Chapter 3

Transportation

Overview

The movement of people and goods is an important concern to the Town of North East, making the Transportation element especially significant. Providing a safe and efficient transportation network with minimal disruption can sometimes be difficult to achieve. The Transportation element must be closely coordinated with other elements of the Plan to ensure that transportation plans and policies complement and promote those of other sections.

The North East Municipal Growth Element identifies suitable areas for municipal expansion and establishes a two-tiered priority for growth and development. Those priority areas and the uses identified for those tracts combine to determine where additional study and evaluation of existing and future transportation capacity should be focused.

The goals and objectives listed below provide guidance regarding the Town's desire to enhance the safety, convenience, and functionality of existing facilities and future system expansions and improvements. Building upon the goals and policies in the 1992 Economic Growth, Resource Protection, and Planning Act, more recent State legislation[1] addressed priorities for public investments in infrastructure; linking infrastructure capacity to priorities for targeted future growth; and expanded planning visions that address quality of life, sustainability, public participation and community design. A package of Bills, collectively known as the Smart and Sustainable Growth Act of 2009, strengthened required consistency between Plan content and implementation ordinances. The 2009 Act requires documentation about local efforts to address Plan goals and implementation of the twelve Planning Visions through revised annual reporting to the Maryland Department of Planning (MDP) on a uniform set of smart growth measures and indicators.

Goals

- Improve the safety and security of the Town's transportation infrastructure.

- Provide a functional road and street system for the safe, convenient and efficient movement of people, goods and services among places of residence, employment, shopping and recreation and provide a circulation system which is compatible with and promotes the logical and rational development of the Town of North East.

[1] 1997 Priority Funding Areas Act and House Bill 1141 of the 2006 Maryland General Assembly

- Maximize the desired use of transportation systems while minimizing possible negative effects upon the neighborhoods, the environment, and the general public.

- Expand transportation options to include scheduled passenger rail service.

- Provide for more and easier bicycle travel within and through Town.

- Improve the mobility and access of pedestrians and bicyclists in the Town without adding to congestion, creating unsafe conditions, or requiring construction of major alternative routes.

- Expand opportunities for intermodal access and use of public transit services by pedestrians and bicyclists.

- Develop a transportation system that is safe, attractive, and gives careful consideration to its relationship to the land and the developed areas.

- Find ways to improve access to and between water-borne modes of travel and travel options on land.

- Incorporate an environmental stewardship ethic into transportation planning activities within North East and the North East Growth Area.

- Use creative funding opportunities to implement transportation goals and objectives.

Objectives

- Ensure the traffic-carrying capacity of the three major routes serving the Town (US Route 40, MD 272 and MD 7) are protected in the event of future development.

- Improve access to and movement and parking within the Central Business District.

- Provide a street and highway network integrating the Town, County, and State roads into an efficient transportation system that expands system capacity in support of adequate public facilities necessary to accommodate future growth at a minimum expense to the Town.

- Minimize the adverse effects of vehicular traffic on local residential streets when reviewing new development in the vicinity.

- Maximize the capacity, safety, and efficiency of the existing street and highway system.

- Coordinate land use and transportation planning to better promote smart growth patterns.

- Coordinate with the State Highway Administration and Cecil County Public Works Department to identify high rate accident locations by mode and time of day to determine potential system safety improvements within North East and the North East growth area.

- Track accident locations over time to evaluate the success of traffic system improvements in reducing accidents at high rate accident locations.

- Expand the Town's system of sidewalks and pedestrian paths and create linkages with regional pedestrian ways.

- Link existing and planned pedestrian improvements to the system of pedestrian trails that exist in the vicinity of North East, with priority on connecting to the Elk Neck Trail and providing connectivity into the Town Park.

- Cooperate with Wilmington Metropolitan Planning Council (WILMAPCO), Cecil County, and surrounding communities to create a regionally interconnected network of bicycle routes that also serves the needs of residents and visitors within North East.

- Increase pedestrian-scale lighting in high foot traffic locations [like the central business district and within and near high density residential areas, including municipal parking lots] to improve safety and convenience and promote walking in the evening and after sunset.

- Add pedestrian lighting at transit shelters to increase safety and convenience for transit users in the evening and after sunset, especially in commercial and employment areas and other high volume foot traffic locations.

- Increase the number of bus transit stops [and the number of transit shelters] throughout existing neighborhoods and especially in commercial and employment sections of Town and the North East growth area.

- Improve public access to regional and intra-regional destinations by locating a passenger rail station within convenient pedestrian access of central areas of North East and provide pedestrian linkages to more distant neighborhoods.

- Provide a number of pedestrian and bicycle crossings across US 40 to link the northern and southern parts of North East in safe, convenient, and logical ways to enhance overall transportation safety and multi-modal access for all residents and visitors.

- Support transportation initiatives that further the Town's commitments to enhanced environmental quality and regional connectivity.

- Develop and adopt an emergency response plan that coordinates municipal staff with County and State agency first responders.

- Maximize access to and use of State and Federal transportation funds to address the transportation needs of North East.

- Use Maryland Program Open Space funds to implement desired pedestrian and bicycle routes, paths, and trails.

Existing Transportation Facilities

Highways

North East's location is conveniently accessible to travelers, by US Route 40, MD 272, and MD 7 all running through the Town's boundaries. Interstate 95 is also located adjacent to the Town's northern boundary at the Northeast Commerce Center. Traffic counts at permanent locations are collected by the Maryland State Highway Administration. Available traffic counts for the years 2004 through 2010 are included in a table at the end of this Chapter.

Trucking Routes

Major trucking routes that pass through North East and vicinity include Interstate 95, US Route 40, and MD 272. Interstate 95 and US Route 40 are the two major truck routes that impact North East. However, the section of MD 272 that links Interstate 95 to US Route 40 is subject to significant truck traffic. Trucks account for approximately 25 percent of the average daily traffic (ADT) volume on Interstate 95, a little over 5 percent of the ADT on US Rte 40, and a little over 23 percent on MD 272 (between I-95 and US Rte 40). (Source: State Highway Administration).

Rail Services

The Maryland Transit Administration (MTA) operates commuter rail service between Perryville and Penn Station in Baltimore City. The MARC rail service runs from Perryville to the MARC and VRE systems via Union Station in Washington, D.C., on existing Amtrak rail lines. North bound passenger rail service accessing the Northeast Corridor begins in Newark, DE. Efforts are underway to construct a new passenger station in Elkton consistent with the recommendations of the Track A Feasibility Study, Phase I recommendations, but completion is not expected before 2015.

