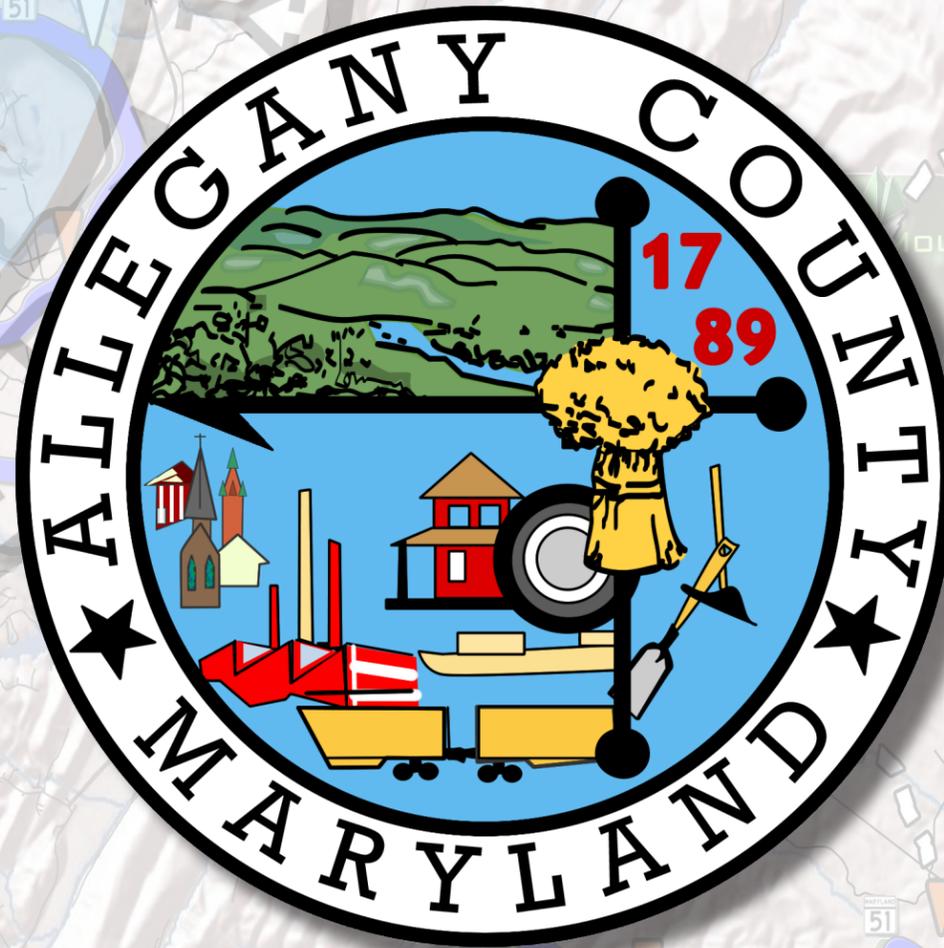


Allegany County

Bicycle and Pedestrian Master Plan



Allegany County

Bicycle and Pedestrian Master Plan



Table Of Contents

• Introduction	2
• Goals and Objectives	3
• Trail Benefits	4
• Case Study	5
• Bicycle and Pedestrian Master Plan	6
• Greater Cumberland	7-12
• Greater Frostburg	13-18
• LaVale	19-22
• George's Creek Corridor	23-30
• Potomac River Greenway	31-34
• Eastern Allegany County	35-38
• Bicycle Facilities	39
• Typical Bike Lanes	40-42
• Mixed-Use Trails	43
• Trail Design	44-45
• Typical Signage	46-47
• Funding Opportunities	48-49
• Acknowledgements and Bibliography	50
• Full Size Maps	51

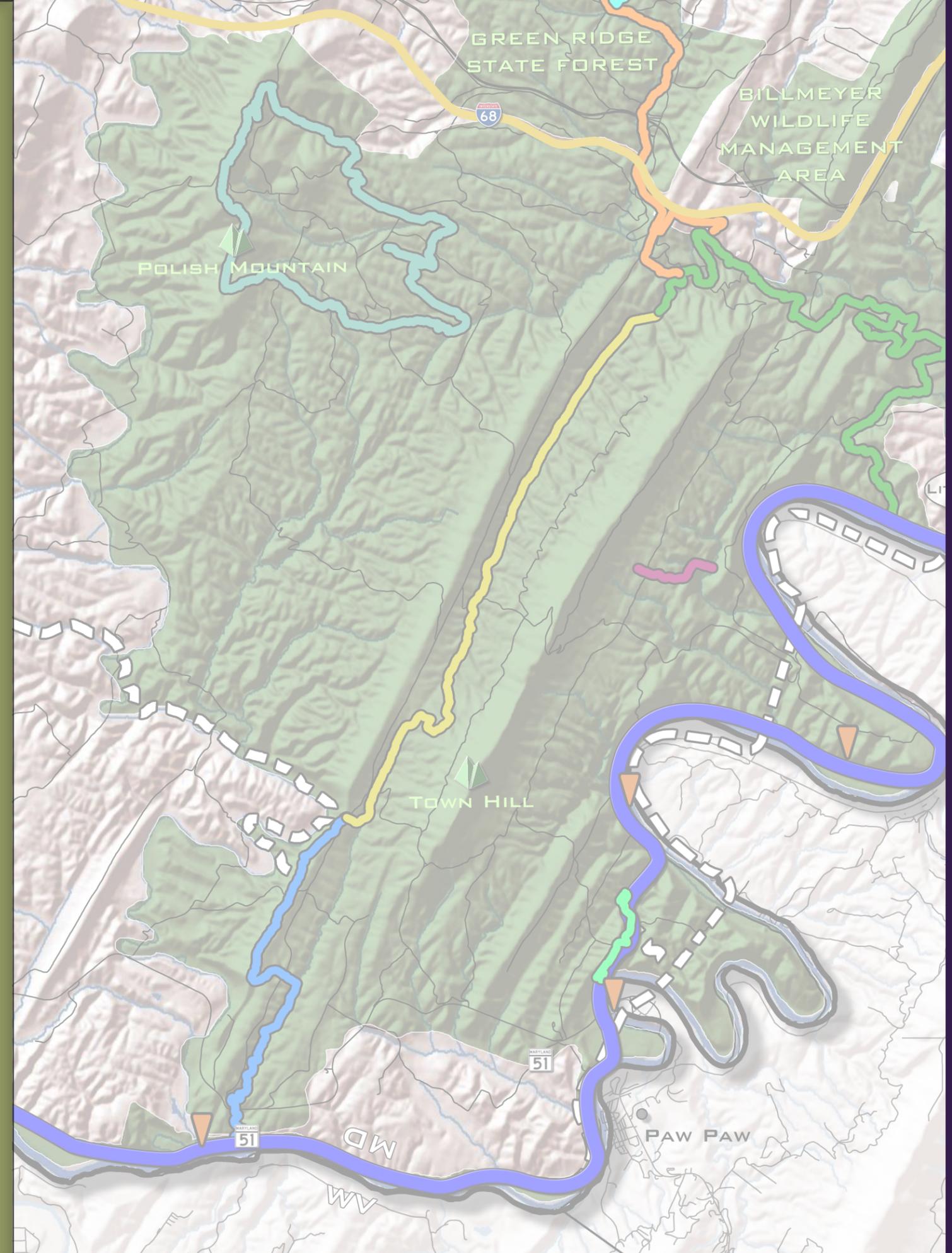
Introduction

The purpose of this plan is to outline the Allegany County Bicycle and Pedestrian Master Plan. The plan considered the importance of connecting all the municipalities in the County, by utilizing abandoned railways, natural drainage ways, and existing roadways. By connecting more communities, it opens up affordable recreation and transportation opportunities for all. This plan requires the implementation of various projects to achieve the overall master plan. These projects range from crosswalks for schools to a 16 mile rail-trail.

Because the County master plan covers such a great amount of area, this packet breaks down the plan into six focus areas; Greater Cumberland, Greater Frosturg, LaVale, George's Creek Corridor, Potomac River Greenway and Eastern Allegany County. Each area has several different opportunities for projects and many smaller projects can be established from any given project listed in the project portion of this booklet.

In the back of the plan, information regarding trail design and various types of bike lanes is provided. The illustrations are typical demonstrations of their respective designs and are not actual details for specific areas for any given project. Also found in the back are various funding sources in which interested municipalities can contact for project funding. Lastly, full size map fold outs are located in a sleeve in the back portion of this booklet.

This booklet will serve as a plan of action for Allegany County as they work to develop a complete bicycle and pedestrian trail network. Planning and implementing a complete trail network is a pivotal step for improvements in public health, tourism, economic development, and sustainability. Whether it is providing a safe pedestrian environment within a neighborhood or connecting communities with one another, addressing issues both large and small allows for the creation of a comprehensive plan for Allegany County's bicycle and pedestrian trail network.



Allegany County

Bicycle and Pedestrian Master Plan



Goals & Objectives

- Connect communities throughout Allegany County with the use of trails and bike lanes
- Provide a trail system that encourages and promotes pedestrian and bicycle activities in addition to promoting cycling as a viable alternate mode of transportation in and around the municipalities
- Connect existing greenways to schools, parks and neighborhoods
- Create a trail system that links existing trails to proposed trails to create loop trails throughout the County
- Provide projects from small scale to large scale
- List and describe funding opportunities specific to trails and byways
- Enhance existing trail connections so that all potential users including those that are physically challenged are able to utilize them
- Provide a trail system that connects areas outside to bring more trail users the county trail system
- Utilize abandoned railway beds to establish connections between municipalities
- Increase safety for both pedestrians and cyclists through the implementation of an educational and informational process to inform motorists, pedestrians and cyclists about the County wide trail system

Benefits Of Trails & Greenways

There are many benefits when it comes to trails and greenways. Many people tend to overlook the actual benefits, besides recreation when it comes to trails. Whether it be recreation, economic, transportation, health or community identity, trails greatly benefit the community in which they interact with.

Health

Trails help create healthier communities by offering an affordable recreational opportunity for all ages. They connect people to various places within their community and allow for a safe self-transit option. It has been shown that creating trails and greenways positively influence the longevity of citizens, independent from age, gender, or socioeconomic status.

Transportation

Greenways and trails not only allow for a safe connection within the community, but create a feasible and affordable transportation option for the community. Creating affordable transportation is vital to the community in many ways. It allows for people of any economic status a way of commuting to the store, school, work, or to friends in another neighborhood, while opening the community to other neighborhoods. This allows for people from other parts of the community to access amenities and stores they might not of had a safe access to before.

Economic

There can be huge economic benefits from greenways and trails. They can be obvious, such as a trail side business like a bike shop, or they can be less noticeable like a company moving to a community for its trail amenities. By connecting communities to one another it opens up opportunity for people of all ages and socioeconomic statuses a safe transit option to existing and future businesses.



Allegany County

Bicycle and Pedestrian Master Plan



Mineral Belt Trail

Leadville, Colorado

At an Elevation of 10,400 feet above sea level, the Mineral Belt Trail (MBT) is one of the highest paved rail-trails in the country. The MBT was a challenge to developers because it is located within a Superfund site, a national historic district, a mining district with overlapping claims and an area of high topographic relief, all of this in a small community with limited financial resources.

In July 2000, seven years after the trail's ground breaking, Leadville officially opened the Mineral Belt Trail. A 12.5 mile rail-trail through the town. The successful completion of the trail was the result of strong partnership between Union Pacific Railroad Company, Colorado State Parks, Colorado Department of Transportation, U.S. EPA, Asarco Mine, the town of Leadville, Lake County and private landowners.

Intersecting features of the trail include the safe and legal access it provides to historic mining areas panoramic views of Colorado's three highest peaks (including Mount Elbert, the state's highest mountain) and the trail's use, sanctioned by the EPA, as an impervious cap over the old railroad corridor.

The MBT follows old railroad grades, some dating to 1884, once used to transport gold, silver and other minerals from area mines. The rail-trail also follows abandoned sections of the Denver & Rio Grand and Colorado Midland railroad corridors, which were largely responsible for opening the central Rocky Mountains to settlement.

Today, the Mineral Belt Trail passes through the historic town of Leadville linking three public schools, recreation areas., the public library, Colorado Mountain College, the National Mining Museum, the hospital and medical center and several churches. Transportation Enhancements funds were used for trail construction and the installation of a new bicycle and pedestrian bridge over a busy roadway. With connections to so many places in the community, the rail-trail's transportation benefits are considerable, particularly to children who can now safely walk or bike to school on the trail rather than on area roads.

Until recent years mining was the economic backbone for Leadville. The 1999 closure of the Asarco Mine was a devastating blow to Leadville's economy and community spirit. Realizing the need to redefine their community, Leadville residents allied around the idea of the trail, focusing on the town's natural beauty, recreational opportunities and historic mining areas. The MBT draws tourists to the area year-round, boosting the economic viability of this former mining area. In the months following the trail's opening, Leadville reported a 19 percent increase in sales tax revenues. Owners of restaurants and lodging facilities report that they are serving customers who have come into town specifically to ride the trail. The MBT has helped Leadville prevent an economic recession by contributing to the town's revitalization efforts and successful development as a recreation and tourism destination.

SOURCE: <http://www.railstotrails.org/ourWork/trailBasics/benefits.html>

Allegany County

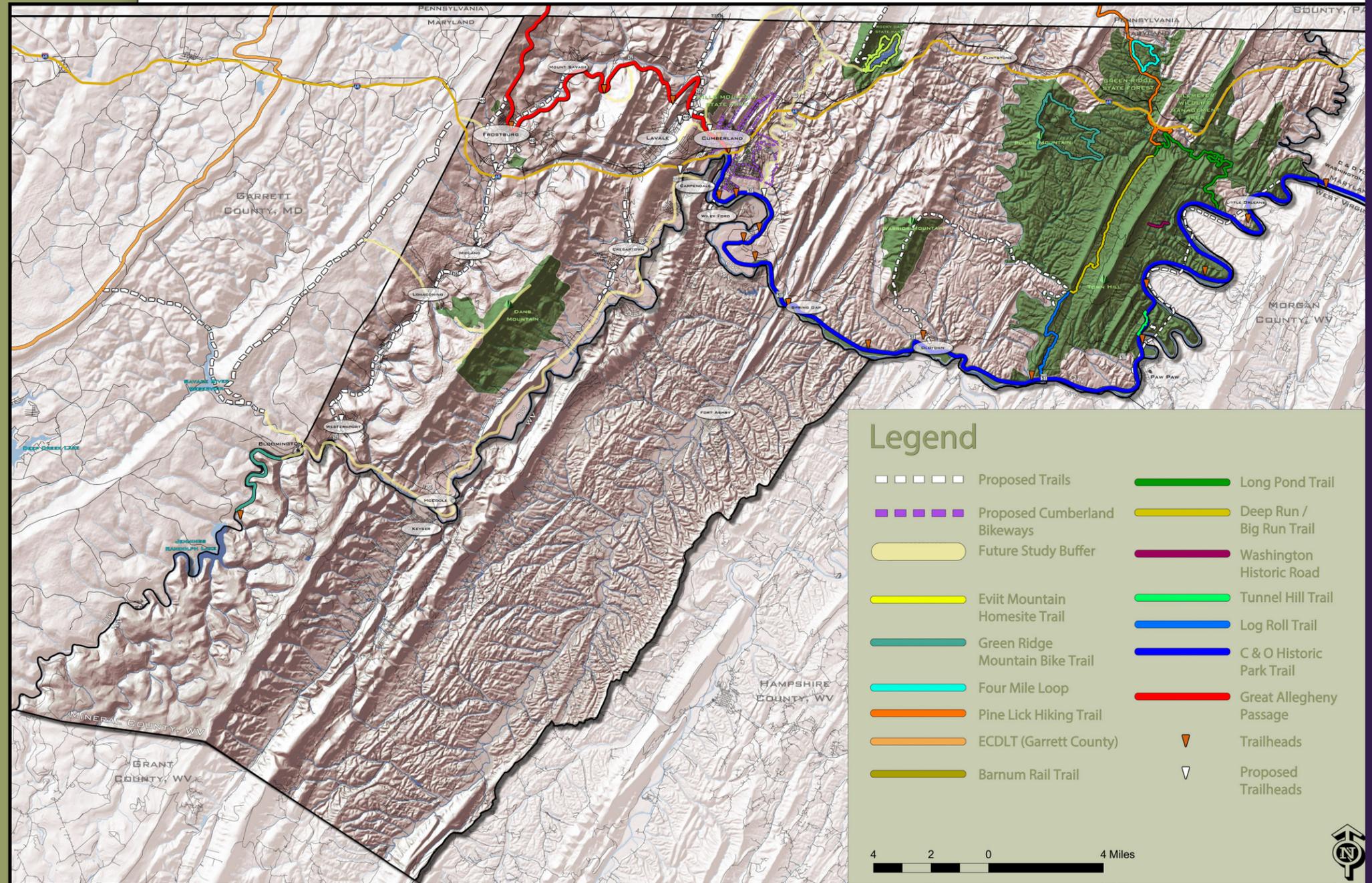
Bicycle and Pedestrian Master Plan

Master Plan

While planning for the Allegany County Bicycle and Pedestrian Master Plan, it was important to take into consideration how the plan would come together from the community level to the overall County wide level. This Master Plan was created on the basis of connecting communities through the use of affordable transportation and recreational opportunities for all demographics.

Understanding how all of these communities could become part of the framework in the plan was sought after in the highest priority. For this reason, the Master Plan offers many connections from small to large. This booklet breaks down the county wide plan into six major areas, Greater Cumberland, Greater Frosturg, LaVale, George's Creek Corridor, Potomac River Greenway and Eastern Allegany County. In the pages to follow you will be able to find specific projects that are highlighted by its area within the county. These projects can be small crosswalks to allow students a safe passageway to school, or can be as large as the proposed Georges Creek Rail Trail. Although, there are over 30 projects listed below there is no real number to how many projects that can be generated with this plan. This can be found within the major undertakings such as the Georges Creek Rail Trail. This plan discusses the trail as a project, however, there can be many smaller projects that are necessary for the overall completion of the proposed rail trail. These projects can range from property r-o-w ownership to retrofitting old rail trestles to allow for bike and pedestrian flow.

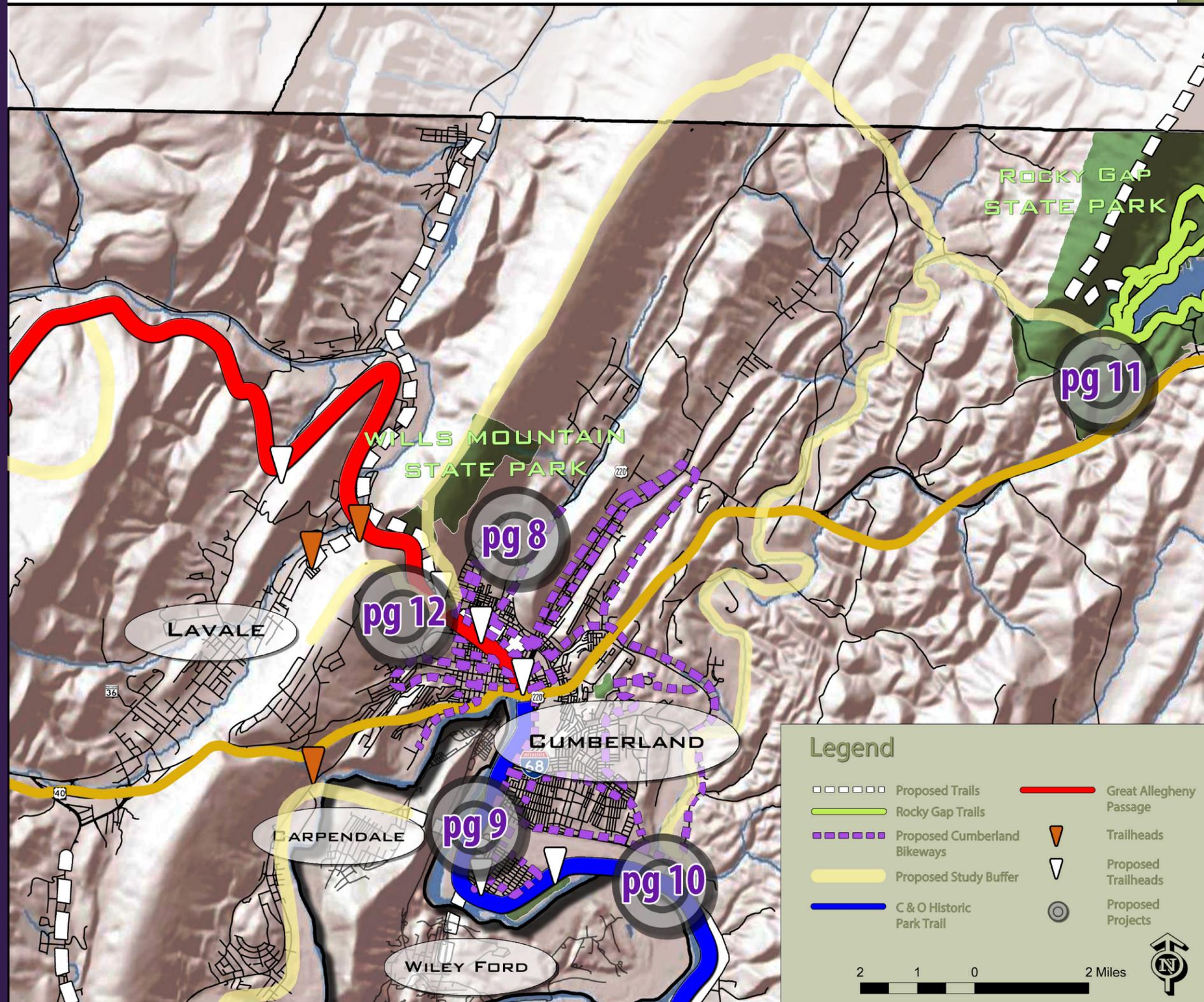
Large scale maps of the overall plan and of the three areas are provided for viewing in the back of the booklet.



Allegany County

Bicycle and Pedestrian Master Plan

Greater Cumberland



When it comes to understanding the greater Cumberland area one would need to look past the defined borders of the city. Many towns play into the network of Cumberland, creating a challenging task when thinking about transportation at human scale. As a society we are moving in a direction of self transit and better health from recreational opportunity. It is important to not only think of the larger population areas such as Frostburg, but to think of connecting smaller areas like Elerslie. The Allegany County Bicycle and Pedestrian Master Plan addresses this concern by connecting as many towns as possible to open affordable recreation, transportation and economic benefit to all. There are six sections defined in this plan to help target specific focus areas. In the first section we will see projects that highlight vital and important connections to the Cumberland area from the outlining areas, as well as address smaller internal circulation.

The map to the left provides a wealth of information on various projects that we will discuss in this section. These projects differ in scale and viability. Each project is given a feasibility assessment defined by the following.

#1 Preliminary Design: These projects are considered practical and provide desirable community connections. Estimated project cost will also be provided.

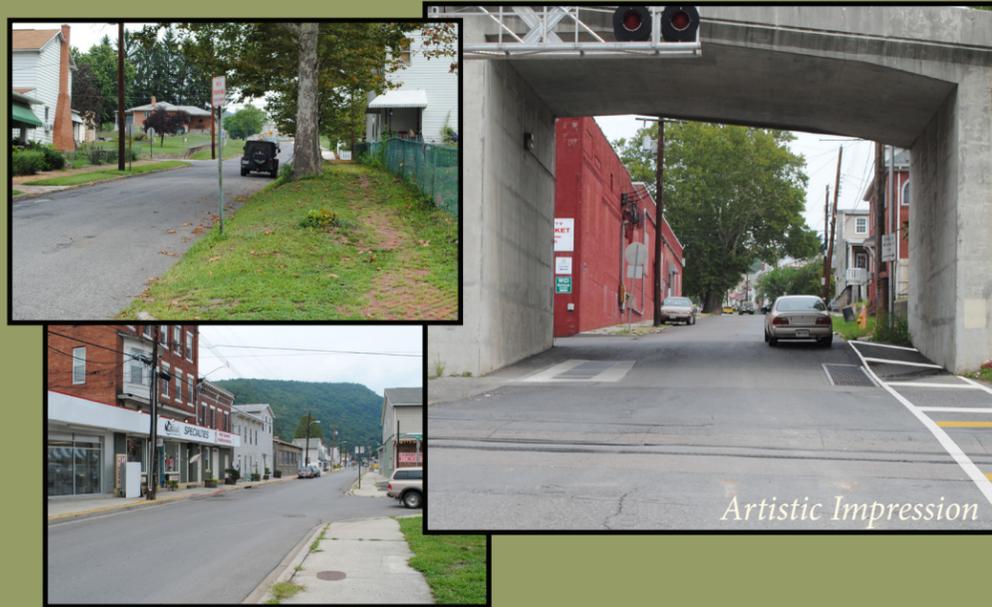
#2 Concept: Project provides conceptual connections to the current network. These projects need further planning and investigation. Project constraints will be listed.

#3 Pre-Feasibility: These big picture projects, defined by a study buffer, need further planning and feasibility studies, but provide the road map to connect the future trails and bikeways in Allegany County. Project constraints will be listed.

Located on the map are project markers with page numbers to further explain the project areas, and how they play their role in the overall plan.

