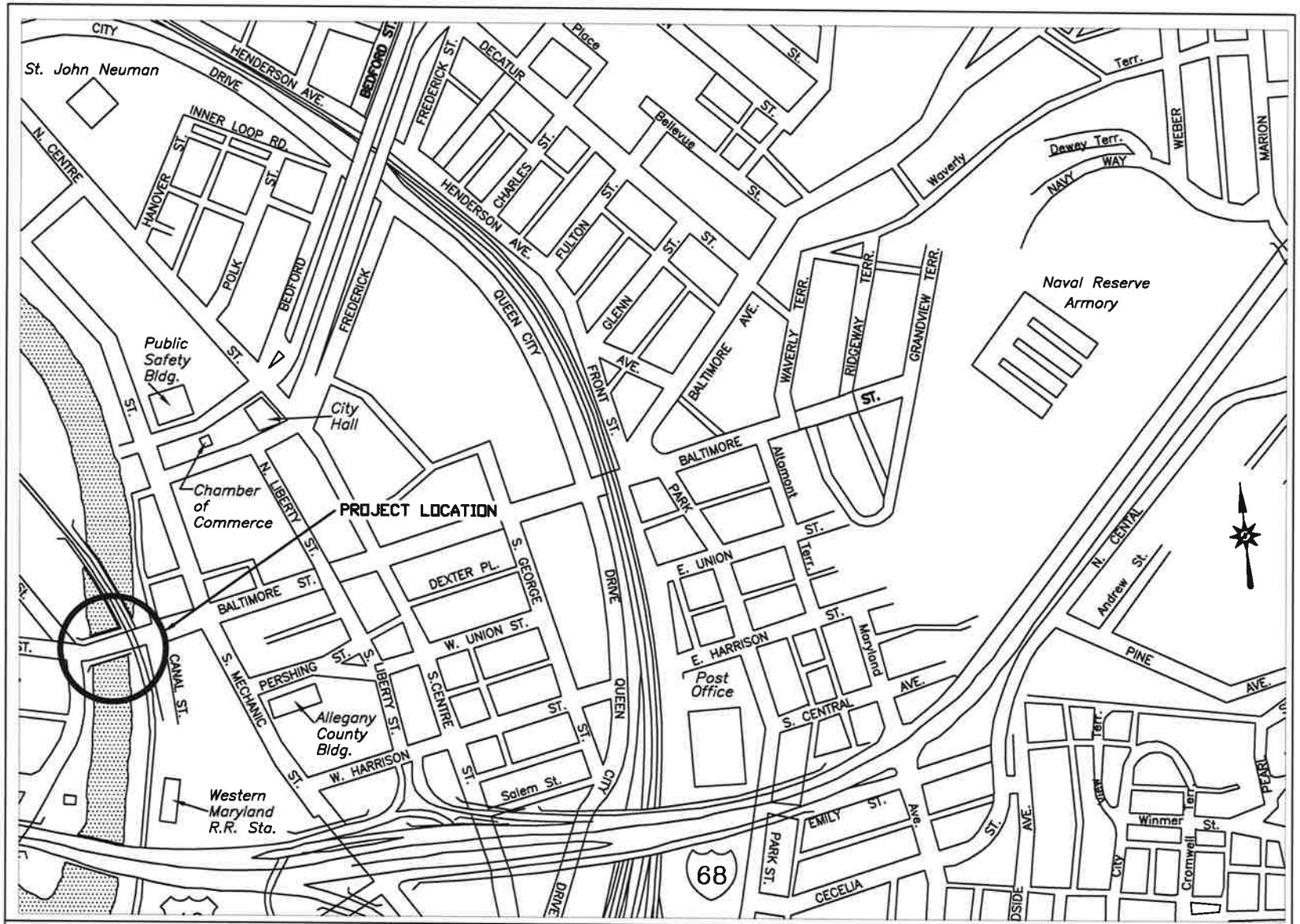
☐ Objective: Provide balanced, seamless, and accessible multimodal transportation options for people and goods.

☐ Objective: Facilitate linkages within and beyond Maryland to support a healthy economy.

☐ Objective: Strategically expand network capacity to manage growth.

If checked, please describe how the project supports the goal and objectives: _____

11) Additional Comments/Explanation: _____



CITY OF CUMBERLAND MARYLAND	SURVEYED BY:	TITLE	DATE	DRAWING NO.
	DRAWN BY: SAS	Baltimore Street Bridge Rehabilitation Location Map	2/9/2012	C2463
	CHECKED BY: JRD		PROJECT NO.	SHEET NO.
		SCALE: Not To Scale		1 of 5

Project Questionnaire: Annual Request to Maryland DOT for Project Funding

*Please provide the following information for **each** major capital project priority identified*

1) Name of Project: Intersection Improvements at Wagner Road (CO 0548) and MD 51
2) Submitting Jurisdiction: Allegany County
3) Location of the project (describe project limits and location, attach map if available and applicable): Intersection improvements at Wagner Road (CO 0548) and MD 51, in south eastern Allegany County
4) Anticipated cost and funding source (approximate if available): Not available
5) Description of project purpose and need (up to one paragraph): There is a need for intersection improvements at Wagner Road (CO 0548) and MD 51, where the sight distance is substandard due to the location of the intersection; there is also an issue with the vertical geometry of MD 51. The County would appreciate SHA's support to evaluate potential solutions for this issue.
6) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? Yes ☒ No ☐ Project located outside of MPO boundaries: This project is outside of the MPO boundaries.
7) Is the project consistent with the local land use plans? Yes ☒ No ☐ Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: Allegany County transportation goals and objectives rely on a safe and secure transportation network.
8) In county priority letter? Yes ☒ No ☐
9) Smart Growth status and explanation: _____
10) Please indicate which of the following Maryland Transportation Plan goals and objectives are served by the requested project investment (mark each goal served by the project and relevant objectives within each goal)

Goal: Quality of Service. Enhance users' access to, and positive experience with, all MDOT transportation services.

☐ Objective: Enhance customer service and experience.

☐ Objective: Provide reliable and predictable travel time across modal options for people and goods.

☐ Objective: Facilitate coordination and collaboration with agency partners and stakeholders.

If checked, please describe how the project supports the goal and objectives: _____

Goal: Safety and Security: Provide transportation assets that maximize personal safety and security in all situations.

☒Objective: Reduce the number and rate of transportation related fatalities and injuries.

☒Objective: Secure transportation assets for the movement of people and goods.

☐Objective: Coordinate and refine emergency response plans and activities.

If checked, please describe how the project supports the goal and objectives: The study would look to improve the intersections safety of the goal freight through the area, which directly reflects the MTP's goal of improving safety and security of system.

Goal: System Preservation and Performance: Protect Maryland's investment in its transportation system through strategies to preserve existing assets and maximize the efficient use of resources and infrastructure.

☐Objective: Preserve and maintain the existing transportation network.

☐Objective: Maximize operational performance and efficiency of existing systems.

If checked, please describe how the project supports the goal and objectives: _____

Goal: Environmental Stewardship: Develop transportation policies and initiatives that protect the natural, community, and historic resources of the State and encourage development in areas that are best able to support growth.

☐Objective: Coordinate land use and transportation planning to better promote Smart Growth.

☐Objective: Preserve and enhance Maryland's natural, community, and historic resources.