Freight service is available via Conrail, Amtrak and CSX rail lines in Newark, Delaware, approximately thirteen miles east of North East. Amtrak passenger service is available in

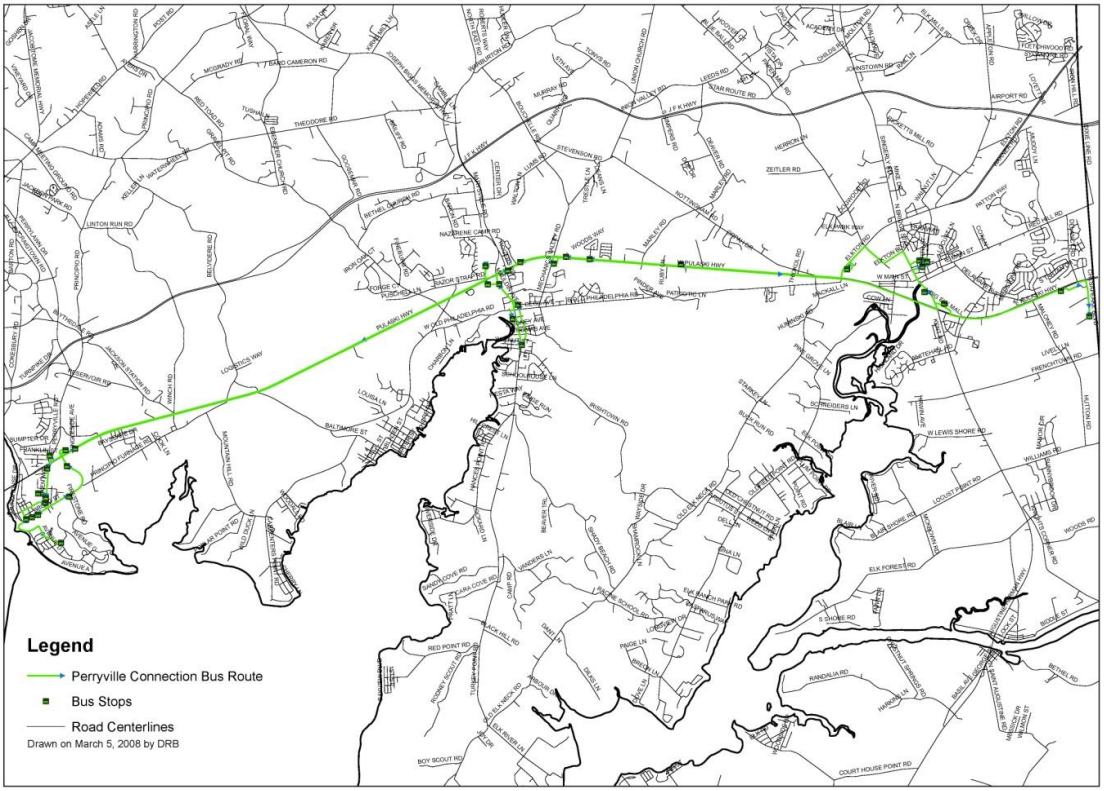
Perryville, about seven miles to the west of North East, in Newark, Delaware, and in Wilmington, Delaware, some 27 miles east of North East.

Transit Services

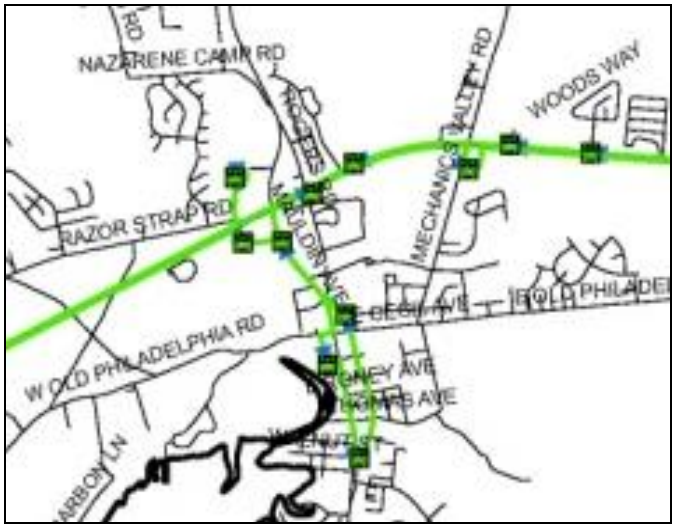
Cecil Transit (www.ceciltransit.com) provides bus service between Elkton, North East, and Perryville in both directions. The Perryville Connection is a fixed route public bus transit system in Elkton for all ages that begins at 6:00 a.m. and ends at 6:30 p.m. This connection travels between Elkton, North East, Perryville, the MARC Train and Perry Point V.A. Deviations may be made up to 3/4 mile for functionally disabled individuals with a C.T. Mobility Pass. To obtain a pass, individuals must make an appointment to be certified. All deviations must be scheduled in advance thru the Transit office. The C.T. Cruiser may be used in lieu of "The Bus."

The C.T. Cruiser service is provided by Cecil Transit and offers curb-to-curb service available on a first-come first-served basis and is available to the general public, seniors and persons with functional disabilities. For appointments, the County appreciates a two week notice, if possible. It may be necessary, at times, to reschedule appointments or have a layover to accommodate various routes. Hours of operation are from 8:00 a.m. – 4:00 p.m. Personal Care Attendants (PCA's) are required for any passenger needing assistance to board and disembark the bus or passengers who are in a wheelchair. Cecil Transit does not provide PCA's.

Senior Services & Community Transit - Perryville Connection



Existing Bus Stops in the North East area include:



RT 40-Charlestown Crossing
RT 40-adjacent to Pat's Pizza
NE-Mauldin Ave. & Jethro Street
NE-Main St. 5 & 10 Antiques
RT 40-after Ritchie Brothers
RT 40-Belvedere Road
NE-Walgreens/Food Lion
NE-Mauldin Ave. & Cecil Ave.

Bus Shelters

Bus Shelters are located on US Route 40 at Stoney Run Apartments, at the North East Walmart, and at the south end of Town at Mauldin Ave. & Walnut Street.