Allegany County

Bicycle and Pedestrian Master Plan



Project Focus:

- Connecting Braddock Middle School to its surrounding neighborhood and link the community to the Great Allegheny Passage

Project Feasibility:

- #1 Preliminary Design

Project Cost Estimate:

- 90k-110k

Project Elements:

- Repair roughly 150 ft of existing sidewalks to bring them up to standards
- Delineating a pedestrian only path underneath US Route 40
- Proposed sidewalk from underpass to N Centre St (esimated length 430 ft)
- Crosswalks to define a crossing for pedestrians across Centre St and Mechanic St

Funding Opportunities

- TEP - Transportation Enhancement Project
- Sidewalk Retrofit Program
- Bicycle Retrofit Program

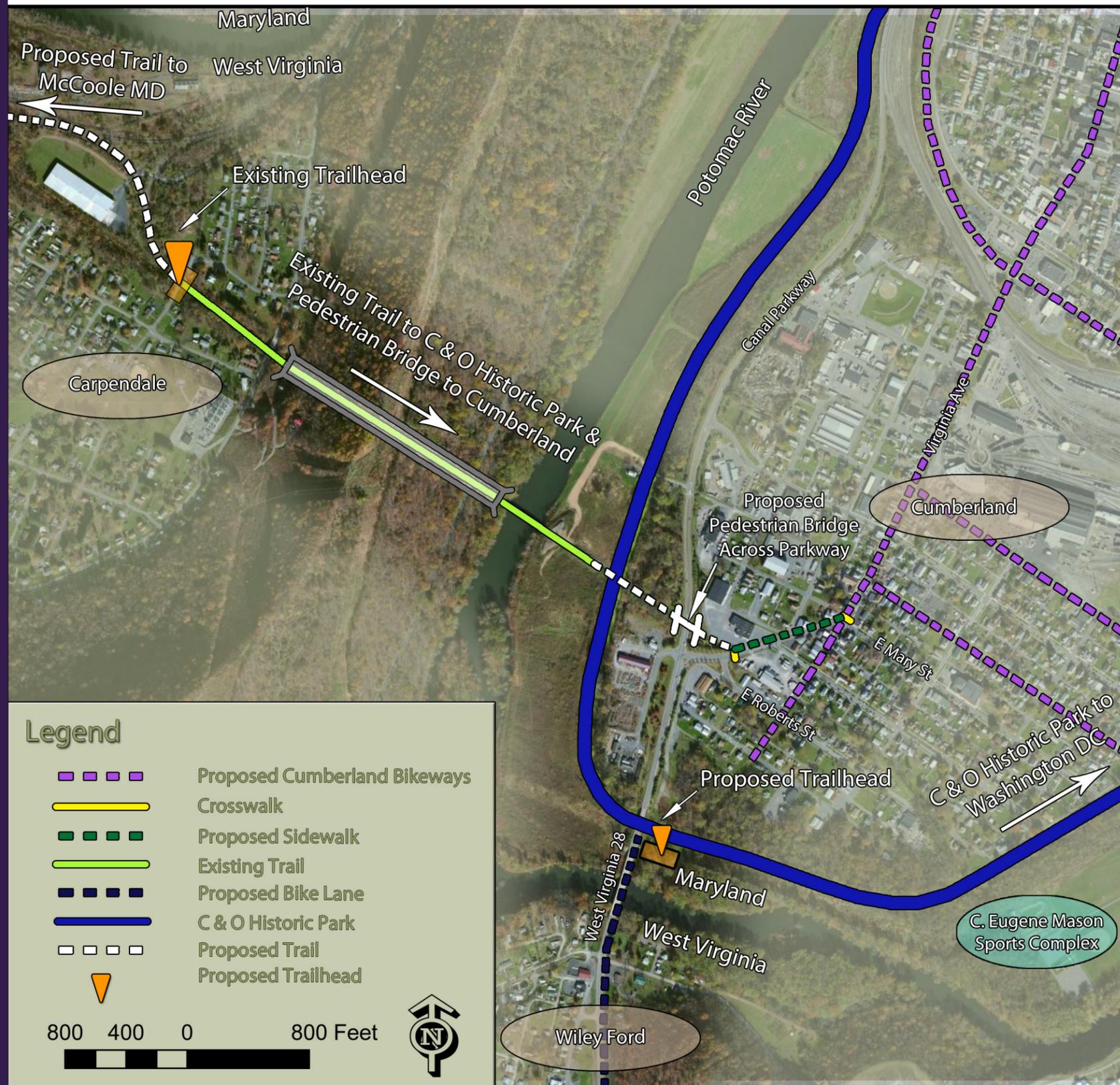
See page 48 & 49 for information about funding programs

North Cumberland



Allegany County

Bicycle and Pedestrian Master Plan



South Cumberland to Carpendale, WV



Project Focus:

- Connecting South Cumberland, Wiley Ford, Carpendale, McCoolle and Keyser, WV through the use of a pedestrian bridge, bike lane and trail extension along the Western Maryland Railway r-o-w on the Potomac River

Project Feasibility:

- #2 Concept

Project Elements:

- Connecting Carpendale to South Cumberland by extending the existing trail highlighted in light green over the Canal Parkway to Cumberland. This connection would offer patrons a safe way to cross the high speed traffic of the Canal Parkway. This connection utilizes the existing Western Maryland Railway r-o-w
- Proposed sidewalk from end of bridge to existing sidewalk on Virginia Ave. (Approximately 1,000 ft)
- Addition of crosswalks highlighted in yellow, to tie into existing sidewalks.
- Proposed bike lane from Wiley Ford to proposed C&O trailhead. This connects Wiley Ford, WV to Maryland's trail network.
- Proposed trail from existing trailhead in Carpendale, WV to McCoolle and Keyser, WV along the existing Western Maryland Railway r-o-w
- Removal of existing rail along Western Maryland Railway r-o-w on the West Virginia side

Project Constraints:

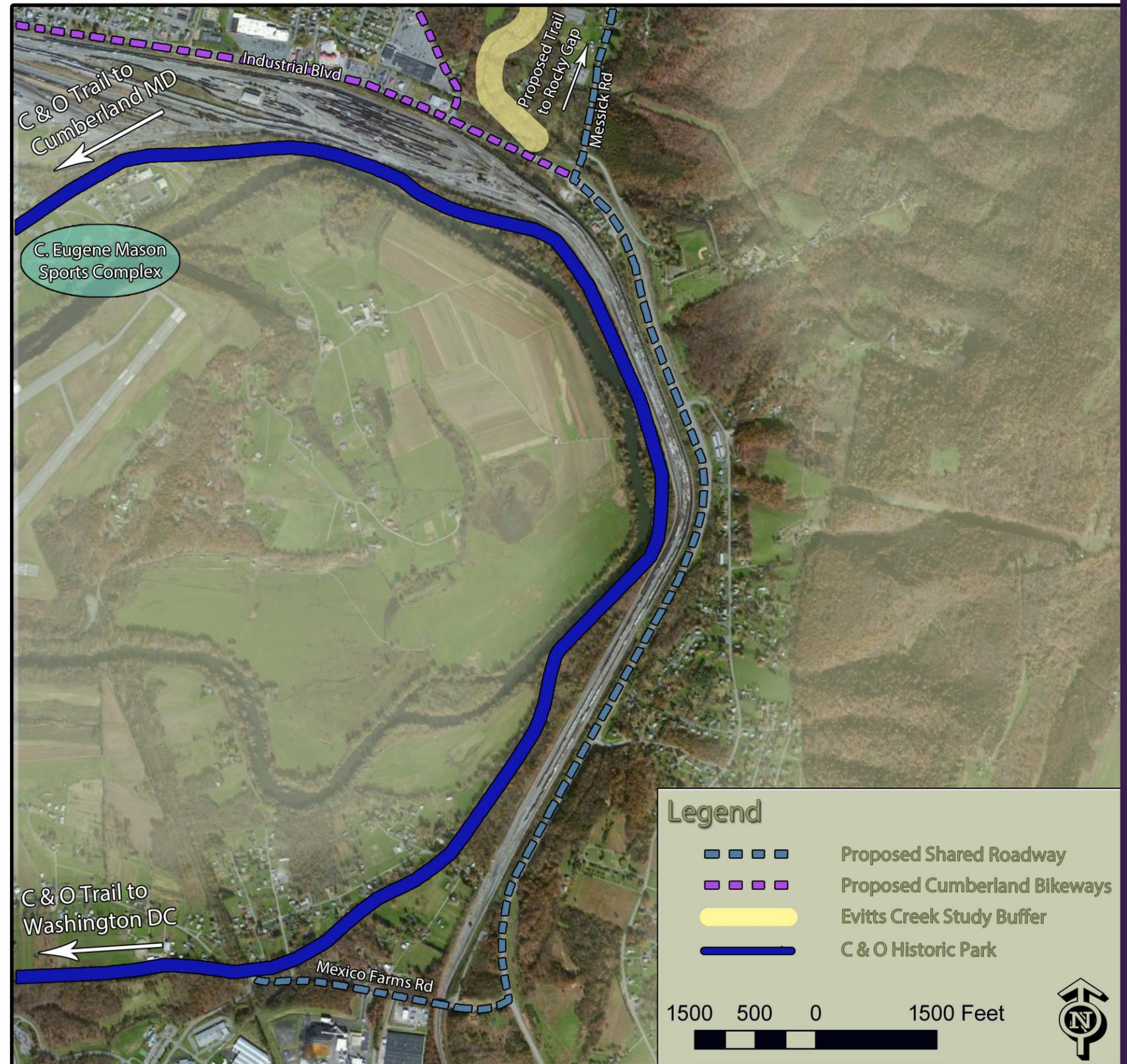
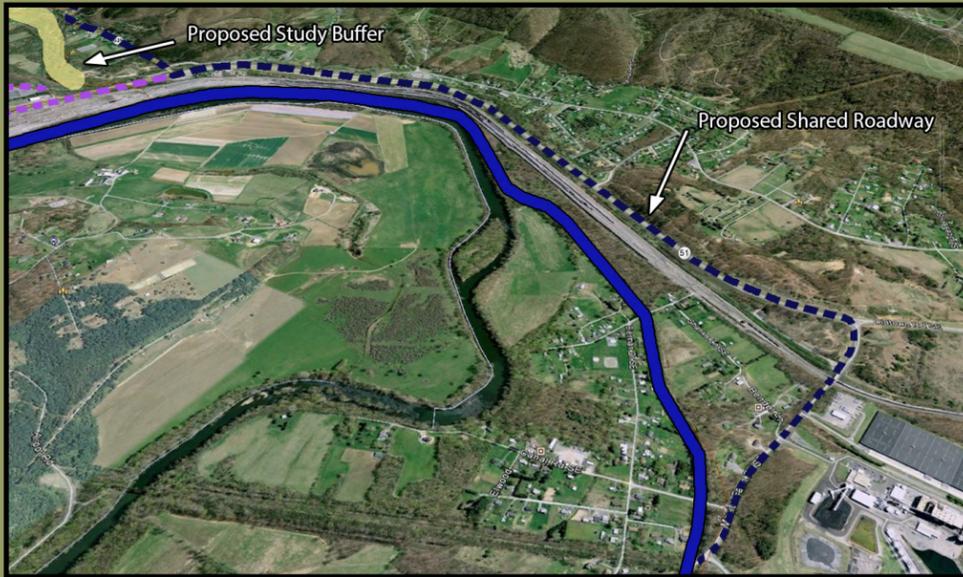
- Landowner consent and pedestrian bridge over Canal Parkway needs further study and partnership with SHA
- Cooperation with NPS to cross C&O Canal

Funding Opportunities

- TEP - Transportation Enhancement Project
- National Recreational Trails Program
- Bicycle Retrofit Program
- Maryland Scenic Byways Program

See page 48 & 49 for information about funding programs

Allegany County Bicycle and Pedestrian Master Plan



South Cumberland

Project Focus:

- Creating a significant connection between the C&O Historic Trail and the South Cumberland area, by providing a shared roadway from Messick Rd to Mexico Farm Rd

Project Feasibility:

- #2 Concept

Project Elements:

- Creating a connection point to the C&O from Mexico Farm Rd
- Crosswalk with proper identification to provide patrons a safe way to cross Industrial Blvd from Messick Rd
- Utilize existing shoulder pavement along Industrial Blvd
- Developing proper identification to designate the proposed shared roadway

Project Constraints:

- Providing a safe crossing at Industrial Blvd and Messick Rd
- SHA partnership for improvements to Messick Rd and MD 51
- Landowner cooperation for proposed study buffer on Evitts Creek

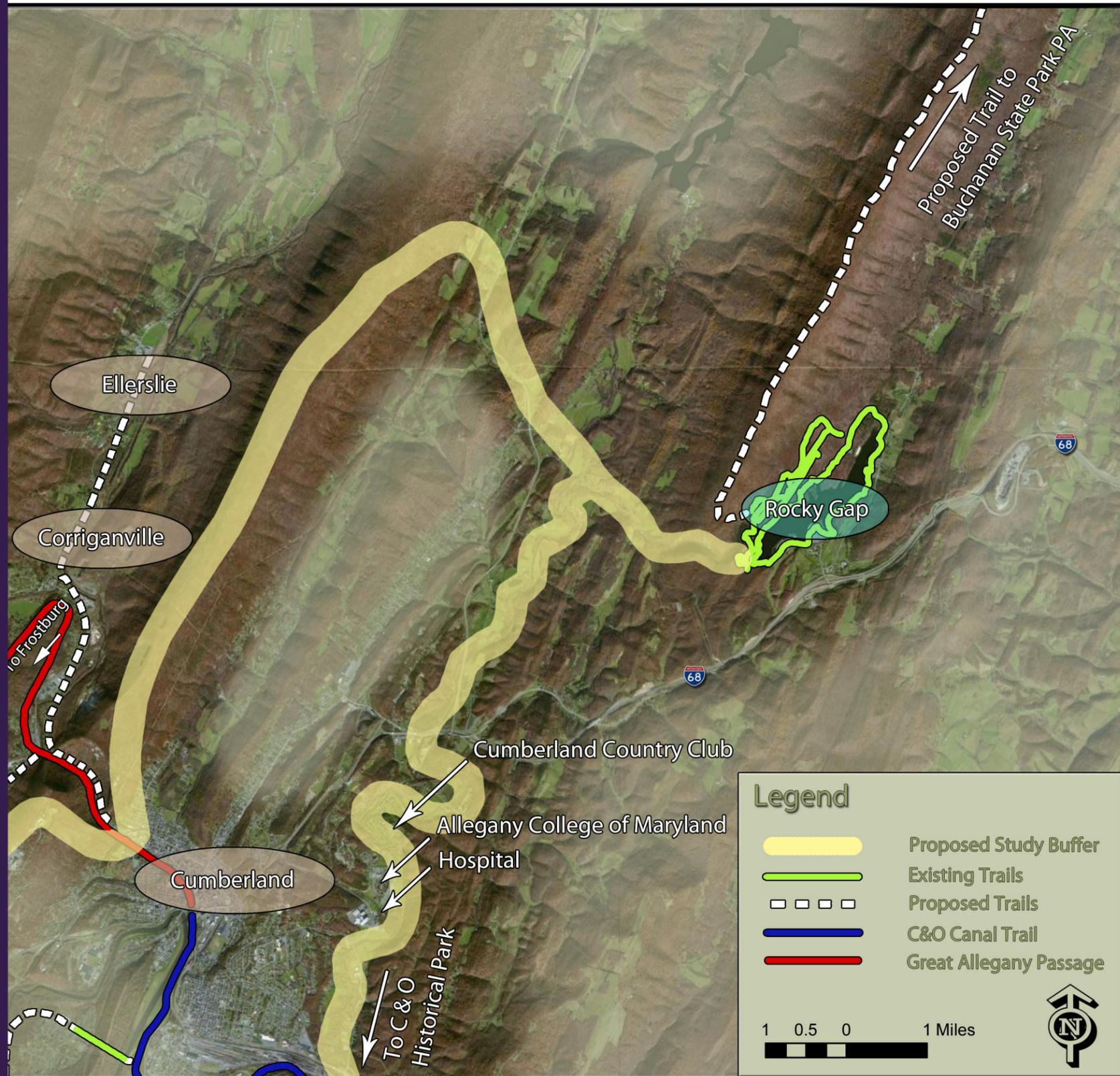
Funding Opportunities

- TEP - Transportation Enhancement Project
- Maryland Scenic Byways
- National Recreational Trails Program
- Bicycle Retrofit Program

See page 48 & 49 for information about funding programs

Allegany County

Bicycle and Pedestrian Master Plan



Evitt's Creek Greenway



Project Focus:

- Connecting Rocky Gap State Park, Western Maryland Regional Medical Center, Allegany College of MD and the Cumberland Country Club to the Cumberland area as well as connecting Ellerslie and Corriganville to the Cumberland area via the existing Pennsylvania Railroad r-o-w

Project Feasibility:

- #3 Pre-Feasibility

Project Elements:

- Creating a trail connecting Rocky Gap's trail network west to Wills Mt State Park and Olde North Cumberland
- Creating a connection from Rocky Gap heading south along Evitts Creek to South Cumberland and the C&O Towpath
- A large multi-surface urban/rural loop which encompasses rail trails, mountain trails and urban interface
- Creating a healthy alternative for the populace of South Cumberland to access the Western Maryland Regional Medical Center and Allegany College of MD
- Utilize Pennsylvania Railroad r-o-w along Wills Creek to give access from Ellerslie to Cumberland
- Connecting the proposed trail to the GAP and the C&O to enhance recreational opportunity for the people of Ellerslie

Project Constraints:

- Cooperation with private landowners

Funding Opportunities

- Health Grants
- Educational Grants
- TEP - Transportation Enhancement Project
- Park and Rec Grants
- National Recreation Trails Program
- Maryland Scenic Byways Program

See page 48 & 49 for information about funding programs

Allegany County

Bicycle and Pedestrian Master Plan

West Side Cumberland



Project Focus:

- Resurfacing Will's Creek Trestle to reconnect Olde North Cumberland to the Great Allegheny Passage, Bishop Walsh School and the future location of Allegany High School as well as capturing some of Cumberland's best views while offering a recreational opportunity for mountain bikers and hiking enthusiasts.

Project Feasibility:

- #3 Pre-Feasibility

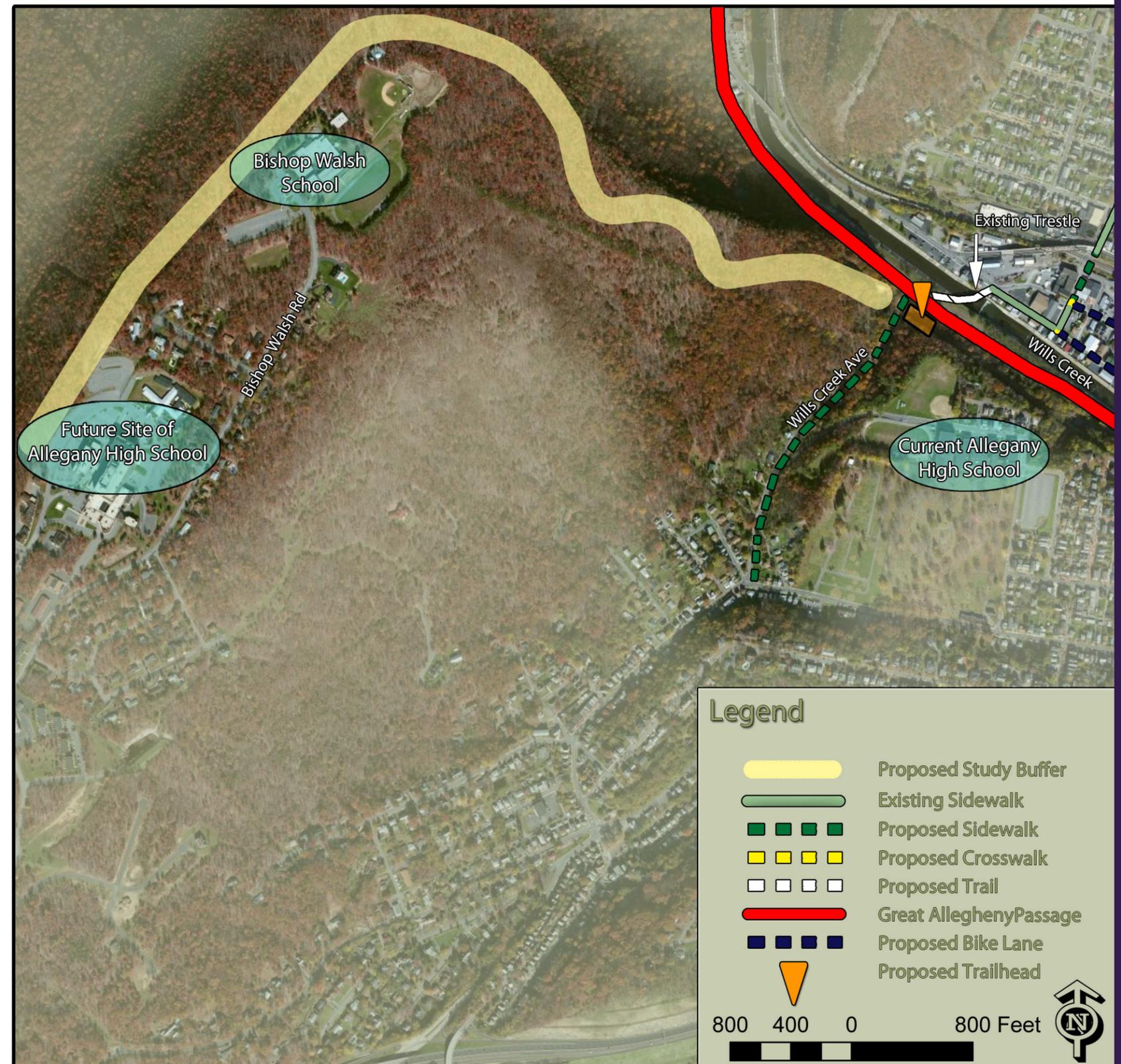
Project Elements:

- Resurfacing the Will's Creek Trestle
- Creation of a trailhead that would serve as an access point for the Great Allegheny Passage and Narrows Overlook (Study Buffer). The Trailhead would also offer Great Allegheny Passage users a place to tie off their bike and take the adventurous 850 ft climb to top to view all of Cumberland
- Connecting top of narrows ridge (near Bishop Walsh) to Cumberland's West Side.
- Opening magnificent view sheds to capitalize on Narrows unique recreational opportunity.
- Tie back into existing sidewalk along Mechanic St from resurfaced rail Trestle to connect the Great Allegheny Passage to Olde North Cumberland.

Funding Opportunities

- TEP - Transportation Enhancement Project
- Safe Routes to School
- Bicycle Retrofit Program
- National Recreational Trails Program

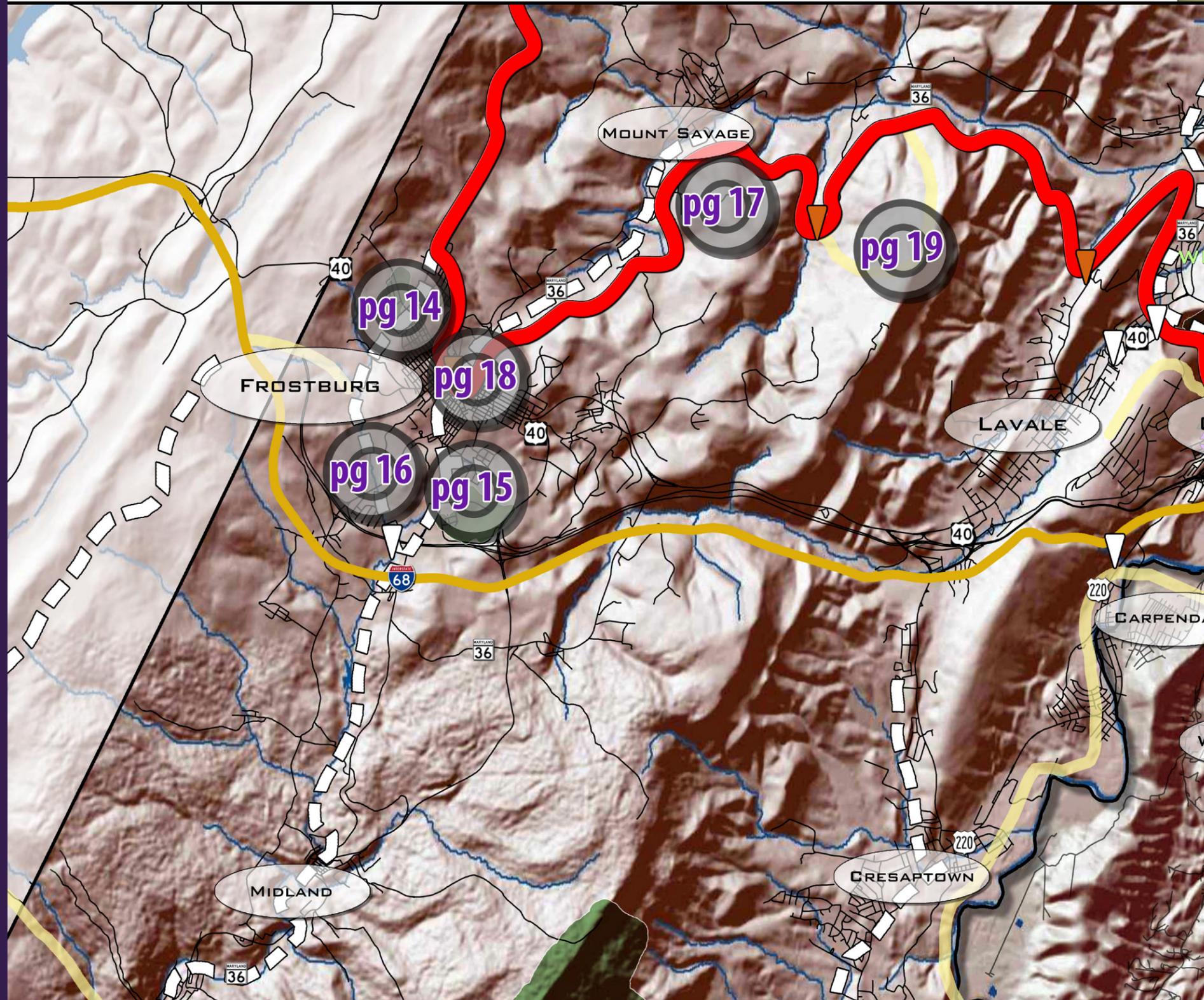
See page 48 & 49 for information about funding programs



Allegany County

Bicycle and Pedestrian Master Plan

Greater Frostburg



Frostburg has great potential for creating a walkable town. By focusing on recreational amenities, municipal facilities, and its proximity to the Great Allegheny Passage, Frostburg has opportunities with its connection to the Greater Cumberland area and to many other towns along the GAP. This larger scheme is important to keep in mind when studying smaller interconnections within the Greater Frostburg area as defined in the following pages.

