

Maryland National Road Corridor Partnership Plan

Garrett County Action Plan for Preserving and Enhancing Maryland's Historic National Road Scenic Byway

The purpose of this executive summary is to describe the specific actions that are recommended to preserve, enhance, interpret and market the Maryland Historic National Road Scenic Byway in Garrett County.

What is the Maryland Historic National Road Scenic Byway?

Originally called the Cumberland Road, the National Road was the first federally planned and funded highway in the United States. In 1806, Congress approved the construction of a national road, beginning at Cumberland, to connect the port of Baltimore with the burgeoning Northwest Territories. The purpose of the road was to facilitate a direct overland route by cutting straight across the Appalachian Mountains. The route was seen as a "portage" between the waters of the Ohio River and the Baltimore Harbor. The route west from Cumberland to the Ohio River was constructed with federal funds, a controversial and major internal improvement commissioned by the Federal Government.

A system of turnpikes comprised the connecting routes from Baltimore to Cumberland, since Maryland was already involved in the construction of several privately funded turnpikes at that time. Together, the system of turnpikes and the federally-funded Cumberland Road form "Maryland's Historic National Road Scenic Byway". In Garrett County, the route generally follows its original alignment along Alternate 40 from the Allegany County line to its intersection with US 219 and US 40 west to the Pennsylvania State line.

The Garrett County section provides many opportunities to tell the stories about the people and places along the National Road:

- ¥ The Summit of Savage Mountain
- ¥ The "Long Stretch"
- ¥ "Shades of Death"
- ¥ Casselman River Bridge
- ¥ Negro Mountain Summit

The Garrett County section also includes important sites from both the pre-National Road period (Braddock's Trail) and the National Road's "revival period" (early 20th century inns, hotels, tourist cabins, and garages).

Purpose of the Corridor Partnership Plan

The Maryland Department of Planning together with its agency partners, the Office of Tourism Development, the State Highway Administration, the Maryland Historical Trust, and the Department of Natural Resources (the "Partnership Development Team"), are developing a "Corridor Partnership Plan" for Maryland's Historic National Road Scenic Byway. The plan is part of a six-state effort to gain All-American Road designation for the National Road through the Federal Highway Administration's (FHWA) Scenic Byway Program.

The five agencies have been working with a Citizen Advisory Group and a multi-disciplinary team of landscape architects, community planners, engineers, and historians, headed by Lardner/Klein Landscape Architects, P.C., to develop the plan. The purpose of the plan is not to advocate or create more regulations. Instead the group is looking for ideas about how to:

- preserve the historic, scenic, and natural resources along the route
- develop and enhance the route to attract visitors and increase tourism
- celebrate the heritage of the corridor and tell its stories
- maintain the high quality of life found along the National Road

The following pages summarize the recommendations for Garrett County.

NEXT STEPS FOR PRESERVING THE NATIONAL ROAD:

- 1.) Amend each jurisdiction's Comprehensive Plan to acknowledge and recognize the preservation and open space conservation needs of the National Road.
- 2.) Establish an emergency revolving fund for preservation and conservation priorities under immediate conversion pressure.
- 3.) Identify one priority preservation project in each jurisdiction and assemble a joint application for Scenic Byway Program funds to preserve those properties.
- 4.) Prepare detailed preservation plans for remaining historical elements along the National Road from the "Heyday" period (e.g. pre-1850 mileposts, inns, taverns, mile houses, springs, etc.)
- 5.) Begin the process of establishing a special assessment program to secure a permanent source of funding for preservation actions along the Byway (e.g. National Road as a "Main Street".)

What is a Conservation Easement?

- a legal contract between a landowner and a land trust that provides for the perpetual preservation of the property through mutually agreed upon limitations on the use of the land or in the case of an historic structure, a building. Easements can be purchased by the land trust, or donated for tax benefit by the landowner.



View near Little Meadows

Garrett County

Preservation and Conservation Actions

The following preservation and conservation actions have been identified over the course of the planning process. Priorities for preservation and conservation actions are based on the following criteria:

- 1) Areas where the goal is to attract visitors to interpretive sites, recreational offerings or visitor services, especially locations where the few remaining resources from the "Heyday" of the National Road can be found (pre-1850 resources associated with the early construction and operation of the National Road);
- 2) The settings for many of the small towns found along the National Road, agricultural lands, and the landscapes adjacent to existing parks and protected natural areas, especially areas vulnerable to imminent change;
- 3) Areas that no longer retain their intrinsic qualities, but affect the resources described for first priority (e.g. strip centers, cell towers, etc.)

Much of the character of the National Road in Garrett County remains as it was in the 1930's. The best way to encourage the continued preservation of this character is to work with local organizations to permanently preserve the rural landscapes along the Historic National Road. This can be achieved through voluntary cooperation and generosity of land owners using a variety of voluntary techniques:

- ¥ Tax deductible donations of land;
- ¥ Tax deductible donations of conservation easements (see sidebar);
- ¥ Purchases of land from willing sellers, financed by tax deductible contributions from individuals and various other private/public funding sources;
- ¥ Working with landowners to take advantage of existing conservation easement purchase programs offered by local, state, and federal government agencies;
- ¥ Connecting landowners trying to sell their land to "conservation buyers" wishing to purchase property for continued agricultural or forest use.

The highest priorities for preservation and conservation in Garrett County include the following:

- ¥ Preserving the setting of the town of Grantsville as it is influenced by use of land around the I-68 interchange;
- ¥ Preserving original road sections and related resources (near Savage Mountain, near Meadow Mountain summit, Casselman River Bridge, near Big Shade Run, near Spring Farm, and near Hemlock Drive);
- ¥ Preserving farmland and rural views along the National Road with an emphasis on recommended pull-off locations at Savage Mountain, Little Meadows, and Negro Mountain;
- ¥ Considering the establishment of a Rural Legacy Area from Savage Mountain to Keyser's Ridge as a mechanism to further preservation goals.



View from Savage Mountain - a defined pull-off is needed to improve safety for travelers seeking to appreciate this view

Garrett County

Enhancing, Interpreting and Marketing the National Road

The following projects and activities have been identified for Garrett County as part of the corridor partnership planning process. Priorities for implementing these actions are based on:

- ¥ Highway safety and transportation-related improvements that are needed to make it easier to follow the Maryland Historic National Road Scenic Byway and to safely get out of your car to enjoy and learn about the features found along the way.
- ¥ Rehabilitation of areas where noncontributing features, such as unattractive commercial strip development, intrude upon the qualities that are potentially attractive to visitors.



A visitor center is proposed for Stanton's Mill

An important aspect of the plan will be to coordinate interpretation for the entire length of the Byway in Maryland. Travelers should be exposed to a sequence of stories that can stand alone as part of a short trip off the interstate, or that can be followed for the entire length of the route.

Interpretation will focus on three basic themes:

- ¥ The origins of the National Road including its controversial use of federal funds for the first time;
- ¥ The way in which the National Road transformed the people and places along its route and the stories that have evolved from that transformation;
- ¥ The transformation of the road itself as it evolved in response to changes in technology—the canal, the railroad, and the modern superhighway.

Suggested Garrett County Enhancement and Wayside Projects Include:

- ¥ Western Maryland "gateway" with wayside exhibits and visitor facilities at Casselman River Bridge State Park and Stanton's Mill;
- ¥ Museum/exhibit to house the Leo Beachy photograph collection in Grantsville;
- ¥ Series of scenic overlooks at the top of Savage Mountain, Little Meadows, and Negro Mountain with interpretive displays highlighting the derivation of place names and related stories (such as Braddock's Trail);
- ¥ Interpretive displays at the Fuller-Baker Log House and the Casselman Inn;
- ¥ Trail connections from the National Road to the Meadow Mountain Trail.

Marketing strategies will focus on links with other types of potential visitor's interests — railroading, the Civil War, fall foliage, outdoor recreation, antiquing, shopping and vintage cars. Marketing and promotion efforts will focus on attracting visitors wishing to explore the qualities of the historic road in a more leisurely manner — leading to more and more residents and visitors seeing the old road in a new way.



Interpretive wayside proposed for Casselman River Bridge State Park



NEXT STEPS FOR ENHANCING THE NATIONAL ROAD:

- 1.) Pursue funding for corridor-wide visitor facilities and wayside exhibits (2001) and wayfinding (2002) to make it easier to follow and learn about the Byway.
- 2.) Develop and adopt guidelines for gently guiding roadside development along the Byway (jointly developed by localities, counties, and MSHA).
- 3.) Establish permanent funding for a "circuit rider" to assist corridor communities in developing alternative approaches to roadside development and give free technical assistance.
- 4.) Develop detailed plans and guidelines for aging commercial strips and other areas of disinvestment including Baltimore City, Mt. Airy, Frederick's Golden Mile, Hagerstown, and Lavale.
- 5.) Begin the process of establishing a special assessment program to secure a permanent source of funding for enhancement actions along the Byway (in conjunction with preservation actions).

NEXT STEPS FOR INTERPRETING AND MARKETING THE BYWAY:

- 1.) Seek designation as an All-American Road with the five other National Road states (PA, WV, OH, IN, IL).
- 2.) Develop an interpretive master plan to coordinate the telling of the stories of the National Road.
- 3.) Develop a common logo and promotional materials designed in conjunction with prototypical wayfinding signs and interpretive wayside and exhibits.
- 4.) Develop portable media to make it easier to learn about and visit the Byway, being sure to cross-market to related audiences (e.g. Civil War Trail, Heritage Areas, Adventure Sports, etc.)
- 5.) Work with existing groups to reestablish the National Road festivals and events in each of the Counties along the route.

What Happens Next?

Over the next few months, members of the Partnership Development Team, the consultants, and representatives from the Citizens Advisory Group will be meeting with local officials and interested citizens to discuss the plans and ideas for preserving, enhancing, interpreting and marketing the Historic National Road Scenic Byway in Maryland.

Each County and the City of Baltimore, along with municipalities, civic groups, historic societies, land trusts, and agencies with responsibilities in the corridor will be asked to endorse the plan in concept, and work with others to implement it. The following steps will be needed over the next year to begin the process of implementing the plan:

- Feb. 28 Public review of the plan's draft recommendations at Canal Place in Cumberland
- March 1 Public review of the plan's draft recommendations at Frederick Community College
- Late April-May Begin informational meetings with each jurisdiction to discuss the plan's recommendations, the formation of a permanent group to oversee implementation of the plan, and request formal endorsement and/or adoption of the plan
- June 1 FY2002 Scenic Byway Program Fund grant applications due to State Highway Administration for review and transmittal to FHWA
- July 26 Maryland National Road Preservation Summit at Rocky Gap (prior to conference, see below)
- July 27-28 Conference and National Road Alliance meeting: "Balancing the Protection and Promotion of Historic Roads" at Rocky Gap State Park
- Nov. 2001 Request that all jurisdictions along the National Road formally adopt the Corridor Partnership Plan as part of their Comprehensive Plan
- Early Jan, 2002 Submit application to FHWA for designation of the National Road as an "All-American Road" along with the states of Pennsylvania, West Virginia, Ohio, Indiana, and Illinois

For more information, please call Cindi Ptak at the Maryland Department of Planning 410-767-4544

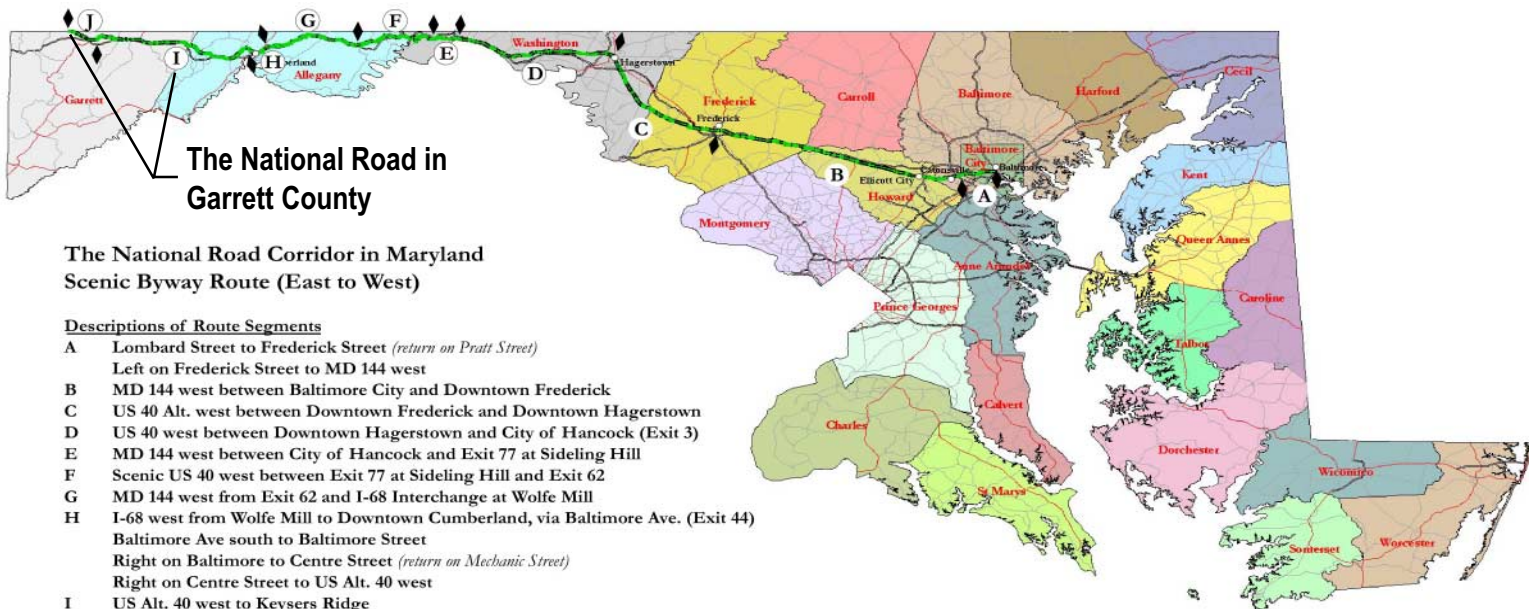


How Will We Benefit?