Other Specialized Transit Services within Cecil County are provided by the following providers:

- Cecil County Activity Center
- Cecil County Health Department
- Cecil County Community College
- Chesapeake Care Resources
- Department of Social Services
- Maryland Rural Development Corp.
- Nazarene Adult Day Care
- SHARE Community Rehabilitation Program
- Union Hospital Medical Adult Day Care Center
- VA Medical Center

Inter-regional Greyhound Service

Greyhound buses stop at Elkton, North East and Perryville as part of a company program aimed at linking rural communities between Baltimore and Wilmington, Delaware. The buses, which also pick up passengers in Baltimore, White Marsh, Edgewood, Aberdeen, Newark and Wilmington, stop once daily in each direction at 1 E. Cecil Avenue by the Stop and Go.

Commuter Lots

The North East "Park and Ride" commuter lot is located off Peninsula Drive where the access road to the Peninsula Industrial Park meets MD 272 [approximately half way between I-95 and US Rte 40].

Sidewalks

There are approximately 10.2 miles of sidewalk within the Town of North East. An additional 4.9 miles of selected sidewalk additions have been proposed to fill in missing links and promote a more connected and cohesive pedestrian environment. A series of concept graphics (numbered 1 through 16) are included at the end of this Chapter that provides additional details.

Crosswalks

Stamped crosswalks are located on Main Street and are intended to provide traffic calming safety benefits. Other crosswalks throughout Town are currently thermoplastic over asphalt. Review and approval of stamped crosswalks or improvements that involve alternative materials to the normal thermoplastic used throughout most areas of Town require the review and approval by Mayor and Commissioners at the recommendation of the Planning Commission.

Pedestrian Trails and Greenways

A number of trails and related "green infrastructure" exist in the North East planning area and nearby locations that provide various degrees of connectivity to regional trails and greenways, both existing and planned. The most significant of these from the Town's transportation perspective include a section of the East Coast Greenway and a section of the Mason-Dixon Trail System.

Pedestrian trails have not been formally designated within Town limits. However, planning is underway to connect existing pedestrian routes and sidewalks to various trail systems in the area, and a connection between Cecil Avenue in the vicinity of Mechanics Valley Road and the Town's waterfront park is being contemplated, subject to more detailed study.

Bicycle Routes

There are currently no designated bicycle routes within the Town of North East. WILMAPCO is working on a regional county-wide bicycle plan which will provide further input and guidance for Town efforts to designate future bicycle routes and potential bicycle related improvements. The Town is a participant in the regional bicycle plan process and will incorporate those routes that are eventually designated that may pass through North East.

Water Transportation

There is a municipal pier at the Town Park that provides access both to and from boats. The Park also contains a canoe and kayak launching ramp. The Park serves as a connecting link

between water and land transportation networks and provides access and connectivity to the central business district and other areas in Town.

Streets and Highways - Functional Classification System

The basis of a long-range street improvement program is a system of classification of the function or level of service the streets and highways are designed to serve. The development of a functional classification system allows for the logical coordination of the system of the State highways and local streets in and around North East. The following identifies major road classifications applicable to North East (see Map 4*).*

*Arterial Highway***.** Arterial highways are the highest level of highway service and carry large volumes of regional and interstate traffic. The primary purpose of the arterial highway is to provide continuous and efficient routes for the movement of high volume traffic between towns or major traffic generators, particularly those of intra-state or inter-state nature. Direct access to adjoining land should not be provided, except at certain key points. Arterial highways are designed to maintain homogeneous neighborhoods and to serve as boundaries between various neighborhoods. On-street parking should be prohibited on principal arterial highways. In the North East area, US Rte 40 is considered to be the principal arterial and MD 272 (and Main Street) a minor arterial. In 2010, the average daily traffic on US Rte 40 was 21,671 vehicles per day west of MD 272 and 30,901 vehicles per day east of MD 272. MD 272 had an average daily traffic of approximately 19,080 vehicles per day between US Rte 40 and I-95 and 7,470 vehicles per day near the Town limits on the south end of Town. A detailed summary of average annual traffic counts in the North East area for the years between 2004 and 2010 are presented in a table at the end of this Chapter. Counts are collected and reported from permanent traffic count stations at selected locations by the Maryland State Highway Administration.

Collectors. Both major and minor collectors serve a similar function, though they vary in volume and intensity of use. The primary purpose of the collector system is to collect traffic from local residential streets and provide for the direct movement of traffic to commercial and industrial areas and the arterial highways.

Major collectors connect areas of relatively dense settlement and often provide access to major uses--industrial, commercial, and residential. These streets are intended for inter-neighborhood and thru traffic. MD 7 is a major collector in North East that connects major residential areas and the arterials. In 2010, MD 7 had an average daily traffic of approximately 2,371 vehicles per day at station B1606 (just west of Town).

Minor collectors link local function roads to higher order roads, provide direct access to abutting properties, intercept minor streets, and connect with community facilities to serve neighborhood traffic. In North East, Mechanic's Valley Road and Irishtown Road fall under this category. In 2008, Mechanics Valley Road in the North East area had an average daily traffic of approximately 879 vehicles and Irishtown Road had an average daily traffic of 317 vehicles.

The Thomas Avenue and Cemetery Road connection between South Main Street and Cecil Avenue/MD 7 also serves as a minor collector route, but no traffic counts are available from the

Cecil County Department of Public Works.

There currently exist approximately 4.4 miles of State highway within the Town of North East.

Local Streets. Local streets, including cul-de-sacs, are intended primarily to provide access to abutting residential property and are designed to discourage their use by thru traffic. Such streets assume light traffic flow. All Town-owned streets fall into this category, except Lums Road. Nazarene Camp Road will in all likelihood change in character from a local street to a minor collector, following construction of North East Commons shopping center and connection with a redesigned and signalized intersection at MD Rt. 272 and Rogers Road (as illustrated on Concept Graphic G-7).

There currently exist approximately 12.75 miles of local streets within the Town of North East.

Alleys. The Town permits alleys in new developments. Alleys can provide numerous benefits when properly laid out, landscaped and maintained. They often provide useful access and support in commercial areas for loading and unloading and provide an additional point of lot access, as well as useful locations for utility corridors and refuse collection. When used in conjunction with rear loading garages, alleys reduce curb cuts on the streetscape, increase opportunities for on-street parking, and enhance the visibility of the streetscape.