As with the previous section, the map to the left provides locations of particular projects that we will discuss in the following pages. These projects differ in scale and viability. Each project is given a feasibility assessment defined by the following.

#1 Preliminary Design: These projects are considered practical and provide desirable community connections. Estimated project cost will also be provided.

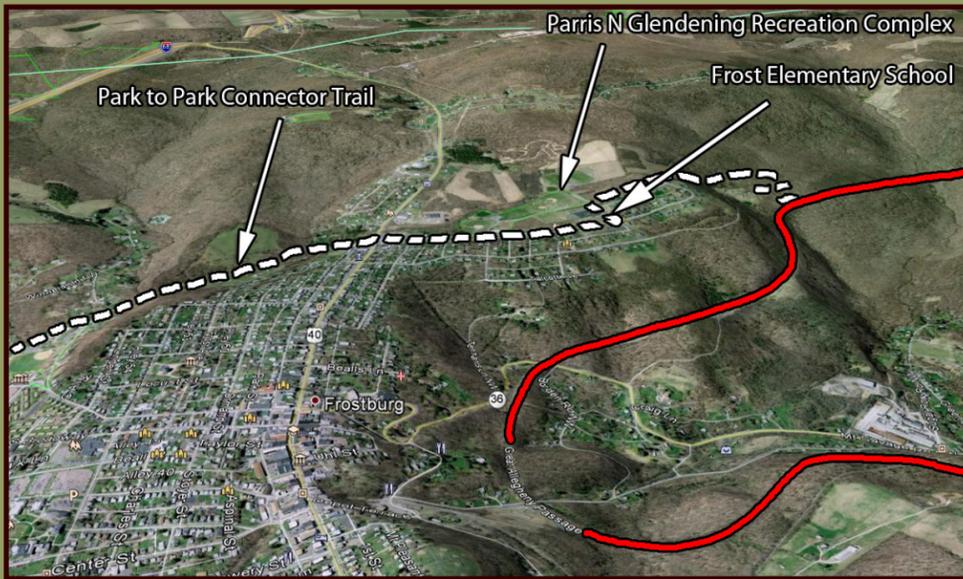
#2 Concept: Project provides conceptual connections to the current network. These projects need further planning and investigation. Project constraints will be listed.

#3 Pre-Feasibility: These big picture projects, defined by a study buffer, need further planning and feasibility studies, but provide the road map to connect the future trails and bikeways in Allegany County. Project constraints will be listed.

Located on the map are project markers with page numbers to further explain the project areas, and how they play their role in the overall plan.

Allegany County

Bicycle and Pedestrian Master Plan



Project Focus:

- Connecting Frost Elementary to the GAP and to all of the parks in Frostburg

Project Feasibility:

- #1 Preliminary Design

Project Cost Estimate:

- 200k-230k

Project Elements:

- Sidewalks along the east side of Shaw St along with Crosswalks provides neighborhood a safe access route to and from the school and park facilities
- Create a connection north of the park to the GAP trail
- Continue a sidewalk system to Rt 40 and a dedicated crosswalk that connect West End Park and the Sand Spring Greenway

Project Constraints:

- Landowner R-O-W for proposed sidewalks

Funding Opportunities

- Safe Routes to School
- TEP- Transportation Enhancement Program
- National Recreational Trails Program
- Sidewalk Retrofit Program

See page 48 & 49 for information about funding programs

Frost Elementary



Allegany County

Bicycle and Pedestrian Master Plan



Grahamtown Rail-Trail



Project Focus:

- Connecting the parks and neighborhoods

Project Feasibility:

- #2 Concept

Project Elements:

- The proposed Grahamtown Rail Trail is the backbone to the Frostburg trail network
- The trail heads south from Paul St and parallels Upper Georges Creek Rd with a spur that connects East End Park and Mountain Ridge High School and continues south to Calhoun Park
- A proposed section of sidewalk runs to the east on Powells Ln and will include a crosswalk over Rt 936. A second proposed sidewalk will run along the east side of Rt 936 which will allow for the entire neighborhood to have a safe route to the rail trail and therefore all of the city's parks
- The trail continues south toward I-68 and has a second spur which travels northeast along Sand Spring Run (study buffer). This connection ties into an existing trail at the Frostburg State University Campus and continues on to the Frostburg Community Park and eventually to Parris N Glendening Recreation Complex. From the Glendening Complex and Frost Elementary a secondary connection to the GAP is proposed.
- The Grahamtown Rail-Trail will travel under I-68 via the proposed MD 936 Shared Roadway and jump back to Georges Creek to continue south to Westernport

Project Constraints:

- Cooperation with private landowners

Funding Opportunities:

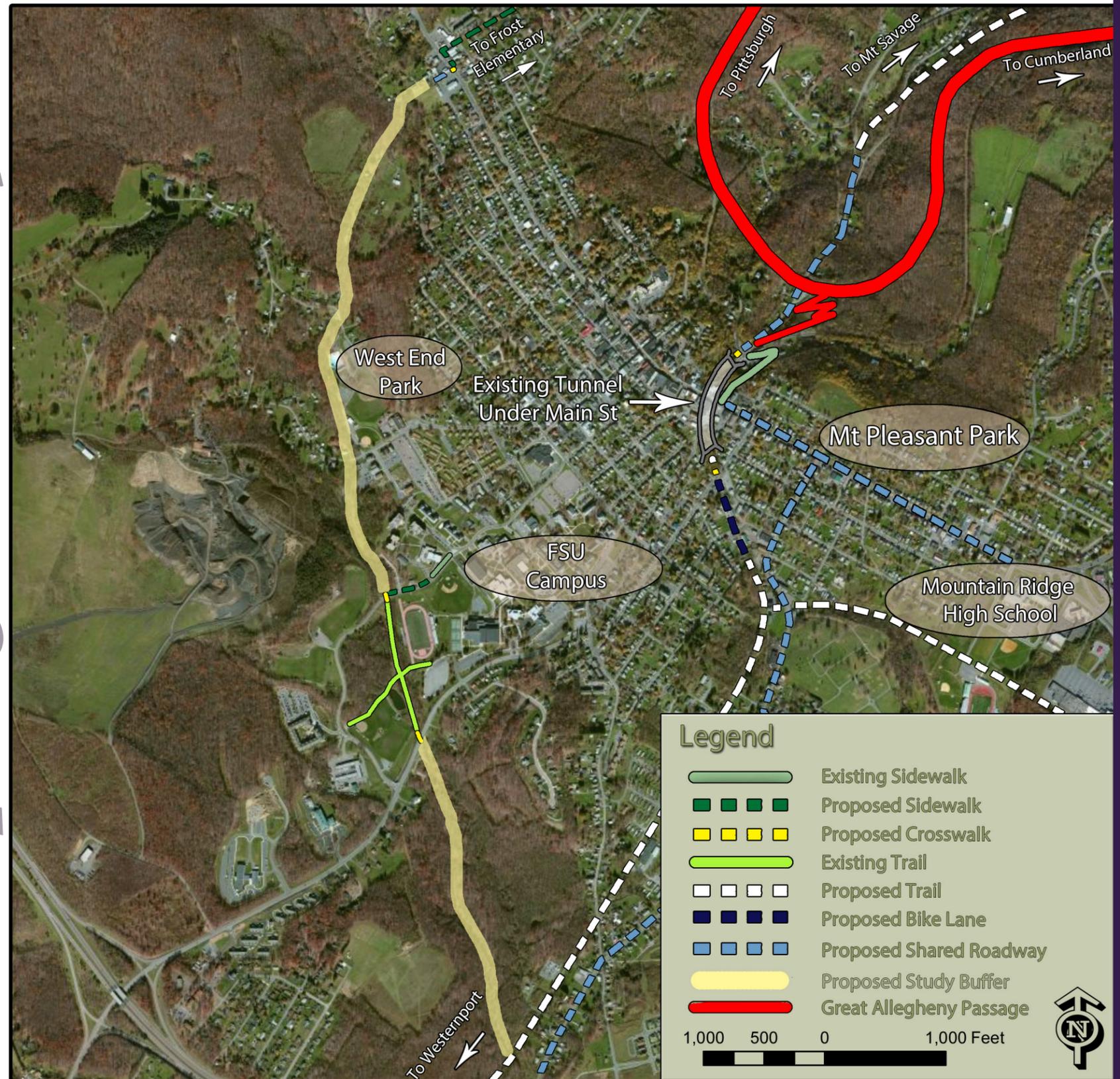
- Neighborhood Conservation/Urban Reconstruction Program
- Sidewalk Retrofit Program
- Bicycle Retrofit Program
- TEP - Transportation Enhancement Program
- The National Recreational Trails Program
- Community Parks and Playgrounds Program

See page 48 & 49 for information about funding programs

Allegany County

Bicycle and Pedestrian Master Plan

Sandsprings Greenway



Project Focus:

- Creating a connection from the proposed Grahamtown Rail-Trail to Parris N Glendening Recreation Complex and eventually to the Great Allegheny Passage

Project Feasibility:

- #3 Pre-Feasibility

Project Elements:

- Creating a proposed trail that will link Frostburg State University to the Glendening Recreation Complex
- Link Mt Pleasant Park to the proposed trail
- Connecting West End Park to Frost Elementary School through the use of various designated bike or pedestrian lanes, proposed sidewalks and crosswalks

Project Constraints:

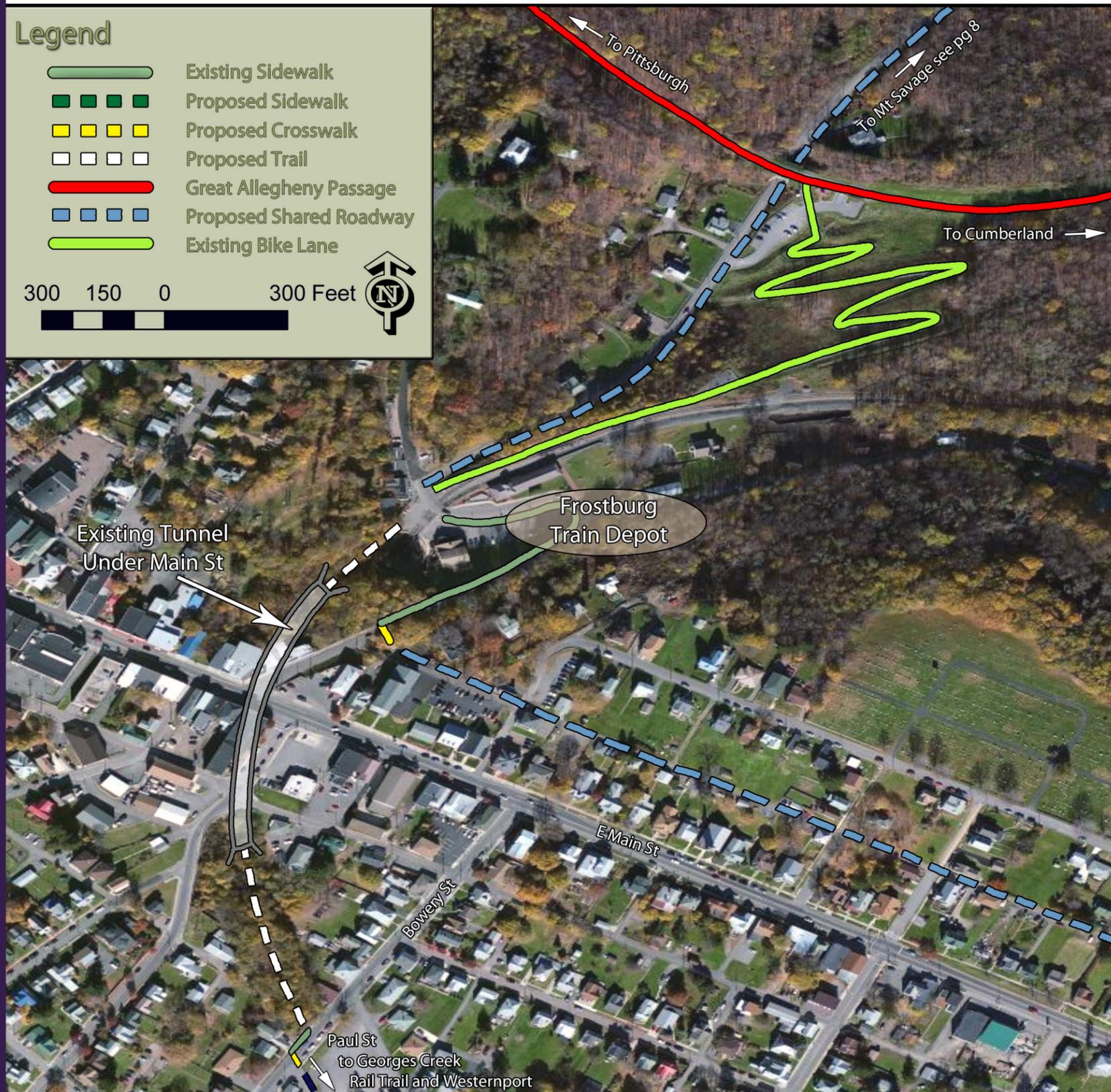
- Cooperation with private landowners

Funding Opportunities

- Neighborhood Conservation/Urban Reconstruction Program
- Sidewalk Retrofit Program
- Bicycle Retrofit Program
- TEP - Transportation Enhancement Program
- The National Recreational Trails Program
- Community Parks and Playgrounds Program
- Safe Routes to School

See page 48 & 49 for information about funding programs

Allegheny County Bicycle and Pedestrian Master Plan



Frostburg Tunnel



Project Focus:

- Rehabilitation of the abandoned Frostburg tunnel under Main St to restore a connection between the GAP and Frostburg

Project Feasibility:

- #3 Pre-Feasibility

Project Elements:

- Repairing the tunnel for use of a passage that will open an on-grade connection to the greater Frostburg area to the GAP and allow a gentler grade change to Main Street

Project Constraints:

- Cost of rehabbing tunnel and future maintenance

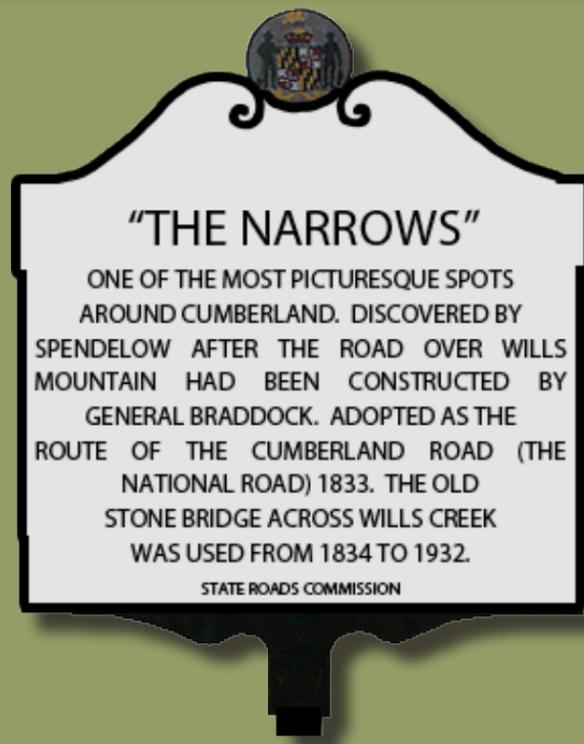
Funding Opportunities

- Recreational Trails Program
- TEP - Transportation Enhancement Program
- Advocacy Advance
- Community Legacy Program
- National Recreational trails Program

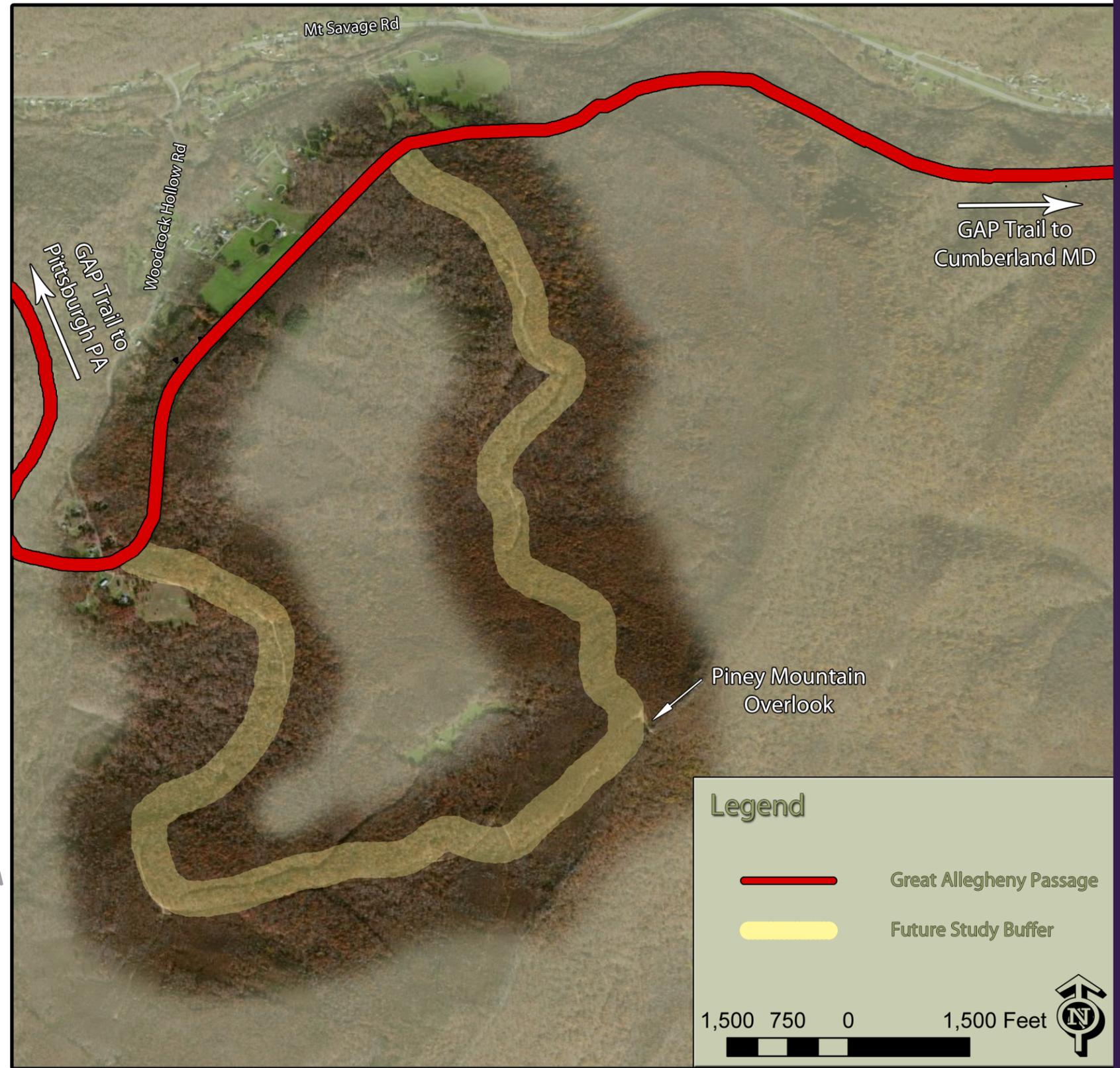
See page 48 & 49 for information about funding programs

Allegany County

Bicycle and Pedestrian Master Plan



Piney Mountain Overlook



Project Focus:

- Creating a Mountain Bike/Hiking loop option off of the GAP with an overlook destination

Project Feasibility:

- #3 Pre-Feasibility

Project Elements:

- Utilize existing logging roads as the base for the loop
- The loop is approximately 4 miles round trip
- Destination Piney Mountain Overlook
- 1,100' + elevation gain, reaching approximately 2,400' at the overlook
- Major views of the Narrows, Pennsylvania, Maryland and West Virginia

Project Constraints:

- Cooperation with private landowners
- Trail alignment
- Funds for capital and future maintenance

Funding Opportunities

- Program Open Space
- National Recreation Trails Program

See page 48 & 49 for information about funding programs

Allegany County

Bicycle and Pedestrian Master Plan

LaVale

LaVale, Corriganville and Ellerslie face a unique geographic barrier that disconnects them to the Greater Cumberland area. Fortunately, the GAP Trail provides an existing non-motorized corridor through the Narrows passageway. However, current trail users west of Cumberland face challenges connecting to the GAP along the narrow US Route 40. The following section focuses on new connections of the existing GAP Trail to provide a safe and welcoming experience.

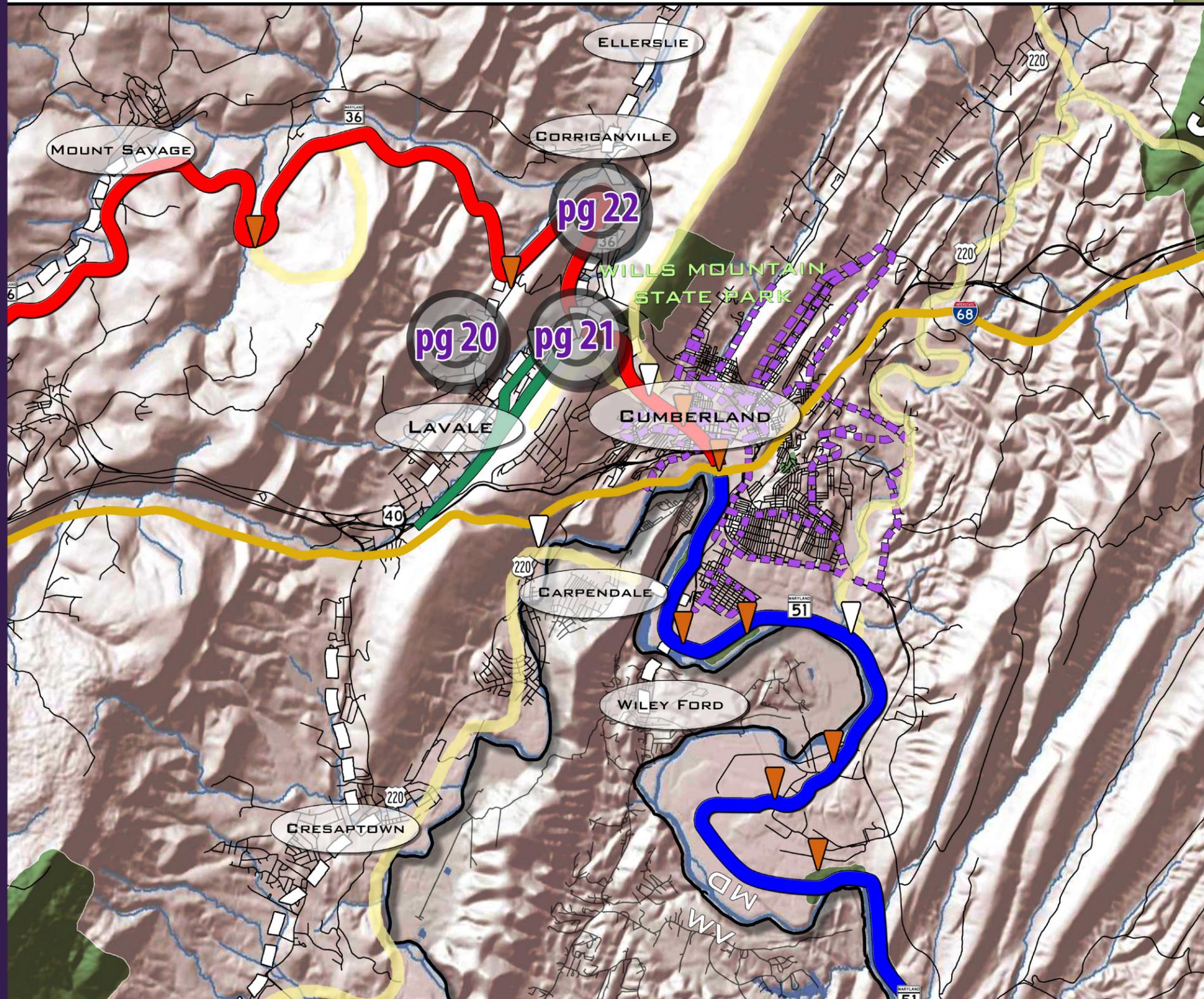
As with the previous section, the map to the left provides locations of particular projects that we will discuss in the following pages. These projects differ in scale and viability. Each project is given a feasibility assessment defined by the following.

#1 Preliminary Design: These projects are considered practical and provide desirable community connections. Estimated project cost will also be provided.