Designation of the National Road as a six-state "All-American Road" will bring with it the recognition that this important community resource deserves. Much of the history of our country and our communities were built around the construction of a "National Road" and there has never been a better time to preserve and enhance the route as a means of attracting visitors and maintaining the high quality of life associated with the "National Pike" towns.

In addition to recognition, designation as an All-American Road will:

- ¥ Provide improved access to funding from a pool of TEA-21 Funds especially designated for scenic byways.
- ¥ Provide enhanced marketing and promotion for attracting international tourists.
- ¥ Provide increased leverage when seeking additional types of funding including grants for open space, historic preservation, community revitalization, rural economic development and marketing.
- ¥ Provide a way to link together related tourism and economic development initiatives such as heritage tourism, adventure sports, and civil war trails.





Maryland National Road Corridor Partnership Plan

Allegany County Action Plan for Preserving and Enhancing Maryland's Historic National Road Scenic Byway

The purpose of this executive summary is to describe the specific actions that are recommended to preserve, enhance, interpret and market the Maryland Historic National Road Scenic Byway in Allegany County.

What is the Maryland Historic National Road Scenic Byway?

Originally called the Cumberland Road, the National Road was the first federally planned and funded highway in the United States. In 1806, Congress approved the construction of a national road, beginning at Cumberland, to connect the port of Baltimore with the burgeoning Northwest Territories. The purpose of the road was to facilitate a direct overland route by cutting straight across the Appalachian Mountains. The route was seen as a "portage" between the waters of the Ohio River and the Baltimore Harbor. The route west from Cumberland to the Ohio River was constructed with federal funds, a controversial and major internal improvement commissioned by the Federal Government.

A system of turnpikes comprised the connecting routes from Baltimore to Cumberland, since Maryland was already involved in the construction of several privately funded turnpikes at that time. Together, the system of turnpikes and the federally-funded Cumberland Road form "Maryland's Historic National Road Scenic Byway". In Allegany County, the route follows Scenic 40 westward from Sideling Hill and then Maryland 144 near Fifteenmile Creek to Wolf Mill. It then follows I-68 to Exit 44 into Cumberland where it follows Baltimore Ave., Baltimore Street, Centre Street and Alternate 40 through Cumberland to LaVale.

The Allegany County section provides many opportunities to tell the stories about the people and places along the National Road:

- ¥ Ridgetop views and old rest stops including Sideling Hill, Town Hill, Green Ridge, Polish and Martin Mountains
 - ¥ Sites from the "Heyday" of the National Road including the Flintstone Hotel, LaVale Toll House, Clarysville Bridge, early mile houses, and original mileposts
 - ¥ Interesting features from the National Road's revival period including hotels, inns, garages, and tourist cabins, as well as Green Ridge State Forest
- The Allegany County section also includes important sites from the pre-National Road period (Nemacolin's Path and Braddock's Trail) and important canal and railroad era historic sites in Cumberland, the Narrows, and Frostburg

Purpose of the Corridor Partnership Plan

The Maryland Department of Planning together with its agency partners, the Office of Tourism Development, the State Highway Administration, the Maryland Historical Trust, and the Department of Natural Resources (the "Partnership Development Team"), are developing a "Corridor Partnership Plan" for Maryland's Historic National Road Scenic Byway. The plan is part of a six-state effort to gain All-American Road designation for the National Road through the Federal Highway Administration's (FHWA) Scenic Byway Program.

The five agencies have been working with a Citizen Advisory Group and a multi-disciplinary team of landscape architects, community planners, engineers, and historians, headed by Lardner/Klein Landscape Architects, P.C., to develop the plan. The purpose of the plan is not to advocate or create more regulations. Instead the group is looking for ideas about how to:

- preserve the historic, scenic, and natural resources along the route
- develop and enhance the route to attract visitors and increase tourism
- celebrate the heritage of the corridor and tell its stories
- maintain the high quality of life found along the National Road

The following pages summarize the recommendations for Allegany County.

NEXT STEPS FOR PRESERVING THE NATIONAL ROAD:

- 1.) Amend each jurisdiction's Comprehensive Plan to acknowledge and recognize the preservation and open space conservation needs of the National Road.
- 2.) Establish an emergency revolving fund for preservation and conservation priorities under immediate conversion pressure.
- 3.) Identify one priority preservation project in each jurisdiction and assemble a joint application for Scenic Byway Program funds to preserve those properties.
- 4.) Prepare detailed preservation plans for remaining historical elements along the National Road from the "heyday" period (e.g. pre-1850 mileposts, inns, taverns, mile houses, springs, etc.)
- 5.) Begin the process of establishing a special assessment program to secure a permanent source of funding for preservation actions along the Byway (e.g. National Road as a "Main Street".)

What is a Conservation Easement?

- a legal contract between a landowner and a land trust that provides for the perpetual preservation of the property through mutually agreed upon limitations on the use of the land or in the case of an historic structure, a building. Easements can be purchased by the land trust, or donated for tax benefit by the landowner.



Flintstone Hotel

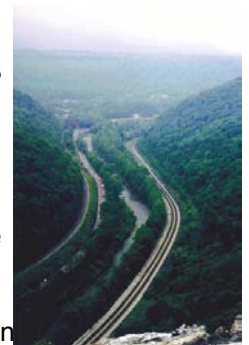
Allegany County

Preservation and Conservation Actions

The following preservation and conservation actions have been identified over the course of the planning process.

Priorities for preservation and conservation actions are based on the following criteria:

- 1) Areas where the goal is to attract visitors to interpretive sites, recreational offerings or visitor services, especially locations where the few remaining resources from the "heyday" of the National Road can be found (pre-1850 resources associated with the early construction and operation of the National Road);
- 2) The settings for many of the small towns found along the National Road, agricultural lands, and the landscapes adjacent to existing parks and protected natural areas, especially areas vulnerable to imminent change;
- 3) Areas that no longer retain their intrinsic qualities, but affect the resources described for first priority (e.g. strip centers, cell towers, etc.)



The Narrows

Much of the character of the National Road in Allegany County remains as it was in the 1930's. The best way to encourage the continued preservation of this character is to work with local organizations to permanently preserve the rural landscapes along the Historic National Road. This can be achieved through voluntary cooperation and generosity of land owners using a variety of voluntary techniques:

- ¥ Tax deductible donations of land, conservation easements to protect rural land or preservation easements for important buildings (see sidebar)
- ¥ Purchases of land from willing sellers, financed by tax deductible contributions from individuals and other private/public funding sources
- ¥ Working with landowners to take advantage of existing conservation/preservation easement purchase programs offered by local, state, and federal government agencies
- ¥ Connecting landowners trying to sell their land to "conservation buyers" wishing to purchase property for continued agricultural or forest use,

The highest priorities for preservation and conservation in Allegany County include the following:

- ¥ Preserving the Town Hill Inn and Flintstone Hotel
- ¥ Preserving and improving access to historic structures and features in and around Green Ridge State Forest
- ¥ Preserving access to the Narrows view (Lover's Leap)
- ¥ Conduct a detailed inventory and possible nomination to the National Register of multiple properties associated with the original features of the National Road (mileposts, bridges, inns and taverns, milehouses, etc.) and the early 20th Century revival period (inns, taverns, garages, tourist cabins, especially in the LaVale area)
- ¥ Considering the establishment of a Rural Legacy Area from Sideling Hill to Martin Mountain (including the Flintstone Valley)



View from Town Hill looking east towards Sideling Hill in the distance

Allegany County

Enhancing, Interpreting and Marketing the National Road

The following projects and activities have been identified for Allegany County as part of the corridor partnership planning process. Priorities for implementing these actions are based on:

- ¥ Highway safety and transportation-related improvements that are needed to make it easier to follow the Maryland Historic National Road Scenic Byway and to safely get out of your car to enjoy and learn about the features found along the way.
- ¥ Rehabilitation of areas where noncontributing features, such as unattractive commercial strip development, intrude upon the qualities that are potentially attractive to visitors.

An important aspect of the plan will be to coordinate interpretation for the entire length of the Byway in Maryland. Travelers should be exposed to a sequence of stories that can stand alone as part of a short trip off the interstate, or that can be followed for the entire length of the route.

Interpretation will focus on three basic themes:

- ¥ The origins of the National Road including its controversial use of federal funds for the first time;
- ¥ The way in which the National Road transformed the people and places along its route and the stories that have evolved from that transformation;
- ¥ The transformation of the road itself as it evolved in response to changes in technology—the canal, the railroad, and the modern superhighway.

Suggested Priorities for Allegany County Enhancement and Wayside Projects Include:

- ¥ Develop an interpretive tour linking together abandoned portions of the road starting at its origin in Cumberland and including the Narrows, mile houses and the Toll House in LaVale, and remnant sections of the route between LaVale and Eckhart, including the Clarysville Bridge.
- ¥ As part of a scenic driving loop, reopen and enhance scenic overlooks with wayside interpretive exhibits on Town Hill, Green Ridge, Martin Mountain and create a new overlook on Polish Mountain—interpreting how the road transformed mountain life.
- ¥ Develop a wayside exhibit and wayfinding information for use in and around Rocky Gap as a means of extending the stay of existing visitors

Marketing strategies will focus on links with other types of potential visitor's interests — Heritage Areas (Canal Place), railroading, the Civil War, fall foliage, outdoor recreation, antiquing, shopping and vintage cars. Marketing and promotion efforts will focus on attracting visitors wishing to explore the qualities of the historic road in a more leisurely manner—leading to more and more residents and visitors seeing the old road in a new way.



Enhancing the LaVale commercial area is a high priority along the National Road

NEXT STEPS FOR ENHANCING THE NATIONAL ROAD:

- 1.) Pursue funding for corridor-wide visitor facilities and wayside exhibits (2001) and wayfinding (2002) to make it easier to follow and learn about the Byway.
- 2.) Develop and adopt guidelines for gently guiding roadside development along the Byway (jointly developed by localities, counties, and MSHA).
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NEXT STEPS FOR INTERPRETING AND MARKETING THE BYWAY:

- 1.) Seek designation as an All-American Road with the five other National Road states (PA, WV, OH, IN, IL).
- 2.) Develop an interpretive master plan to coordinate the telling of the stories of the National Road.
- 3.) Develop a common logo and promotional materials designed in conjunction with prototypical wayfinding signs and interpretive wayside and exhibits.
- 4.) Develop portable media to make it easier to learn about and visit the Byway, being sure to cross-market to related audiences (e.g. Civil War Trail, Heritage Areas, Adventure Sports, etc.)
- 5.) Work with existing groups to reestablish the National Road festivals and events in each of the Counties along the route.

What Happens Next?

Over the next few months, members of the Partnership Development Team, the consultants, and representatives from the Citizens Advisory Group will be meeting with local officials and interested citizens to discuss the plans and ideas for preserving, enhancing, interpreting and marketing the Historic National Road Scenic Byway in Maryland.

Each County and the City of Baltimore, along with municipalities, civic groups, historic societies, land trusts, and agencies with responsibilities in the corridor will be asked to endorse the plan in concept, and work with others to implement it. The following steps will be needed over the next year to begin the process of implementing the plan:

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- July 27-28** Conference and National Road Alliance meeting: "Balancing the Protection and Promotion of Historic Roads" at Rocky Gap State Park
- Fall 2001** Request that all jurisdictions along the National Road formally adopt the Corridor Partnership Plan as part of their Comprehensive Plan
- Early Jan, 2002** Submit application to FHWA for designation of the National Road as an "All-American Road" along with the states of Pennsylvania, West Virginia, Ohio, Indiana, and Illinois

For more information, please call Cindi Ptak at the Maryland Department of Planning 410-767-4544

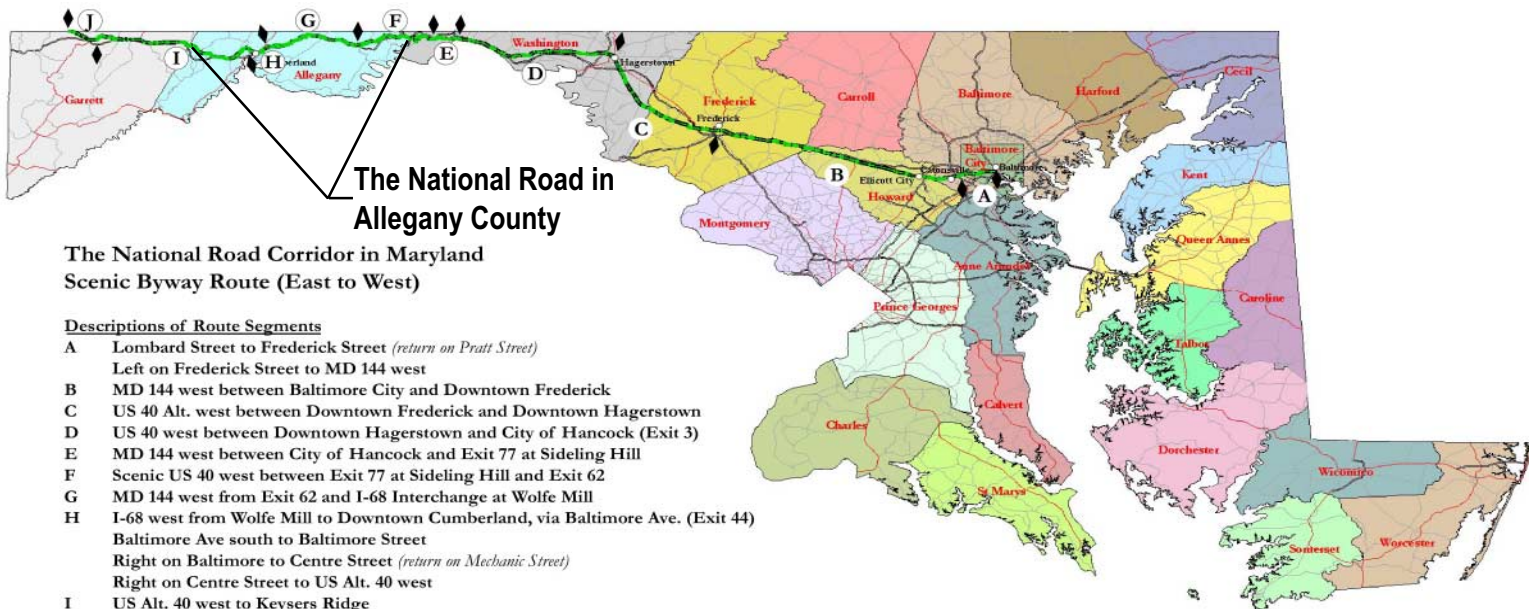


How Will We Benefit?