Level of Service (LOS)

The ability of a roadway system to carry traffic is qualitatively measured as Level of Service (LOS). LOS can be determined at any given intersection or on any given segment of road and is based on the ratio of volume to capacity. Levels of service are often utilized as a measure of system performance and to define public policy concerning highway performance. They are also used in traffic impact analysis to determine local traffic impacts of proposed developments. Highway LOS reflects driver satisfaction with a number of factors that influence the degree of congestion, including speed and travel time, traffic interruptions, freedom to maneuver, safety, driving comfort and convenience, and delays. Six levels of service are used to describe highway flow conditions (road segments and intersections).

Commonly accepted definitions for each category are:

LOS A represents a free flow where individual users are virtually unaffected by others in the traffic stream.

LOS B is in the range of stable flow, but the presence of other users in the traffic stream begins to be noticeable.

LOS C is also in the range of stable flows, but marks the beginning of the range of flow in which the operation of individual users becomes significantly affected by interactions with others in the traffic stream.

LOS D represents high density but stable flow.

LOS E represents operating conditions at or near the capacity level.

LOS F is used to define forced or breakdown flow.

For planning purposes, LOS "C" or better is acceptable on most roadways and at intersections. In urban areas LOS "D" is acceptable during the peak hours of use. According to information published by WILMAPCO, current and future "level of service" issues have been identified on MD 272 between MD 7 and I-95.

Cecil County and relationship to the Town of North East transportation plans

There is a compelling need to improve planning for transportation system improvements in the North East planning area. Cecil County's planned growth area overlaps with that of North East, and it is critical that development [and supporting infrastructure improvements] be coordinated to ensure efficient and effective implementation of overall comprehensive planning and growth management. The scope of current traffic impact analyses required should include the consideration of all potential impacts upon Town streets and the cumulative incremental impacts of increased traffic as a result of the County and Town Growth. Coordination of the County and Town to evaluate the transportation system improvements is imperative to support the build-out of the planning area and to develop coordinated strategies to address future mobility needs.

Coordinated reviews of major site plans and subdivision proposals within the North East planning area and adjacent County growth areas should include a formalized notification process so that concerns, including mutual input by staff in the review of traffic impact analyses and related discussions of infrastructure impacts generally, can be efficiently conducted. Such coordination would be a logical extension of the cooperation between the County and Town on road standards and stormwater management issues.

WILMAPCO and relationship to the Town of North East

WILMAPCO is the Metropolitan Planning Organization (MPO) for Cecil County, Maryland and New Castle County, Delaware. WILMAPCO is charged with planning and coordinating transportation investments for this region. WILMAPCO's mission is to create the best long-range transportation plan, one that meets all requirements of the Federal Clean Air Act and its Amendments and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users.

WILMAPCO's decision-making body is its nine-member Council, consisting of representatives from:

- Delaware and Maryland Departments of Transportation
- Delaware Transit Corporation
- Cecil and New Castle Counties
- Appointee of the Delaware Governor
- Cecil and New Castle County Municipalities

A Public Advisory Committee and a Technical Advisory Committee advise the Council on key decisions. The Technical Advisory Committee is, in turn, assisted by specialty subcommittees around these topics: air quality, data and demographics, congestion and non-motorized transportation.

Four documents comprise the backbone of WILMAPCO's planning efforts: the Regional Transportation Plan (RTP), the Transportation Improvement Program (TIP), the Unified Planning Work Program (UPWP) and the Congestion Management Process (CMP). Numerous other regional and sub-regional studies, planning support to local planning agencies, and extensive public outreach processes work to inform and implement these documents.

WILMAPCO's 2040 RTP has three goals, each with associated objectives. Actions are also identified to carry out the objectives. The goals and objectives of the 2040 RTP are:

Improve Quality of Life

- Protect the public health, safety and welfare
- Preserve our natural, historic, and cultural resources
- Support existing municipalities and communities
- Provide transportation opportunities

Efficiently Transport People

- Improve transportation system performance
- Promote accessibility, mobility, and transportation alternatives

Support Economic Growth, Activity and Goods Movement

- Ensure a predictable and adequate public investment program to guide private sector investment decisions
- Plan and invest to promote the attractiveness of the region

The TIP is a four-year listing of all federally-funded transportation projects in the region. It is updated annually. The UPWP is the annual work program for WILMAPCO, listing the funding set aside for projects. The CMP tracks congested highway corridors in the region, and offers a specific matrix of alternatives to relieve congestion in each corridor.

Specific to North East, key financially-reasonable transportation projects listed in the 2040 RTP include: bus connection from Cecil College to North East (2012 in-service), Saturday bus service

(2012 in-service) and MD 272: US Rte. 40 to Lums Rd., two to four lane divided (2020 in-service).

WILMAPCO undertook the *Track A, Phase II Extension Feasibility Study* in 2005 to examine the ridership, economic development and engineering feasibility of extending rail track A from Elkton to Perryville. As a follow up to the 2005 Study, North East was invited to participate with WILMAPCO in the *Cecil County Chesapeake Connector Freight and Passenger Rail Benefits Study* in 2011. This study will address the benefits of added track capacity on Amtrak's Northeast Corridor on the segment between Prince and Bacon Interlockings in Cecil County, for a distance of approximately 6.3 miles.

If implemented, this project would eliminate a gap in commuter rail service and a bottleneck in freight rail service along the Northeast Corridor between Perryville and Newark, Delaware. It would support North East's objective to re-establish commuter rail service in the town.

WILMAPCO partnered with the Town of North East in 2011 to perform a Transit Oriented Development Plan which, among other modes of transportation, will identify potential location(s) for a future train station and development scenarios for the station area to support the planned train station.

WILMAPCO's FY 2012 UPWP includes this work, along with support for the Town's update to subdivision regulations and road code revisions, along with funding to update the transportation and land use maps featured in this comprehensive plan. Further, a Cecil County Bicycle Plan will address the need to plan for bicycle facilities in North East, as well as in other incorporated and unincorporated communities across the county. WILMAPCO asked the Town to join in the County-wide bike plan in 2011. As the County-wide bike plan evolves and is adopted, the Town will be able to ensure ongoing coordination and regional cooperation and consistency.