#2 Concept: Project provides conceptual connections to the current network. These projects need further planning and investigation. Project constraints will be listed.

#3 Pre-Feasibility: These big picture projects, defined by a study buffer, need further planning and feasibility studies, but provide the road map to connect the future trails and bikeways in Allegany County. Project constraints will be listed.

Located on the map are project markers with page numbers to further explain the project areas, and how they play their role in the overall plan.



Allegany County

Bicycle and Pedestrian Master Plan



Project Focus:

- Creating a safe route to Cash Valley Elementary School and connecting the Great Allegheny Passage to lower LaVale

Project Feasibility:

- #2 Concept

Project Elements:

- Connect proposed sidewalk along Cash Valley Rd into recently completed sidewalks along US Route 40
- Proposed sidewalk along Southbound lane from Cash Valley Elementary School to US Route 40 (Approximately 1 mile). This connection would open a safe access point to the majority of school district
- Proposed sidewalk along Southbound lane from Cash Valley Elementary School to the Great Allegheny Passage (Approximately 3/4 mile). This connection offers a safe pedestrian access point from US Route 40 to the Great Allegheny Passage

Project Constraints:

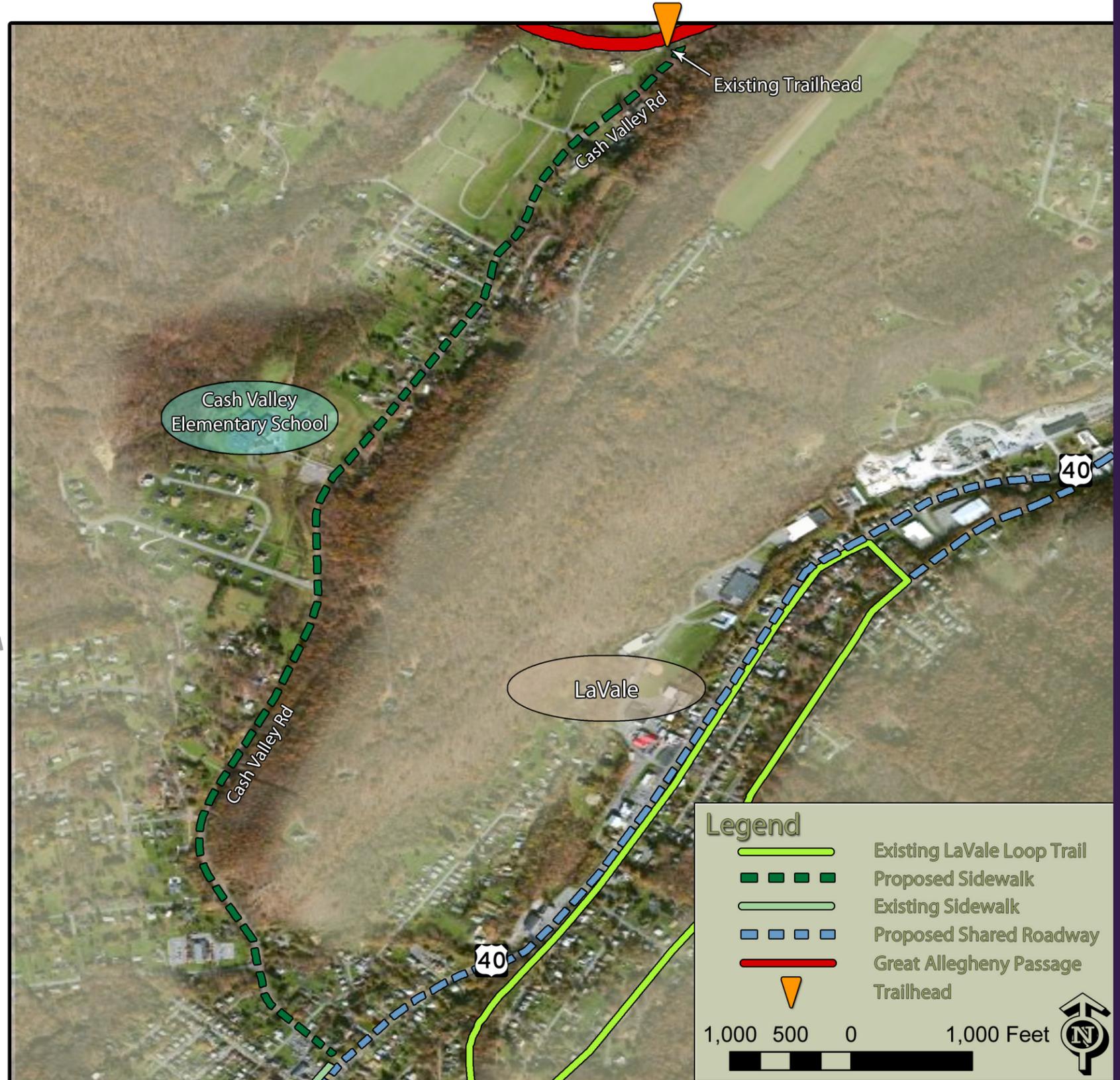
- Cooperation with private landowners
- Trail alignment and typical section design

Funding Opportunities

- Safe Routes to School
- TEP - Transportation Enhancement Project
- Sidewalk Retrofit Program

See page 48 & 49 for information about funding programs

Cash Valley



Allegany County Bicycle and Pedestrian Master Plan



Project Focus:

- Connecting LaVale to the Great Allegheny Passage, with consideration of ADA access that would allow an on grade connection

Project Feasibility:

- #3 Pre-Feasibility

Project Elements:

- Two trailheads that connect LaVale to the Great Allegheny Passage
- Trailhead 'B' offers ADA compliant access to the Great Allegheny Passage. This trailhead location was chosen due to the existing grade. Proposing the trailhead at the end of Oak Terrace St allows for a gradual grade change along an existing bench. This connection also links LaVale's Swim Club to the Great Allegheny Passage.
- Trailhead 'A' offers a large parking area where a trail would be brought up to the elevation of the Great Allegheny Passage. (Approximately 30 ft)

Project Constraints:

- Cost estimates for earthwork
- Preliminary design and engineering
- Constructability

Funding Opportunities

- TEP - Transportation Enhancement Project
- National Recreation Trails Program
- Maryland Scenic Byways Program

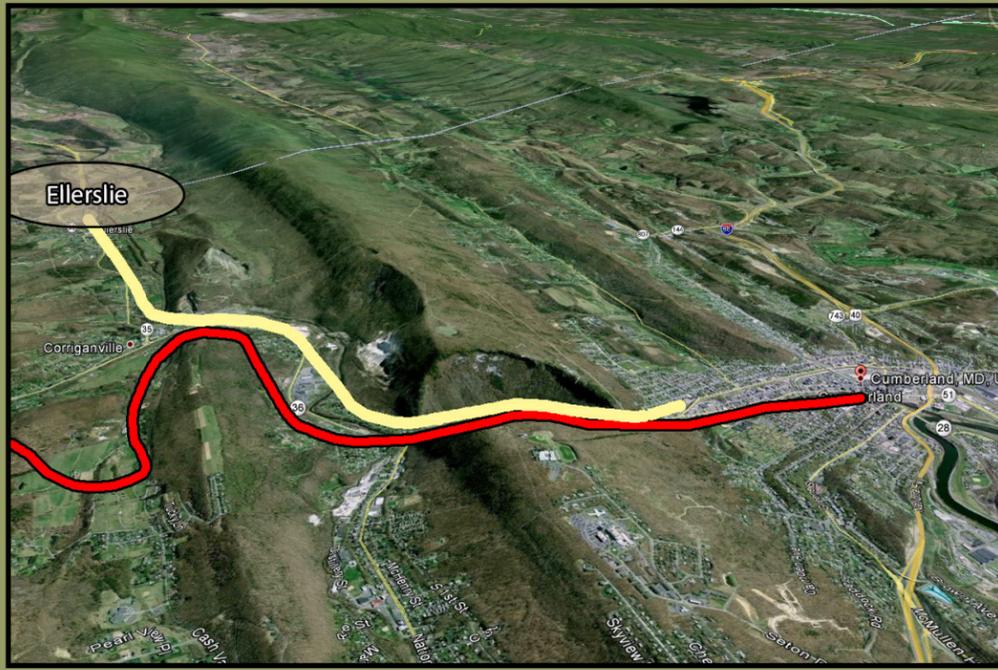
See page 48 & 49 for information about funding programs

The Narrows

LaVale

Allegany County

Bicycle and Pedestrian Master Plan



Project Focus:

- Utilizing the existing Pennsylvanian Railroad R-O-W to connect the communities of Corriganville and Ellerslie to the GAP and to the City of Cumberland to provide a safe bike and pedestrian route to these communities

Project Feasibility:

- #3 Pre-Feasibility

Project Elements:

- Utilize Pennsylvanian Railroad R-O-W along Wills Creek to connect Ellerslie to Cumberland
- Connecting the proposed trail to the GAP and the C&O to enhance recreational opportunity for the people of Ellerslie & Corriganville

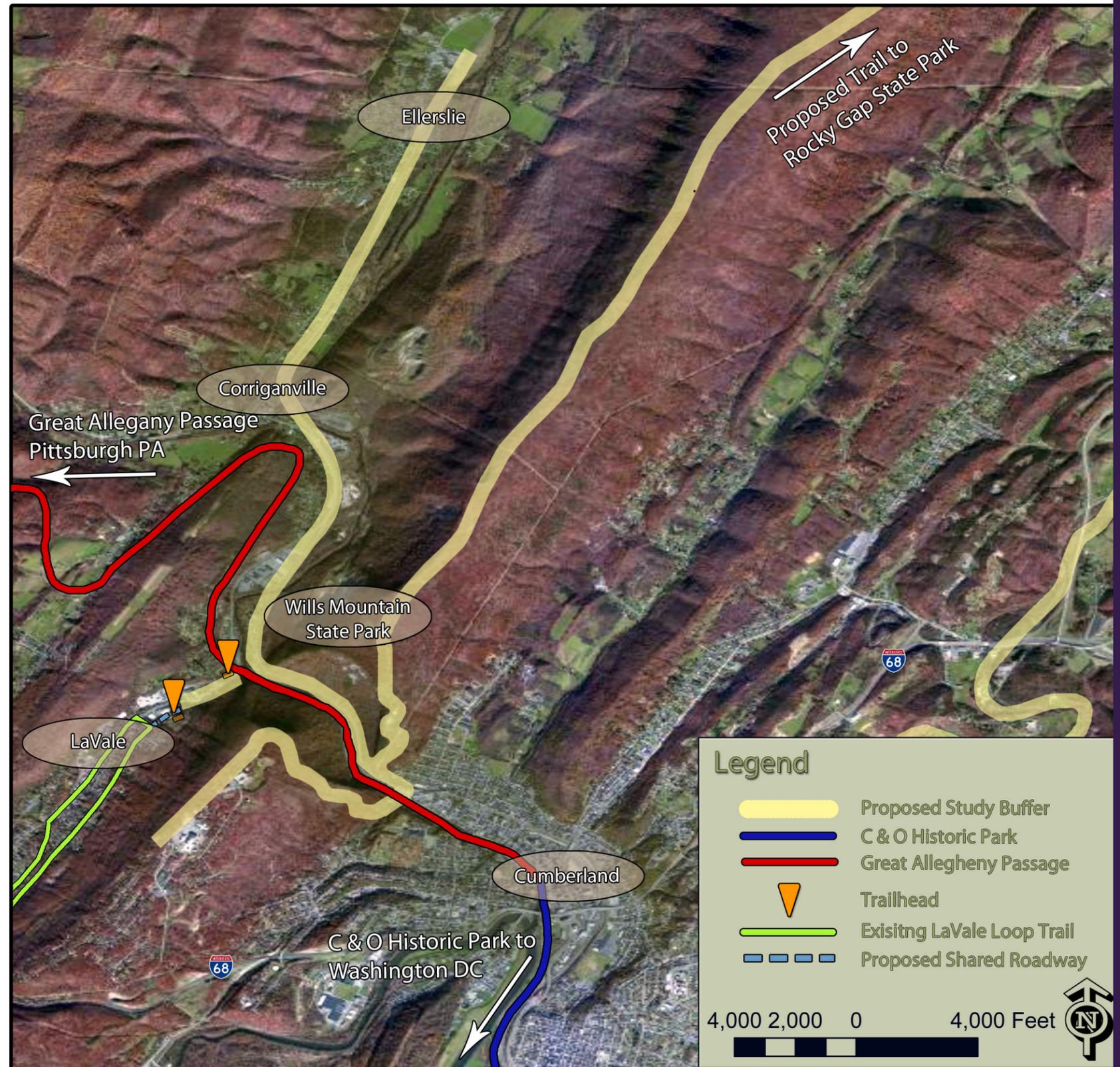
Project Constraints:

- Private landowner cooperation

Funding opportunities

- TEP - Transportation Enhancement Project
 - National Recreation Trails Program
 - Maryland Scenic Byways Program
- See page 48 & 49 for information about funding programs*

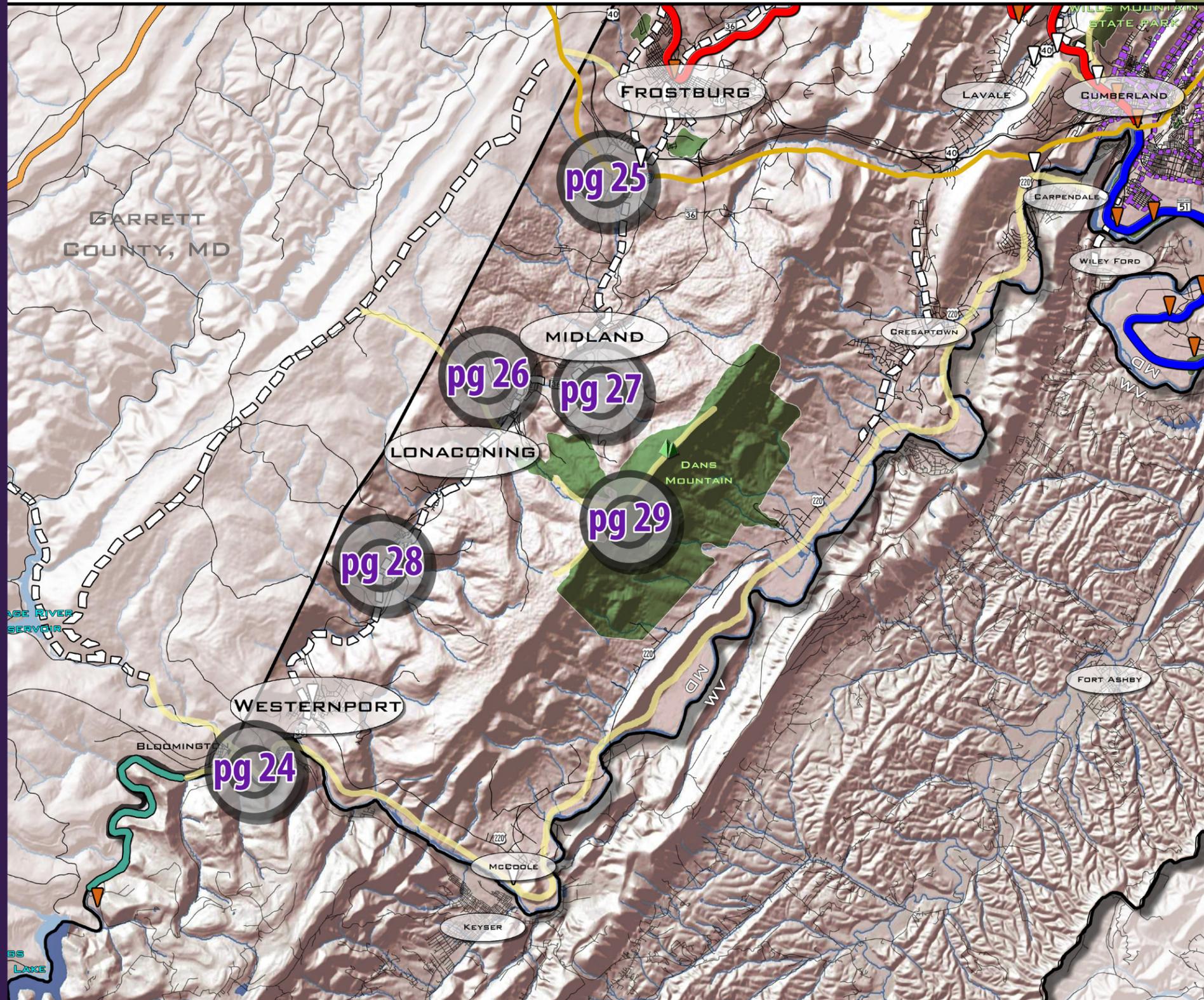
Ellerslie



Allegany County

Bicycle and Pedestrian Master Plan

George's Creek Corridor



The George's Creek Corridor has great potential to become a major arterial connection for many people through the valley. Currently the owner of the unused railway has intentions of re-use and many connections could be greatly effected by that outcome. This outcome plays a key role in the projects discussed in this section, as most rely on the success of the proposed Corridor. Although some projects depend completely on the proposed Corridor, some still have weight in regards to smaller connections within their municipality and therefor should still be studied.

As with the previous section, the map to the left provides locations of particular projects that we will discuss in the following pages. These projects differ in scale and viability. Each project is given a feasibility assessment defined by the following.

#1 Preliminary Design: These projects are considered practical and provide desirable community connections. Estimated project cost will also be provided.

#2 Concept: Project provides conceptual connections to the current network. These projects need further planning and investigation. Project constraints will be listed.

#3 Pre-Feasibility: These big picture projects, defined by a study buffer, need further planning and feasibility studies, but provide the road map to connect the future trails and bikeways in Allegany County. Project constraints will be listed.

Located on the map are project markers with page numbers to further explain the project areas, and how they play their role in the overall plan.

Allegany County Bicycle and Pedestrian Master Plan



Luke to Westernport



Project Focus:

Upgrade existing foot trail path to define a trail connection between Luke and Westernport

Project Feasibility:

- #1 Preliminary Design

Project Cost Estimate:

- 130k -150k

Project Elements:

- Upgrade existing foot path trail to make a safer pedestrian route between Luke and Westernport
- Removal of trees to clear a safe path for the new trail
- Proper signage to define walking trail

Project Constraints:

- Private landowner cooperation

Funding opportunities

- TEP - Transportation Enhancement Project
- National Recreation Trails Program

See page 48 & 49 for information about funding programs

Allegany County

Bicycle and Pedestrian Master Plan



I-68 Tunnel



Project Focus:

- Creating a connection from Frostburg to the proposed George's Creek Corridor

Project Feasibility:

- #2 Concept

Project Elements:

- Utilizing an existing underpass below I-68
- Creating a shared roadway along MD 936 with the use of sharrows and proper signage
- A trailhead on the south side of I-68 to provide access for the local residents that don't have a safe passageway to the proposed George's Creek Corridor

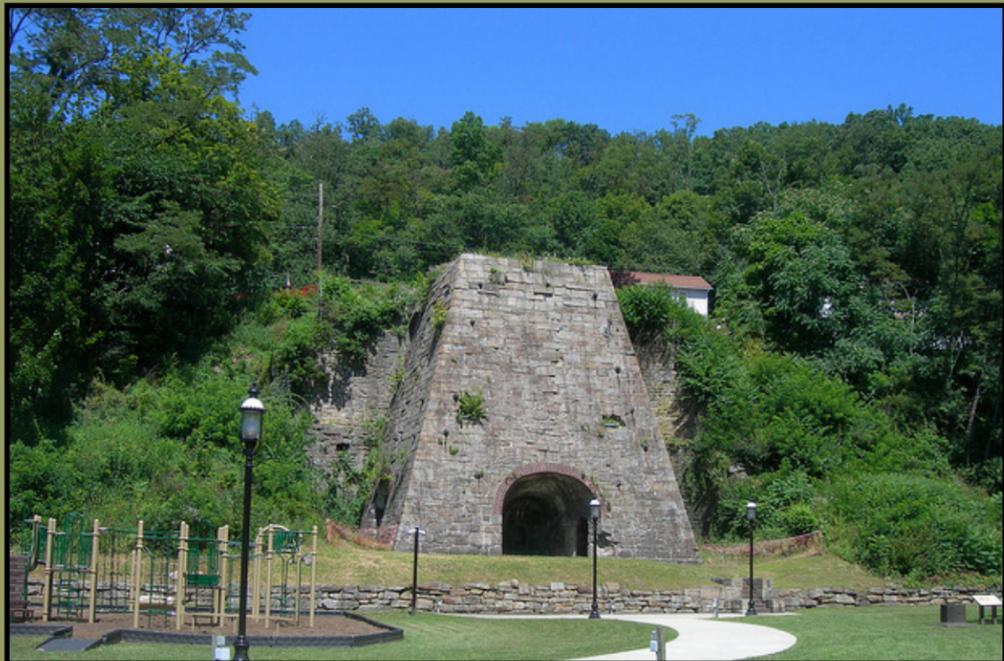
Project Constraints:

- Private land owner cooperation is needed
- Existing railway is currently in works to be operable

Funding Opportunities

- TEP - Transportation Enhancement Program
- National Recreational Trails Program
- Maryland's Scenic Byways Program

See page 48 & 49 for information about funding programs



Project Focus:

- Create a educational attraction in the Town of Lonaconing while providing economic stimulation from the users of the proposed George's Creek Rail Trail

Project Feasibility:

- # 2 Concept

Project Elements:

- Signage and striping for pedestrian/bicycle access from the trail to Rt 36 on Bridge St
- A dedicated crosswalk for all trail users and residence east of Rt 36 to have save access across Rt 36 to the Iron Furnace Park
- This crosswalk would allow for a safe connection to one of Lonaconing's best features and could become a major attraction along the proposed George's Creek Rail Trail

Project Constraints:

- Traffic pattern change
- Existing railway is currently in works to be operable

Funding Opportunities

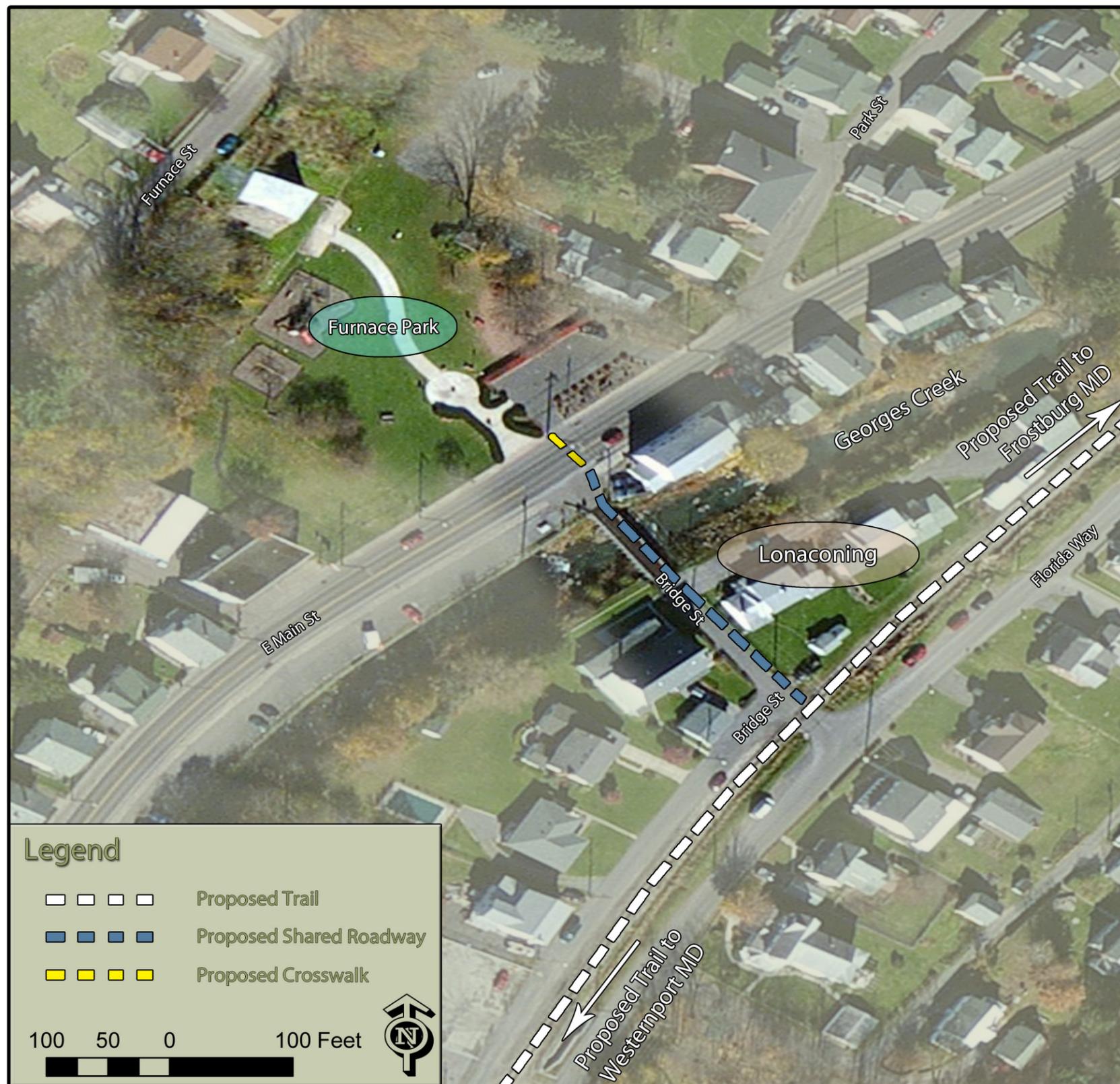
- TEP - Transportation Enhancement Program
- Bicycle Retrofit Program
- National Recreational Trails Program
- Program Open Space
- Community Parks and Playgrounds Program