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In addition to recognition, designation as an All-American Road will:

- ¥ Provide improved access to funding from a pool of TEA-21 Funds especially designated for scenic byways.
- ¥ Provide enhanced marketing and promotion for attracting international tourists.
- ¥ Provide increased leverage when seeking additional types of funding including grants for open space, historic preservation, community revitalization, rural economic development and marketing.
- ¥ Provide a way to link together related tourism and economic development initiatives such as heritage tourism, adventure sports, and civil war trails.



The National Road in Allegany County

The National Road Corridor in Maryland Scenic Byway Route (East to West)

Descriptions of Route Segments

- A** Lombard Street to Frederick Street (return on Pratt Street)
Left on Frederick Street to MD 144 west
- B** MD 144 west between Baltimore City and Downtown Frederick
- C** US 40 Alt. west between Downtown Frederick and Downtown Hagerstown
- D** US 40 west between Downtown Hagerstown and City of Hancock (Exit 3)
- E** MD 144 west between City of Hancock and Exit 77 at Sideling Hill
- F** Scenic US 40 west between Exit 77 at Sideling Hill and Exit 62
- G** MD 144 west from Exit 62 and I-68 Interchange at Wolfe Mill
- H** I-68 west from Wolfe Mill to Downtown Cumberland, via Baltimore Ave. (Exit 44)
Baltimore Ave south to Baltimore Street
Right on Baltimore to Centre Street (return on Mechanic Street)
Right on Centre Street to US Alt. 40 west
- I** US Alt. 40 west to Keyzers Ridge
- J** US 40 west between Keyzers Ridge and Pennsylvania Stateline



Maryland National Road Corridor Partnership Plan

Washington County Action Plan for Preserving and Enhancing Maryland's Historic National Road Scenic Byway

The purpose of this executive summary is to describe the specific actions that are recommended to preserve, enhance, interpret and market the Maryland Historic National Road Scenic Byway in Washington County.

What is the Maryland Historic National Road Scenic Byway?

Originally called the Cumberland Road, the National Road was the first federally planned and funded highway in the United States. In 1806, Congress approved the construction of a national road, beginning at Cumberland, to connect the port of Baltimore with the burgeoning Northwest Territories. The purpose of the road was to facilitate a direct overland route by cutting straight across the Appalachian Mountains. The route was seen as a "portage" between the waters of the Ohio River and the Baltimore Harbor. The route west from Cumberland to the Ohio River was constructed with federal funds, a controversial and major internal improvement commissioned by the Federal Government.

A system of turnpikes comprised the connecting routes from Baltimore to Cumberland, since Maryland was already involved in the construction of several privately funded turnpikes at that time. Together, the system of turnpikes and the federally-funded Cumberland Road form "Maryland's Historic National Road Scenic Byway". In Washington County, the route follows U.S. 40 Alternate westward from South Mountain to Hagerstown. U.S. 40 merges with I-70 at Exit 9. The route leaves I-70 at Exit 3 into Hancock. It then follows Maryland 144 to Exit 77 (off I-68), changing to Scenic 40 westward into Allegany County.

The Washington County section traverses through rural towns and farmland of the Great Valley from the summit of the Blue Ridge to the summit of Sideling Hill and includes several important National Road sites:

- ¥ Numerous Civil War sites throughout the valley including nearby Antietam;
 - ¥ A series of interesting towns that exemplify the transformation that has occurred before, during and after the "heyday" of the National Road including Boonsboro, Funkstown, Hagerstown, Wilson, Shady Bower and Clear Spring;
 - ¥ The transition between the Great Valley and the eastern section of the Ridge and Valley region from Clear Spring to Hancock and the climb up Sideling Hill.
- The Washington County section includes several important linkages to Revolutionary and Civil War historic sites, and the C&O Canal.

Purpose of the Corridor Partnership Plan

The Maryland Department of Planning together with its agency partners, the Office of Tourism Development, the State Highway Administration, the Maryland Historical Trust, and the Department of Natural Resources (the "Partnership Development Team"), are developing a "Corridor Partnership Plan" for Maryland's Historic National Road Scenic Byway. The plan is part of a six-state effort to gain All-American Road designation for the National Road through the Federal Highway Administration's (FHWA) Scenic Byway Program.

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- preserve the historic, scenic, and natural resources along the route
- develop and enhance the route to attract visitors and increase tourism
- celebrate the heritage of the corridor and tell its stories
- maintain the high quality of life found along the National Road

The following pages summarize the recommendations for Washington County.

NEXT STEPS FOR PRESERVING THE NATIONAL ROAD:

- 1.) Amend each jurisdiction's Comprehensive Plan to acknowledge and recognize the preservation and open space conservation needs of the National Road.
- 2.) Establish an emergency revolving fund for preservation and conservation priorities under immediate conversion pressure.
- 3.) Identify one priority preservation project in each jurisdiction and assemble a joint application for Scenic Byway Program funds to preserve those properties.
- 4.) Prepare detailed preservation plans for remaining historical elements along the National Road from the "heyday" period (e.g. pre-1850 mileposts, inns, taverns, mile houses, springs, etc.)
- 5.) Begin the process of establishing a special assessment program to secure a permanent source of funding for preservation actions along the Byway (e.g. National Road as a "Main Street".)

What is a Conservation Easement?

- a legal contract between a landowner and a land trust that provides for the perpetual preservation of the property through mutually agreed upon limitations on the use of the land or in the case of an historic structure, a building. Easements can be purchased by the land trust, or donated for tax benefit by the landowner.

Washington County

Preservation and Conservation Actions

The following preservation and conservation actions have been identified over the course of the planning process. Priorities for preservation and conservation actions are based on the following criteria:

- 1) Areas where the goal is to attract visitors to interpretive sites, recreational offerings or visitor services, especially locations where the few remaining resources from the "heyday" of the National Road can be found (pre-1850 resources associated with the early construction and operation of the National Road);
- 2) The settings for many of the small towns found along the National Road, agricultural lands, and the landscapes adjacent to existing parks and protected natural areas, especially areas vulnerable to imminent change;
- 3) Areas that no longer retain their intrinsic qualities, but affect the resources described for first priority (e.g. strip centers, cell towers, etc.)

Although much of the route in the Great Valley has changed in both subtle and dramatic ways, there continues to be a need to preserve the remaining critical rural areas by working with local organizations to permanently preserve farms, historic sites, and the rural settings of the small towns along the Historic National Road. This can be achieved through voluntary cooperation and generosity of land owners using a variety of voluntary techniques:

- ¥ Tax deductible donations of land, conservation easements to protect rural land or preservation easements for important buildings (see sidebar);
- ¥ Purchases of land from willing sellers, financed by tax deductible contributions from individuals and other private/public funding sources;
- ¥ Working with landowners to take advantage of existing conservation/preservation easement purchase programs offered by local, state, and federal government agencies;
- ¥ Connecting landowners trying to sell their land to "conservation buyers" wishing to purchase property for continued agricultural or forest use.

The highest priorities for preservation and conservation in Washington County include the following:

- ¥ Locate, identify and preserve the mileposts along the route;
- ¥ Preserving the rural settings and character of the towns of Boonsboro, Funkstown, Wilson, Shady Bower, Clear Spring and Indian Springs;
- ¥ Conduct a detailed inventory and possible nomination to the National Register of multiple properties associated with all three eras of the National Road's development (mileposts, bridges, inns and taverns, churches, farmsteads, and revival era motels, garages, and commercial buildings);
- ¥ Consider establishment of Rural Legacy Areas from Huyett to Indian Springs, from Hancock to Sideling Hill, and extending the Mid-Maryland Rural Legacy area westward to include the setting of Boonsboro as a means of enhancing opportunities for preservation action.



Preserving the agricultural setting of towns like Clear Spring is an important priority



Opening the Scenic Overlook in Washington County is a priority

Washington County

Enhancing, Interpreting and Marketing the National Road

The following projects and activities have been identified for Washington County as part of the corridor partnership planning process. Priorities for implementing these actions are based on:

- ¥ Highway safety and transportation-related improvements that are needed to make it easier to follow the Maryland Historic National Road Scenic Byway and to safely get out of your car to enjoy and learn about the features found along the way.
- ¥ Rehabilitation of areas where noncontributing features, such as unattractive commercial strip development, intrude upon the qualities that are potentially attractive to visitors.

An important aspect of the plan will be to coordinate interpretation for the entire length of the Byway in Maryland. Travelers should be exposed to a sequence of stories that can stand alone as part of a short trip off the interstate, or that can be followed for the entire length of the route.

Interpretation will focus on three basic themes:

- ¥ The origins of the National Road including its controversial use of federal funds for the first time;
- ¥ The way in which the National Road transformed the people and places along its route and the stories that have evolved from that transformation;
- ¥ The transformation of the road itself as it evolved in response to changes in technology—the canal, the railroad, and the modern superhighway.

Suggested Priorities for Washington County Enhancement and Wayside Projects Include:

- ¥ Develop National Road related exhibits at nearby visitor facilities (Sideling Hill Exhibit Center, Fort Frederick, and the C&O Canal Visitor Center);
- ¥ Develop interpretive exhibits and walking paths connecting to the new park property in Boonsboro highlighting the transformation of Boonsboro and linking National Road stories with the Civil War events;
- ¥ Develop interpretive exhibits and walking path at Wilson connecting the Wilson Store with the Wilson Bridge;
- ¥ Reopen and enhance scenic overlooks with wayside interpretive exhibits on Sideling Hill (Scenic 40 loop from Exit 77 to 62, off I-68 in Allegany County);
- ¥ Improve visitor facilities and develop new interpretive exhibits at Washington Monument State Park (coordinate with Civil War Trails);
- ¥ Develop an interpretive and touring guide to the National Road's Civil War stories in conjunction with the Civil War Trails project.

Marketing strategies will focus on links with other types of potential visitor's interests — railroading, the Civil War, fall foliage, outdoor recreation, antiquing, shopping and vintage cars. Marketing and promotion efforts will focus on attracting visitors wishing to explore the qualities of the historic road in a more leisurely manner—leading to more and more residents and visitors seeing the old road in a new way.



Connecting the Wilson Bridge to the Wilson Store with a trail (above) along the old original right-of-way also provides an opportunity to tell the story of the National Road

NEXT STEPS FOR ENHANCING THE NATIONAL ROAD:

- 1.) Pursue funding for corridor-wide visitor facilities and wayside exhibits (2001) and wayfinding (2002) to make it easier to follow and learn about the Byway.
- 2.) Develop and adopt guidelines for gently guiding roadside development along the Byway (jointly developed by localities, counties, and MSHA).
- 3.) Establish permanent funding for a "circuit rider" to assist corridor communities in developing alternative approaches to roadside development and give free technical assistance.
- 4.) Develop detailed plans and guidelines for aging commercial strips and other areas of disinvestment including Baltimore City, Mt. Airy, Frederick's Golden Mile, Hagerstown, and Lavale.
- 5.) Begin the process of establishing a special assessment program to secure a permanent source of funding for enhancement actions along the Byway (in conjunction with preservation actions).

NEXT STEPS FOR INTERPRETING AND MARKETING THE BYWAY:

- 1.) Seek designation as an All-American Road with the five other National Road states (PA, WV, OH, IN, IL).
- 2.) Develop an interpretive master plan to coordinate the telling of the stories of the National Road.
- 3.) Develop a common logo and promotional materials designed in conjunction with prototypical wayfinding signs and interpretive wayside and exhibits.
- 4.) Develop portable media to make it easier to learn about and visit the Byway, being sure to cross-market to related audiences (e.g. Civil War Trail, Heritage Areas, Adventure Sports, etc.)
- 5.) Work with existing groups to reestablish the National Road festivals and events in each of the Counties along the route.

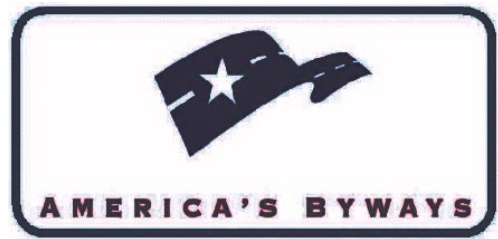
What Happens Next?