The Town of North East is committed to continued close coordination between the Town, WILMAPCO, the Maryland Department of Transportation and Cecil County and the towns of Perryville, Charlestown, and Elkton as pedestrian, bicycle, and rail planning moves forward in expectation of a fully integrated multi-modal transportation system that links North East with destinations throughout Cecil County's growth corridor, as well as locations in Delaware and Maryland, south and west of the Susquehanna River.

Existing detailed planning

Transit-oriented Development (TOD) Feasibility Study

Transit-oriented development (TOD) is a mixed use residential and commercial area designed to make public transit successful, walking and bicycling convenient and safe, and provide for a vibrant, livable community. Within North East, Maryland there is currently fixed route Cecil County transit and interregional Greyhound bus service which could be supported through TOD. In addition, the WILMAPCO *2040 Regional Transportation Plan* and MTA *MARC Growth & Investment Plan* call for the extension of commuter rail from Perryville to Elkton, MD or Newark, DE. In addition, the Cecil County Transportation Development Plan calls for a future

express bus stop in North East with service between Newark and Aberdeen, MD and an extension of bus transit within North East. The Town supports these proposals and feels that the future passenger rail station and a bus station should be collocated to maximize transit services and intermodal efficiencies. With the introduction of transit-ready development, North East could promote the feasibility of having a station along this extended rail service. Enhancing use of and access to existing and planned bus transit and promoting TOD around a future station area is a critical component of North East's plans to further economic development and provide greater travel choices to this rapidly growing area.

This project seeks to contribute to the revitalization of the traditional and historic community of North East with the improvement of the community's transit-served areas and potential future train station. North East's compact mix of housing, businesses and institutions offers a unique opportunity to bring together all the characteristics that comprise a Transit-Oriented community. Improved, convenient access by transit, walking and bicycling is essential, as is preparing for vehicular access needs and parking. Implementation of a transit corridor and train station improvement plan will strengthen North East's identity and focus attention on its function as a transit-oriented community. Additional bus stops, expanded bus routes, and a collocated intermodal terminal will further enhance transit opportunities and encourage ridership. WILMAPCO's Cecil County Bicycle Plan initiative will coordinate with the Town's detailed TOD planning project and also help inform ongoing trail planning efforts.

Master Vision Plan

The feasibility study will result in a concept plan for existing and planned transit corridors and potential train station site. The plan will include all necessary roadway improvements, upgraded pedestrian, bicycle and bus amenities, expanded automobile parking areas and new rail facilities. The plan will address the potential for Transit-Oriented Development/Transit-Ready Development along transit corridors and at the identified train station site.

Traffic Circulation, Transit Access and Parking Plan

The station also has the potential to serve as a transit hub for existing bus transit service. An internal circulation plan will be included that will limit automobile and bus interaction. The bus travel path will be designed to limit exposure to automobile parking areas. Station parking will also be identified. In addition, pedestrian and bicycle access to the station site and bus stops will be identified.

Transit Supportive Land Use Recommendations

The plan will include development scenarios for the station area to support the planned train station. The current inventory of infrastructure and land use will be assessed to determine how it supports a TOD development project. Land use recommendations will consider market demand for retail and higher-density housing and employment. Analysis will examine impacts of existing zoning [such as lot coverage, setbacks, and height limits] which may make transit supportive land use difficult to achieve and lead to recommendations for new land use policies, as required. Land use recommendations will promote the location of key services near the planned station to

accommodate transit users. Mobility friendly design will be applied near bus stops.

Transportation Planning and Programming

The primary agency responsible for implementing major transportation improvements in the North East area is the Maryland Department of Transportation (MDOT). MDOT meets with local officials each year to review capital project priorities in Cecil County. These projects are then programmed in the MDOT's six-year Consolidated Transportation Program (CTP).

State Priorities for Local Improvements

Consolidated Transportation Program (CTP)

The Maryland Department of Transportation develops the Consolidated Transportation Program (CTP) to detail the ongoing and new capital programs to be implemented over a six year period. Projects are categorized by modal, such as highways, transit, aviation, etc. Each project approved by MDOT progresses through five funding stages: planning, design, right-of-way acquisition, utilities and construction.

Projects in North East in the 2012-2017 CTP:

- Reconstruction of the MD 272 bridge over Amtrak (currently in design)

Annual Tour

As part of the coordination that occurs between MDOT, Cecil County and the Town of North East, State officials meet annually with local officials in what has become known as "the annual tour." The purpose of the tour is to facilitate face-to-face interaction between the State and local officials to help ensure understanding and agreement about the projects that will be included in the annual update of the CTP. It also affords an opportunity for local officials to directly comment on aspects of the proposed projects and also suggest projects and priorities that are of local concern. While interjurisdictional coordination is ongoing at the staff level, this formalized tour structure helps ensure that elected officials have the opportunity to communicate directly with the senior officials at MDOT on an annual basis.

Highway Needs Inventory (HNI)

The Maryland State Highway Administration (SHA) identifies long-term projects in the Highway Needs Inventory (HNI). The HNI is not fiscally constrained and contains projects that are beyond the CTP's six year period. The HNI lists the following projects that could impact future development in North East:

The HNI referenced in the 2010 Cecil County Comprehensive Plan identified MD 7, from Charleston to MD 272 as needing two lane reconstruction. That project should also consider the widening of the bridge adjacent to North East Isles over North East Creek to facilitate a bicycle and pedestrian pathway. The current configuration of the bridge does not appear to include

sufficient space to avoid a "bottleneck" for motor vehicles, bicycles and pedestrians using the bridge.

The County Plan also identified MD 272 north of couplet to US Rte. 40 as requiring multi-lane urban reconstruction and US 40 to Lums Road requiring divided highway reconstruction. Design of these projects should include pedestrian crosswalks that have been identified on the pedestrian system graphics included at the end of this Chapter. The draft Cecil County Bicycle Master Plan identified MD 272 from its intersection with Old Elk Neck Road north through the Town of North East and all the way to the Pennsylvania State boundary as a proposed on-road bicycle route.