☐Objective: Support initiatives that further our commitments to environmental quality.

If checked, please describe how the project supports the goal and objectives: _____

Goal: Connectivity for Daily Life: Support continued economic growth in the State through strategic investments in a balanced, multimodal transportation system.

☐Objective: Provide balanced, seamless, and accessible multimodal transportation options for people and goods.

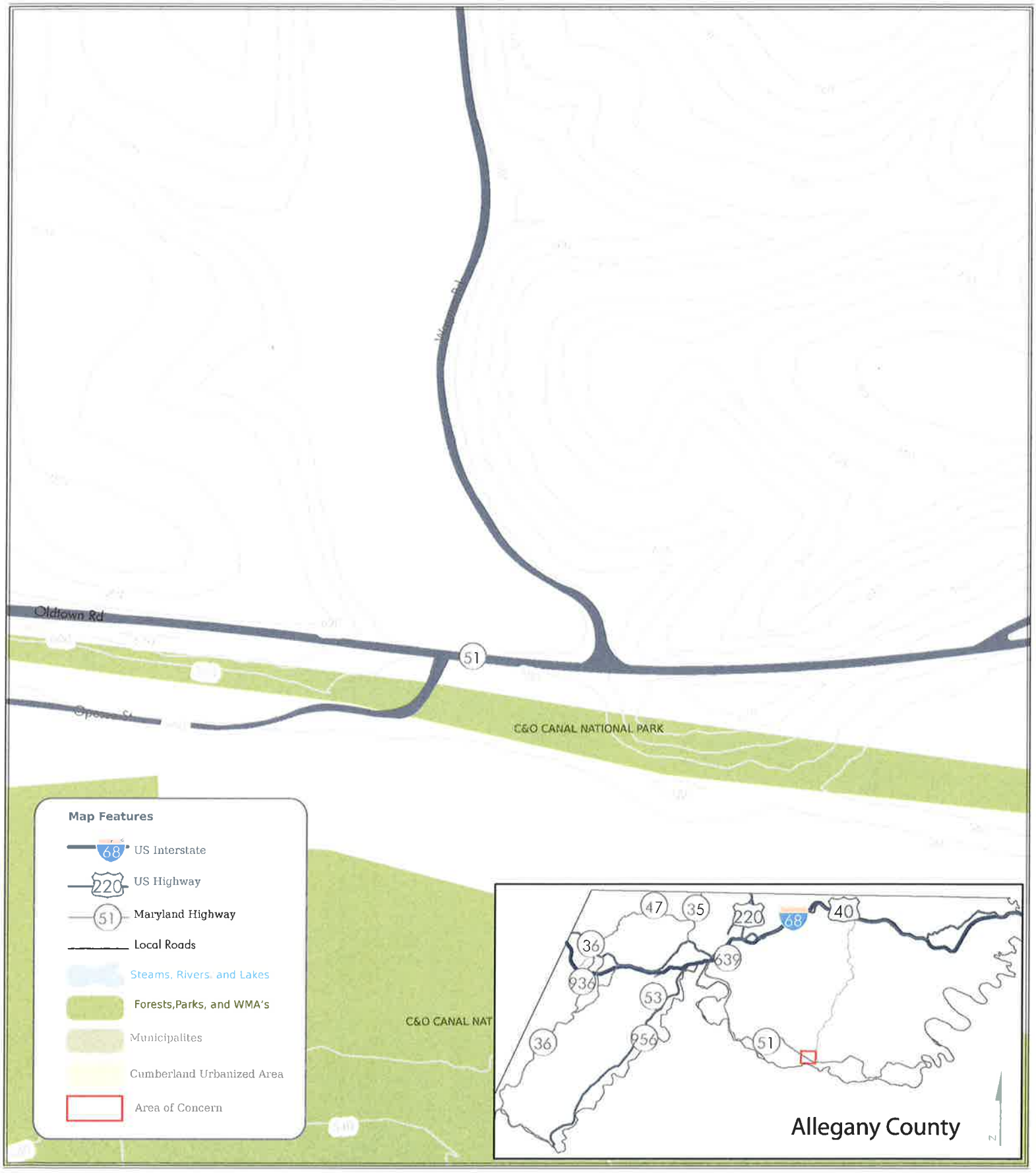
☐Objective: Facilitate linkages within and beyond Maryland to support a healthy economy.

☐Objective: Strategically expand network capacity to manage growth.

If checked, please describe how the project supports the goal and objectives: _____

11) Additional Comments/Explanation: _____

Intersection Improvements at Wagner Road and MD Route 51



Project Questionnaire: Annual Request to Maryland DOT for Project Funding

*Please provide the following information for **each** major capital project priority identified*

1) Name of Project: Park Street and Braddock Road Intersection and Approach Project
2) Submitting Jurisdiction: Allegany County on Behalf of the City of Frostburg
3) Location of the project (describe project limits and location, attach map if available and applicable): The the project would examine the first two blocks of Park Street and Braddock Road from the intersection of Bowery/Park/Braddock Road/Center Street, within the limits of the City of Frostburg
4) Anticipated cost and funding source (approximate if available): Not Available
5) Description of project purpose and need (up to one paragraph): This is a resurfacing project to address the condition of the intersection at Bowery/Park/Braddock Road/Center Street that directly and adversely affects a large block of City's residents: students living in the University Neighborhoods surrounding FSU totaling about 2,500 individuals, plus friends and family who visit student residents in the City of Frostburg. This critical intersection area impacts the University - the City's largest employer - and a major private investment at Welsh Hill Commons, the adjoining student housing complex that has grown to a substantial off-campus housing center over the past 10 years.
6) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? Yes ☐ No ☒ Project located outside of MPO boundaries: The project is within the MPO boundaries.
7) Is the project consistent with the local land use plans? Yes ☐ No ☐ Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: _____
8) In county priority letter? Yes ☒ No ☐
9) Smart Growth status and explanation: _____
10) Please indicate which of the following Maryland Transportation Plan goals and objectives are served by the requested project investment (mark each goal served by the project and relevant objectives within each goal)

Goal: Quality of Service. Enhance users' access to, and positive experience with, all MDOT transportation services.

☒Objective: Enhance customer service and experience.

☐Objective: Provide reliable and predictable travel time across modal options for people and goods.

☒Objective: Facilitate coordination and collaboration with agency partners and stakeholders.

If checked, please describe how the project supports the goal and objectives: This project will enhance the condition and safey of this intersection for Frostburg University students, employees and visitors. It is also an opportunity for a City/State partnership to development soltuions to improve this intersection.

Goal: Safety and Security: Provide transportation assets that maximize personal safety and security in all situations.

☐Objective: Reduce the number and rate of transportation related fatalities and injuries.

☒Objective: Secure transportation assets for the movement of people and goods.

☐Objective: Coordinate and refine emergency response plans and activities.

If checked, please describe how the project supports the goal and objectives: Improvement of the intersection at Bowery/Park/Braddock Road/Center Street will allow student, employees and vistors of FSU to navigate to and from the campus with ease.

Goal: System Preservation and Performance: Protect Maryland's investment in its transportation system through strategies to preserve existing assets and maximize the efficient use of resources and infrastructure.

☐Objective: Preserve and maintain the existing transportation network.