Over the next few months, members of the Partnership Development Team, the consultants, and representatives from the Citizens Advisory Group will be meeting with local officials and interested citizens to discuss the plans and ideas for preserving, enhancing, interpreting and marketing the Historic National Road Scenic Byway in Maryland.

Each County and the City of Baltimore, along with municipalities, civic groups, historic societies, land trusts, and agencies with responsibilities in the corridor will be asked to endorse the plan in concept, and work with others to implement it. The following steps will be needed over the next year to begin the process of implementing the plan:

- Feb. 28** Public review of the plan's draft recommendations at Canal Place in Cumberland
- March 1** Public review of the plan's draft recommendations at Frederick Community College
- Late April-May** Begin informational meetings with each jurisdiction to discuss the plan's recommendations, the formation of a permanent group to oversee implementation of the plan, and request formal endorsement and/or adoption of the plan
- June 1** FY2002 Scenic Byway Program Fund grant applications due to State Highway Administration for review and transmittal to FHWA
- July 26** Maryland National Road Preservation Summit at Rocky Gap (prior to conference, see below)
- July 27-28** Conference and National Road Alliance meeting: "Balancing the Protection and Promotion of Historic Roads" at Rocky Gap State Park
- Fall 2001** Request that all jurisdictions along the National Road formally adopt the Corridor Partnership Plan as part of their Comprehensive Plan
- Early Jan, 2002** Submit application to FHWA for designation of the National Road as an "All-American Road" along with the states of Pennsylvania, West Virginia, Ohio, Indiana, and Illinois

For more information, please call Cindi Ptak at the Maryland Department of Planning 410-767-4544

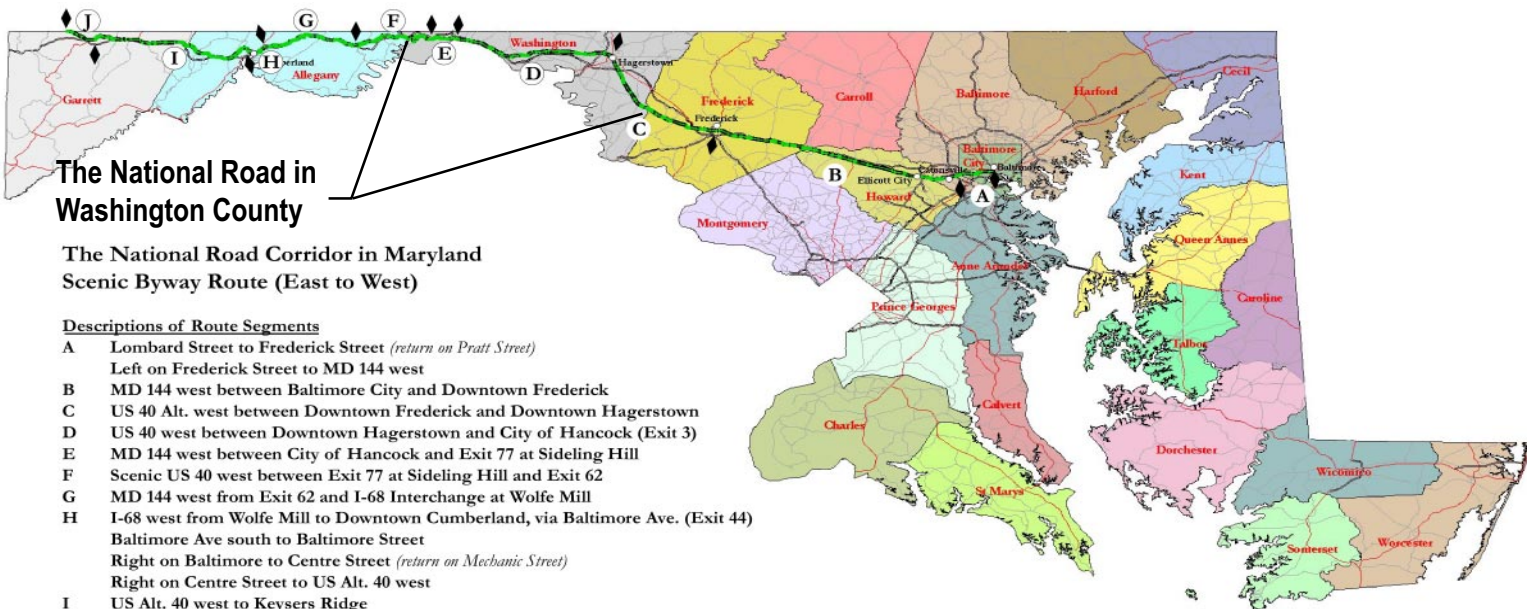


How Will We Benefit?

Designation of the National Road as a six-state "All-American Road" will bring with it the recognition that this important community resource deserves. Much of the history of our country and our communities were built around the construction of a "National Road" and there has never been a better time to preserve and enhance the route as a means of attracting visitors and maintaining the high quality of life associated with the "National Pike" towns.

In addition to recognition, designation as an All-American Road will:

- ¥ Provide improved access to funding from a pool of TEA-21 Funds especially designated for scenic byways.
- ¥ Provide enhanced marketing and promotion for attracting international tourists.
- ¥ Provide increased leverage when seeking additional types of funding including grants for open space, historic preservation, community revitalization, rural economic development and marketing.
- ¥ Provide a way to link together related tourism and economic development initiatives such as heritage tourism, adventure sports, and civil war trails.



The National Road in Washington County

The National Road Corridor in Maryland Scenic Byway Route (East to West)

Descriptions of Route Segments

- A** Lombard Street to Frederick Street (return on Pratt Street)
Left on Frederick Street to MD 144 west
- B** MD 144 west between Baltimore City and Downtown Frederick
- C** US 40 Alt. west between Downtown Frederick and Downtown Hagerstown
- D** US 40 west between Downtown Hagerstown and City of Hancock (Exit 3)
- E** MD 144 west between City of Hancock and Exit 77 at Sideling Hill
- F** Scenic US 40 west between Exit 77 at Sideling Hill and Exit 62
- G** MD 144 west from Exit 62 and I-68 Interchange at Wolfe Mill
- H** I-68 west from Wolfe Mill to Downtown Cumberland, via Baltimore Ave. (Exit 44)
Baltimore Ave south to Baltimore Street
Right on Baltimore to Centre Street (return on Mechanic Street)
Right on Centre Street to US Alt. 40 west
- I** US Alt. 40 west to Keyzers Ridge
- J** US 40 west between Keyzers Ridge and Pennsylvania Stateline



Maryland National Road Corridor Partnership Plan

Frederick County Action Plan for Preserving and Enhancing Maryland's Historic National Road Scenic Byway

The purpose of this executive summary is to describe the specific actions that are recommended to preserve, enhance, interpret and market the Maryland Historic National Road Scenic Byway in Frederick County.

What is the Maryland Historic National Road Scenic Byway?

Originally called the Cumberland Road, the National Road was the first federally planned and funded highway in the United States. In 1806, Congress approved the construction of a national road, beginning at Cumberland, to connect the port of Baltimore with the burgeoning Northwest Territories. The purpose of the road was to facilitate a direct overland route by cutting straight across the Appalachian Mountains. The route was seen as a "portage" between the waters of the Ohio River and the Baltimore Harbor. The route west from Cumberland to the Ohio River was constructed with federal funds, a controversial and major internal improvement commissioned by the Federal Government.

A system of turnpikes comprised the connecting routes from Baltimore to Cumberland, since Maryland was already involved in the construction of several privately funded turnpikes at that time. Together, the system of turnpikes and the federally-funded Cumberland Road form "Maryland's Historic National Road Scenic Byway". In Frederick County, the route follows Maryland 144 from the Howard County line to Frederick and U.S. 40 Alternate westward over Braddock Mountain into the Middletown Valley to South Mountain.

The Frederick County section traverses the Blue Ridge from the rolling hills of the western Piedmont near Frederick to the summit of Braddock Mountain descending into the Middletown Valley. This segment is layered in history associated with the early turnpikes that formed the National Road:

- ¥ the early National Pike town of New Market (now an antique center);
- ¥ the Jug Bridge monument associated with the original 1807 bridge (relocated to a new site on the east side of Frederick);
- ¥ the numerous Civil War sites in Frederick, in the Middletown Valley and on South Mountain;
- ¥ Braddock Heights and its early history as a "streetcar" resort;

The Frederick County section is also part of the proposed Civil War Trail driving tour which links historic sites associated with the Antietam Campaign.

Purpose of the Corridor Partnership Plan

The Maryland Department of Planning together with its agency partners, the Office of Tourism Development, the State Highway Administration, the Maryland Historical Trust, and the Department of Natural Resources (the "Partnership Development Team"), are developing a "Corridor Partnership Plan" for Maryland's Historic National Road Scenic Byway. The plan is part of a six-state effort to gain All-American Road designation for the National Road through the Federal Highway Administration's (FHWA) Scenic Byway Program.

The five agencies have been working with a Citizen Advisory Group and a multi-disciplinary team of landscape architects, community planners, engineers, and historians, headed by Lardner/Klein Landscape Architects, P.C., to develop the plan. The purpose of the plan is not to advocate or create more regulations. Instead the group is looking for ideas about how to:

- preserve the historic, scenic, and natural resources along the route
- develop and enhance the route to attract visitors and increase tourism
- celebrate the heritage of the corridor and tell its stories
- maintain the high quality of life found along the National Road

The following pages summarize the recommendations for Frederick County.

NEXT STEPS FOR PRESERVING THE NATIONAL ROAD:

- 1.) Amend each jurisdiction's Comprehensive Plan to acknowledge and recognize the preservation and open space conservation needs of the National Road.
- 2.) Establish an emergency revolving fund for preservation and conservation priorities under immediate conversion pressure.
- 3.) Identify one priority preservation project in each jurisdiction and assemble a joint application for Scenic Byway Program funds to preserve those properties.
- 4.) Prepare detailed preservation plans for remaining historical elements along the National Road from the "Heyday" period (e.g. pre-1850 mileposts, inns, taverns, mile houses, springs, etc.)
- 5.) Begin the process of establishing a special assessment program to secure a permanent source of funding for preservation actions along the Byway (e.g. National Road as a "Main Street".)

What is a Conservation Easement?

- a legal contract between a landowner and a land trust that provides for the perpetual preservation of the property through mutually agreed upon limitations on the use of the land or in the case of an historic structure, a building. Easements can be purchased by the land trust, or donated for tax benefit by the landowner.

Frederick County

Preservation and Conservation Actions

The following preservation and conservation actions have been identified over the course of the planning process. Priorities for preservation and conservation actions are based on the following criteria:

- 1) Areas where the goal is to attract visitors to interpretive sites, recreational offerings or visitor services, especially locations where the few remaining resources from the "Heyday" of the National Road can be found (pre-1850 resources associated with the early construction and operation of the National Road);
- 2) The settings for many of the small towns found along the National Road, agricultural lands, and the landscapes adjacent to existing parks and protected natural areas, especially areas vulnerable to imminent change;
- 3) Areas that no longer retain their intrinsic qualities, but affect the resources described for first priority (e.g. strip centers, cell towers, etc.)

Although much of the route in Frederick and the Middletown Valley has changed in both subtle and dramatic ways, there continues to be a need to preserve the remaining critical rural areas by working with local organizations to permanently preserve farms, historic sites, and the rural settings of the small towns along the Historic National Road. This can be achieved through voluntary cooperation and generosity of land owners using a variety of voluntary techniques:

- ¥ Tax deductible donations of land, conservation easements to protect rural land or preservation easements for important buildings (see sidebar);
- ¥ Purchases of land from willing sellers, financed by tax deductible contributions from individuals and other private/public funding sources;
- ¥ Working with landowners to take advantage of existing conservation/preservation easement purchase programs offered by local, state, and federal government agencies;
- ¥ Connecting landowners trying to sell their land to "conservation buyers" wishing to purchase property for continued agricultural or forest use.

The highest priorities for preservation and conservation in Frederick County include the following:

- ¥ Locate, identify and preserve the mileposts along the route;
- ¥ Preserve the original Frederick Toll House and the Spoke Factory;
- ¥ Conduct a detailed inventory and possible nomination to the National Register of multiple properties associated with all three eras of the National Road's development (mileposts, bridges, inns and taverns, churches, farmsteads, and revival era motels, garages, and commercial buildings);
- ¥ Consider establishment of Rural Legacy Areas from Braddock Mountain to South Mountain and near New Market as a means of preserving views and the rural settings of the towns of Middletown and New Market.



View from Braddock Heights to the Middletown Valley



Rural character as seen near Bolivar

Frederick County

Enhancing, Interpreting and Marketing the National Road

The following projects and activities have been identified for Frederick County as part of the corridor partnership planning process. Priorities for implementing these actions are based on:

- ¥ Highway safety and transportation-related improvements that are needed to make it easier to follow the Maryland Historic National Road Scenic Byway and to safely get out of your car to enjoy and learn about the features found along the way.
- ¥ Rehabilitation of areas where noncontributing features, such as unattractive commercial strip development, intrude upon the qualities that are potentially attractive to visitors.

An important aspect of the plan will be to coordinate interpretation for the entire length of the Byway in Maryland. Travelers should be exposed to a sequence of stories that can stand alone as part of a short trip off the interstate, or that can be followed for the entire length of the route.