See page 48 & 49 for information about funding programs

Allegany County

Bicycle and Pedestrian Master Plan

Lonaconing



Allegany County

Bicycle and Pedestrian Master Plan



George's Creek & Westmar Schools



Project Focus:

- Connecting the proposed George's Creek Corridor and the local neighborhoods to George's Creek Elementary School and Westmar Middle School with a dedicated Crosswalk

Project Feasibility:

- #3 Pre-Feasibility

Project Elements:

- Signage and striping of a designated crosswalk that would connect the schools to the George's Creek Rail Trail
- Traffic calming efforts can be applied before vehicles arrive to the crosswalk to promote further safety
- Development of a safe access point from the neighborhood to the school
- This allows a single crossing for students and faculty to use when utilizing the rail trail to arrive and depart the school

Project Constraints:

- Due to current RR plans, creating a crosswalk to the school faces the challenge of getting children across the railway as well
- Existing railway is currently in works to be operable

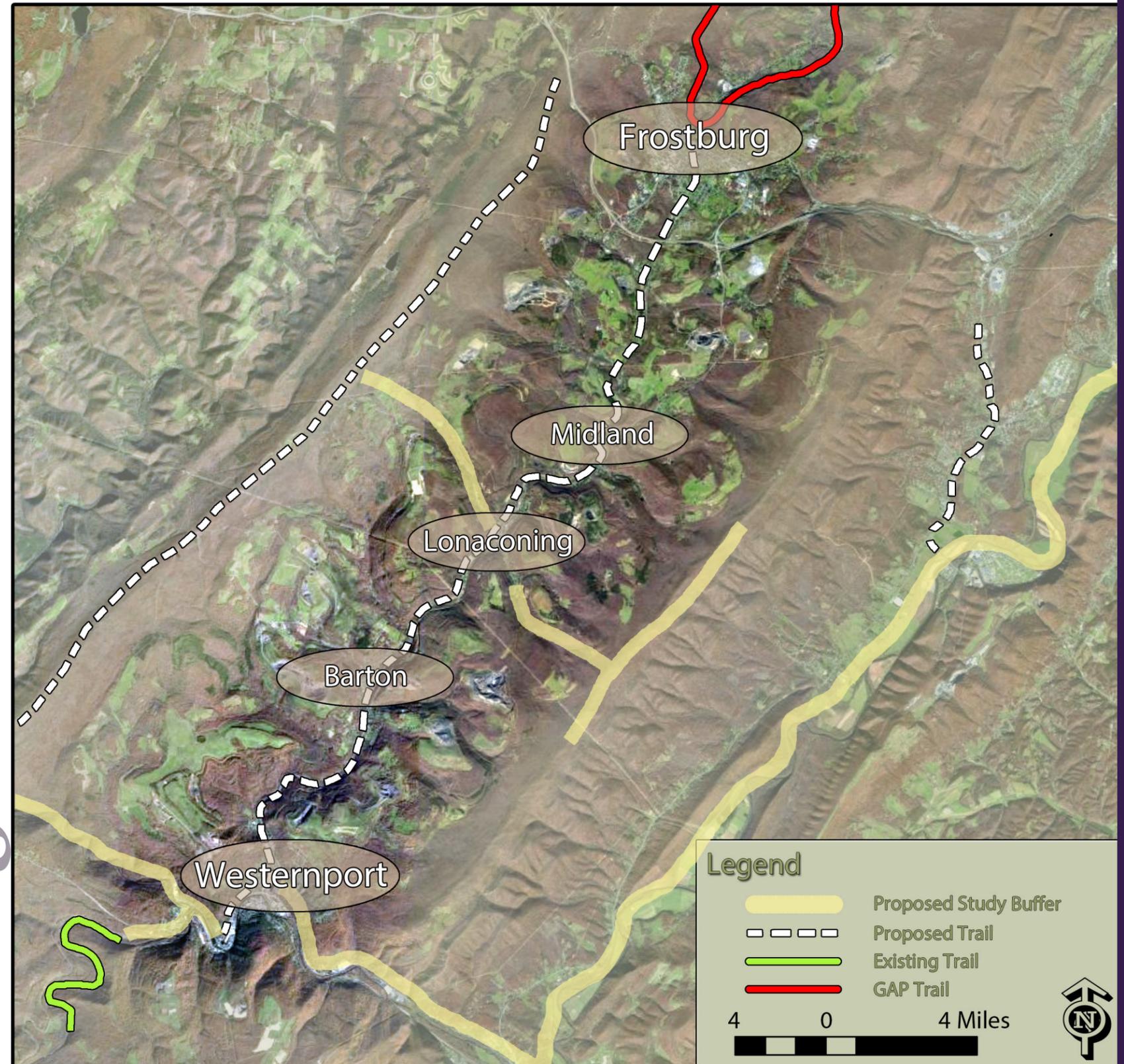
Funding Opportunities

- Safe Routes to School
- TEP - Transportation Enhancement Program
- Sidewalk Retrofit Program

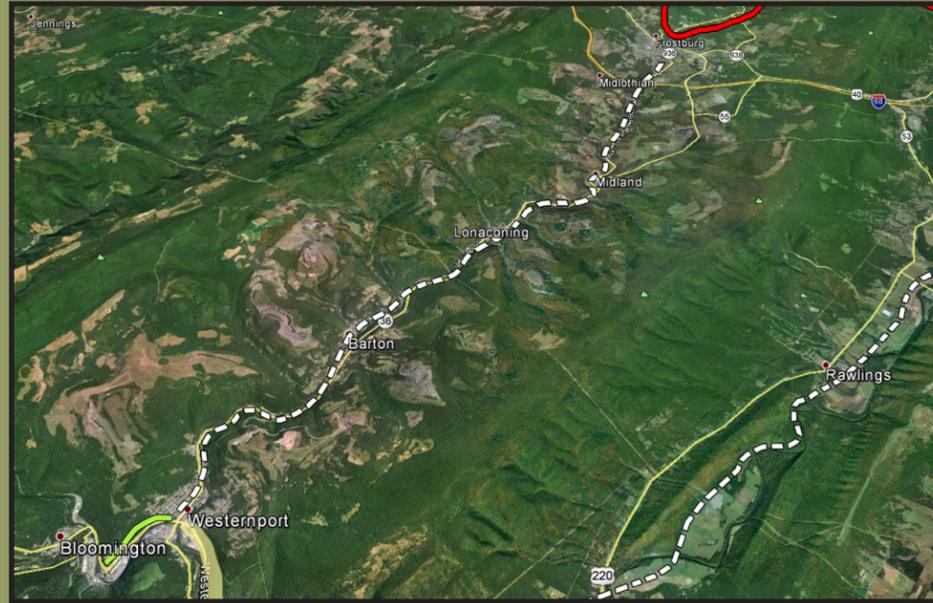
See page 48 & 49 for information about funding programs

Allegany County

Bicycle and Pedestrian Master Plan



George's Creek Rail Trail



Project Focus:

- Utilizing an existing railway (currently not in use) to create a Rail Trail from the GAP Trail in Frostburg to Westernport creating economic benefit for the 13,000+ residents (census 2010) along the proposed Trail

Project Feasibility:

- # 3 Pre-Feasibility

Project Elements:

- Removal of rail or creation of trail alongside the existing railway
- Upgraded rail trestles along the Corridor
- Proper signage for road crossing sections of the Corridor
- Sharrows and signage for sections along MD 936 and MD 36
- Delineation of Trailhead's near Frostburg and Westernport

Project Constraints:

- Existing railway is currently in works to be operable
- Must work with Landowners for any adjacent trail construction

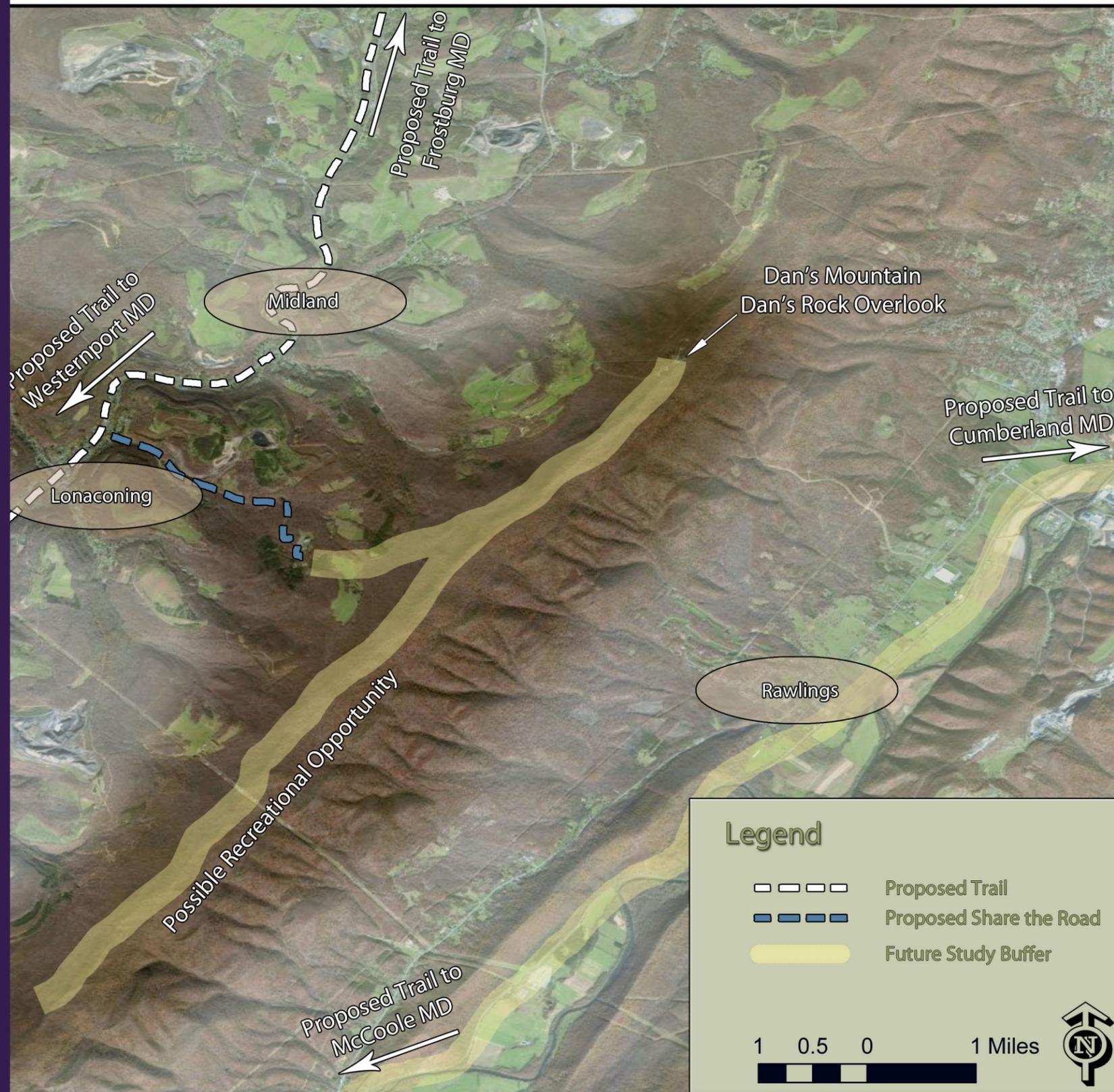
Funding Opportunities

- Bicycle Retrofit Program
- National Recreational Trails Program
- TEP - Transportation Enhancement Program

See page 48 & 49 for information about funding programs

Allegany County

Bicycle and Pedestrian Master Plan



Dan's Mountain



Project Focus:

- Connecting Dan's Mountain State Park to the popular Dan's Rock Overlook Park via a hiking/biking trail

Project Feasibility:

- #3 Pre-Feasibility

Project Elements:

- Adding an amenity to the proposed George's Creek Rail Trail by a proposed share the road to Dan's Mountain State Park day use area
- Creating a connection between Dan's Mountain State Park day use area and the Dan's Rock overlook with a trail following the ridge
- Approximately 4 miles long
- Elevation 2,700'+/-

Project Constraints:

- On-road bikeway leading to Dan's Mountain is steep and narrow bikers would need to be aware of safety situation
- Further studies are needed with DNR to create trail in State Park

Funding Opportunities

- Bicycle Retrofit Program
 - TEP - Transportation Enhancement Program
 - Program Open Space
 - Community Parks and Playgrounds Program
 - National Recreational Trails Program
- See page 48 & 49 for information about funding programs*

Allegany County

Bicycle and Pedestrian Master Plan

Potomac River Greenway

The Potomac River Greenway plays a vital role in the Allegany County Bicycle and Pedestrian Master Plan. With its completion, residents in the lower part of the county along with many West Virginians would have access to the vast amount of great recreational opportunities throughout Allegany County. Not only does this bring more people to the current successful Great Allegheny Passage and the C&O Canal, but this corridor offers a 60 mile loop trail around the western part of the County. The Potomac River Greenway is a large portion of this loop trail. Imagine the economic benefit as well as the opportunity to become one of the largest loop trails in the state.

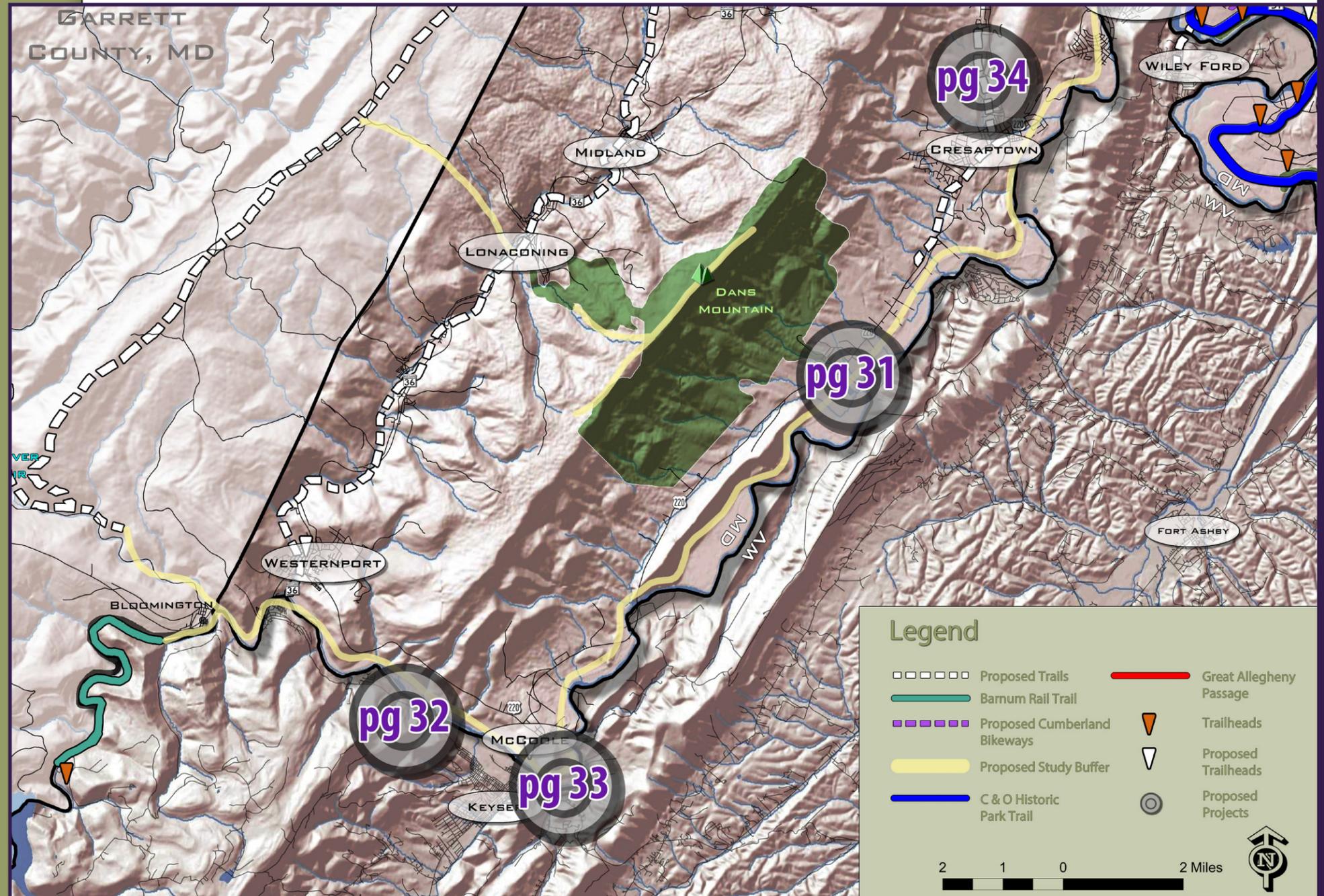
As with the previous section, the map to the left provides locations of particular projects that we will discuss in the following pages. These projects differ in scale and viability. Each project is given a feasibility assessment defined by the following.

#1 Preliminary Design: These projects are considered practical and provide desirable community connections. Estimated project cost will also be provided.

#2 Concept: Project provides conceptual connections to the current network. These projects need further planning and investigation. Project constraints will be listed.

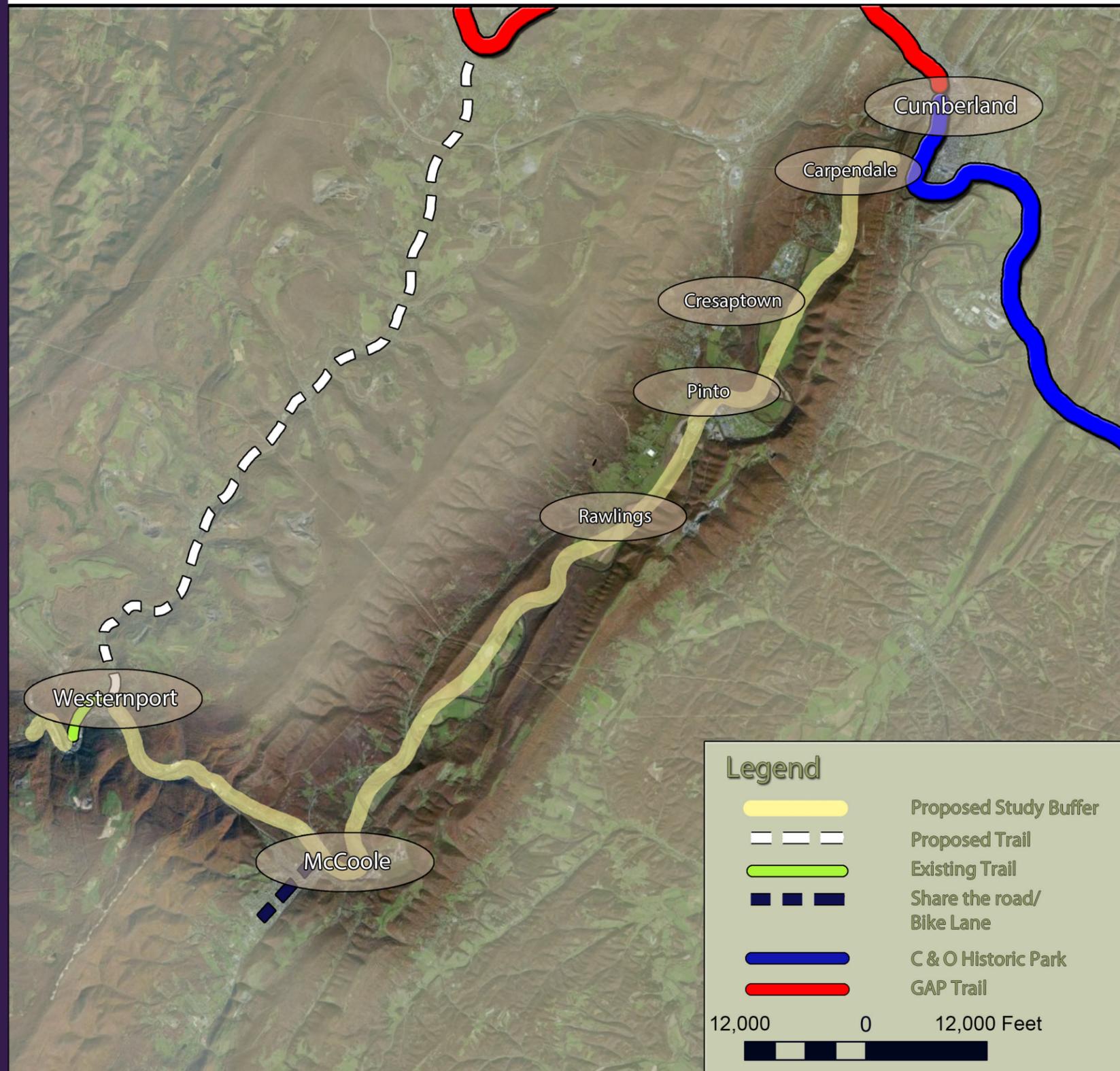
#3 Pre-Feasibility: These big picture projects, defined by a study buffer, need further planning and feasibility studies, but provide the road map to connect the future trails and bikeways in Allegany County. Project constraints will be listed.

Located on the map are project markers with page numbers to further explain the project areas, and how they play their role in the overall plan.



Allegany County

Bicycle and Pedestrian Master Plan



Potomac River Greenway



Project Focus:

- The proposed Potomac River Greenway would connect many municipalities to the Historic C&O Canal Towpath and also could become an integral part of a loop trail depending on the outcome of the George's Creek Corridor

Project Feasibility:

- #3 Pre-Feasibility

Project Elements:

- Starting at Westernport and heading east, approximately three of the five mile distance will need to have the trail elevated above Rt 135 on the existing hillside to provide a safe route through mountainous terrain
- Once out of the undulating terrain, the trail can then move close to the north side of Rt 135 and parallel the road until it reaches the town of McCooles.
- The Potomac River Greenway will allow the residents in the George's Creek Valley to access Keyser and Potomac State College on foot or bicycle
- Once completed the Potomac River Greenway and the possible George's Creek Greenway would provide trail users a 60 mile loop trail that connects to the existing GAP and C&O Canal

Project Constraints:

- Upgrading trestles along the abandoned Western Maryland Railway
- Working with ATK security to allow for trail near their facility
- Landowners cooperation along the abandoned Western Maryland Railway

Funding Opportunities

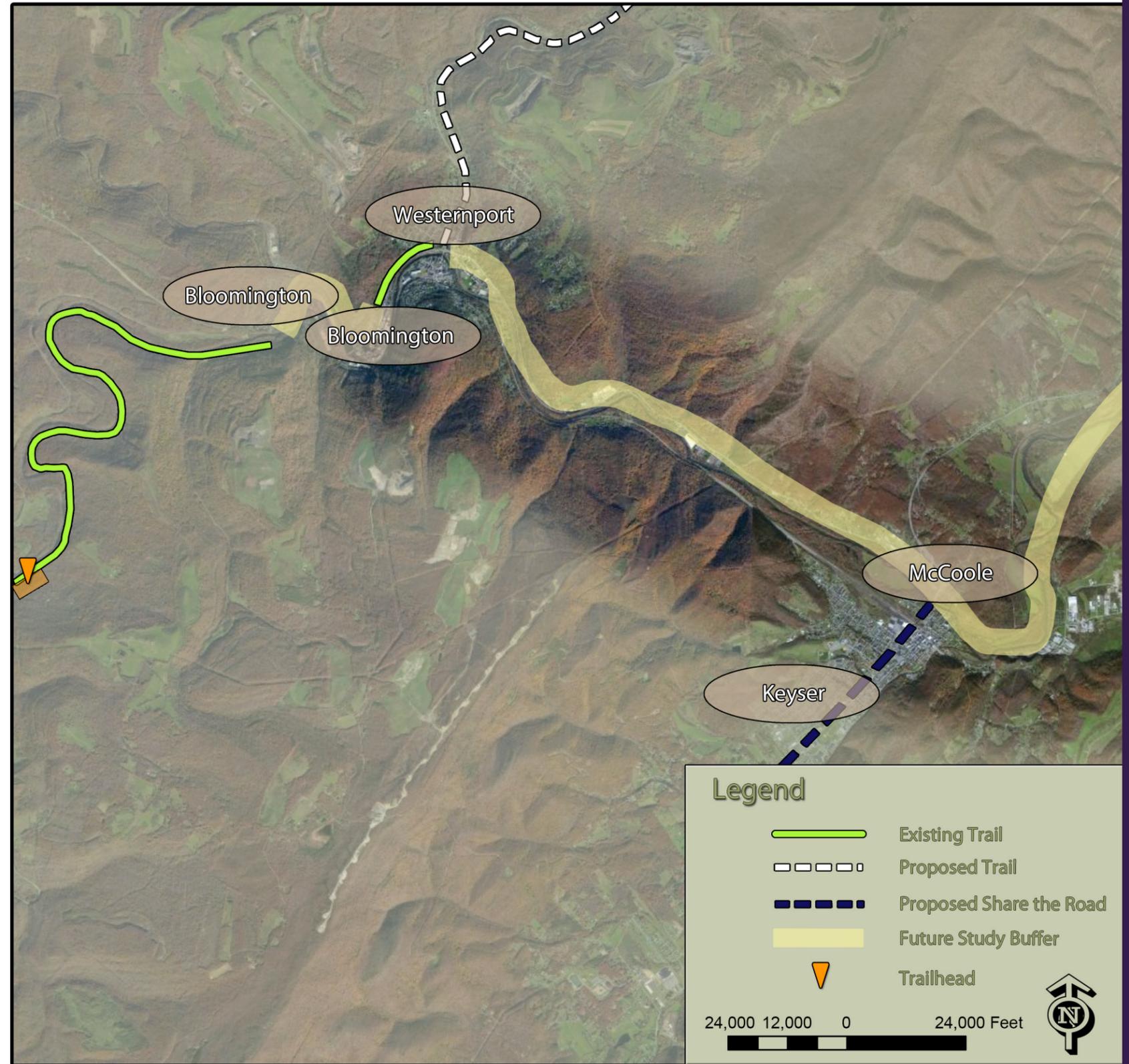
- Health Grants
- TEP - Transportation Enhancement Program
- National Recreational Trails Program
- Bicycle Retrofit Program

See page 48 & 49 for information about funding programs

Allegany County

Bicycle and Pedestrian Master Plan

Barnum / Westernport to McCoolle



Project Focus:

- Future study to connect the towns of Bloomington, Luke and Westernport to McCoolle and Keyser, WV. This study would also provide a 60 mile loop trail connecting to the GAP and the proposed George's Creek Greenway.