☒Objective: Maximize operational performance and efficiency of existing systems.

If checked, please describe how the project supports the goal and objectives: This project would build on 2011-12 City project along Center Street to the key intersection of Bowery/Park/Braddock Road/Center Street. The City improved the driving surface along University frontage at Center Street in 2011. This project would further the effort to improve driving surfaces in the Unversity area that experiences high traffic volume.

Goal: Environmental Stewardship: Develop transportation policies and initiatives that protect the natural, community, and historic resources of the State and encourage development in areas that are best able to support growth.

☐Objective: Coordinate land use and transportation planning to better promote Smart Growth.

☐Objective: Preserve and enhance Maryland's natural, community, and historic resources.

☐Objective: Support initiatives that further our commitments to environmental quality.

If checked, please describe how the project supports the goal and objectives: _____

Goal: Connectivity for Daily Life: Support continued economic growth in the State through strategic investments in a balanced, multimodal transportation system.

☐ Objective: Provide balanced, seamless, and accessible multimodal transportation options for people and goods.

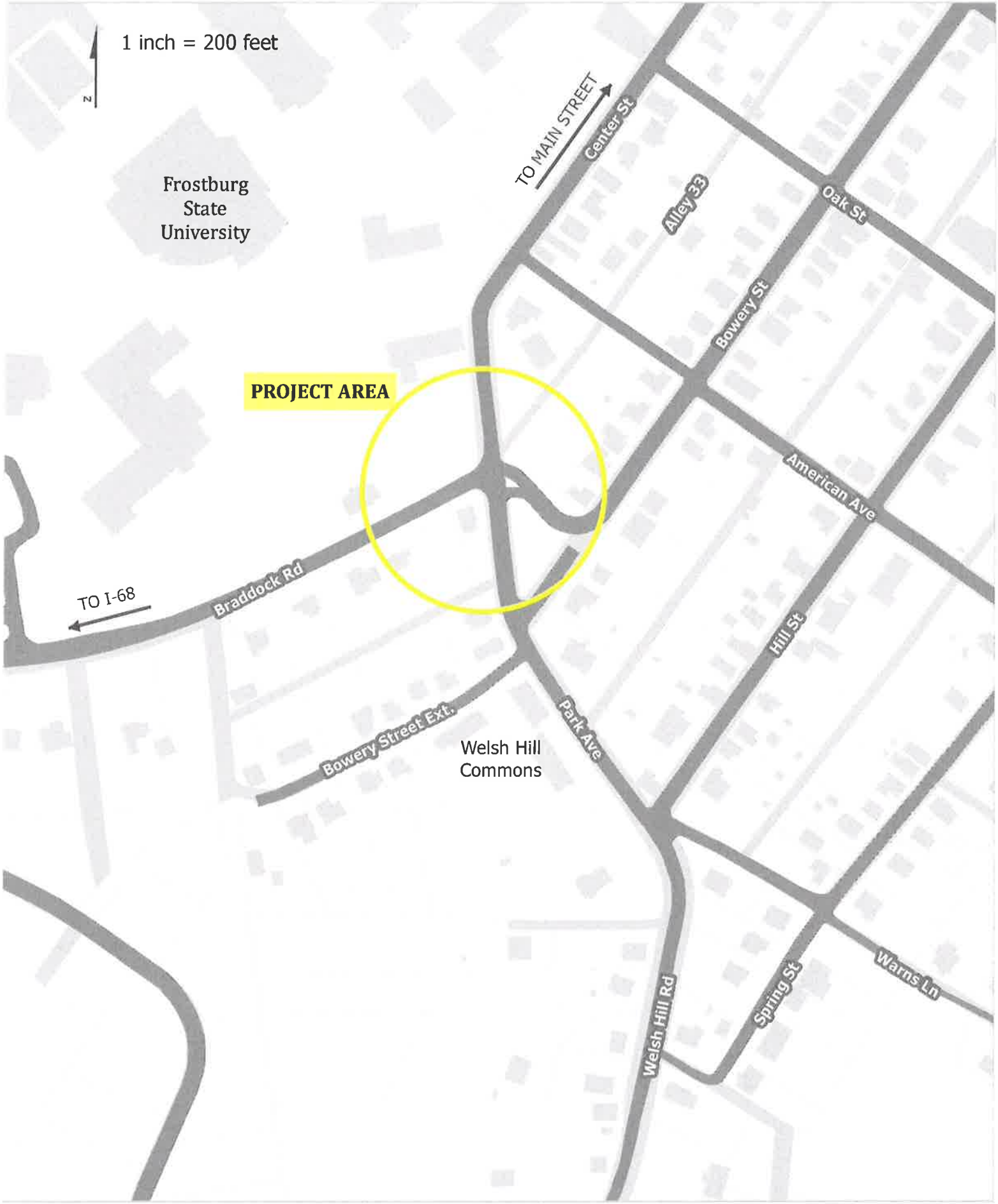
☐ Objective: Facilitate linkages within and beyond Maryland to support a healthy economy.

☐ Objective: Strategically expand network capacity to manage growth.

If checked, please describe how the project supports the goal and objectives: _____

11) Additional Comments/Explanation: State involvement is essential to progress with this project as the intersection involves a State Road and directly imapcts traffic associated with Frostburg State Unversity.

Park Street and Braddock Road Intersection and Approach Project



Project Questionnaire: Annual Request to Maryland DOT for Project Funding

*Please provide the following information for **each** major capital project priority identified*

1) Name of Project: MD Route 135 (Pratt Street) Pavement Improvements
2) Submitting Jurisdiction: Allegany County on behalf of Luke, Maryland.
3) Location of the project (describe project limits and location, attach map if available and applicable): MD Route 135, also known as Pratt Street in Luke, Maryland.
4) Anticipated cost and funding source (approximate if available): Not available
5) Description of project purpose and need (up to one paragraph): The Town of Luke requests that the State of Maryland, consider MD Route 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 to industry related freight traffic and for general passenger vehicles.
6) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? Yes ☐ No ☒ Project located outside of MPO boundaries: Pratt Street is within the Cumberland Urbanized Area.
7) Is the project consistent with the local land use plans? Yes ☒ No ☐ Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: Transportation safety is an important priority in local transportation plans and policies.
8) In county priority letter? Yes ☒ No ☐
9) Smart Growth status and explanation: _____
10) Please indicate which of the following Maryland Transportation Plan goals and objectives are served by the requested project investment (mark each goal served by the project and relevant objectives within each goal)

Goal: Quality of Service. Enhance users' access to, and positive experience with, all MDOT transportation services.

☒Objective: Enhance customer service and experience.

☒Objective: Provide reliable and predictable travel time across modal options for people and goods.

☐Objective: Facilitate coordination and collaboration with agency partners and stakeholders.

If checked, please describe how the project supports the goal and objectives: 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 to industry related freight traffic and for general passenger vehicles.

Goal: Safety and Security: Provide transportation assets that maximize personal safety and security in all situations.

☐ Objective: Reduce the number and rate of transportation related fatalities and injuries.

☐ Objective: Secure transportation assets for the movement of people and goods.

☐ Objective: Coordinate and refine emergency response plans and activities.

If checked, please describe how the project supports the goal and objectives: _____

Goal: System Preservation and Performance: Protect Maryland's investment in its transportation system through strategies to preserve existing assets and maximize the efficient use of resources and infrastructure.