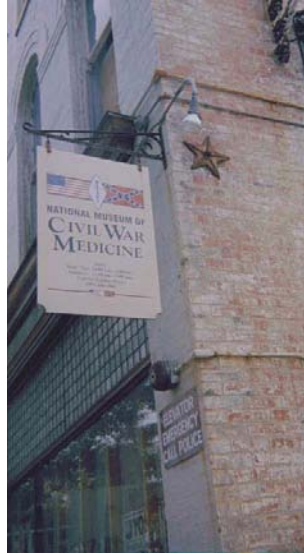
Interpretation will focus on three basic themes:

- ¥ The origins of the National Road including its controversial use of federal funds for the first time;
- ¥ The way in which the National Road transformed the people and places along its route and the stories that have evolved from that transformation;
- ¥ The transformation of the road itself as it evolved in response to changes in technology—the canal, the railroad, and the modern superhighway.

Suggested Priorities for Frederick County Enhancement and Wayside Projects Include:

- ¥ Develop National Road orientation kiosks with interpretive signage in New Market, Middletown and Downtown Frederick
- ¥ In conjunction with related tourism development efforts, cooperate in the development of a Frederick area visitor center at the Spoke Factory on East Street and incorporate National Road themes as part of that effort.
- ¥ Develop interpretive waysides at the new Frederick County Park, at the old Jug Bridge, and at overlooks on Braddock Mountain and South Mountain,
- ¥ Develop and implement a wayfinding system along the byway through the City of Frederick as a demonstration project (including the Golden Mile)
- ¥ Develop bicycle facilities between Mt. Airy and New Market
- ¥ Develop an interpretive and touring guide to the National Road's Civil War stories in conjunction with the Civil War Trails project.

Marketing strategies will focus on links with other types of potential visitor's interests — railroading, the Civil War, fall foliage, outdoor recreation, antiques, shopping and vintage cars. Marketing and promotion efforts will focus on attracting visitors wishing to explore the qualities of the historic road in a more leisurely manner — leading to more and more residents and visitors seeing the old road in a new way.



Civil War Medicine Museum, Frederick (photo by John Fieseler)



New Market General Store

NEXT STEPS FOR ENHANCING THE NATIONAL ROAD:

- 1.) Pursue funding for corridor-wide visitor facilities and wayside exhibits (2001) and wayfinding (2002) to make it easier to follow and learn about the Byway.
- 2.) Develop and adopt guidelines for gently guiding roadside development along the Byway (jointly developed by localities, counties, and MSHA).
- 3.) Establish permanent funding for a "circuit rider" to assist corridor communities in developing alternative approaches to roadside development and give free technical assistance.
- 4.) Develop detailed plans and guidelines for aging commercial strips and other areas of disinvestment including Baltimore City, Mt. Airy, Frederick's Golden Mile, Hagerstown, and Lavale.
- 5.) Begin the process of establishing a special assessment program to secure a permanent source of funding for enhancement actions along the Byway (in conjunction with preservation actions).

NEXT STEPS FOR INTERPRETING AND MARKETING THE BYWAY:

- 1.) Seek designation as an All-American Road with the five other National Road states (PA, WV, OH, IN, IL).
- 2.) Develop an interpretive master plan to coordinate the telling of the stories of the National Road.
- 3.) Develop a common logo and promotional materials designed in conjunction with prototypical wayfinding signs and interpretive wayside and exhibits.
- 4.) Develop portable media to make it easier to learn about and visit the Byway, being sure to cross-market to related audiences (e.g. Civil War Trail, Heritage Areas, Adventure Sports, etc.)
- 5.) Work with existing groups to reestablish the National Road festivals and events in each of the Counties along the route.

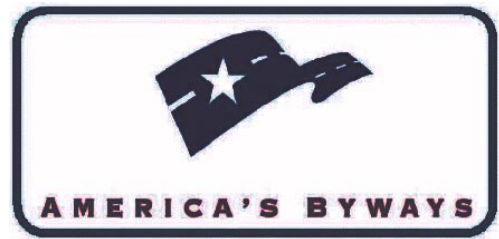
What Happens Next?

Over the next few months, members of the Partnership Development Team, the consultants, and representatives from the Citizens Advisory Group will be meeting with local officials and interested citizens to discuss the plans and ideas for preserving, enhancing, interpreting and marketing the Historic National Road Scenic Byway in Maryland.

Each County and the City of Baltimore, along with municipalities, civic groups, historic societies, land trusts, and agencies with responsibilities in the corridor will be asked to endorse the plan in concept, and work with others to implement it. The following steps will be needed over the next year to begin the process of implementing the plan:

- Feb. 28** Public review of the plan's draft recommendations at Canal Place in Cumberland
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- July 26** Maryland National Road Preservation Summit at Rocky Gap (prior to conference, see below)
- July 27-28** Conference and National Road Alliance meeting: "Balancing the Protection and Promotion of Historic Roads" at Rocky Gap State Park
- Fall 2001** Request that all jurisdictions along the National Road formally adopt the Corridor Partnership Plan as part of their Comprehensive Plan
- Early Jan, 2002** Submit application to FHWA for designation of the National Road as an "All-American Road" along with the states of Pennsylvania, West Virginia, Ohio, Indiana, and Illinois

For more information, please call Cindi Ptak at the Maryland Department of Planning 410-767-4544

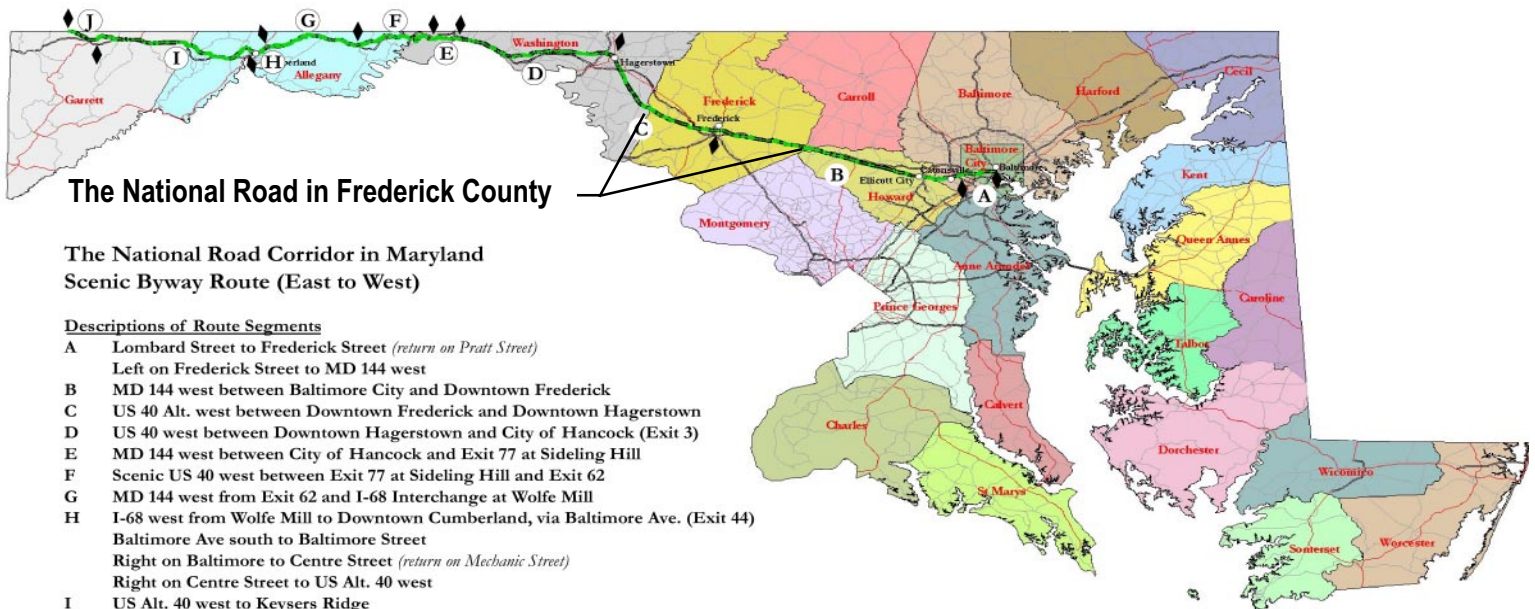


How Will We Benefit?

Designation of the National Road as a six-state "All-American Road" will bring with it the recognition that this important community resource deserves. Much of the history of our country and our communities were built around the construction of a "National Road" and there has never been a better time to preserve and enhance the route as a means of attracting visitors and maintaining the high quality of life associated with the "National Pike" towns.

In addition to recognition, designation as an All-American Road will:

- ¥ Provide improved access to funding from a pool of TEA-21 Funds especially designated for scenic byways.
- ¥ Provide enhanced marketing and promotion for attracting international tourists.
- ¥ Provide increased leverage when seeking additional types of funding including grants for open space, historic preservation, community revitalization, rural economic development and marketing.
- ¥ Provide a way to link together related tourism and economic development initiatives such as heritage tourism, adventure sports, and civil war trails.



The National Road in Frederick County

The National Road Corridor in Maryland Scenic Byway Route (East to West)

Descriptions of Route Segments

- A** Lombard Street to Frederick Street (return on Pratt Street)
Left on Frederick Street to MD 144 west
- B** MD 144 west between Baltimore City and Downtown Frederick
- C** US 40 Alt. west between Downtown Frederick and Downtown Hagerstown
- D** US 40 west between Downtown Hagerstown and City of Hancock (Exit 3)
- E** MD 144 west between City of Hancock and Exit 77 at Sideling Hill
- F** Scenic US 40 west between Exit 77 at Sideling Hill and Exit 62
- G** MD 144 west from Exit 62 and I-68 Interchange at Wolfe Mill
- H** I-68 west from Wolfe Mill to Downtown Cumberland, via Baltimore Ave. (Exit 44)
Baltimore Ave south to Baltimore Street
Right on Baltimore to Centre Street (return on Mechanic Street)
Right on Centre Street to US Alt. 40 west
- I** US Alt. 40 west to Keyzers Ridge
- J** US 40 west between Keyzers Ridge and Pennsylvania Stateline



Maryland National Road Corridor Partnership Plan

Carroll and Howard Counties Action Plan for Preserving and Enhancing Maryland's Historic National Road Scenic Byway

The purpose of this executive summary is to describe the specific actions that are recommended to preserve, enhance, interpret and market the Maryland Historic National Road Scenic Byway in Carroll and Howard Counties.

What is the Maryland Historic National Road Scenic Byway?

Originally called the Cumberland Road, the National Road was the first federally planned and funded highway in the United States. In 1806, Congress approved the construction of a national road, beginning at Cumberland, to connect the port of Baltimore with the burgeoning Northwest Territories. The purpose of the road was to facilitate a direct overland route by cutting straight across the Appalachian Mountains. The route was seen as a "portage" between the waters of the Ohio River and the Baltimore Harbor. The route west from Cumberland to the Ohio River was constructed with federal funds, a controversial and major internal improvement commissioned by the Federal Government.

A system of turnpikes comprised the connecting routes from Baltimore to Cumberland, since Maryland was already involved in the construction of several privately funded turnpikes at that time. Together, the system of turnpikes and the federally-funded Cumberland Road form "Maryland's Historic National Road Scenic Byway". In Carroll and Howard Counties, the route follows Maryland 144. Two parallel roads further north— Old Frederick Road and National Pike (U.S. 40) are often confused with Frederick Road (MD 144). Old Frederick Road is identified in National Road guides as an early east-west wagon route connecting the countryside to Baltimore. National Pike (U.S. 40) was built as a "bypass" of Frederick Road (MD 144) in the 1920s. Frederick Road converges with U.S. 40 west of Ellicott City and again near Mt. Airy as it enters Frederick County.

The Howard County section traverses through Maryland's Piedmont region through a series of distinctive linear villages including Ellicott City, Cooksville, Lisbon, and Poplar Springs. Notable features in this section include:

- ¥ Ellicott City, located along the "fall zone" between the Piedmont and the Coastal Plain is a late 18th and early 19th century industrial village with abundant number of historic sites and points of interest;
- ¥ Doughoregan Manor (private) the former estate of Charles Carroll and an original destination of early pikes built out from Ellicott City.

Purpose of the Corridor Partnership Plan

The Maryland Department of Planning together with its agency partners, the Office of Tourism Development, the State Highway Administration, the Maryland Historical Trust, and the Department of Natural Resources (the "Partnership Development Team"), are developing a "Corridor Partnership Plan" for Maryland's Historic National Road Scenic Byway. The plan is part of a six-state effort to gain All-American Road designation for the National Road through the Federal Highway Administration's (FHWA) Scenic Byway Program.

The five agencies have been working with a Citizen Advisory Group and a multi-disciplinary team of landscape architects, community planners, engineers, and historians, headed by Lardner/Klein Landscape Architects, P.C., to develop the plan. The purpose of the plan is not to advocate or create more regulations. Instead the group is looking for ideas about how to:

- preserve the historic, scenic, and natural resources along the route
- develop and enhance the route to attract visitors and increase tourism
- celebrate the heritage of the corridor and tell its stories
- maintain the high quality of life found along the National Road

The following summarizes recommendations for Carroll and Howard Counties.

NEXT STEPS FOR PRESERVING THE NATIONAL ROAD:

- 1.) Amend each jurisdiction's Comprehensive Plan to acknowledge and recognize the preservation and open space conservation needs of the National Road.
- 2.) Establish an emergency revolving fund for preservation and conservation priorities under immediate conversion pressure.
- 3.) Identify one priority preservation project in each jurisdiction and assemble a joint application for Scenic Byway Program funds to preserve those properties.
- 4.) Prepare detailed preservation plans for remaining historical elements along the National Road from the Heyday period (e.g. pre-1850 mileposts, inns, taverns, mile houses, springs, etc.)
- 5.) Begin the process of establishing a special assessment program to secure a permanent source of funding for preservation actions along the Byway (e.g. National Road as a Main Street.)