Project Feasibility:

- #3 Pre-Feasibility

Project Elements:

- Starting at Westernport and heading east, approximately three of the five mile distance will need to have the trail elevated above route Rt 135 on the existing hillside and provide a safe route through the mountainous terrain
- Once out of the undulating terrain, the trail can then move close to the north side of 135 and parallel the road until it reaches the town of McCoolle.
- The study will need to take into account the terrain, mountain cuts on Rt 135, businesses and private residences
- This section will allow for a connection for the residents in the George's Creek Valley to access Keyser and Potomac State College on foot or Bicycle
- Once completed this section will also connect the proposed Georges Creek Rail Trail to the proposed Western Maryland Rail Trail at the start of Keyser, creating a loop trail of approximately 60 miles long

Project Constraints:

- On-road bikeway along MD 135 could prove to be dangerous
- Traversing the existing terrain above MD 135 could be strenuous
- Private landowners, alignment, and floodplain

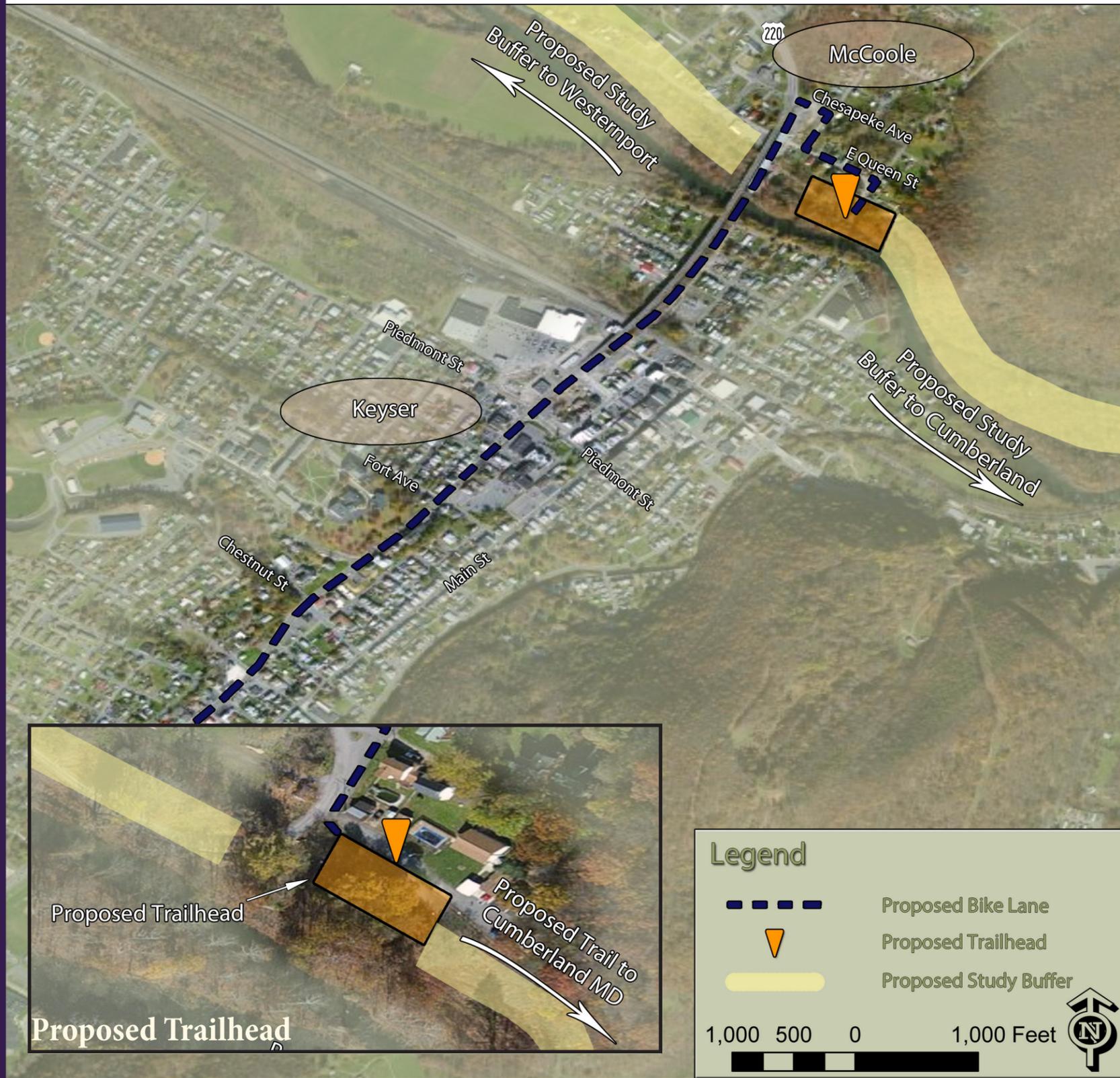
Funding Opportunities

- Health Grants
- TEP - Transportation Enhancement Program
- National Recreational Trails Program
- Bicycle Retrofit Program

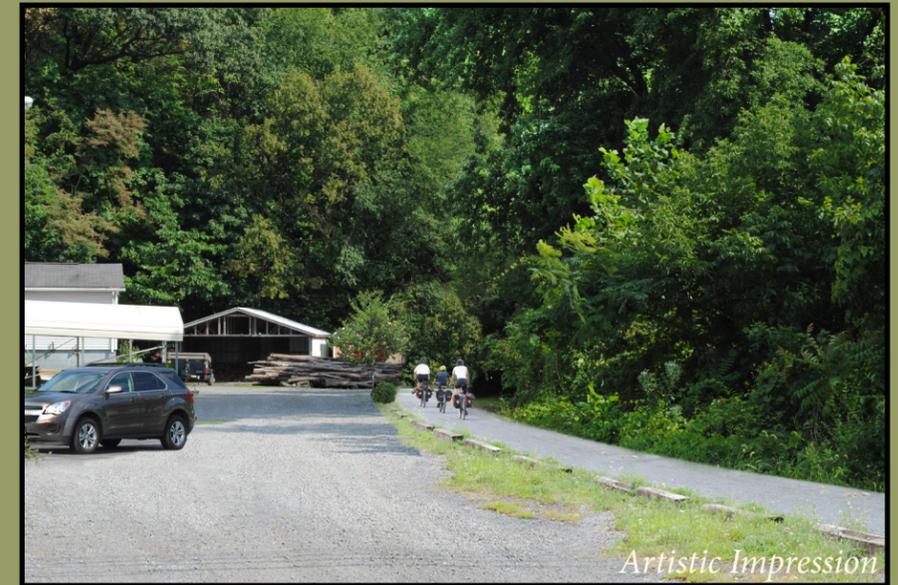
See page 48 & 49 for information about funding programs

Allegany County

Bicycle and Pedestrian Master Plan



Keyser / McCoolle



Artistic Impression

Project Focus:

- A share-the-road/bike lane trail which will link Keyser, WV to the proposed Trailhead in McCoolle, MD

Project Feasibility:

- # 3 Pre-Feasibility

Project Elements:

- Utilizing US 220 to add a bike lane/share-the-road path to connect McCoolle to Keyser.
- This connection would allow for a safe bike and pedestrian connection to the proposed Potomac River Greenway (study buffer)
- This Trailhead will serve as a starting point for the Potomac River Greenway that will travel north to Carpendale, WV where it will go through the tunnel, over the Potomac River and connect to the C&O Canal Towpath
- Parking area along trail to provide a opportunity for patrons that don't live within walking distance a safe access point to the Potomac River Greenway

Project Constraints:

- Cooperation with WV DOT and landowners
- Trailhead depends on the outcome of the proposed study buffers

Funding Opportunities

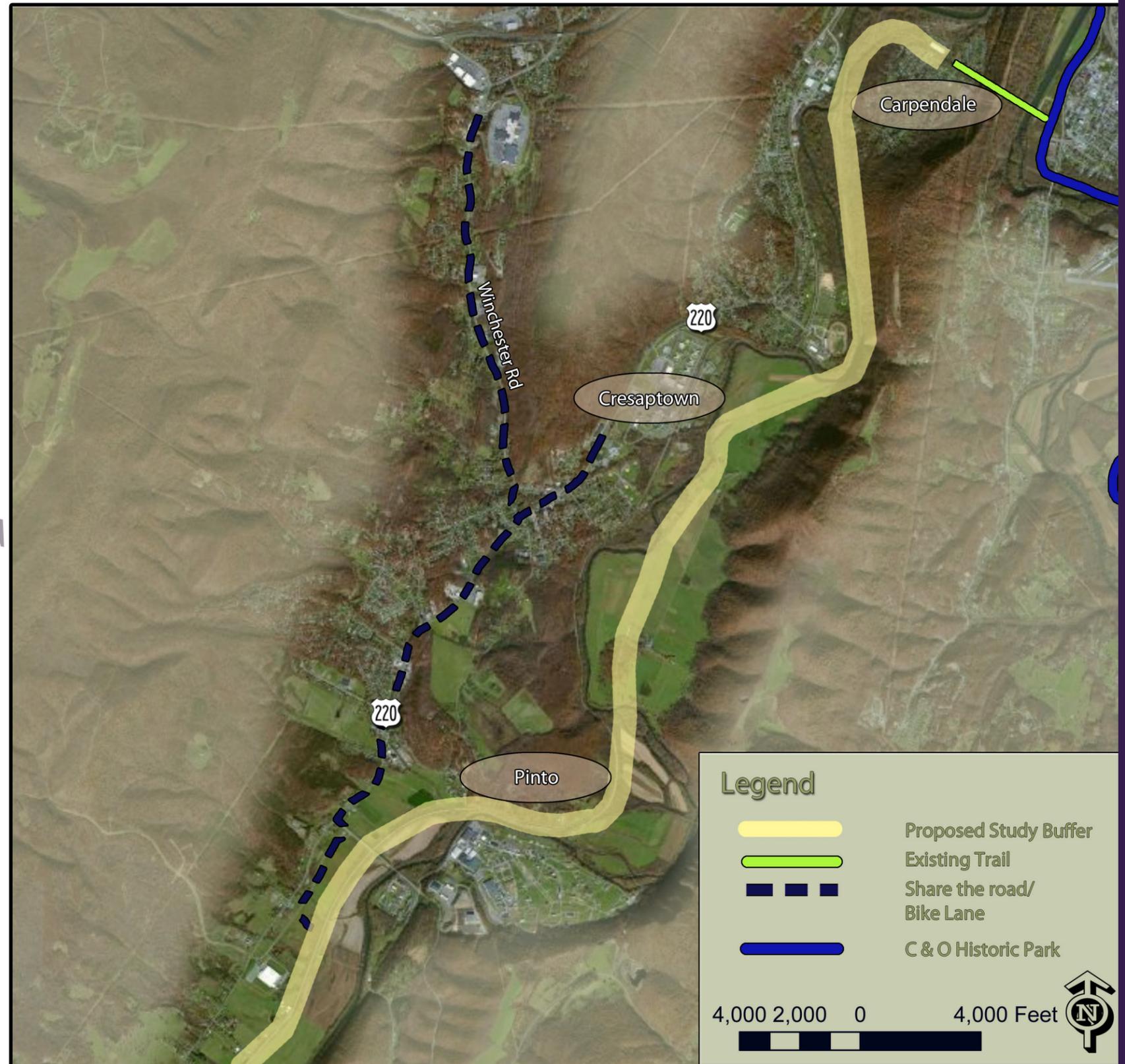
- Bicycle Retrofit Program
- National Recreational Trails Program
- TEP - Transportation Enhancement Program

See page 48 & 49 for information about funding programs

Allegany County

Bicycle and Pedestrian Master Plan

Pinto / Cresaptown



Project Focus:

- A share-the-road/bike lane trail which will connect Cresaptown and Pinto to the Proposed Potomac River Greenway

Project Feasibility:

- #3 Pre-Feasibility

Project Elements:

- Connecting the neighborhoods along Winchester Rd east of Cresaptown down to the proposed Potomac River Greenway
- Utilizing US 220 to add a bike lane/share-the-road path to connect Cresaptown to Pinto and down to Western Maryland Rail Trail
- Proposed Western Maryland Rail Trail to Carpendale where it ties into existing trail to connect to the C & O Historic Canal Trail

Project Constraints:

- Landowners cooperation along US 220
- Alignment of trail and bike lane

Funding Opportunities

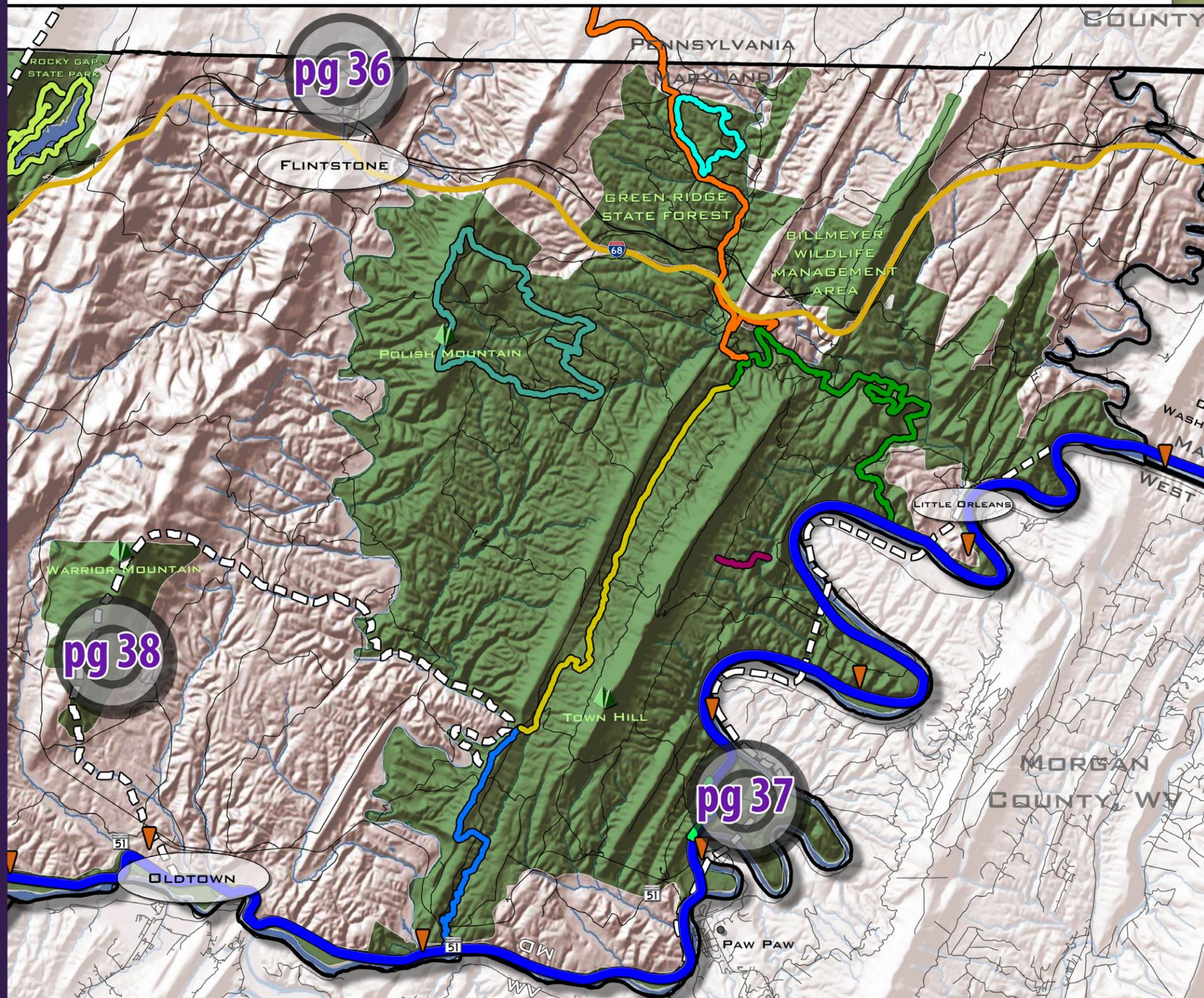
- TEP - Transportation Enhancement Program
- Bicycle Retrofit Program
- National Recreation Trails Program

See page 48 & 49 for information about funding programs

Allegany County

Bicycle and Pedestrian Master Plan

Eastern Allegany County



Eastern Allegany County provides a beautiful and unique escape in the county. Currently most of the county's trails are located in the eastern side of the county providing a scenic recreational experience. For the most part, many people tend to explore the historic C&O Canal along the south eastern portion of the county. In this section we highlight some projects that would play off the existing success of the C&O Canal. These projects offer current C&O Trail users with an alternative recreational opportunity. This can range from scenic overlooks to full loop trails like the proposed Oldtown loop trail discussed in this section. The future success of these proposed trails would involve properly marked trails and providing information kiosk throughout the existing trail network.

As with the previous section, the map to the left provides locations of particular projects that we will discuss in the following pages. These projects differ in scale and viability. Each project is given a feasibility assessment defined by the following.

#1 Preliminary Design: These projects are considered practical and provide desirable community connections. Estimated project cost will also be provided.

#2 Concept: Project provides conceptual connections to the current network. These projects need further planning and investigation. Project constraints will be listed.

#3 Pre-Feasibility: These big picture projects, defined by a study buffer, need further planning and feasibility studies, but provide the road map to connect the future trails and bikeways in Allegany County. Project constraints will be listed.

Located on the map are project markers with page numbers to further explain the project areas, and how they play their role in the overall plan.

Allegany County

Bicycle and Pedestrian Master Plan



Project Focus:

- Connecting the town to Flintstone to the Elementary School and the Town Park

Project Feasibility:

- #1 Preliminary Design

Project Cost Estimate:

- 900k -990k

Project Elements:

- Connecting the school to the tennis and basketball courts via the existing crosswalk.
- A sidewalk on the north side of RT 144 which links to an existing sidewalk on the bridge over Flinstone Creek and continues north on Murleys Branch Rd to the intersection of Flintstone Dr. At this point there is a crosswalk and then continuation of a sidewalk on the southern side of Flinstone Dr to the town park.
- There are proposed bike lanes on both sides of the road on Flintstone Dr and Murleys Branch Rd which will stop at the Rt 144 Murleys Branch Rd intersection
- An additional sidewalk will continue on the south side of Rt 144 for .30 miles to create a safe route to the school and park

Project Constraints:

- Landowners along US 144
- Alignment of trail and bike lane

Funding Opportunities

- Safe Routes to School
- TEP - Transportation Enhancement Project
- Bicycle Retrofit Program
- Sidewalk Retrofit Program

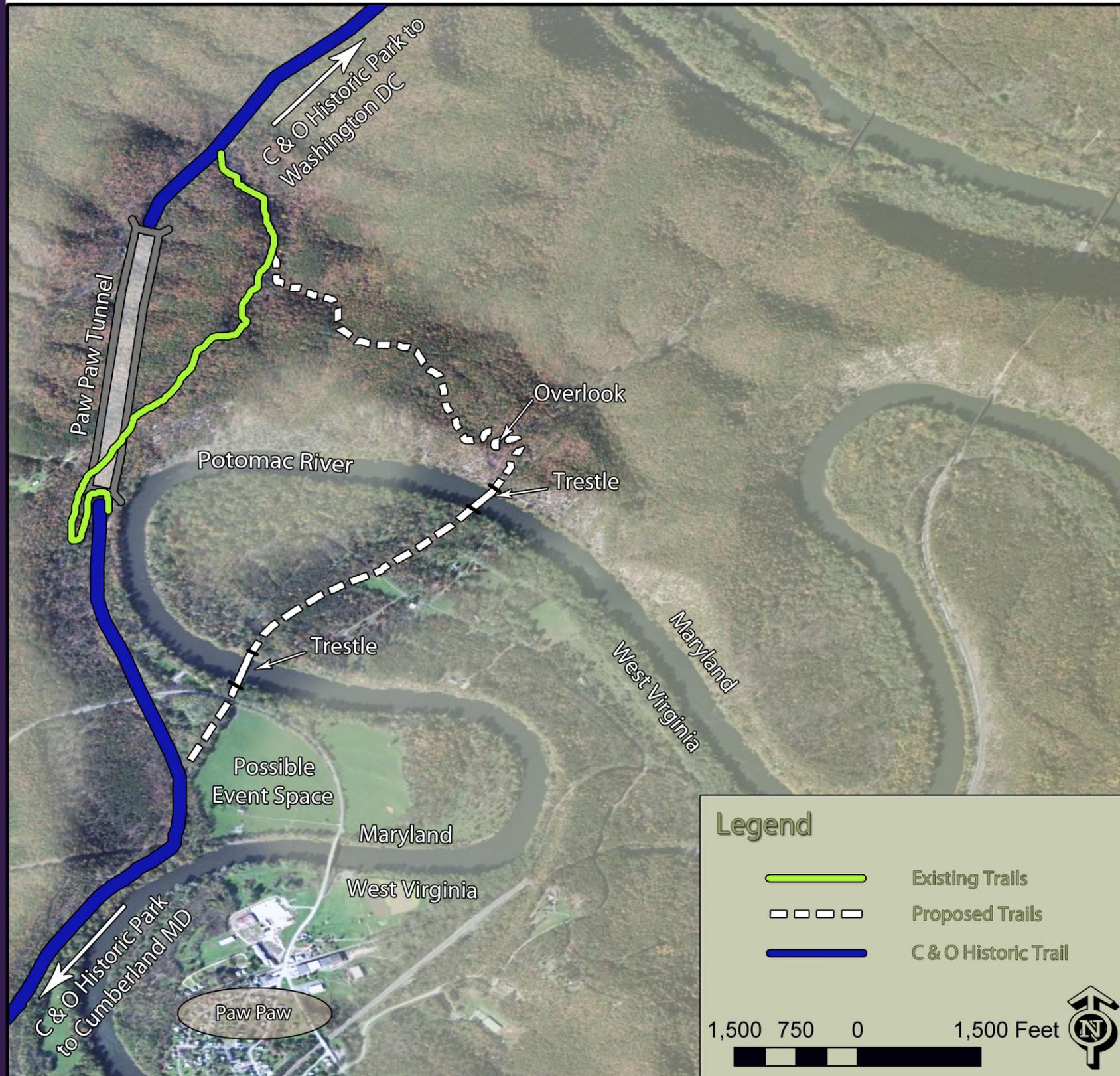
See page 48 & 49 for information about funding programs

Flintstone



Allegany County

Bicycle and Pedestrian Master Plan



Paw Paw Bends



Project Focus:

- Connecting the C&O Canal Towpath to West Virginia and back to Maryland utilizing an abandoned rail line.

Project Feasibility:

- # 3 Pre-Feasibility

Project Elements:

- Connecting to the C&O Canal Towpath and crossing over Rt 51 and then the Potomac River to reach a peninsula in WV at the Paw Paw Bends.
- Crossing the WV peninsula on an abandoned rail grade through a hardwood forest and then cross a second trestle over the Potomac River to a protected tunnel which is home to the little brown eared bat. This area creates a destination as well as an opportunity to educate the users on the history of the rail, tunnel and the bats.
- A hiking/mountain biking trail will climb the hillside to an overlook with views to the south across WV and MD
- The trail continues as a mountain biking trail until it again reaches the C&O Rail Trail North of the Paw Paw Tunnel.

Project Constraints:

- Partnership with WV and NPS would need to be cultivated

Funding Opportunities

- National Recreational Trails Program
- Maryland Scenic Byways Program
- TEP - Transportation Enhancement Project

See page 48 & 49 for information about funding programs



Project Focus:

- Connecting Oldtown with the Boy Scouts of America Camp, Warrior Mountain WMA and Green Ridge State Forest. Approximately a 26 mile loop

Project Feasibility:

- #3 Pre-Feasibility

Project Elements:

- Connecting Oldtown to the BSA Camp following Seven Springs Run
- Connecting BSA Camp and Warrior Mountain WMA primarily following Seven Springs Run to the top of Warrior Mountain and continuing along the ridge for approximately 3 miles until reaching Spanish Leather Rd. The trail then follows Spanish Leather Rd east (downhill) to Oliver Beltz Rd. Continue downhill in a southeast direction until reaching Warrior Mountain Cutoff Rd which you follow south for approximately half a mile. At this point the trail follows the natural drainage of Sugar Hollow until reaching Town Creek. The trail parallels Town Creek for approximately 5 miles. The trail is now at the base of the Green Ridge State Forest property where it then climbs the ridge on a series of switchbacks to join the existing trails of Green Ridge State Forest.
- From this point of the ridge it is approximately 4 miles south to the Town Creek Aqueduct Trailhead on the C&O Canal Towpath and then another 4 miles back to Oldtown.