☐ Objective: Preserve and maintain the existing transportation network.

☐ Objective: Maximize operational performance and efficiency of existing systems.

If checked, please describe how the project supports the goal and objectives: _____

Goal: Environmental Stewardship: Develop transportation policies and initiatives that protect the natural, community, and historic resources of the State and encourage development in areas that are best able to support growth.

☐ Objective: Coordinate land use and transportation planning to better promote Smart Growth.

☐ Objective: Preserve and enhance Maryland's natural, community, and historic resources.

☐ Objective: Support initiatives that further our commitments to environmental quality.

If checked, please describe how the project supports the goal and objectives: _____

Goal: Connectivity for Daily Life: Support continued economic growth in the State through strategic investments in a balanced, multimodal transportation system.

☐ Objective: Provide balanced, seamless, and accessible multimodal transportation options for people and goods.

☐ Objective: Facilitate linkages within and beyond Maryland to support a healthy economy.

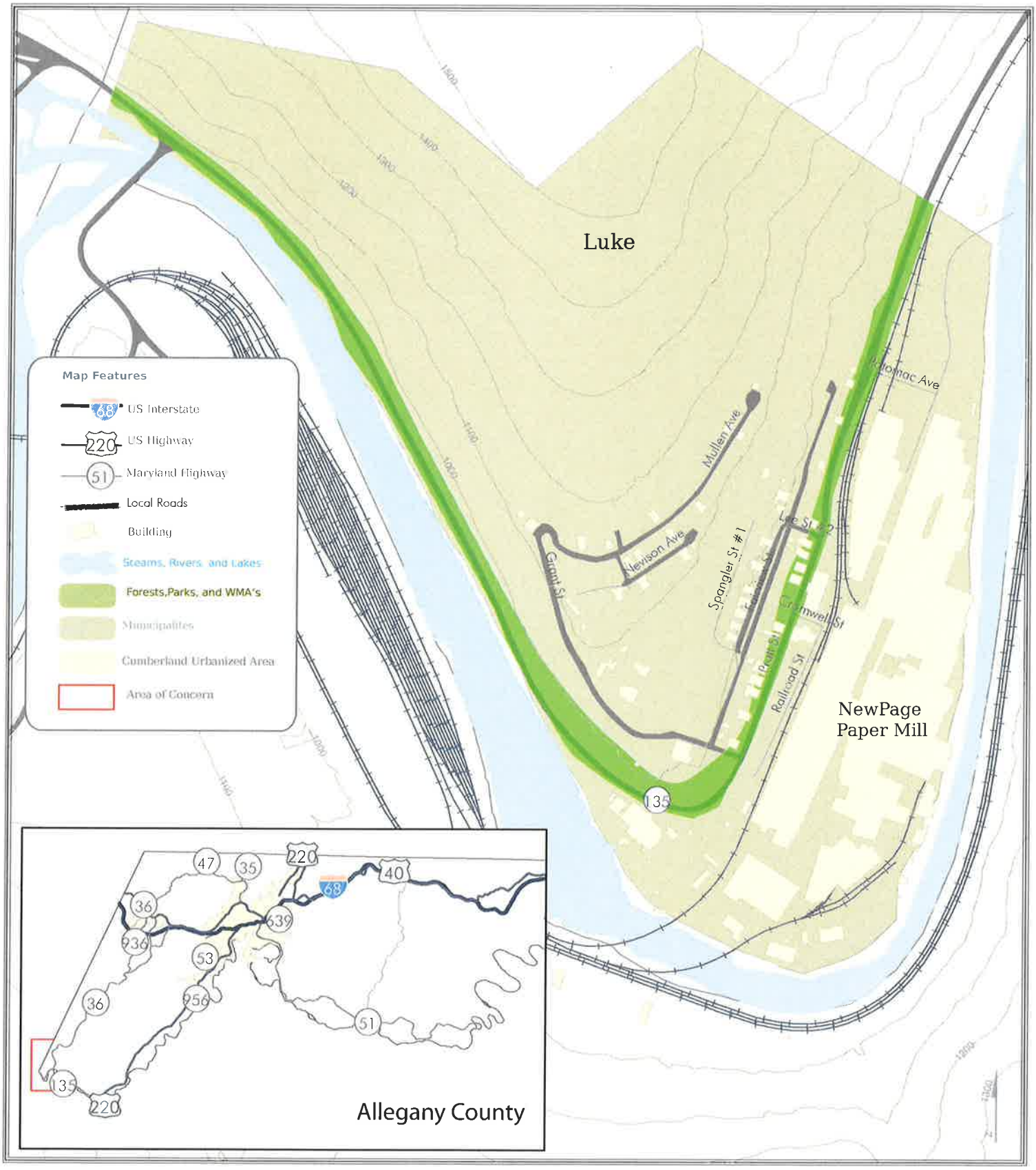
☐ Objective: Strategically expand network capacity to manage growth.

If checked, please describe how the project supports the goal and objectives: _____

11) Additional Comments/Explanation: _____

1/25/2012

MD 135 (Pratt Street) Pavement Improvements- Luke, Maryland



0 0.125 0.25 0.5 Miles

Project Questionnaire: Annual Request to Maryland DOT for Project Funding

*Please provide the following information for **each** major capital project priority identified*

1) Name of Project: MD Route 135 (Pratt Street) Pavement Improvements
2) Submitting Jurisdiction: Allegany County on behalf of Luke, Maryland.
3) Location of the project (describe project limits and location, attach map if available and applicable): MD Route 135, also known as Pratt Street in Luke, Maryland.
4) Anticipated cost and funding source (approximate if available): Not available
5) Description of project purpose and need (up to one paragraph): The Town of Luke requests that the State of Maryland, consider MD Route 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 to industry related freight traffic and for general passenger vehicles.
6) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? Yes ☐ No ☒ Project located outside of MPO boundaries: Pratt Street is within the Cumberland Urbanized Area.
7) Is the project consistent with the local land use plans? Yes ☒ No ☐ Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: Transportation safety is an important priority in local transportation plans and policies.
8) In county priority letter? Yes ☒ No ☐
9) Smart Growth status and explanation: _____
10) Please indicate which of the following Maryland Transportation Plan goals and objectives are served by the requested project investment (mark each goal served by the project and relevant objectives within each goal)

Goal: Quality of Service. Enhance users' access to, and positive experience with, all MDOT transportation services.

☒Objective: Enhance customer service and experience.

☒Objective: Provide reliable and predictable travel time across modal options for people and goods.

☐Objective: Facilitate coordination and collaboration with agency partners and stakeholders.

If checked, please describe how the project supports the goal and objectives: 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 to industry related freight traffic and for general passenger vehicles.

Goal: Safety and Security: Provide transportation assets that maximize personal safety and security in all situations.

☐ Objective: Reduce the number and rate of transportation related fatalities and injuries.

☐ Objective: Secure transportation assets for the movement of people and goods.

☐ Objective: Coordinate and refine emergency response plans and activities.

If checked, please describe how the project supports the goal and objectives: _____

Goal: System Preservation and Performance: Protect Maryland's investment in its transportation system through strategies to preserve existing assets and maximize the efficient use of resources and infrastructure.

☐ Objective: Preserve and maintain the existing transportation network.