What is a Conservation Easement?

- a legal contract between a landowner and a land trust that provides for the perpetual preservation of the property through mutually agreed upon limitations on the use of the land or in the case of an historic structure, a building. Easements can be purchased by the land trust, or donated for tax benefit by the landowner.



View near Doughoregan Manor

Carroll and Howard Counties

Preservation and Conservation Actions

The following preservation and conservation actions have been identified over the course of the planning process.

Priorities for preservation and conservation actions are based on the following criteria:

- 1) Areas where the goal is to attract visitors to interpretive sites, recreational offerings or visitor services, especially locations where the few remaining resources from the Heyday of the National Road can be found (pre-1850 resources associated with the early construction and operation of the National Road);
- 2) The settings for many of the small towns found along the National Road, agricultural lands, and the landscapes adjacent to existing parks and protected natural areas, especially areas vulnerable to imminent change;
- 3) Areas that no longer retain their intrinsic qualities, but affect the resources described for first priority (e.g. strip centers, cell towers, etc.)



Milepost 27

Although much of the route in the Piedmont has changed in dramatic ways, there continues to be a need to preserve the remaining critical rural areas by working with local organizations to permanently preserve farms, historic sites, and the rural settings of the small towns along the Historic National Road. This can be achieved through voluntary cooperation and generosity of land owners using a variety of voluntary techniques:

- ¥ Tax deductible donations of land, conservation easements to protect rural land or preservation easements for important buildings (see sidebar);
- ¥ Purchases of land from willing sellers, financed by tax deductible contributions from individuals and other private/public funding sources;
- ¥ Working with landowners to take advantage of existing conservation/preservation easement purchase programs offered by local, state, and federal government agencies;
- ¥ Connecting landowners trying to sell their land to conservation buyers wishing to purchase property for continued agricultural or forest use.

The highest priorities for preservation and conservation in Carroll and Howard Counties include the following:

- ¥ Locate, identify and preserve the mileposts along the route;
- ¥ Conduct a detailed inventory and possible nomination to the National Register of multiple properties associated with all three eras of the National Road's development (mileposts, inns and taverns, churches, farmsteads, and revival era motels, garages, and commercial buildings);
- ¥ Focus preservation efforts on the few remaining Heyday era structures such as the still standing barn and stables located on private property behind the site of the Poplar Springs Hotel (used by the drivers).
- ¥ Consider establishment of a Rural Legacy Area associated with the National Road towns of Cooksville, Lisbon, and Poplar Springs and the agricultural preserves in Western Howard County.



Old Hopkins Hotel (later Brosenne's Store), Pine Orchard (photo by Charles Feaga)



Spaulding's Garage active from the Revival Era of the National Pike, Poplar Springs

Carroll and Howard Counties

Enhancing, Interpreting and Marketing the National Road

The following projects and activities have been identified for Carroll and Howard Counties as part of the corridor partnership planning process. Priorities for implementing these actions are based on:

- ¥ Highway safety and transportation-related improvements that are needed to make it easier to follow the Maryland Historic National Road Scenic Byway and to safely get out of your car to enjoy and learn about the features found along the way.
- ¥ Rehabilitation of areas where noncontributing features, such as unattractive commercial strip development, intrude upon the qualities that are potentially attractive to visitors.

An important aspect of the plan will be to coordinate interpretation for the entire length of the Byway in Maryland. Travelers should be exposed to a sequence of stories that can stand alone as part of a short trip off the interstate, or that can be followed for the entire length of the route.

Interpretation will focus on three basic themes:

- ¥ The origins of the National Road including its controversial use of federal funds for the first time;
- ¥ The way in which the National Road transformed the people and places along its route and the stories that have evolved from that transformation;
- ¥ The transformation of the road itself as it evolved in response to changes in technology—the canal, the railroad, and the modern superhighway.

Suggested Priorities for Carroll and Howard County Enhancement and Wayside Projects Include:

- ¥ Create an interpretive walk between the Thomas Isaac log cabin and the B&O Railroad Station and Museum in Ellicott City with an orientation kiosk for National Road travelers at the B&O Railroad Station and Museum;
- ¥ Create interpretive exhibits in Patapsco Valley State Park focusing on the evolution of transportation and competition between roads and railroads at overlooks in the park with a visitor orientation kiosk at the National Road entrance to the park directing visitors towards these facilities.
- ¥ Create a community enhancement demonstration project at Poplar Springs incorporating traffic calming measures, pedestrian safety, design guidance for both the road and roadside uses, and interpretive exhibits at the nearby Poplar Springs.

Marketing strategies will focus on links with other types of potential visitor's interests — railroading, the Civil War, fall foliage, outdoor recreation, antiques, shopping and vintage cars. Marketing and promotion efforts will focus on attracting visitors wishing to explore the qualities of the historic road in a more leisurely manner—leading to more and more residents and visitors seeing the old road in a new way.



Sketch showing site of proposed welcome sign and new pedestrian path and tree plantings in Poplar Springs

NEXT STEPS FOR ENHANCING THE NATIONAL ROAD:

- 1.) Pursue funding for corridor-wide visitor facilities and wayside exhibits (2001) and wayfinding (2002) to make it easier to follow and learn about the Byway.
- 2.) Develop and adopt guidelines for gently guiding roadside development along the Byway (jointly developed by localities, counties, and MSHA).
- 3.) Establish permanent funding for a "circuit rider" to assist corridor communities in developing alternative approaches to roadside development and give free technical assistance.
- 4.) Develop detailed plans and guidelines for aging commercial strips and other areas of disinvestment including Baltimore City, Mt. Airy, Frederick's Golden Mile, Hagerstown, and Lavale.
- 5.) Begin the process of establishing a special assessment program to secure a permanent source of funding for enhancement actions along the Byway (in conjunction with preservation actions).

NEXT STEPS FOR INTERPRETING AND MARKETING THE BYWAY:

- 1.) Seek designation as an All-American Road with the five other National Road states (PA, WV, OH, IN, IL).
- 2.) Develop an interpretive master plan to coordinate the telling of the stories of the National Road.
- 3.) Develop a common logo and promotional materials designed in conjunction with prototypical wayfinding signs and interpretive wayside and exhibits.
- 4.) Develop portable media to make it easier to learn about and visit the Byway, being sure to cross-market to related audiences (e.g. Civil War Trail, Heritage Areas, Adventure Sports, etc.)
- 5.) Work with existing groups to reestablish the National Road festivals and events in each of the Counties along the route.

What Happens Next?

Over the next few months, members of the Partnership Development Team, the consultants, and representatives from the Citizens Advisory Group will be meeting with local officials and interested citizens to discuss the plans and ideas for preserving, enhancing, interpreting and marketing the Historic National Road Scenic Byway in Maryland.

Each County and the City of Baltimore, along with municipalities, civic groups, historic societies, land trusts, and agencies with responsibilities in the corridor will be asked to endorse the plan in concept, and work with others to implement it. The following steps will be needed over the next year to begin the process of implementing the plan:

- Feb. 28* Public review of the plan's draft recommendations at Canal Place in Cumberland
- March 1* Public review of the plan's draft recommendations at Frederick Community College
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- June 1* FY2002 Scenic Byway Program Fund grant applications due to State Highway Administration for review and transmittal to FHWA
- July 26* Maryland National Road Preservation Summit at Rocky Gap (prior to conference, see below)
- July 27-28* Conference and National Road Alliance meeting: "Balancing the Protection and Promotion of Historic Roads" at Rocky Gap State Park
- Fall 2001* Request that all jurisdictions along the National Road formally adopt the Corridor Partnership Plan as part of their Comprehensive Plan
- Early Jan, 2002* Submit application to FHWA for designation of the National Road as an "All-American Road" along with the states of Pennsylvania, West Virginia, Ohio, Indiana, and Illinois

For more information, please call Cindi Ptak at the Maryland Department of Planning 410-767-4544

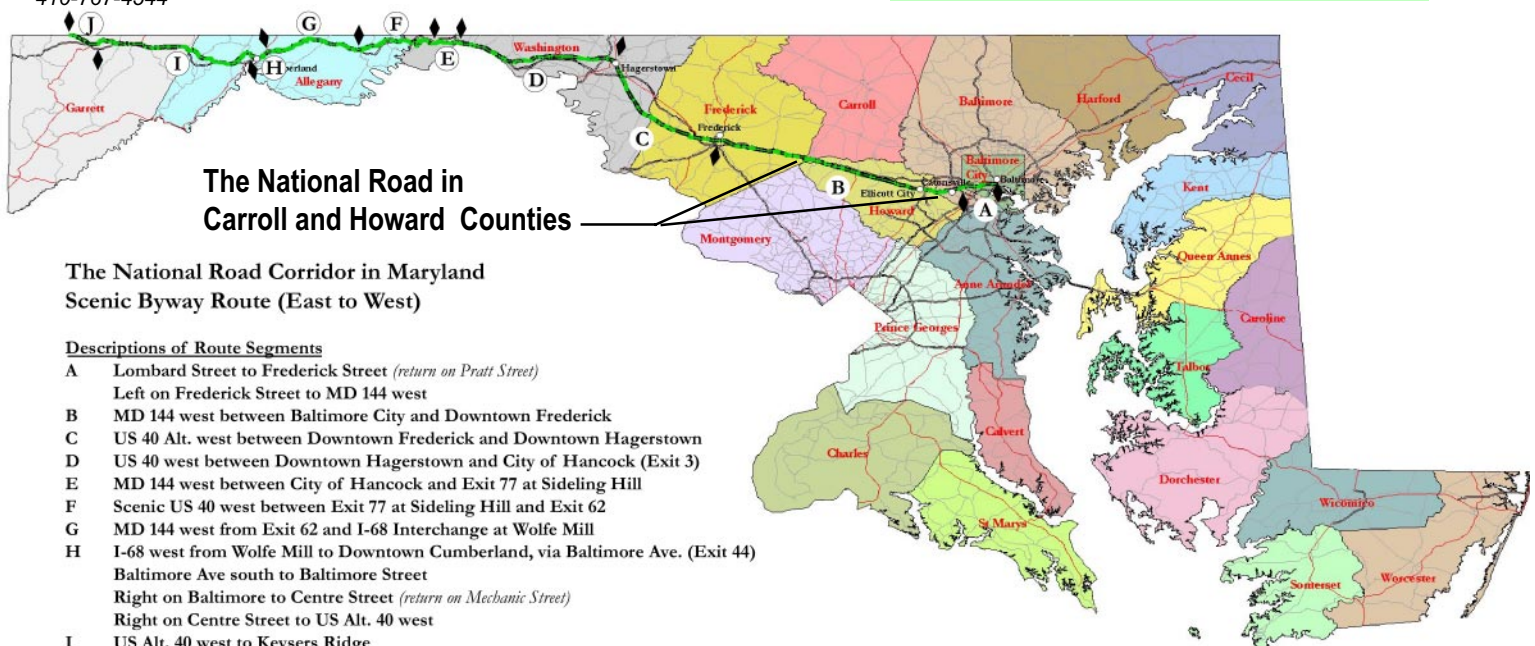


How Will We Benefit?

Designation of the National Road as a six-state "All-American Road" will bring with it the recognition that this important community resource deserves. Much of the history of our country and our communities were built around the construction of a "National Road" and there has never been a better time to preserve and enhance the route as a means of attracting visitors and maintaining the high quality of life associated with the "National Pike" towns.

In addition to recognition, designation as an All-American Road will:

- ¥ Provide improved access to funding from a pool of TEA-21 Funds especially designated for scenic byways.
- ¥ Provide enhanced marketing and promotion for attracting international tourists.
- ¥ Provide increased leverage when seeking additional types of funding including grants for open space, historic preservation, community revitalization, rural economic development and marketing.
- ¥ Provide a way to link together related tourism and economic development initiatives such as heritage tourism, adventure sports, and civil war trails.



The National Road in Carroll and Howard Counties

The National Road Corridor in Maryland Scenic Byway Route (East to West)

Descriptions of Route Segments

- A Lombard Street to Frederick Street (return on Pratt Street)
Left on Frederick Street to MD 144 west
- B MD 144 west between Baltimore City and Downtown Frederick
- C US 40 Alt. west between Downtown Frederick and Downtown Hagerstown
- D US 40 west between Downtown Hagerstown and City of Hancock (Exit 3)
- E MD 144 west between City of Hancock and Exit 77 at Sideling Hill
- F Scenic US 40 west between Exit 77 at Sideling Hill and Exit 62
- G MD 144 west from Exit 62 and I-68 Interchange at Wolfe Mill
- H I-68 west from Wolfe Mill to Downtown Cumberland, via Baltimore Ave. (Exit 44)
Baltimore Ave south to Baltimore Street
Right on Baltimore to Centre Street (return on Mechanic Street)
Right on Centre Street to US Alt. 40 west
- I US Alt. 40 west to Keyzers Ridge
- J US 40 west between Keyzers Ridge and Pennsylvania Stateline



Maryland National Road Corridor Partnership Plan

Baltimore County Action Plan for Preserving and Enhancing Maryland's Historic National Road Scenic Byway

The purpose of this executive summary is to describe the specific actions that are recommended to preserve, enhance, interpret and market the Maryland Historic National Road Scenic Byway in Baltimore County.