Complete Streets

SHA is in the process of adopting a Complete Streets policy. The Complete Streets approach includes planning and designing our roads to safely accommodate all users including pedestrians, bicyclists, transit riders, emergency vehicles, people with disabilities, and the elderly. The policy also strives to achieve a roadway section that includes space to accommodate not only the physical roadway, but stormwater management features that meet the new Maryland Department of the Environment regulations, bus stops, utility easements, and other features identified in site plans along the roadway frontage. These features are incorporated using a context-sensitive planning and design approach that involves members of the community as projects are developed. The result will be a transportation network that balances safety, accessibility, community cohesion, effectiveness and reliability for all users and has the support of residents and officials.

Level of Service Policy

A Level of Service policy establishes a basis for evaluating proposed development plans and projects against the LOS that the Town and County seek to achieve or maintain as growth occurs. These criteria are used to evaluate the transportation system impacts of proposed development and the Municipal Growth Element (as described in Chapter 9), to evaluate alternative transportation plans, and to determine capital requirements.

The recommended minimum LOS for developments in North East and the County's adjacent growth areas is LOS C for off-peak periods and LOS D during peak hour conditions. Potential LOS deficiencies below those standards on major roadways would prohibit future development adjacent to these roadways. However, new development in such areas could be approved where those adverse effects are mitigated by the developer.

The Planning Commission should consider adopting minimum acceptable LOS standards that would be made part of the development approval process. Additional tools that could be evaluated from time to time include threshold criteria for requiring Traffic Impact Studies (TIS), an Adequate Public Facilities requirement for roadways that incorporate LOS standards, or direct incorporation of the LOS standards into Zoning and/or Subdivision ordinances. The Town should coordinate its approach (and development review process) with the State Highway Administration and with Cecil County. This would enable the Town and County to consistently require traffic studies and to require improvements if post-development impacts on a

transportation facility (roadway or intersection) will exceed the minimum LOS standards, or to amend development proposals that would exceed LOS standards regardless of mitigation.

A coordinated approach would help ensure that major traffic generating projects reviewed by the Town would receive County input in a timely manner and vice versa. To ensure acceptable Level of Service on regional arterials and to improve connectivity, road system upgrades and expansions should focus on the following key objectives:

- Improving north-south connections on MD 272 between US Rte 40 and I-95.
- Increasing connectivity within the North East Growth Area to provide alternate route options and minimize congestion. This could include site specific long-range planning for the employment areas within the western portions of the Growth Area.
- Working with the State Highway Administration and the Maryland Department of Transportation, Cecil County and WILMAPCO to incorporate bicycle, pedestrian and transit improvements to promote and maximize alternative means of transportation to reduce congestion and improve air quality.
- Incorporate the conclusions and recommendations of the Chesapeake Connector Study, the WILMAPCO Cecil County Bicycle Plan and Town and County Transit Development Plans into an Action Plan that can be used to leverage future funding opportunities.

WILMAPCO

Priorities for upgrades to Cecil County's road network are also influenced by regional planning conducted by WILMAPCO. WILMAPCO used Maryland's Upper Eastern Shore regional travel demand model to evaluate anticipated traffic impacts based on assumptions in the Cecil County's Future Land Use Plan. The model assumed that WILMAPCO's Regional Transportation Plan improvements would be in place by 2030, as would the County's 2007 Roadway Improvement Strategic Plan improvements. Based on these improvements and projected population, household, and housing units, the model determined future peak hour[2] LOS for major roads in Cecil County.[3]

Results of this modeling suggest that MD 272 from US 40 south through Town will approach or equal LOS F as will MD 7 from MD 272 east to Mechanics Valley Road.

[2] Peak hour refers to the hour or hours of maximum traffic volume. In Cecil County, this occurs during the evening commute period.

[3] For more details on the transportation model, methodology, and findings, please see: Transportation Modeling Methodology in the 2010 Cecil County Comprehensive Plan Appendix.

Maryland 272 is presently programmed in the WILMAPCO long range plan for improvements. This is consistent with the future travel demand for the facility. The roadway is anticipated to fail by the design year (2030), carrying approximately 30,000 vehicles per day. In order to meet the future demand, the roadway should be widened to four lanes from I-95 to US Rte. 40 or to the beginning of Main Street. The State Highway Administration has recommended that the widening of MD 272 should terminate at the US Rte 40 intersection to avoid widening through the downtown of North East.

Transit Oriented Development Plan (TOD Plan)

WILMAPCO has prepared a scope of work on behalf of the Town of North East for the preparation of a Transit Oriented Development Plan. Transit-oriented development (TOD) is a mixed use residential and commercial area designed to make public transit successful, walking and bicycling convenient and safe, and provide for a vibrant, livable community.

Fixed route Cecil County transit and interregional Greyhound bus service exist within North East and could be supported through enhanced TOD. In addition, the WILMAPCO *2040 Regional Transportation Plan* and the Maryland Transit Administration (MTA) *MARC Growth & Investment Plan* call for the extension of commuter rail from Perryville to Elkton, MD and Newark, DE. In addition, the Cecil County Transportation Development Plan calls for a future express bus stop in North East with service between Newark and Aberdeen, MD and an extension of bus transit within North East. With the introduction of transit-ready development, North East could promote the feasibility of having a multi-modal station along this extended rail service. Enhancing use of and access to existing and planned bus transit and promoting TOD around a future rail station area is a critical component of North East's plans to further economic development and to provide greater travel choices to this rapidly growing area.

When finished, the TOD Plan will:

- Study the opportunities and land areas within North East to form recommendations for future land uses around existing and future transit locations;
- Identify potential location(s) for a future train station / transit hub location;
- Identify multimodal transportation needs related to existing and planned transit including vehicular access, bicycle and pedestrian circulation, parking and amenities.

Through these activities, the Plan seeks to:

- Promote future re-introduction of rail service to North East;
- Promote greater use of existing and planned bus transit;
- Enhance community character in the downtown;
- Improve regional access and local walking, bicycling, and transit services;
- Support local and state Smart Growth policies and economic development initiatives;
- Embrace the community history while preparing for the future;

- Help improve regional ambient air quality through the reduction of vehicle travel and traffic congestion in North East.