☐ Objective: Maximize operational performance and efficiency of existing systems.

If checked, please describe how the project supports the goal and objectives: _____

Goal: Environmental Stewardship: Develop transportation policies and initiatives that protect the natural, community, and historic resources of the State and encourage development in areas that are best able to support growth.

☐ Objective: Coordinate land use and transportation planning to better promote Smart Growth.

☐ Objective: Preserve and enhance Maryland's natural, community, and historic resources.

☐ Objective: Support initiatives that further our commitments to environmental quality.

If checked, please describe how the project supports the goal and objectives: _____

Goal: Connectivity for Daily Life: Support continued economic growth in the State through strategic investments in a balanced, multimodal transportation system.

☐ Objective: Provide balanced, seamless, and accessible multimodal transportation options for people and goods.

☐ Objective: Facilitate linkages within and beyond Maryland to support a healthy economy.

☐ Objective: Strategically expand network capacity to manage growth.

If checked, please describe how the project supports the goal and objectives: _____

11) Additional Comments/Explanation: _____

Project Questionnaire: Annual Request to Maryland DOT for Project Funding

*Please provide the following information for **each** major capital project priority identified*

1) Name of Project: Bicycle/Pedestrian Improvements to Industrial Boulevard
2) Submitting Jurisdiction: Allegany County on behalf of the City of Cumberland
3) Location of the project (describe project limits and location, attach map if available and applicable): Both sides of Industrial Boulevard (MD Highway 51) between Winston Street (Canal Place) on the north and Mesick Road on the south, within the Cumberland City Limits.
4) Anticipated cost and funding source (approximate if available): Unknown. The project would involve an initial feasibility and design study to determine what improvements can and should be made. A better estimate of the ultimate project cost can be determined once the feasibility and design study, which has already been assigned dedicated funding, is complete.
5) Description of project purpose and need (up to one paragraph): Building upon previous coordination meetings between the City of Cumberland and SHA officials in 2011, design and implement bicycle and pedestrian improvements along both sides of Industrial Boulevard (MD Highway 51) between Winston Street (Canal Place) on the north and Mesick Road on the south. The improvements evaluated in the feasibility and design assessment would include, but not necessarily be limited to, a combination of dedicated bike lanes, shared lane bikeways, and bike boxes at key intersections as may be warranted and appropriate. This project is part of the City's Grand Loop bicycling route as recommended in the 2008 Trails and Bikeways Master Plan, which is a component of the City's Comprehensive Plan.
6) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? Yes ☐ No ☒ Project located outside of MPO boundaries: The project is not specifically contained in the Cumberland MPO plan, however, it is an element that will appear in the County's MPO-financed Bicycle/Pedestrian Plan (which is currently under way) and it is a project contained in the City's 2008 Trails and Bikeways Master Plan, which is a separate element of the City's Comprehensive Plan. SHA has recently informed the City that the County's MPO designation is slated to be decertified and abandoned based on the 2010 Census. Consequently, the MPO Plan's authority as a planning guide for future transportation improvements is extremely limited.
7) Is the project consistent with the local land use plans? Yes ☒ No ☐ Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: The project is identified and described as an on-road facility that is part of the "Grand Loop." It is identified as

part of Goal A-9 of the plan and is depicted in the master plan map of the bikeway network in Appendix A. The project supports the City's long-range plans to extend bicycling access for residents and visitors from the two regional bike trails that connect in Downtown Cumberland. The City considers this route to be an essential connection, since it is the only level route that provides a direct link between the downtown area and the other planned neighborhood bikeway routes in South Cumberland. The route is currently used occasionally by the Bicycling community and has been rated as dangerous for bicycling in its current condition.

8) In county priority letter? Yes ☒ No ☐

9) Smart Growth status and explanation: _____

10) Please indicate which of the following Maryland Transportation Plan goals and objectives are served by the requested project investment (mark each goal served by the project and relevant objectives within each goal)

Goal: Quality of Service. Enhance users' access to, and positive experience with, all MDOT transportation services.

☒Objective: Enhance customer service and experience.

☒Objective: Provide reliable and predictable travel time across modal options for people and goods.

☒Objective: Facilitate coordination and collaboration with agency partners and stakeholders.

If checked, please describe how the project supports the goal and objectives: 1. Enhance customer service and experience. As a designated State Scenic Byway, the subject section of Industrial Boulevard within the Cumberland City Limits has no defined bicycling facility. This section of the highway also has documented safety impediments for bicycling. Making the requested improvements will enhance its utility for recreational bicycling tourism and basic bicycle traffic within the City.

2. Provide reliable and predictable travel time across modal options for people and goods. As noted above, the subject sections of Industrial Boulevard have been determined by SHA to be dangerous for bicyclists and lacks any specific improvements to offer bicycling travel options. This project would help address those issues and provide basic opportunities for alternative forms of travel to motor vehicles that do not currently exist. The project would also promote bicycle commuting within the City, since the route it would support provides direct bicycle access to three of the City's major employers along the Willowbrook Road corridor (Allegany College, Western Maryland Health Systems, and the Allegany County Health Department).

3. Facilitate coordination and collaboration with agency partners and stakeholders. The initial exploratory phase of this project has involved coordination and collaboration with the City of Cumberland and the Cumberland Bicycle Advisory Committee and would continue and expand that coordination work.

Goal: Safety and Security: Provide transportation assets that maximize personal safety and security in all situations.

☐ Objective: Reduce the number and rate of transportation related fatalities and injuries.

☒ Objective: Secure transportation assets for the movement of people and goods.

☐ Objective: Coordinate and refine emergency response plans and activities.

If checked, please describe how the project supports the goal and objectives: Secure transportation assets for the movement of people and goods. The project would result in the elimination of documented transportation safety issues for bicyclists using Industrial Boulevard and would enhance the movement of bicyclists between the Downtown area (including the regional bicycle trails) and residents in the South Cumberland and Rolling Mills neighborhoods.

Goal: System Preservation and Performance: Protect Maryland's investment in its transportation system through strategies to preserve existing assets and maximize the efficient use of resources and infrastructure.

☒ Objective: Preserve and maintain the existing transportation network.

☒ Objective: Maximize operational performance and efficiency of existing systems.

If checked, please describe how the project supports the goal and objectives: 1. Preserve and maintain the existing transportation network. The project would improve the capacity of Industrial Boulevard to safely accommodate bicycles and pedestrians and, consequently, would preserve its ability to serve our evolving transportation needs well into the future.

2. Maximize operational performance and efficiency of existing systems. As noted earlier, the current section of Industrial Boulevard lacks safe access for bicyclists. Adapting the highway to accommodate those needs makes the highway more efficient in serving its recreational and interpretive role as a State Scenic Byway and would encourage the use of alternative modes of transportation that would increase its operational performance and efficiency to serve the full range of transportation needs that it does not adequately serve.

Goal: Environmental Stewardship: Develop transportation policies and initiatives that protect the natural, community, and historic resources of the State and encourage development in areas that are best able to support growth.

☒ Objective: Coordinate land use and transportation planning to better promote Smart Growth.

☒ Objective: Preserve and enhance Maryland's natural, community, and historic resources.

☒ Objective: Support initiatives that further our commitments to environmental quality.