What is the Maryland Historic National Road Scenic Byway?

Originally called the Cumberland Road, the National Road was the first federally planned and funded highway in the United States. In 1806, Congress approved the construction of a national road, beginning at Cumberland, to connect the port of Baltimore with the burgeoning Northwest Territories. The purpose of the road was to facilitate a direct overland route by cutting straight across the Appalachian Mountains. The route was seen as a "portage" between the waters of the Ohio River and the Baltimore Harbor. The route west from Cumberland to the Ohio River was constructed with federal funds, a controversial and major internal improvement commissioned by the Federal Government.

A system of turnpikes comprised the connecting routes from Baltimore to Cumberland, since Maryland was already involved in the construction of several privately funded turnpikes at that time. Together, the system of turnpikes and the federally-funded Cumberland Road form "Maryland's Historic National Road Scenic Byway". In Baltimore County, the route follows Maryland 144. Two parallel roads further north— Old Frederick Road and National Pike (U.S. 40) are often confused with Frederick Road (MD 144). Old Frederick Road is identified in National Road guides as an early east-west wagon route connecting the countryside to Baltimore. National Pike (U.S. 40) was built as a "bypass" of Frederick Road (MD 144) in the 1920's. Frederick Road converges with U.S. 40 west of Ellicott City and again near Mt. Airy as it enters Frederick County.

The Baltimore County section traverses through the edge of Maryland's coastal plain as it meets the "fall zone" at Ellicott City. Notable features in this section include:

- ¥ Ellicott City and Oella, two historic communities located along the "fall zone" between the Piedmont and the Coastal Plain are late 18th and early 19th century industrial villages with many historic sites and points of interest;
- ¥ Catonsville is a streetcar suburb of Baltimore with a rich fabric of historic neighborhoods and old trolley line routes that connected them to Baltimore.

Purpose of the Corridor Partnership Plan

The Maryland Department of Planning together with its agency partners, the Office of Tourism Development, the State Highway Administration, the Maryland Historical Trust, and the Department of Natural Resources (the "Partnership Development Team"), are developing a "Corridor Partnership Plan" for Maryland's Historic National Road Scenic Byway. The plan is part of a six-state effort to gain All-American Road designation for the National Road through the Federal Highway Administration's (FHWA) Scenic Byway Program.

The five agencies have been working with a Citizen Advisory Group and a multi-disciplinary team of landscape architects, community planners, engineers, and historians, headed by Lardner/Klein Landscape Architects, P.C., to develop the plan. The purpose of the plan is not to advocate or create more regulations. Instead the group is looking for ideas about how to:

- preserve the historic, scenic, and natural resources along the route
- develop and enhance the route to attract visitors and increase tourism
- celebrate the heritage of the corridor and tell its stories
- maintain the high quality of life found along the National Road

The following summarizes recommendations for Baltimore County.

NEXT STEPS FOR PRESERVING THE NATIONAL ROAD:

- 1.) Amend each jurisdiction's Comprehensive Plan to acknowledge and recognize the preservation and open space conservation needs of the National Road.
- 2.) Establish an emergency revolving fund for preservation and conservation priorities under immediate conversion pressure.
- 3.) Identify one priority preservation project in each jurisdiction and assemble a joint application for Scenic Byway Program funds to preserve those properties.
- 4.) Prepare detailed preservation plans for remaining historical elements along the National Road from the "Heyday" period (e.g. pre-1850 mileposts, inns, taverns, mile houses, springs, etc.)
- 5.) Begin the process of establishing a special assessment program to secure a permanent source of funding for preservation actions along the Byway (e.g. National Road as a "Main Street".)

What is a Preservation Easement?

- a voluntary legal agreement made between a property owner and a qualified organization to protect a significant historic property, landscape or archaeological site by restricting future development on the site. According to the Internal Revenue Service, an easement must either preserve a "certified historic structure" or a "historically important land area" to qualify for federal income and estate tax deductions. -- *National Park Service*



Catonsville exhibits many layers of history associated with the transportation history of the region

Baltimore County

Preservation and Conservation Actions

The following preservation and conservation actions have been identified over the course of the planning process. Priorities for preservation and conservation actions are based on the following criteria:

- 1) Areas where the goal is to attract visitors to interpretive sites, recreational offerings or visitor services, especially locations where the few remaining resources from the "Heyday" of the National Road can be found (pre-1850 resources associated with the early construction and operation of the National Road);
- 2) The settings for many of the small towns found along the National Road, agricultural lands, and the landscapes adjacent to existing parks and protected natural areas, especially areas vulnerable to imminent change;
- 3) Areas that no longer retain their intrinsic qualities, but affect the resources described for first priority (e.g. strip centers, cell towers, etc.)



Former Catonsville National Bank

Although most of the original route has changed in dramatic ways, there continues to be a need to preserve the remaining critical historic sites by working with local organizations to permanently preserve the buildings and towns that are associated with the early history of the National Road. This can be achieved through voluntary cooperation and generosity of land owners using a variety of voluntary techniques:

- ¥ Tax credits for preservation activities on individual structures that meet appropriate standards for eligible properties (local listing, state or National Register);
- ¥ Purchases of historic properties from willing sellers, financed by tax deductible contributions from individuals and other funding sources;
- ¥ Working with landowners to take advantage of existing conservation/preservation easement purchase programs offered by local, state, and federal government agencies (such as Maryland Historical Trust);
- ¥ Connecting property owners trying to sell their land to "preservation buyers" wishing to purchase property with historic value.

The highest priorities for preservation and conservation in Baltimore County include the following:

- ¥ Conduct a detailed inventory and possible nomination to the National Register of multiple properties associated with all three eras of the National Road's development (mileposts, inns and taverns, churches, farmsteads, and revival era motels, garages, and commercial buildings);
- ¥ Focus preservation efforts on potentially vulnerable related historic sites such as the WPA murals in the Catonsville Post Office and the Washington Flour Mill building (original Ellicott Mills).



Mural illustrating early Catonsville history by Mr. Avery Johnson (1942) inside Catonsville Post Office



200 years of continuous milling at Washington Flour Mill - site of original Ellicott's Mill, Oella (photograph by P. Bridge)

Baltimore County

Enhancing, Interpreting and Marketing the National Road

The following projects and activities have been identified for Baltimore County as part of the corridor partnership planning process. Priorities for implementing these actions are based on:

- ¥ Highway safety and transportation-related improvements that are needed to make it easier to follow the Maryland Historic National Road Scenic Byway and to safely get out of your car to enjoy and learn about the features found along the way.
- ¥ Rehabilitation of areas where noncontributing features, such as unattractive commercial strip development, intrude upon the qualities that are potentially attractive to visitors.

An important aspect of the plan will be to coordinate interpretation for the entire length of the Byway in Maryland. Travelers should be exposed to a sequence of stories that can stand alone as part of a short trip off the interstate, or that can be followed for the entire length of the route.

Interpretation will focus on three basic themes:

- ¥ The origins of the National Road including its controversial use of federal funds for the first time;
- ¥ The way in which the National Road transformed the people and places along its route and the stories that have evolved from that transformation;
- ¥ The transformation of the road itself as it evolved in response to changes in technology—the canal, the railroad, and the modern superhighway.

Suggested Priorities for Baltimore County Enhancement and Wayside Projects Include:

- ¥ Create a visitor orientation and interpretation kiosk and interpretive signage at the Paradise Ave. bus turnaround focusing on National Road sites that can be visited by bus;
- ¥ Create a visitor orientation and information kiosk at the Catonsville Fire Department site focusing on walking tours of Catonsville;
- ¥ Create an interpretive wayside exhibit at the #8 Trolley trailhead at Montrose Road between the Wharfside Restaurant and the school;
- ¥ Create interpretive exhibits in Patapsco Valley State Park focusing on the evolution of transportation and competition between roads and railroads at overlooks in the park with a visitor orientation kiosk at the National Road entrance to the park directing visitors towards these facilities.

Marketing strategies will focus on links with other types of potential visitor's interests — railroading, the Civil War, fall foliage, outdoor recreation, antiquing, shopping and vintage cars. Marketing and promotion efforts will focus on attracting visitors wishing to explore the qualities of the historic road in a more leisurely manner — leading to more and more residents and visitors seeing the old road in a new way.



Catonsville Trolley Car Right-of-Way #8, now a walking trail with large mural (photograph by D. Wasmund)



The Trolley #8 trailhead adjacent to the Wharfside restaurant, is an opportunity for interpreting transportation history along the National Road (photograph by D. Wasmund)

NEXT STEPS FOR ENHANCING THE NATIONAL ROAD:

- 1.) Pursue funding for corridor-wide visitor facilities and wayside exhibits (2001) and wayfinding (2002) to make it easier to follow and learn about the Byway.
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What Happens Next?

Over the next few months, members of the Partnership Development Team, the consultants, and representatives from the Citizens Advisory Group will be meeting with local officials and interested citizens to discuss the plans and ideas for preserving, enhancing, interpreting and marketing the Historic National Road Scenic Byway in Maryland.

Each County and the City of Baltimore, along with municipalities, civic groups, historic societies, land trusts, and agencies with responsibilities in the corridor will be asked to endorse the plan in concept, and work with others to implement it. The following steps will be needed over the next year to begin the process of implementing the plan:

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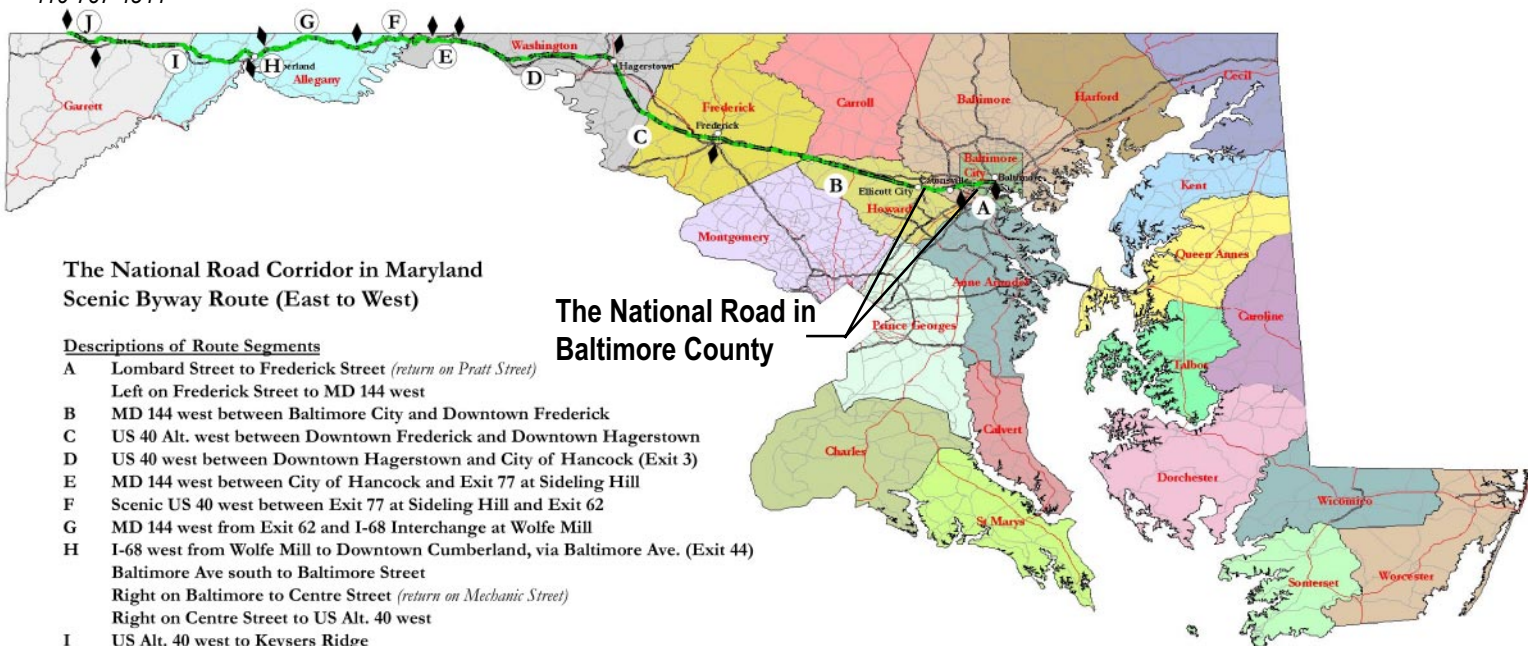


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The National Road Corridor in Maryland Scenic Byway Route (East to West)

Descriptions of Route Segments

- A** Lombard Street to Frederick Street (return on Pratt Street)
Left on Frederick Street to MD 144 west
- B** MD 144 west between Baltimore City and Downtown Frederick
- C** US 40 Alt. west between Downtown Frederick and Downtown Hagerstown
- D** US 40 west between Downtown Hagerstown and City of Hancock (Exit 3)
- E** MD 144 west between City of Hancock and Exit 77 at Sideling Hill
- F** Scenic US 40 west between Exit 77 at Sideling Hill and Exit 62
- G** MD 144 west from Exit 62 and I-68 Interchange at Wolfe Mill
- H** I-68 west from Wolfe Mill to Downtown Cumberland, via Baltimore Ave. (Exit 44)
Baltimore Ave south to Baltimore Street
Right on Baltimore to Centre Street (return on Mechanic Street)
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Maryland National Road Corridor Partnership Plan

Baltimore City Action Plan for Preserving and Enhancing Maryland's Historic National Road Scenic Byway

The purpose of this executive summary is to describe the specific actions that are recommended to preserve, enhance, interpret and market the Maryland Historic National Road Scenic Byway in Baltimore City.