Chesapeake Connector

- The Chesapeake Connector is a WILMAPCO project which will address the benefits of added track capacity on Amtrak's Northeast Corridor (NEC) on the segment between Prince and Bacon Interlockings in Cecil County, Md. for a distance of approximately 6.3 miles. This section of the NEC is currently a two-track section in a corridor that is generally a three track railroad. Although this section of track is located in Cecil County, MD, it is one of Delaware's priority rail projects; and it is anticipated to provide both public and private benefits. In Amtrak's NEC Master Plan, existing two or three track railroad segments south of Claymont, DE, would be expanded to three or four tracks to enable intercity and commuter rail expansion in Delaware and Maryland; the Chesapeake Connector is cited by name as a priority project. The Town's Transit Oriented Development Plan will build upon Phase II of the Track "A" Extension Feasibility Study, sometimes referred to as the "Chesapeake Connector."

Cecil County Strategic Roadway Plan

The Cecil County Strategic Roadway Plan (SRP) analyzed AM and PM peak hour volumes to determine traffic impacts at key intersections. This analysis showed that the following locations are expected to operate at level of service "E" or worse: US 40/Red Toad Road, US Rte. 40/MD 272, US Rte. 40/Mechanics Valley Road; and MD 272/MD 7. The County's SRP also predicts that MD 272 from I-95 to Irishtown Road will operate at LOS E/F during the morning peak and LOS F during the afternoon peak. The SRP lists numerous resurfacing, restoration, and rehabilitation projects as well as intersection realignment projects at Razor Strap and Red Toad Road as well as addition of turn lanes at MD 7 and Mechanics Valley Road [including studying potential realignment with Cemetery Road].

The SRP also recommends that a streetscape study be conducted for US Rte 40 from Elkton through Perryville. Such a study should also address a variety of design, development, land use and safety concerns within the Town of North East.

The County envisions US Rte. 40 as the County's primary business corridor, a free-flow roadway that incorporates transit and bicycle/pedestrian facilities, and a connector between towns and nodes of development. That is consistent with North East's vision for the highway corridor as well.

Town of North East Transportation Projects

The Town of North East has its most direct control over new local roads, parking areas and the location and construction of new pedestrian improvements. New local roads are reviewed and approved through the site planning and subdivision processes under the oversight and administration of the Planning Commission and Town staff. New pedestrian improvements are

created through the private development of lands and through the planning and capital programming of publicly funded expansions within the existing public rights-of-way.

US Rte. 40 Corridor Intersection Improvements

- Gateway
  North East envisions a corridor streetscape that provides a visually appealing sense of place. Trees should be planted to provide shade. Lighting should be designed and placed to fit the character of the community while providing necessary elements of safety. Sidewalks should be defined to develop connections between areas north of US Rte. 40 and neighborhoods and destinations south of US Rte. 40 [to encourage pedestrian activity].

  The creation of distinct parkway or suburban boulevard segments along US Rte. 40 through Town plus the establishment of special "gateways" at the entrances into North East will help identify and reinforce the land use and development pattern transitions along the North East portion of US Rte. 40.

- Pedestrian crossing from the North side of US Rte. 40 to the South side of US Rte. 40. Consideration of the following three locations: (please see concept plan graphics collected under: "Transportation Maps and Graphics" at the end of this Chapter.)

  a. At the intersection of US Rte. 40 and Route 272
  b. North East Station across US Rte. 40 to location of State Police Barracks
  c. North Main Street Extended across US Rte. 40 to Rogers Road

- Sidewalk installation along the east side of Mauldin Avenue from Irishtown Road to the existing sidewalk at Church Street.

Rail and Transit

- Rail Service: Identify the transportation impacts of rail service to the town in relationship to the State Highway systems.

- Add North East as one of the stops for the extension of the existing MARC Penn Line commuter rail service.

- Prepare and Implement a Passenger Rail Station feasibility study.

- Add Transit Oriented Design (TOD) concepts and priorities to North East's transportation planning principles and practices.

- Create appropriate design guidelines and standards to implement TOD principles and practices.

State Roads

- East Cecil Avenue: Due to the condition of the road, the Town sent a letter dated March 24, 2011 to the State Highway Administration, requesting reconstruction of East Cecil Avenue.

- MD Route 272 State Highway Administration/Bridge over Amtrak Rail: Request for lighting to be installed for the safety of pedestrians.

- MD 7, from Charleston to MD 272 needs two lane reconstruction which includes widening of the bridge over North East Creek to facilitate a bicycle and pedestrian pathway.

- MD 7, Ridgely Forest impacts. State Highway Administration comments on the Revised Traffic Impact Study for the Ridgely Forest development notes that SHA will require a continuous 3-lane MD 7 left turn lane at both site access driveway intersections on MD 7. SHA will require the southbound Site Access Drive approaches at both access points to provide separate left and right turn lanes and has recommended that a site access connection to Deans Bank Lane and/or May Street be studied to reduce site traffic impacts at the MD 7/Mechanics Valley Road intersection.

  The Traffic Impact Study included a Traffic Signal Warrant Study at the MD 7/Mechanics Valley Road-Cemetery Road intersection. The study determined that signal warrants would be satisfied and the Town of North East will require the developer to conduct a follow-up Traffic Signal; Warrant Study at the 50% and the 100% development stages (if not already warranted and deemed necessary by SHA at the 50% development stage). Geometric intersection improvements should be explored first to enhance intersection operations without the need for a traffic signal.

  If a traffic signal and/or intersection geometric improvements are found to be warranted and deemed necessary by SHA, the Town will require the developer to design and install a traffic signal or turn lane improvements at the MD 7/Mechanics Valley Road-Cemetery Road intersection. Any necessary right-of-way to construct or install the improvements will be the responsibility of the developer.

- MD 272 north of couplet to US Rte. 40 requires multi-lane urban reconstruction and US Rte. 40 to Lums Road requires divided highway reconstruction. Design of these projects should include pedestrian crosswalks that are identified on the pedestrian system graphics included at the end of this Chapter. A bicycle path should also be included to augment pedestrian circulation.

Local Streets

The Town performs an annual assessment of the condition of its streets and sidewalks and includes planned improvements in the Annual Capital Budget. Projects included in the Town's Annual Capital Budget are selected from a priority list maintained by the Town Maintenance Department.

Parking and Coordination

Providing adequate parking in the appropriate locations is an important planning objective, especially in the Central Business District (CBD). Public parking facilities have been provided at two locations in the CBD (see Map 4) totaling approximately one hundred (100) spaces. An additional 100 spaces are available at the Park and Ride lot located at Peninsula Drive and MD 272, and public parking is provided at the Town Park at the foot of Walnut Street. The Town of North East recognizes the necessity for additional parking in the Central Business District and in the Village Commercial District and continues to explore opportunities.