If checked, please describe how the project supports the goal and objectives: 1. Coordinate land use and transportation planning to better promote Smart Growth. As a healthy and clean alternative

transportation mode, bicycling is a key element of Maryland's Smart Growth agenda. It also promotes and supports a more compact form of development and, as such, indirectly supports a coordinated land use/transportation element of the State's Smart Growth agenda. According to SHA, the current section of Industrial Boulevard does not provide safe transportation access for bicyclists.

2. Preserve and enhance Maryland's natural, community, and historic resources. The provision of safe bicycle access to Industrial Boulevard would support the City's neighborhood and community bicycle network and would support recreational transportation use of a designated State Scenic Byway.

3. Support initiatives that further our commitments to environmental quality. As noted above, bicycling is an inherently healthy and clean alternative transportation mode to motor vehicles. Providing improvements that will support safe bicycle use on a highway that currently serves only motor vehicles clearly implements this objective.

Goal: Connectivity for Daily Life: Support continued economic growth in the State through strategic investments in a balanced, multimodal transportation system.

☒Objective: Provide balanced, seamless, and accessible multimodal transportation options for people and goods.

☒Objective: Facilitate linkages within and beyond Maryland to support a healthy economy.

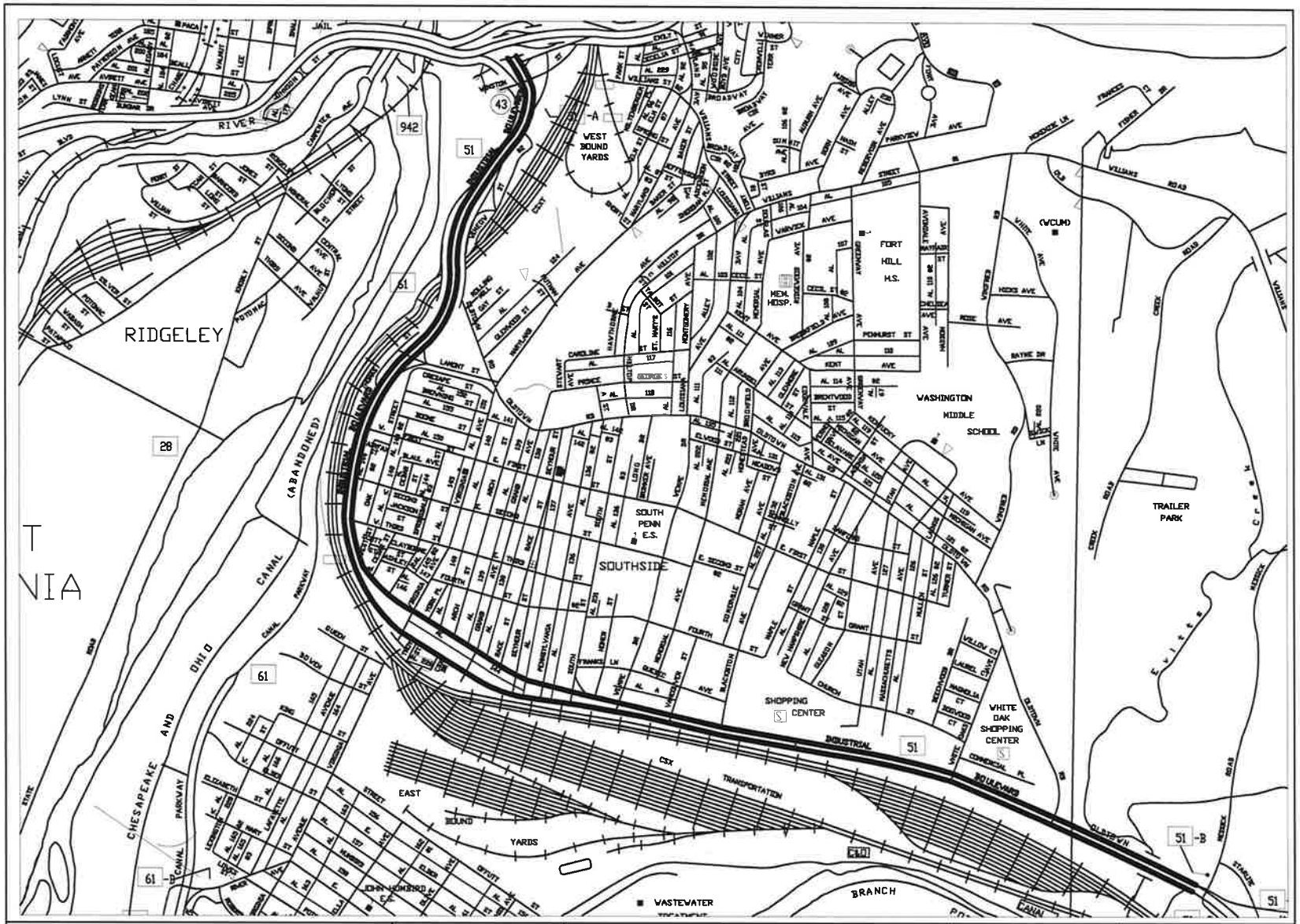
☒Objective: Strategically expand network capacity to manage growth.

If checked, please describe how the project supports the goal and objectives: 1. Provide balanced, seamless, and accessible multimodal transportation options for people and goods. Since the section of Industrial Boulevard affected by this project does not safely permit seamless, accessible multimodal transportation options at this time, providing safe bicycle user improvements would be a substantial step in implementing this objective.

2. Facilitate linkages within and beyond Maryland to support a healthy economy. Providing the envisioned bicycle improvements to Industrial Boulevard would support bicycle network linkages within the City of Cumberland and direct bicycle access to the regional bike trails that converge in downtown Cumberland and would support a healthy alternative transportation mode that is not currently supported by the highway.

3. Strategically expand network capacity to manage growth. Maryland's Smart Growth policies promote bicycling as a strategy to provide alternative transportation modes for commuting traffic and to promote and support a more compact urban land use development pattern. Both of these strategies would expand highway capacity for traffic growth and would help manage traffic growth demands and growth-related impacts on Industrial Boulevard.

11) Additional Comments/Explanation: _____



CITY OF CUMBERLAND MARYLAND	SURVEYED BY:	TITLE	DATE	DRAWING NO.
	DRAWN BY: SAS	Industrial Blvd Bicycle/Pedestrian Safety Improvements Location Map	2/9/2012	C2463
	CHECKED BY: JRD	SCALE: Not To Scale	PROJECT NO.	SHEET NO. 4 of 5

Project Questionnaire: Annual Request to Maryland DOT for Project Funding

*Please provide the following information for **each** major capital project priority identified*

1) Name of Project: Maryland Avenue between Short and Lamont Streets
2) Submitting Jurisdiction: Allegany County on behalf of City of Cumberland.
3) Location of the project (describe project limits and location, attach map if available and applicable): Maryland Avenue between Short and Lamont Streets, in Cumberland, Maryland.
4) Anticipated cost and funding source (approximate if available): Exact costs are unknown, but it is expected to be in the range of $2 million.
5) Description of project purpose and need (up to one paragraph): 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.
6) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? Yes ☐ No ☐ Project located outside of MPO boundaries: This project is within the MPO boundaries.
7) Is the project consistent with the local land use plans? Yes ☒ No ☐ Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: Improvements to this important transportation link in Cumberland is consistent with all State, County and local plans.
8) In county priority letter? Yes ☒ No ☐
9) Smart Growth status and explanation: _____
10) Please indicate which of the following Maryland Transportation Plan goals and objectives are served by the requested project investment (mark each goal served by the project and relevant objectives within each goal)

Goal: Quality of Service. Enhance users' access to, and positive experience with, all MDOT transportation services.