What is the Maryland Historic National Road Scenic Byway?

Originally called the Cumberland Road, the National Road was the first federally planned and funded highway in the United States. In 1806, Congress approved the construction of a national road, beginning at Cumberland, to connect the port of Baltimore with the burgeoning Northwest Territories. The purpose of the road was to facilitate a direct overland route by cutting straight across the Appalachian Mountains. The route was seen as a "portage" between the waters of the Ohio River and the Baltimore Harbor. The route west from Cumberland to the Ohio River was constructed with federal funds, a controversial and major internal improvement commissioned by the Federal Government.

A system of turnpikes comprised the connecting routes from Baltimore to Cumberland, since Maryland was already involved in the construction of several privately funded turnpikes at that time. Together, the system of turnpikes and the federally-funded Cumberland Road form "Maryland's Historic National Road Scenic Byway". The scenic byway route starts at the Inner Harbor and uses the one-way streets "Lombard and Pratt" to connect with Frederick Avenue which it follows to the County line, where it turns into Maryland 144.

The original line of travel to the west is believed to be along Baltimore Street to Frederick Road. An alternate route was along Edmondson Ave. and Old Frederick Road. Travel along the National Road probably started at some of the old taverns located within a few blocks of the original location of the wharves where passenger and freight could be easily transferred between boat and road. Although these taverns no longer exist, early guides suggest that they were located along Paca Street between Pratt and Lexington. Notable features in the Baltimore City section include:

- ¥ The B&O Railroad Station and Museum (on Pratt Street)
- ¥ Hollins Market and Union Square (on Baltimore Street)
- ¥ Gwynns Falls and the Gwynns Falls Greenway
- ¥ The Victorian village of Irvington and nearby St. Joseph's Monastery

Purpose of the Corridor Partnership Plan

The Maryland Department of Planning together with its agency partners, the Office of Tourism Development, the State Highway Administration, the Maryland Historical Trust, and the Department of Natural Resources (the "Partnership Development Team"), are developing a "Corridor Partnership Plan" for Maryland's Historic National Road Scenic Byway. The plan is part of a six-state effort to gain All-American Road designation for the National Road through the Federal Highway Administration's (FHWA) Scenic Byway Program.

The five agencies have been working with a Citizen Advisory Group and a multi-disciplinary team of landscape architects, community planners, engineers, and historians, headed by Lardner/Klein Landscape Architects, P.C., to develop the plan. The purpose of the plan is not to advocate or create more regulations. Instead the group is looking for ideas about how to:

- preserve the historic, scenic, and natural resources along the route
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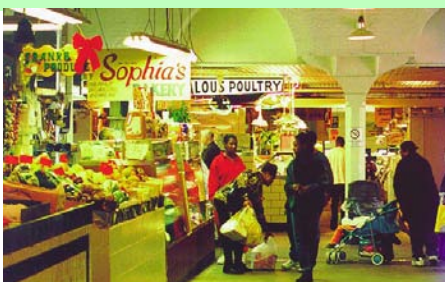
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- 1.) Amend each jurisdiction's Comprehensive Plan to acknowledge and recognize the preservation and open space conservation needs of the National Road.
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- 4.) Prepare detailed preservation plans for remaining historical elements along the National Road from the "Heyday" period (e.g. pre-1850 mileposts, inns, taverns, mile houses, springs, etc.)
- 5.) Begin the process of establishing a special assessment program to secure a permanent source of funding for preservation actions along the Byway (e.g. National Road as a "Main Street".)

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Hollins Market is an important feature along the original route (off Baltimore Street)

Baltimore City

Preservation and Conservation Actions

The following preservation and conservation actions have been identified over the course of the planning process. Priorities for preservation and conservation actions are based on the following criteria:

- 1) Areas where the goal is to attract visitors to interpretive sites, recreational offerings or visitor services, especially locations where the few remaining resources from the "Heyday" of the National Road can be found (pre-1850 resources associated with the early construction and operation of the National Road);
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- 3) Areas that no longer retain their intrinsic qualities, but affect the resources described for first priority (e.g. strip centers, cell towers, etc.)



Victorian era structure along Frederick Avenue near Gwynns Falls

Although most of the original route through Baltimore has changed in dramatic ways, there continues to be a need to preserve the remaining critical historic sites by working with local organizations to permanently preserve the buildings and neighborhoods that are associated with the early history of the National Road. This can be achieved through voluntary cooperation and generosity of land owners using a variety of voluntary techniques:

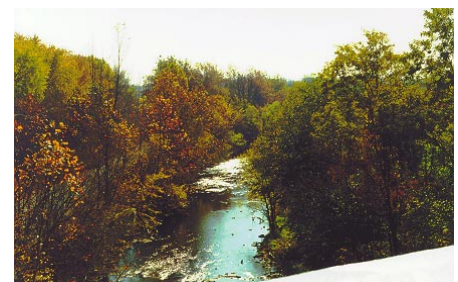
- ¥ Tax credits for preservation activities on individual structures that meet appropriate standards for eligible properties (local listing, state or National Register);
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- ¥ Working with landowners to take advantage of existing conservation/preservation easement purchase programs offered by local, state, and federal government agencies (such as Maryland Historical Trust);
- ¥ Connecting property owners trying to sell their land to "preservation buyers" wishing to purchase property with historic value.

The highest priorities for preservation and conservation in Baltimore City include the following:

- ¥ Conduct a detailed inventory and possible nomination to the National Register of multiple properties associated with all three eras of the National Road's development (any remaining mileposts, early tavern sites, Victorian era homes and neighborhoods);
- ¥ Establish an historic district in Irvington (Victorian era "village");
- ¥ Conduct additional historic research to determine the historic starting points of westward travel.



Many interesting cemeteries are located near Irvington (photograph of Baltimore National Cemetery by D. Dobbyn)



Gwynns Falls as seen from the Frederick Avenue Bridge

Baltimore City

Enhancing, Interpreting and Marketing the National Road

The following projects and activities have been identified for Baltimore City as part of the corridor partnership planning process. Priorities for implementing these actions are based on:

- ¥ Highway safety and transportation-related improvements that are needed to make it easier to follow the Maryland Historic National Road Scenic Byway and to safely get out of your car to enjoy and learn about the features found along the way.
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Suggested Priorities for Baltimore City Enhancement and Wayside Projects Include:

- ¥ Create a visitor orientation and interpretation kiosk in Baltimore City at a location that best represents the beginning point(s) of early westward travel along the National Road;
- ¥ Develop a visitor orientation and interpretive wayside at the Gwynns Falls Greenway near the bridge as part of future bridge reconstruction;
- ¥ Streetscape enhancements along Frederick Avenue (lighting, sidewalks, security, banners, clean-up and maintenance);
- ¥ Convert Baltimore Street and a section of Frederick Avenue back to two-way travel beyond Martin Luther King Boulevard to make it easier to follow the original route and link to important historic points of interest.

Marketing strategies will focus on links with other types of potential visitor's interests — railroading, the Civil War, fall foliage, outdoor recreation, antiquing, shopping and vintage cars. Marketing and promotion efforts will focus on attracting visitors wishing to explore the qualities of the historic road in a more leisurely manner—leading to more and more residents and visitors seeing the old road in a new way.



The original route followed Baltimore Street to connect with Frederick Avenue



Interpreting the National Road at bus stops is proposed along Frederick Avenue

NEXT STEPS FOR ENHANCING THE NATIONAL ROAD:

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- Feb. 28* Public review of the plan's draft recommendations at Canal Place in Cumberland
- March 1* Public review of the plan's draft recommendations at Frederick Community College
- Late April-May* Begin informational meetings with each jurisdiction to discuss the plan's recommendations, the formation of a permanent group to oversee implementation of the plan, and request formal endorsement and/or adoption of the plan
- June 1* FY2002 Scenic Byway Program Fund grant applications due to State Highway Administration for review and transmittal to FHWA
- July 26* Maryland National Road Preservation Summit at Rocky Gap (prior to conference, see below)
- July 27-28* Conference and National Road Alliance meeting: "Balancing the Protection and Promotion of Historic Roads" at Rocky Gap State Park
- Fall 2001* Request that all jurisdictions along the National Road formally adopt the Corridor Partnership Plan as part of their Comprehensive Plan
- Early Jan, 2002* Submit application to FHWA for designation of the National Road as an "All-American Road" along with the states of Pennsylvania, West Virginia, Ohio, Indiana, and Illinois

For more information, please call Cindi Ptak at the Maryland Department of Planning 410-767-4544

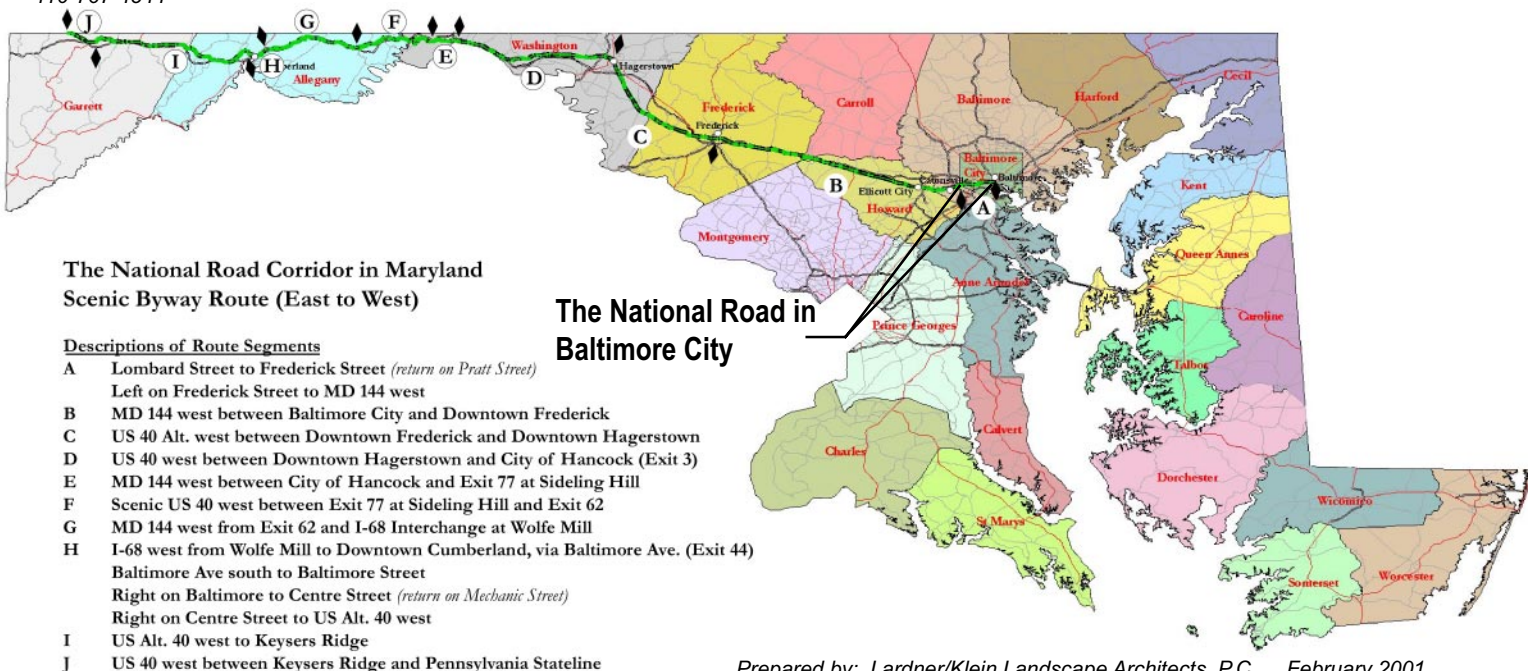


How Will We Benefit?

Designation of the National Road as a six-state "All-American Road" will bring with it the recognition that this important community resource deserves. Much of the history of our country and our communities were built around the construction of a "National Road" and there has never been a better time to preserve and enhance the route as a means of attracting visitors and maintaining the high quality of life associated with the "National Pike" towns.

In addition to recognition, designation as an All-American Road will:

- ¥ Provide improved access to funding from a pool of TEA-21 Funds especially designated for scenic byways.
- ¥ Provide enhanced marketing and promotion for attracting international tourists.
- ¥ Provide increased leverage when seeking additional types of funding including grants for open space, historic preservation, community revitalization, rural economic development and marketing.
- ¥ Provide a way to link together related tourism and economic development initiatives such as heritage tourism, adventure sports, and civil war trails.



The National Road Corridor in Maryland Scenic Byway Route (East to West)

Descriptions of Route Segments

- A Lombard Street to Frederick Street (return on Pratt Street)
Left on Frederick Street to MD 144 west
- B MD 144 west between Baltimore City and Downtown Frederick
- C US 40 Alt. west between Downtown Frederick and Downtown Hagerstown
- D US 40 west between Downtown Hagerstown and City of Hancock (Exit 3)
- E MD 144 west between City of Hancock and Exit 77 at Sideling Hill
- F Scenic US 40 west between Exit 77 at Sideling Hill and Exit 62
- G MD 144 west from Exit 62 and I-68 Interchange at Wolfe Mill
- H I-68 west from Wolfe Mill to Downtown Cumberland, via Baltimore Ave. (Exit 44)
Baltimore Ave south to Baltimore Street
Right on Baltimore to Centre Street (return on Mechanic Street)
Right on Centre Street to US Alt. 40 west
- I US Alt. 40 west to Keyzers Ridge
- J US 40 west between Keyzers Ridge and Pennsylvania Stateline