Project Constraints:

- Private Landowners
- Partnership with NPS, MD Forest Service and Boy Scouts

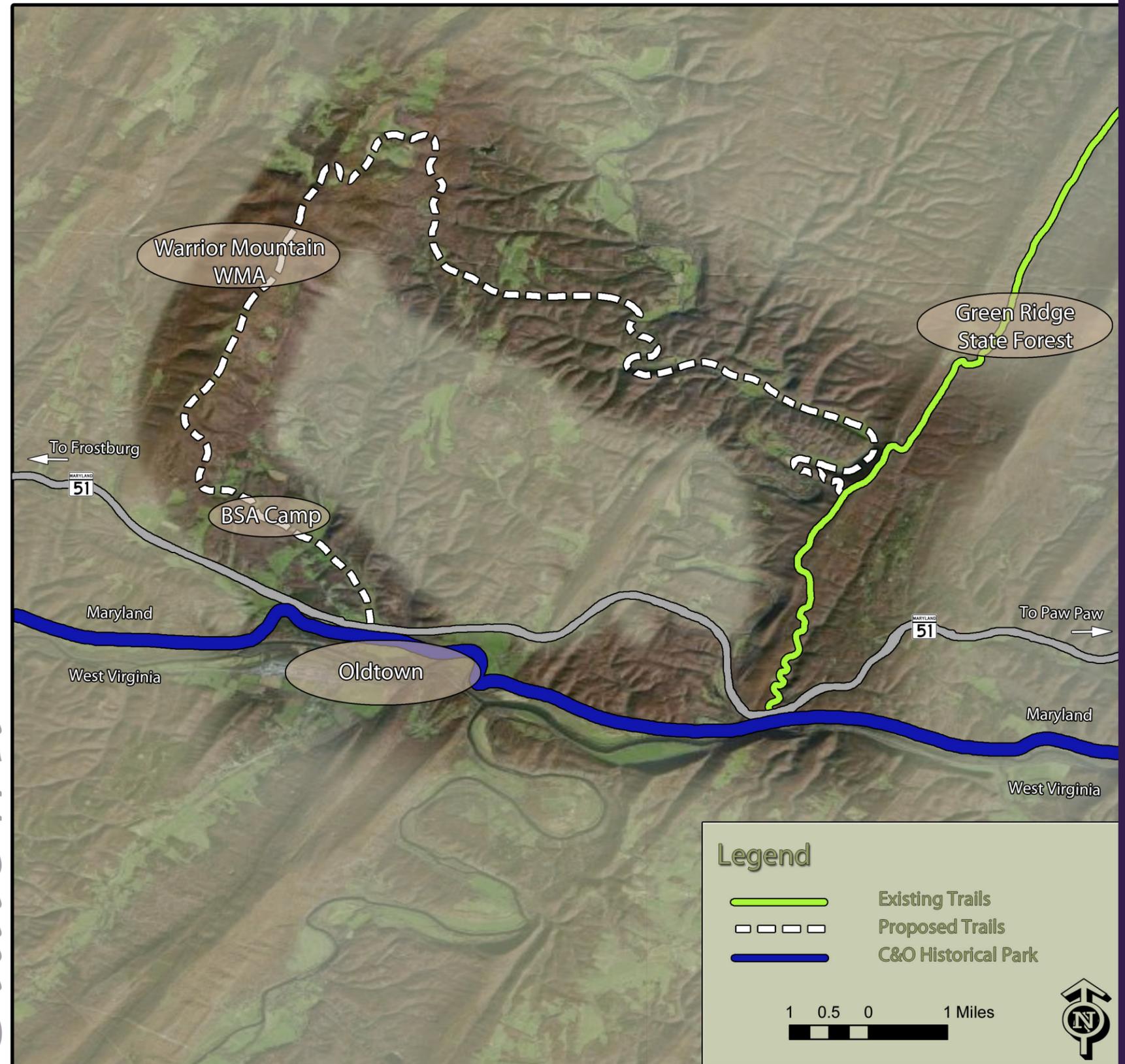
Funding Opportunities

- National Recreational Trails Program
- TEP - Transportation Enhancement Project
- Maryland Scenic Byways Program

See page 48 & 49 for information about funding programs

Allegany County

Bicycle and Pedestrian Master Plan



Oldtown

Allegany County

Bicycle and Pedestrian Master Plan



Bicycle Lane



Share the Road



Multi-use Path



Riding Sidewalk



Protected Bicycle Lane



Painted Bike Lane

Bicycle Facilities

Bike Lanes - an on-street right-of-way assigned to bicyclists. They are designated by a lane stripe, pavement markings, and signage. Striped bicycle lanes are intended to promote an orderly flow of traffic by establishing specific areas reserved for bicyclists. Typically, the solid stripe of the bicycle lane is either dropped or dashed prior to and through intersections, to allow for both cyclists and motorist turning movements.

Protected Bike Lane - This is a bike lane that is separated from motorized vehicle traffic by a row of parked cars, a curb, or some other physical separation.

Multi-use Path - Multi-use paths are paths that are physically separated from motorized vehicle traffic by an open space or barrier. Multi-use paths can be located within the road right-of-way, within an independent right-of-way, or accommodated in another way such as within parkland. They are shared by multiple users including pedestrians, skaters, wheel chair users, and bicyclists.

The surface type is a critical component of multi-use paths. Generally, two types of surface treatments are used: crusher fines or hard surface pavement. Although crusher fines can make a reasonable surface in good conditions, it is not suitable for all applications. Depending on the anticipated use and its location, one surface treatment may prove to be preferred over the other.

Sidewalks - Sidewalks may be useful as bicycle facilities when road right of way is restricted, road has heavy traffic, high speeds, or high volumes of trucks. Bicyclists should not exceed 10 mph and should travel in direction of vehicle traffic.

Shared Roadway - This is any roadway upon which a bicycle lane is not designated, is not a bicycle boulevard, and that may be legally used by bicyclists regardless of whether such a facility is specifically designated as a bicycle route. Shared roadways can be described in three ways: shared lane, wide curb lane, and paved shoulder.

SOURCE *connecting cedar park* (5-2)

Allegany County Bicycle and Pedestrian Master Plan



Properly marked lanes and signage provides cyclists safe passage along roadway.

Typical Bike Lanes

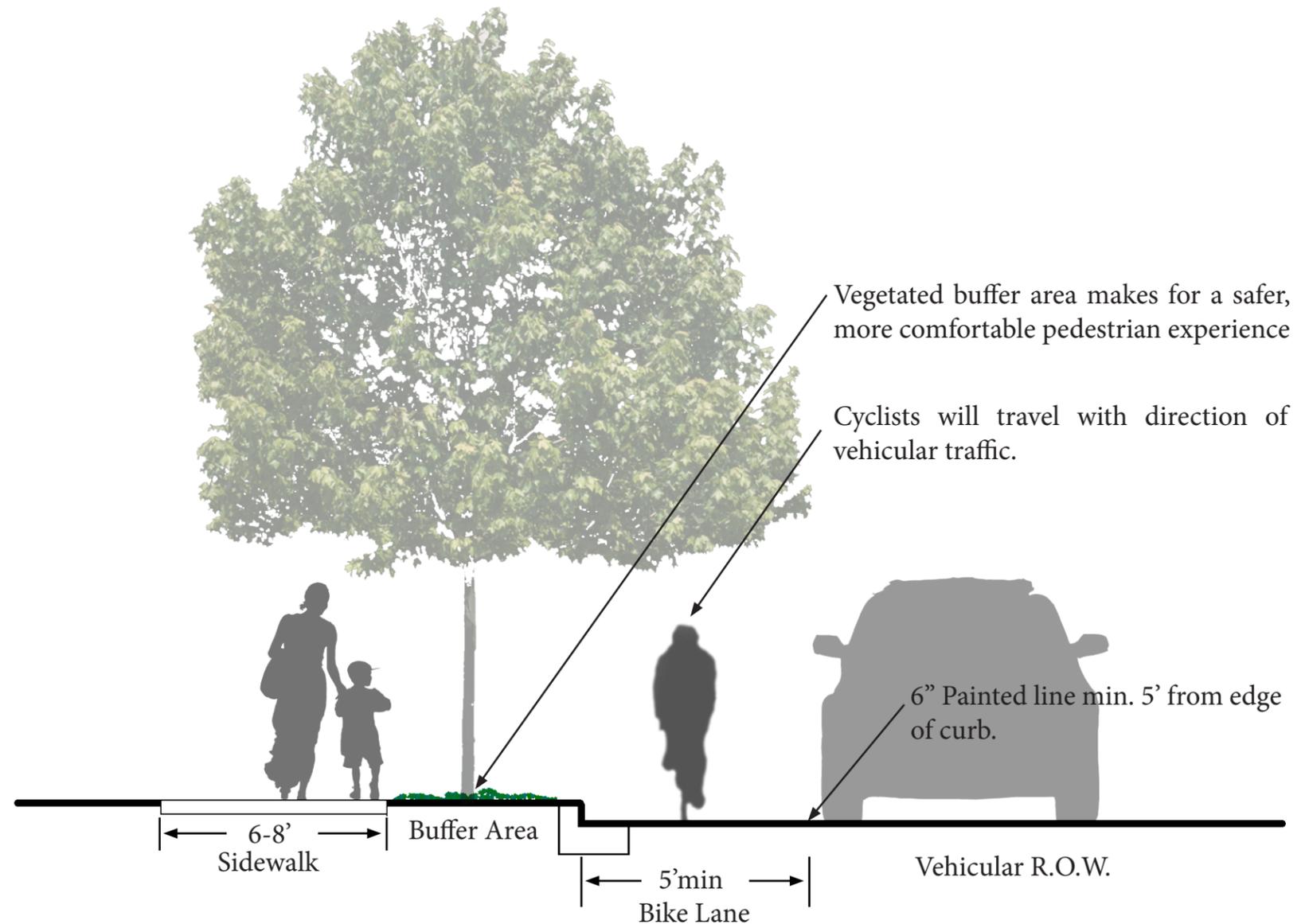


Filling the lane completely creates visual contrast that reinforces the separation of uses.

Bike lanes should be between active traffic lane and shoulder of road.



Painted Bicycle Lane

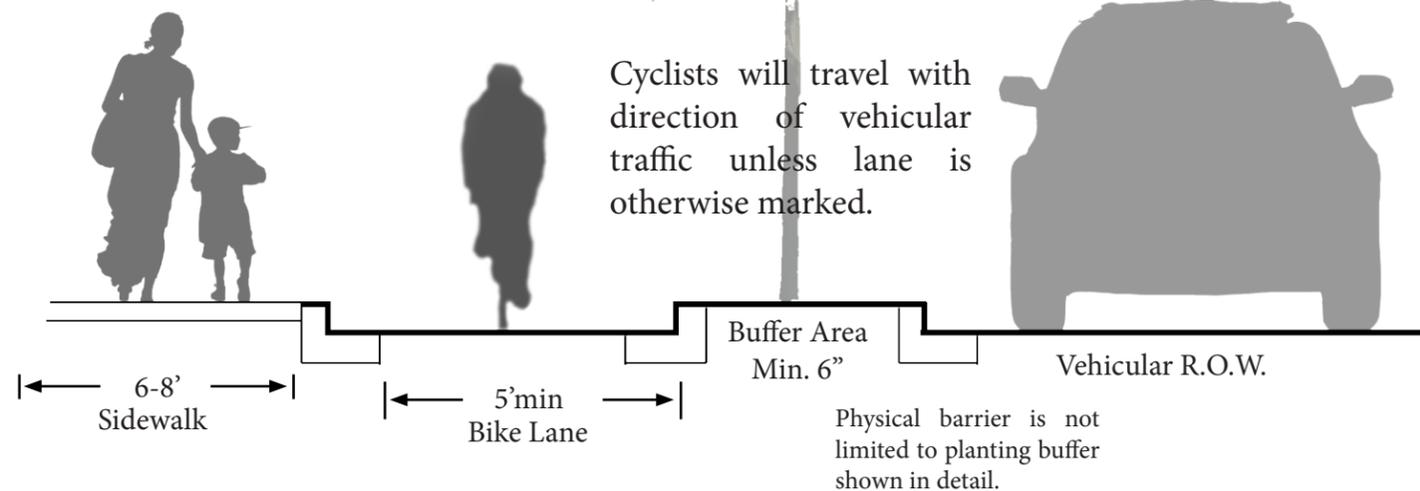
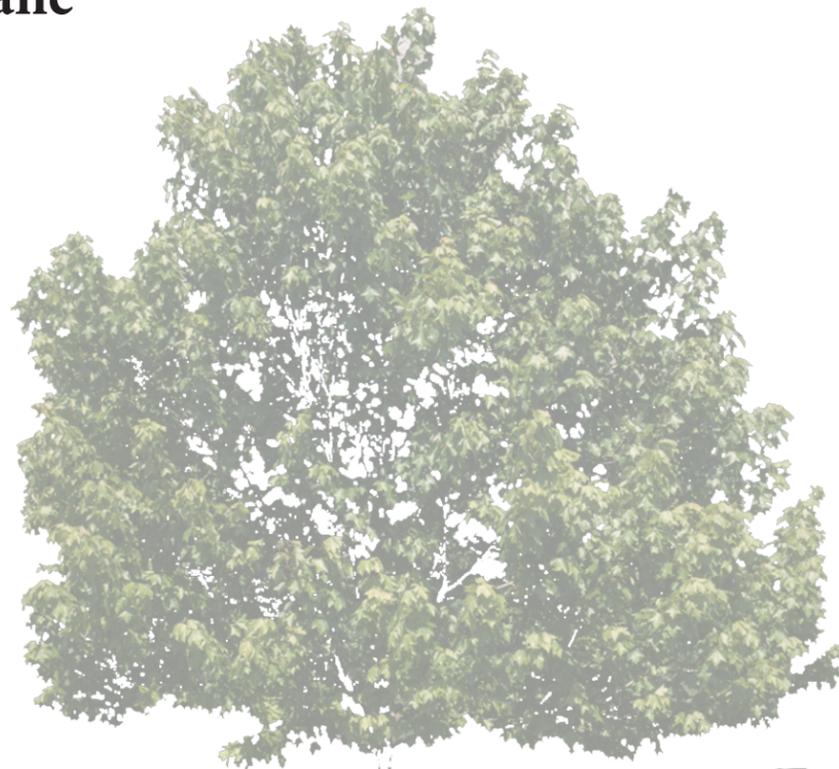


Allegany County

Bicycle and Pedestrian Master Plan

Protected Bicycle Lane

Bike lanes physically separated from flow of vehicular traffic create the safest most comfortable environment for cyclists.



If budget and space constraints allow, creating a bike lane that is physically separated from vehicular flow is the ideal option.

Creating a bike lane between the parallel parking lane and the sidewalk creates a visual and physical separation from vehicular traffic.



Placing plastic delineators between cars and bike lane is another way to visually reinforce the separation.

Typical Bike Lanes

Allegany County Bicycle and Pedestrian Master Plan

Share the Road



Often times, especially in rural areas, the most feasible option for creating bicycle access is to designate a roadway "Share the Road". When a road is designated as such, cyclists and motorists have equal access and right to use the road.



Rules of share the road:

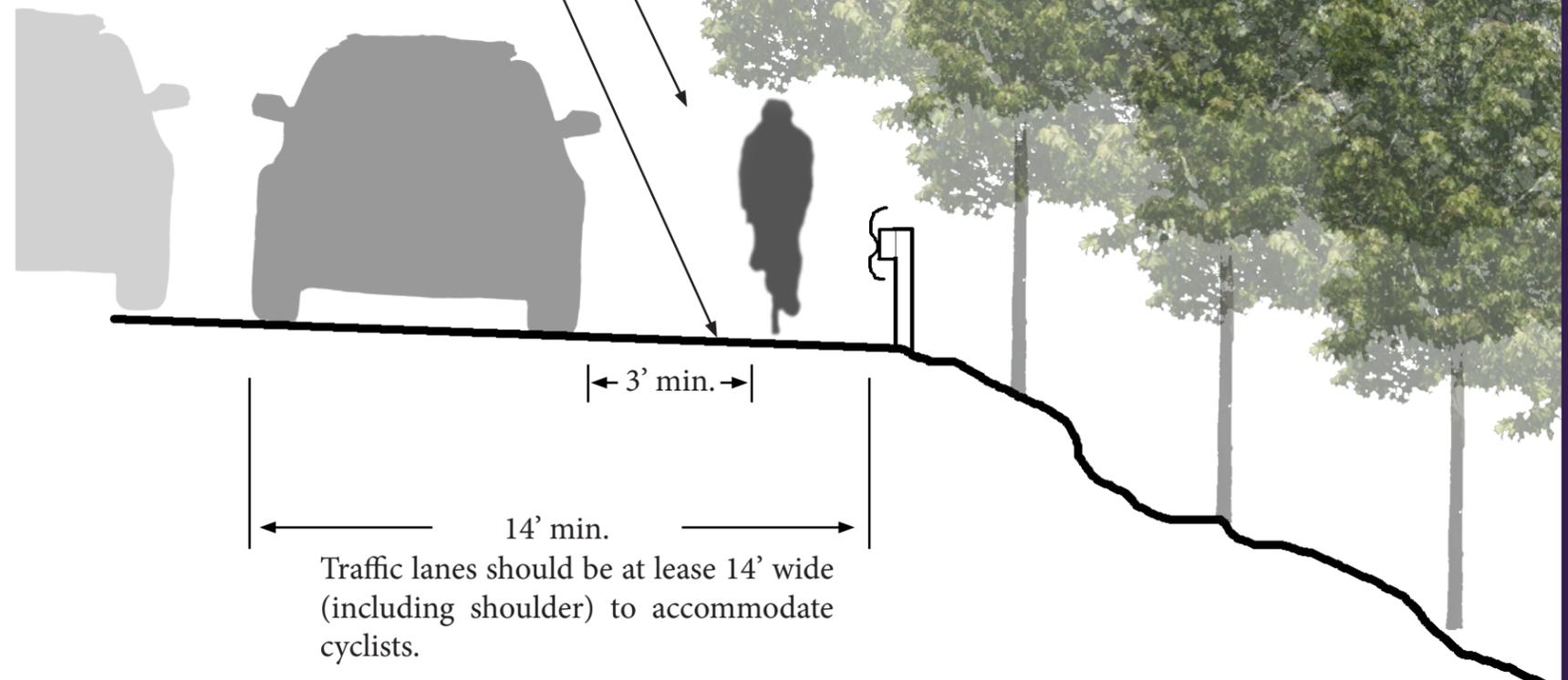
- Same laws that apply to motorists apply to cyclists.
- Obey all traffic control devices.
- Use hand signals to indicate stops and turns to other users.
- Wear a helmet.
- Always ride on right in same direction as traffic.
- Use furthest right lane that heads to your destination.
- Ride in straight line.
- Wear brightly colored clothing that provides contrast.



Ensuring proper marking and signage on a designated road is imperative to both the cyclists' and motorists' safety and full understanding of their traveling environment.

Drivers must always maintain minimum of 3' buffer between vehicle and cyclist

If shoulder of a min. 4' exists, cyclists should ride between rumble strip and edge of pavement.

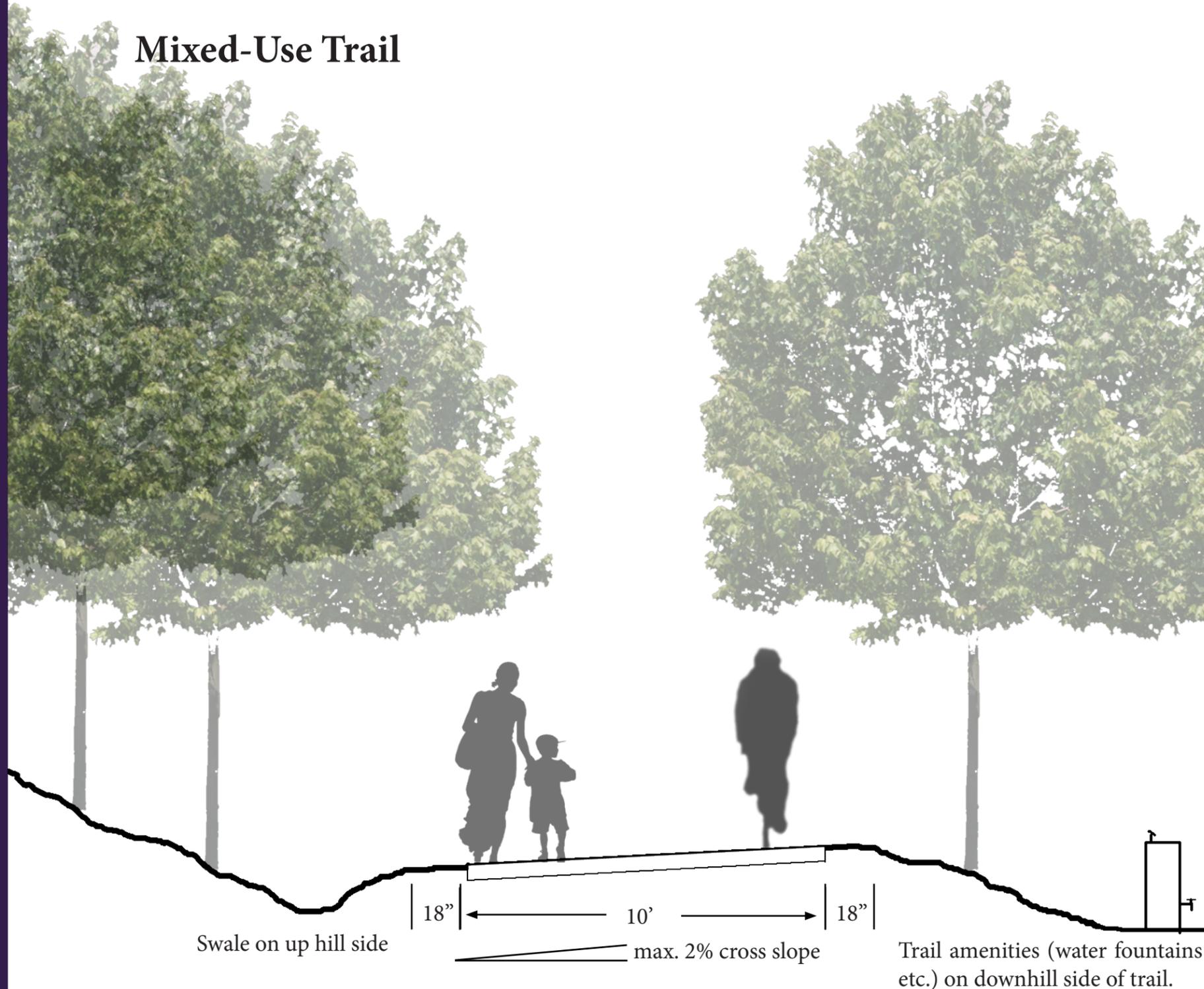


Traffic lanes should be at least 14' wide (including shoulder) to accommodate cyclists.

Allegany County

Bicycle and Pedestrian Master Plan

Mixed-Use Trail



It is important that multi-use trails are physically separated from motorized vehicle traffic by an open space or barrier. They can be located within the road right of way, an independent right of way, or accommodated by other means such as in a park. They are shared by multiple users which makes them an attractive option as a main pedestrian thoroughfare.

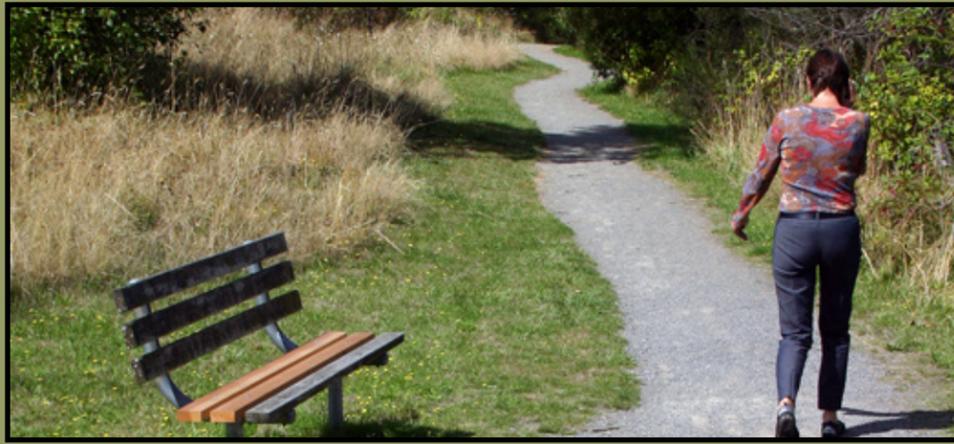


Because multi-use trails are typically heavily used so the material chosen should be long lasting with relatively low maintenance. Signage indicating right of way and street crossing should be implemented to ensure pedestrian safety.