☐ Objective: Enhance customer service and experience.

☐ Objective: Provide reliable and predictable travel time across modal options for people and goods.

☐ Objective: Facilitate coordination and collaboration with agency partners and stakeholders.

If checked, please describe how the project supports the goal and objectives: _____

Goal: Safety and Security: Provide transportation assets that maximize personal safety and security in all situations.

☐ Objective: Reduce the number and rate of transportation related fatalities and injuries.

☐ Objective: Secure transportation assets for the movement of people and goods.

☐ Objective: Coordinate and refine emergency response plans and activities.

If checked, please describe how the project supports the goal and objectives: _____

Goal: System Preservation and Performance: Protect Maryland's investment in its transportation system through strategies to preserve existing assets and maximize the efficient use of resources and infrastructure.

☒ Objective: Preserve and maintain the existing transportation network.

☐ Objective: Maximize operational performance and efficiency of existing systems.

If checked, please describe how the project supports the goal and objectives: Improvements to this important transportation link in Cumberland is consistent with all State, County and local plans.

Goal: Environmental Stewardship: Develop transportation policies and initiatives that protect the natural, community, and historic resources of the State and encourage development in areas that are best able to support growth.

☐ Objective: Coordinate land use and transportation planning to better promote Smart Growth.

☐ Objective: Preserve and enhance Maryland's natural, community, and historic resources.

☐ Objective: Support initiatives that further our commitments to environmental quality.

If checked, please describe how the project supports the goal and objectives: _____

Goal: Connectivity for Daily Life: Support continued economic growth in the State through strategic investments in a balanced, multimodal transportation system.

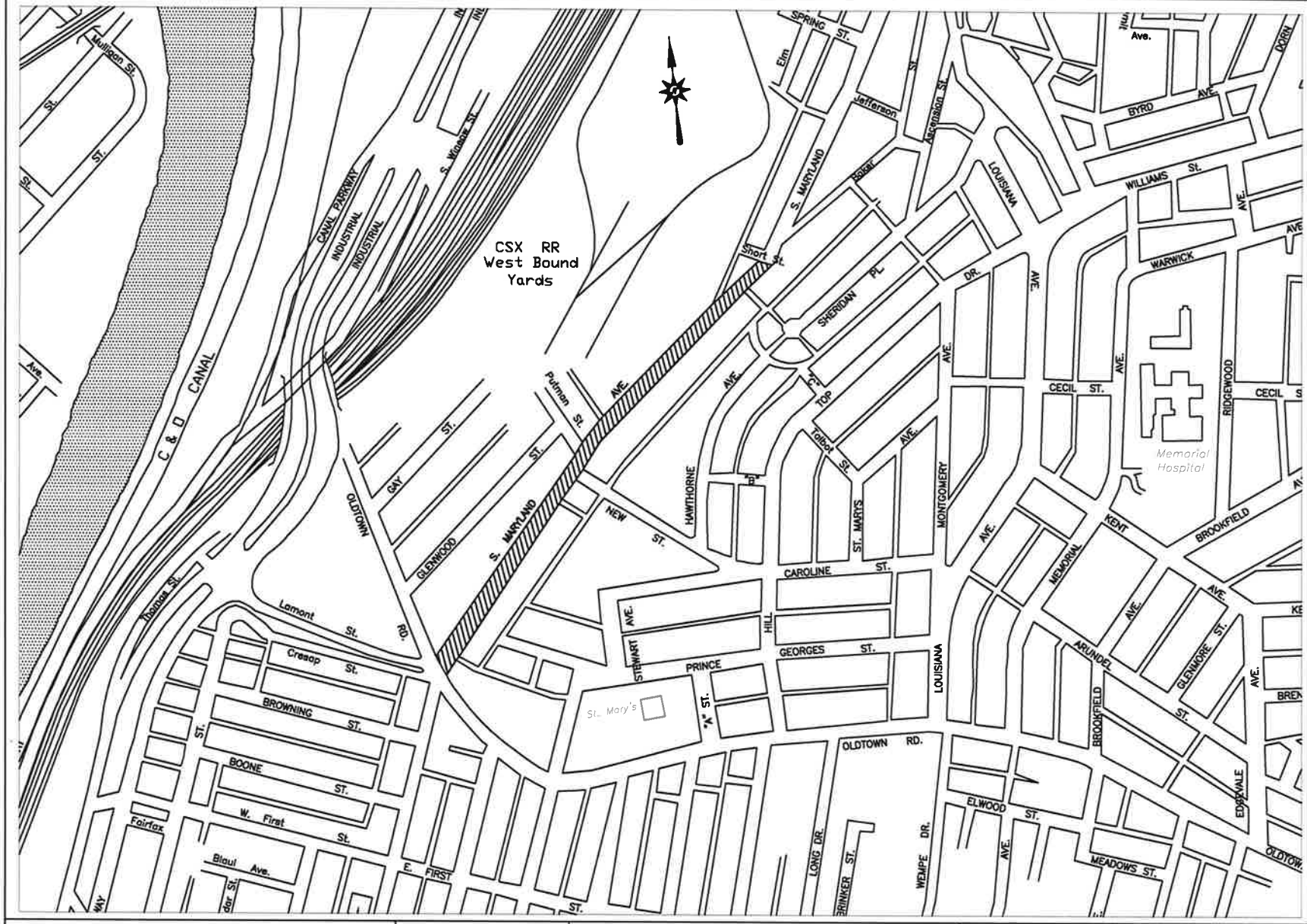
☐ Objective: Provide balanced, seamless, and accessible multimodal transportation options for people and goods.

☐ Objective: Facilitate linkages within and beyond Maryland to support a healthy economy.

☐ Objective: Strategically expand network capacity to manage growth.

If checked, please describe how the project supports the goal and objectives: _____

11) Additional Comments/Explanation: _____



CITY OF CUMBERLAND MARYLAND	SURVEYED BY:	TITLE: Maryland Ave Between Short St and Lamont St Location Map	DATE: 2/9/2012	DRAWING NO.: C2463
	DRAWN BY: SAS		PROJECT NO.:	SHEET NO.: 2 of 5
	CHECKED BY: JRD	SCALE: Not To Scale		

Project Questionnaire: Annual Request to Maryland DOT for Project Funding

*Please provide the following information for **each** major capital project priority identified*

1) Name of Project: Bicycle and Pedestrian Project Support
2) Submitting Jurisdiction: Allegany County
3) Location of the project (describe project limits and location, attach map if available and applicable): Funding and support for facilities in Allegany County especially trails branching off of the existing Great Allegany Passage Trail and C&O Canal Tow Path linking communities in Maryland, Pennsylvania and West Virginia would be appreciated.
4) Anticipated cost and funding source (approximate if available): Not availble
5) Description of project purpose and need (up to one paragraph): Allegany County would appreciate funding and technical assistance to facilitate completion of bicycle and pedestrian projects in Western Maryland. Currently, Allegany County is in the process of finalizing the draft of the Allegany Bicycle and Pedestrian Master Plan which is expected to be completed by Spring 2013. Funding and support for facilities branching off of the existing Great Allegany Passage Trail and C&O Canal Tow Path linking communities in Maryland, Pennsylvania and West Virginia would be appreciated. This project would improve connectivity for daily life and would facilitate multimodal transportation and linkages within and beyond Maryland to support a healthy economy.
6) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? Yes ☐ No ☒ Project located outside of MPO boundaries: This project is within and extends beyond the MPO boundaries.
7) Is the project consistent with the local land use plans? Yes ☒ No ☐ Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: Allegany County values the Great Allegheny Passage and C&O Canal and would like to expand the network of bicycle and pedestrian facilities.
8) In county priority letter? Yes ☒ No ☐
9) Smart Growth status and explanation: _____
10) Please indicate which of the following Maryland Transportation Plan goals and objectives are served by the requested project investment (mark each goal served by the project and relevant objectives within each goal)

Goal: Quality of Service. Enhance users' access to, and positive experience with, all MDOT transportation services.

☐ Objective: Enhance customer service and experience.

☐ Objective: Provide reliable and predictable travel time across modal options for people and goods.

☐ Objective: Facilitate coordination and collaboration with agency partners and stakeholders.

If checked, please describe how the project supports the goal and objectives: _____

Goal: Safety and Security: Provide transportation assets that maximize personal safety and security in all situations.

☐ Objective: Reduce the number and rate of transportation related fatalities and injuries.

☐ Objective: Secure transportation assets for the movement of people and goods.

☐ Objective: Coordinate and refine emergency response plans and activities.

If checked, please describe how the project supports the goal and objectives: _____

Goal: System Preservation and Performance: Protect Maryland's investment in its transportation system through strategies to preserve existing assets and maximize the efficient use of resources and infrastructure.

☐ Objective: Preserve and maintain the existing transportation network.

☐ Objective: Maximize operational performance and efficiency of existing systems.

If checked, please describe how the project supports the goal and objectives: _____

Goal: Environmental Stewardship: Develop transportation policies and initiatives that protect the natural, community, and historic resources of the State and encourage development in areas that are best able to support growth.

☐ Objective: Coordinate land use and transportation planning to better promote Smart Growth.

☒ Objective: Preserve and enhance Maryland's natural, community, and historic resources.

☐ Objective: Support initiatives that further our commitments to environmental quality.

If checked, please describe how the project supports the goal and objectives: Allegany County's two major trails, the C&O Canal Towpath and the Great Allegany preserve and showcase the area's historic transportation resouces. Some of the proposed projects outlined in the Draft Bicycle and Pedestrian Master Plan, expand upon preserving and enhancing Allegany County's historic and natural resources.

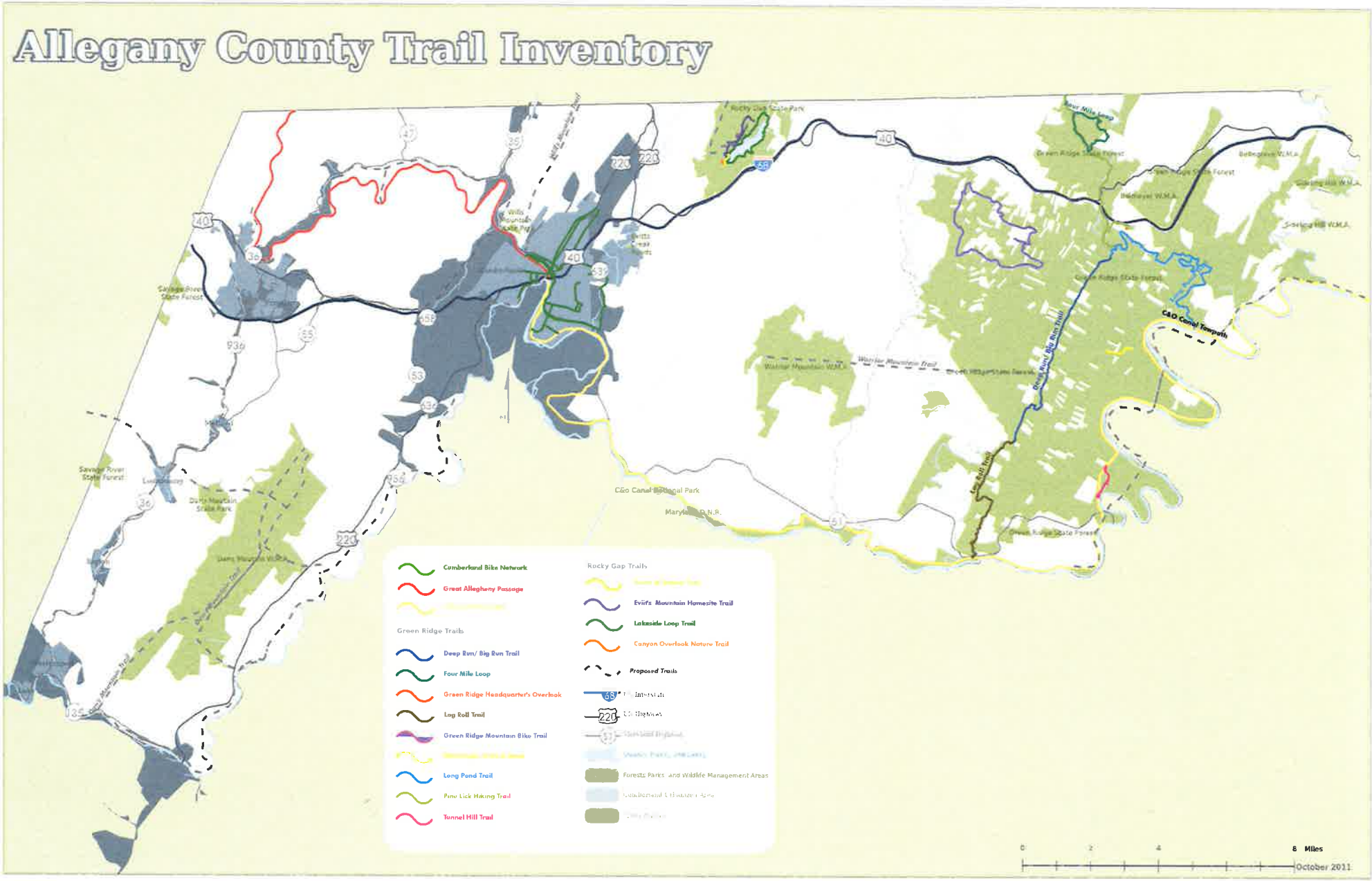
Goal: Connectivity for Daily Life: Support continued economic growth in the State through strategic investments in a balanced, multimodal transportation system.

☒Objective: Provide balanced, seamless, and accessible multimodal transportation options for people and goods.

☒Objective: Facilitate linkages within and beyond Maryland to support a healthy economy.

☐Objective: Strategically expand network capacity to manage growth.

If checked, please describe how the project supports the goal and objectives: This project would improve connectivity for daily life and would facilitate multimodal transportation and linkages within and beyond Maryland to support a healthy economy.

11) Additional Comments/Explanation: _____

Allegany County Trail Inventory