Allegany County *Bicycle and Pedestrian Master Plan*

Crusher Fine Trail

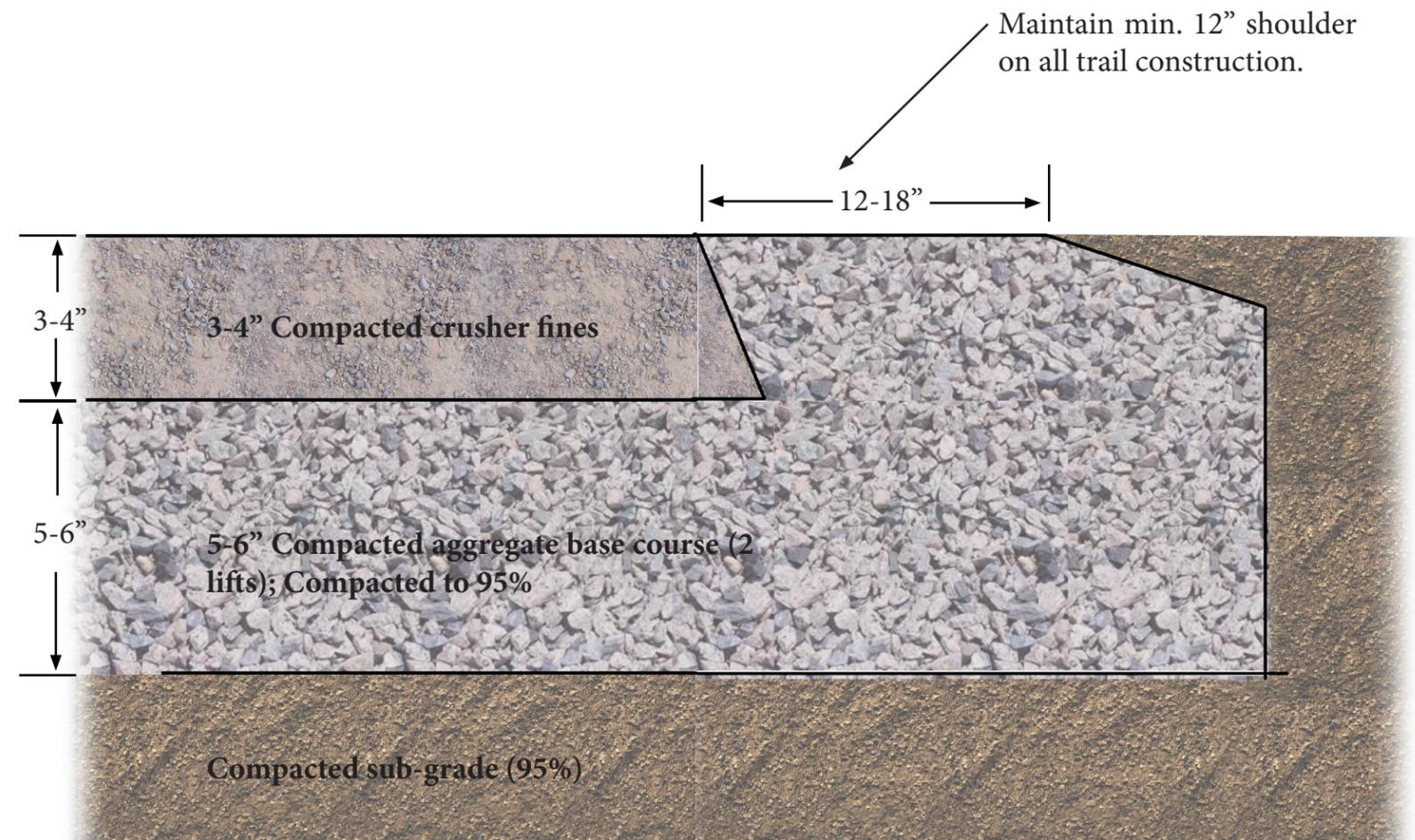


Physical and Chemical Characteristics of Crusher Fines

Crusher fines are not to be confused with gravel, road base, or other rock products. It consists of small particles of crushed rock that when moistened and compacted, creates a solid, hard surface. If done correctly, an installed crusher fines trail will be a firm, low maintenance trail that is usable even when wet.

Three characteristics make crusher fines useful for trail surfaces

1. The rock must be crushed into irregular and angular particles. These particles interlock to form desired solid state.
2. The more variety in particle size, the tighter the matrix. The smaller particles will fill the gaps left by the larger particles and improve the overall strength.
3. The crushed rock must contain the original binders that formed the original rock. These small particles act as cement in the interlocking matrix of particles. After being moistened and compacted it creates a very hard, viable surface for trails.



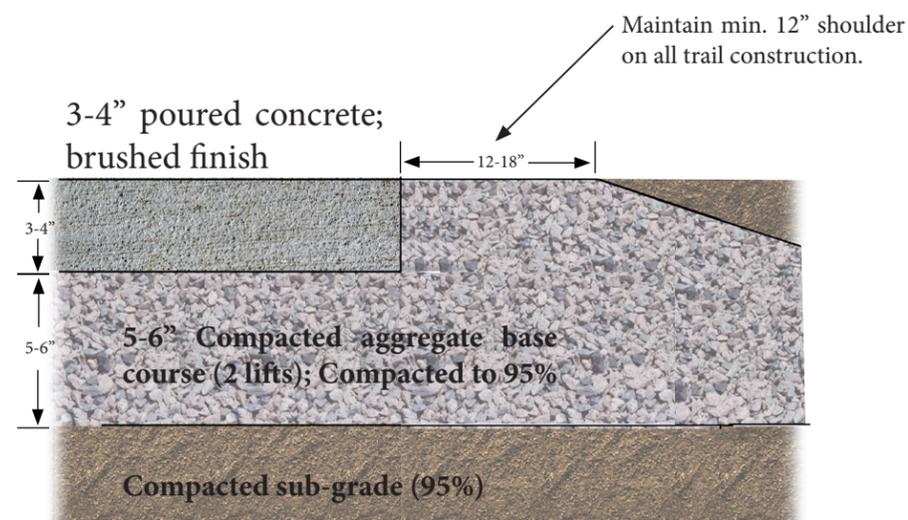
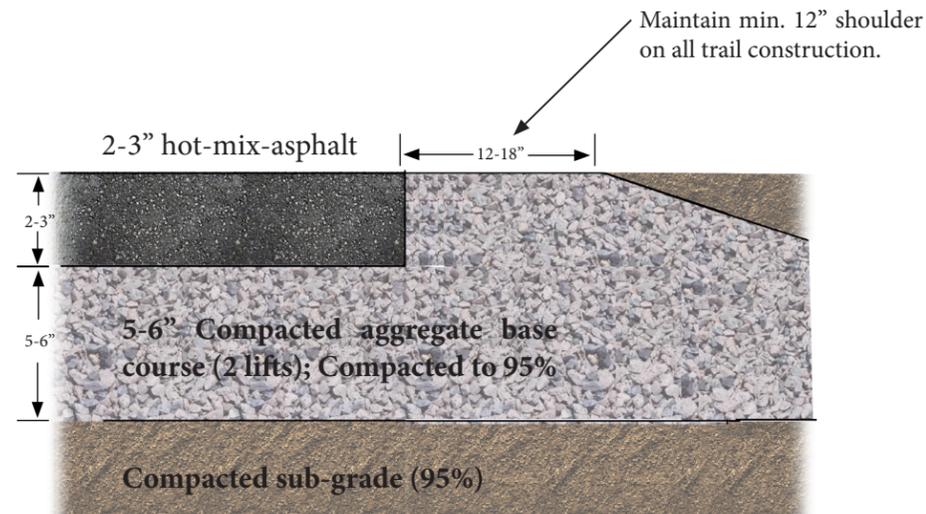
Particle sizes are the main way that crusher fines are defined. A "3/8 minus" mix will contain particles with a diameter no larger than 3/8". The ideal mixture is one that contains enough small particles to fill the voids left by the larger particles.

Particle shape also plays a role in the integrity of the surface. Particles that contain angular rocks are more likely to form a strong surface. Particles that contain mostly chipped or rounded rocks should be avoided, as they are not as structurally sound.

Allegany County

Bicycle and Pedestrian Master Plan

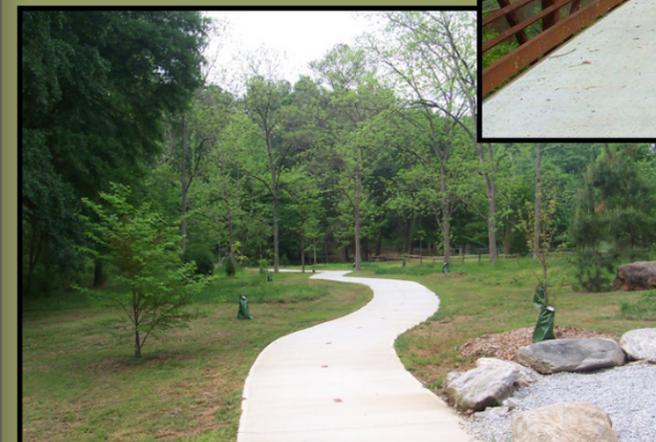
Asphalt and Concrete Surfaced Trail



Paving with asphalt offers a durable, versatile trail surface at a moderate price. It is ideal for biking and skating, though bike speed may intimidate some pedestrian users.

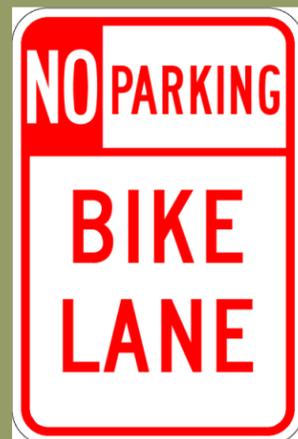
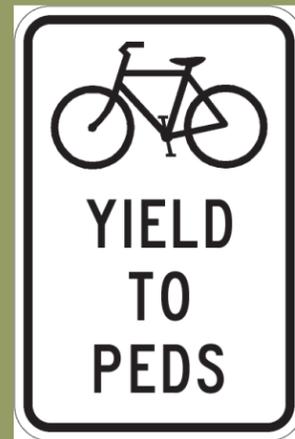
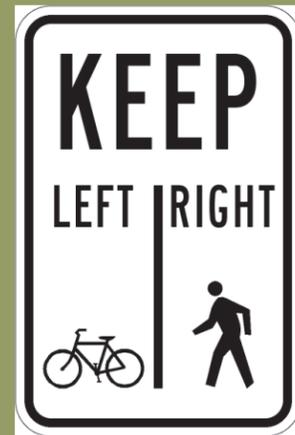


Concrete paved trails offers the most durable and long lasting trail surface. It also is one of the most expensive to implement.



Allegany County

Bicycle and Pedestrian Master Plan



R3-17



R3-17a



R3-17b



M1-9

Sign image from the Manual of Traffic Signs http://www.traffic-signs.us/ The sign image copyright Richard C. Moer. All rights reserved.

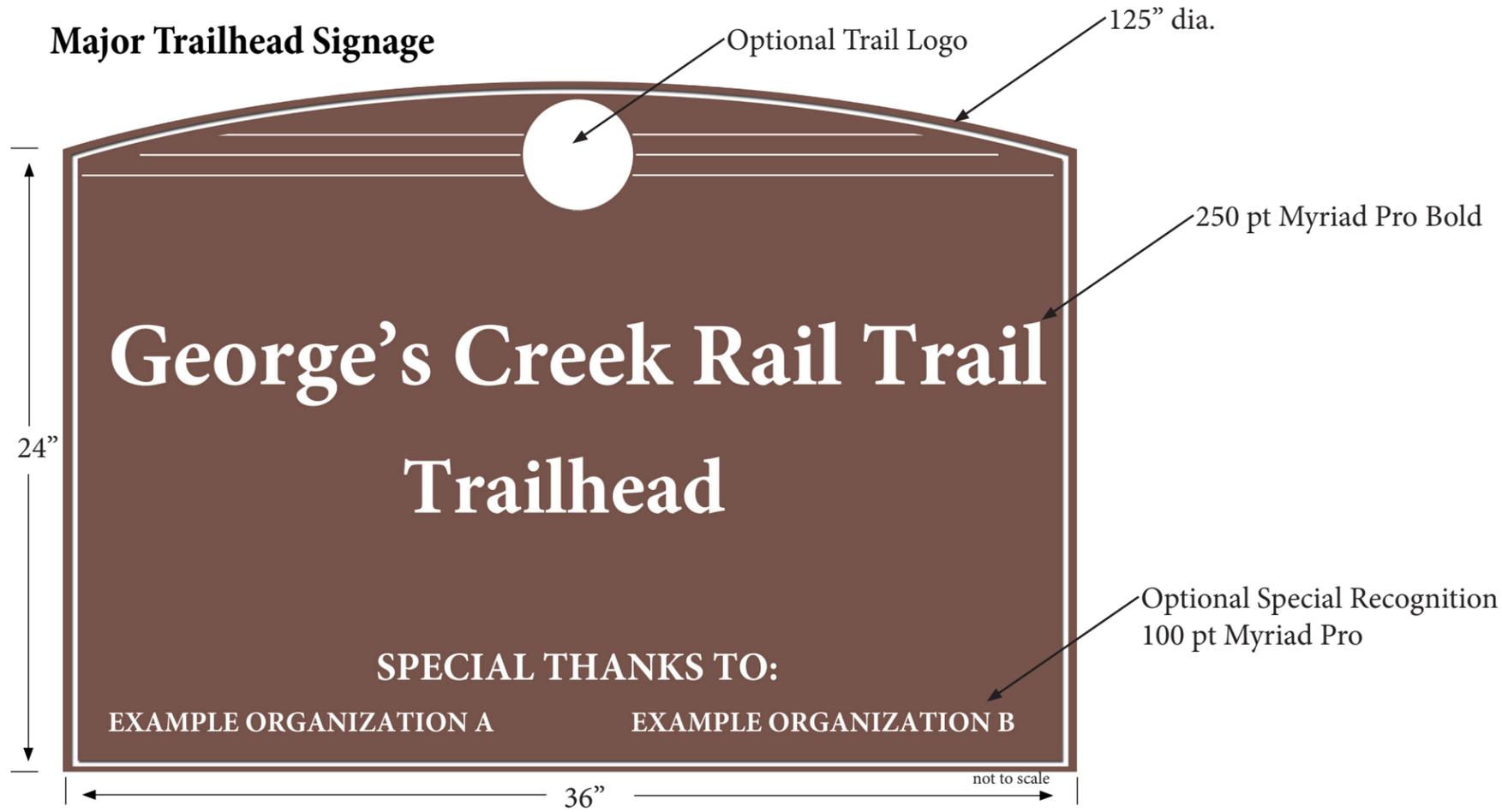


W5-4a

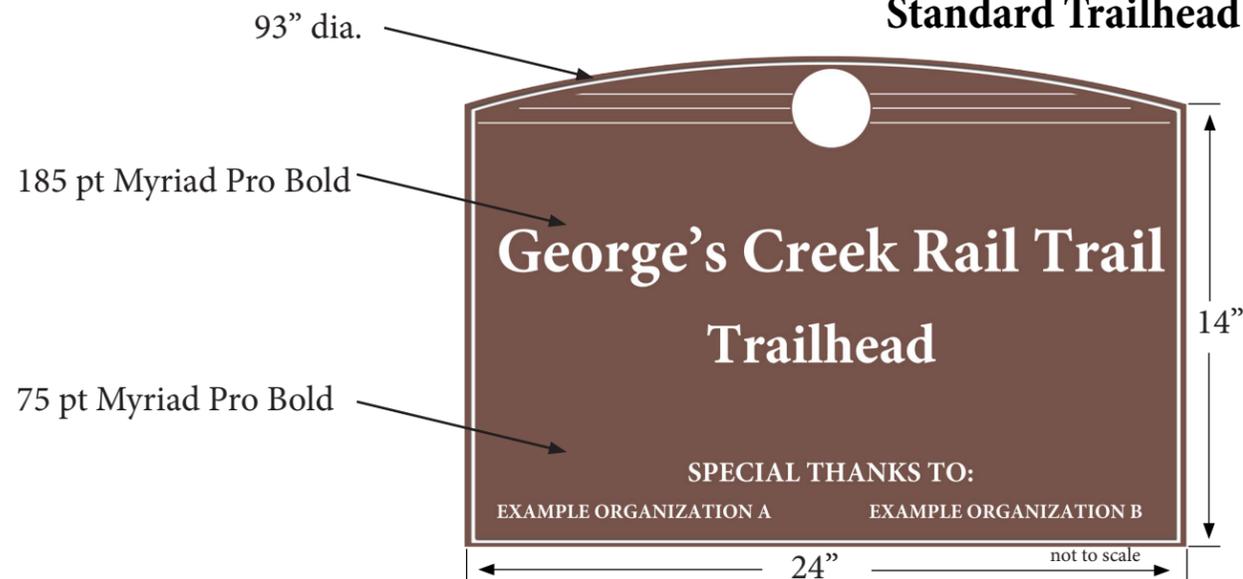
Allegany County

Bicycle and Pedestrian Master Plan

Major Trailhead Signage



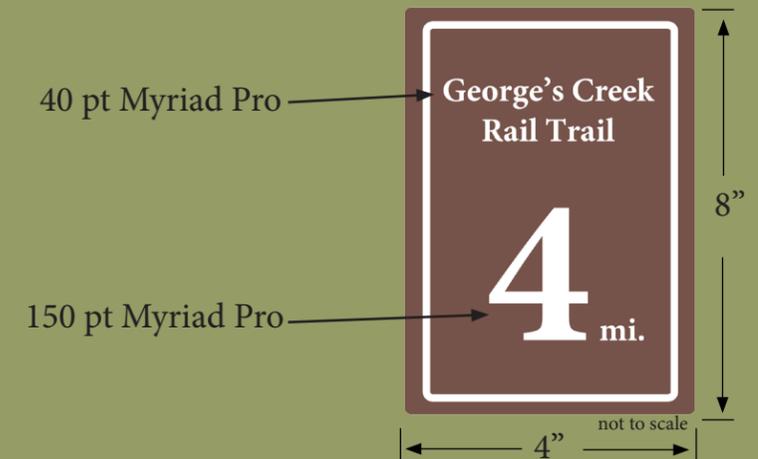
Standard Trailhead



Way Finding Signage



Mileage Markers



Funding Opportunities

Program Open Space's

(POS) primary focus is to acquire outdoor recreation and open space areas for public use. POS is administered by Maryland's Department of Natural Resources (DNR) and is funded through the state real estate transfer tax. The money set aside for this program is divided equally between local and state projects. Half of the money is used by the state for direct land acquisitions, while the other half is granted to local governments. Using a population-based formula, every July 1, each county in the state and the City of Baltimore is apportioned a specific amount of the money for Program Open Space. In order to receive these funds, counties are required to create Land Preservation and Recreation Plan that outlines acquisition and development goals, of which bicycle and pedestrian facilities may be included. POS provides 100% funding for local land acquisition and will contribute 75% for development costs for county and city parks and recreation areas. As much as 90% of development costs can be funded if Land and Preservation and Recreation Plan goals are met.

Funding Cycle: July 1 Fiscal Year

Contact: Chip Price, Program Open Space Coordinator, 410-260-8426

Community Legacy Program

was created by the Legislature in 2001 to help existing communities develop comprehensive revitalization plans and implement projects targeted at reducing sprawl and enhancing community life for businesses and residents. The program is intended to complement the Rural Legacy Program. A wide variety of projects are eligible for funding under the program including streetscape improvements and community development plans, both of which can include bicycle and pedestrian facilities. Applications are submitted by local governments or community development organizations to the community Legacy Board in late July and award decisions are made by late September.

Funding Cycle: July Deadline

Contact: Roylene Roberts, Department of Housing and Community Development, 410-514-7917

The National Recreational Trails Program

administered by SHA, matches federal funds up to 50% with local funds to implement trail projects. Eligible activities include trail construction, reconstruction, maintenance, restoration, and easement or property acquisition. Currently \$760,000 is available to SHA from the Federal Highway Administration; the amount of money varies each year. The average project cost is around \$30,000. Projects are proposed by local governments, other state agencies, counties or municipal governments. Applications should be submitted to SHA's Office of Environmental Design. In order for non-governmental agencies such as a non-profit agency, a community group, or individual to apply for program funds, co-sponsorship from an appropriate local governmental agency is required. Applications are distributed in September for a mid-November deadline. Typically, funds are awarded in January or February of each year.

Funding Cycle: Mid-November Deadline

Contact: Terri Maxwell, Recreational Trails Coordinator, 410-545-8637

Sidewalk Retrofit Program

was established in 1995 to provide funding for the construction of new and the reconstruction of existing sidewalks and pathways. In the first three years of the Retrofit Sidewalk Program, 170 communities received a total of \$4.1 million for sidewalk construction. The program receives \$3 million annually and allocates funds to counties based on a distribution formula. Counties can spend the funding directly or distribute them to local municipalities. Sidewalk construction or reconstruction projects on State Roads in State Designated Neighborhoods are eligible for 100% funding by SHA, anything outside these neighborhoods are eligible for 50% SHA funding and 50% by the local jurisdiction. Local jurisdictions should discuss and prepare potential project proposals with the SHA District Engineer. Proposals are accepted on an ongoing basis. The Chief Engineer's Office will review and select projects.

Funding Cycle: Year Round

Contact: Dennis German, SHA Program Coordinator, 410-545-8900

Allegany County *Bicycle and Pedestrian Master Plan*



Allegany County

Bicycle and Pedestrian Master Plan



Funding Opportunities

Maryland Scenic Byways Program

can provide communities with the framework and funding to create a community-based Corridor Management Plan (CMP) along State Designated Scenic Byways. A CMP serves as a guide to promote, preserve, and develop a scenic byway that addresses issues such as tourism development, roadway safety, preservation of natural features and historic structures. The State must first designate a scenic byway in order for CMP projects to be considered. Once a CMP has been developed, project sponsors may apply for additional funding for a number of projects such as safety improvements, construction of pedestrian and bicycle facilities, and highway shoulder improvements to name a few. County and municipal governments, private non-profit agencies, or community groups with appropriate governmental agency co-sponsorship can apply for CMP funds. \$25 million dollars is available nationwide for scenic byways programs, some states receive as much as \$1 million or more each year, depending on the need. Maryland has received on average \$500,000 in federal funds each year; however, this amount may increase because the Maryland Scenic Byways Program Maryland has recently designated 31 State Scenic Byways. Southern Maryland has two designations, the Calvert Maritime Tour in Calvert County and the Religious Freedom Tour that runs through Charles and St. Mary's Counties. This program is unique in that SHA can award up to 80% of the project's cost and sponsors are only required to match expenses by 20 percent. The deadline for applying for Scenic Byways funds is June 1. Applications are available online at www.byways.org and should be submitted to the State Scenic Byways Coordinator. The State Scenic Byways Advisory Committee reviews and approves potential projects.

Funding Cycle: June 1 Deadline

Contact: Terri Maxwell, Recreational Trails Coordinator, 410-545-8637

Community Parks and Playgrounds Program

also established during the state's 2001 legislative session, is administered by the Department of Natural Resources (DNR). The program will provide funding to restore and create parks and playgrounds in communities all across the State. While this initiative is not specifically written to fund bicycle and pedestrian facilities, such plans could be proposed as enhancements to existing parks. This program has been funded at \$11 million for fiscal year 2002.

The Bicycle Retrofit Program

was initiated by the State Highway Administration in 2000. The purpose of the program is to fund minimal on-road improvements on state highways that would benefit bicycling. Eligible improvements include projects that can be completed quickly and without the need for permits or right-of-way. One million dollars is allocated annually to the Bicycle Retrofit Program. Individuals and local jurisdictions can submit project

requests to SHA's Bicycle and Pedestrian Coordinator on an on-going basis.

Funding cycle: On-going

The Transportation Enhancement Program

is administered by SHA and uses Federal appropriations (Federal Surface Transportation Program funds) to fund transportation-related community amenities. Less than \$8 million is left through 2003 for the Transportation Enhancement Program. Projects such as bicycle and pedestrian facilities and education programs, acquisition of scenic easements and preservation of abandoned railways are examples of projects funded each year; approximately 70% of the program funds have gone toward bicycle and pedestrian education programs and trail projects. Up to 50% of each project's cost is eligible for funding the other 50% must be matched by the project sponsor. Funds are awarded to new projects semi-annually, in the summer and fall. The average award is between \$350,000 – \$400,000, however, it varies depending on the project.

Funding Cycle: Twice per year

Contact: Dennis Simpson, Enhancement Program Manager, 410-545-5675

Acknowledgments & Bibliography

Special Thanks:

Allegany County Bicycle and Pedestrian Plan Technical Committee:

Amy Baker Greg Hildreth
Roy Cool Brian McCormick
John Difonzo David Umling
David Dorsey

Allegany County Commissioners

Bretta Reinhard

Allegany County Public Information Officer

Allegany County Community Services Department

Allegany County Department of Public Works

Chesapeake and Ohio Canal National Historic Park

City of Cumberland

City of Frostburg

Maureen Brewer

Frostburg's Main Street Manager

Cumberland Bicycle Advisory Committee

Maryland Department of Planning

Maryland Department of Transportation

State Highway Administration

Evergreen Heritage Center

Mountain Maryland Trails

Western Maryland Wheelmen

Butch Armentrout

Mayor of Carpendale

Thank you to all who attended the January 24, 2012 Open House

Thank you to all of the concerned citizens and groups who provided insightful input to the plan

Sources:

"Benefits of Rail-Trails." Rails-to-Trails Conservancy: Benefits of Rail-Trails. Rails-to-Trails Conservancy, 2007. Web. 16 Nov. 2012. <<http://www.railstotrails.org/ourWork/trailBasics/benefits.html>>.

The Greenway Collaborative, Inc. Clinton River Trail Master Plan. Rep. N.p.: n.p., 2003. Print.

Half Associates, Inc. Connecting Cedar Park: The 2010 Hike and Bike Trails Master Plan. Rep. N.p.: n.p., 2009. Print.

Allegany County

Bicycle and Pedestrian Master Plan