The Town reminds all affected agencies that at such time as preliminary discussions occur between State, County and/or regional agencies regarding any of the above matters of mutual interest, that the Town of North East should be notified in a timely manner so that the Town's concerns and priorities will be included and efficiently addressed.

Pedestrian Improvements

The Town of North East is committed to a "pedestrian friendly" environment throughout Town. Existing sidewalks should be maintained and a list of projects ranked in priority order should be developed to address missing links in the system and extensions from the downtown core to new residential neighborhoods and major concentrations of commercial and especially retail commercial land uses fronting State highways within Town.

As a precursor to more detailed study and evaluation of opportunities and constraints, safety, and cost concerns, the Town has identified existing sidewalks and cross-walks and included graphics at the end of this chapter that identify preliminary priorities for pedestrian system extensions and enhancements.

In addition to new sidewalks, it is important to provide residents and visitors with safe and convenient access to regional pedestrian trails. A new link between MD Rt. 7 at the Mechanics Valley cross-walk and the Elk Neck State Forest and Park Trail [that runs south along MD Rt. 272 into Elk Neck State Park and on to the end of the peninsula] is identified on a graphic at the end of this Chapter. This new pedestrian linkage between the Town and the regional walking trail will provide both recreational and mobility improvements to the Town's residents and serve as a tourism enhancement and economic development tool.

Recommendations

General

Promote alternatives to driving alone and encourage the County and State to inform citizens of the public and private monetary and environmental costs of continued dependence on autos.

- The Town should support bicyclists and pedestrians by providing safe, convenient, and inviting routes and walkways between activity centers.

- In Central Business District, priority shall be given to building pedestrian friendly streets. This pedestrian orientation will create an environment where people will want to get out of their cars and onto the sidewalks and bike routes. This, along with appropriate zoning and other Town efforts, will encourage development and redevelopment.

- Sidewalks along Cecil Avenue should be extended to connect with the County's proposed Greenway.

- The Town should accommodate the safe and efficient movement of goods and people, acknowledging the importance of both functions to the long-term economic vitality and livability of the Town of North East.

- The Town should establish street designs for new development that will contribute to reaching the transportation and land use goals of the area, provide safe and efficient mobility for all people, and contribute to the quality of life.

- New collector and local streets will be built by developers according to the developer's site plan and Town specifications.

- The Town should require that the layout of new street connections in undeveloped areas assure connectivity to the overall Town street system.

- All developments should have adequate access and circulation for public service vehicles, but actual paved street sections should be as narrow as possible to maintain a human scale.

- The Town should work with the State and County to coordinate the land use and transportation elements of the Comprehensive Plan with adjacent jurisdictions.

- The Town should amend the zoning ordinance to require new large scale commercial, business and industrial developments to provide reserved parking spaces for carpools, vanpools, and bicycle racks at office and industrial sites to accommodate and encourage high occupancy vehicle (HOV) commuting and to support bicycle commuting and travel.

- Encourage the State, County, WILMAPCO and Amtrak to re-establish railroad service to the Town, with bus transit provided in the interim.

Commercial Streets

New local streets serving commercial land uses should provide safe and convenient access to the parcels they serve and be designed to preserve or improve existing access to parcels that may be impacted by the new street(s).

Strategies for improved development design and aesthetic appeal of infill and redevelopment projects are especially important along highway corridors (e.g., US Rte 40), in the central business district and at the future Town gateways. In the case of highway corridors, North East has adopted a special highway corridor overlay zone. The purpose of this overlay district is to protect and enhance the aesthetic and visual character of the Town and to provide for and promote orderly growth. The Highway Corridor Overlay District (HCOD) regulations supplement the regulations of the underlying zoning districts and help provide harmony and compatibility of development along the major highway corridors that serve as gateways to the community. The HCOD includes all lands within 500 feet of each side of the center line of the following rights-of-way: US Rte. 40, I-95, and MD 272 north of North East Creek.

Pedestrian and bicycle improvements within the HCOD will be guided by the design guidelines contained within Appendix A – Guidelines for Pedestrian Crossing Treatments in the Manual of Uniform Traffic Control Devices published by the national Cooperative Highway Research Program, Federal Highway Administration. The second principal source of design guidelines in use within North East will be the Maryland State Highway Administration – Office of Traffic and Safety (OOTS) document, "Accessible Pedestrian Signals-Design Guidelines." The Town of North East will also coordinate with the Assistant District Engineer for Traffic.

Residential Streets

New residential streets serving residential neighborhoods should be designed to ensure that the Streets provide:

- safe and convenient access for motorists, pedestrians, cyclists, and emergency vehicles
- maintain the integrity of the land uses and streetscapes they are serving;
- provide access within new neighborhoods and to adjacent neighborhoods, shopping areas, and schools;
- where possible, facilitate solar access alignment for residences;
- promote land use policies that minimize required local travel distances (e.g., between residences and work, schools, shopping and recreation); and
- reduce the land area devoted to local roadways to the minimum required for safety and efficiency.
- avoid difficult driveway approaches;
- promote safe, convenient pedestrian and bicycle travel;

Large-scale development projects

- Architectural harmony, including compatibility in styles, materials, colors, and building size and setbacks;

- Variety in housing types, density, and cost;

- Parks, squares, and other common open spaces for residents to interact and recreate, and to provide a setting for the architecture of the development;

- Neighborhood centers and civic spaces may include places to shop, work, learn, or worship;

- An interconnected street and sidewalk system which is based on a modified grid system;

- Sidewalks, street trees, and substantial on-street parking, providing distinct separation between pedestrians and traffic;

- Streets and sidewalks that are spatially defined by buildings in a regular pattern;

- The Town should amend the zoning ordinance to require new large scale commercial, business and industrial developments to provide reserved parking spaces for carpools, vanpools, and bicycle racks at office and industrial sites to accommodate and encourage high occupancy vehicle (HOV) commuting and to support bicycle commuting and travel.

- The Town should separate truck traffic from shoppers and employees where possible: and

- The Town should control truck loading and unloading that occurs on-street during morning and evening peak traffic periods.

- The Town should require traffic calming, including more narrow streets with shorter turning radii than typical residential streets, plus medians, circles and related features along prominent streets;

- Turning radius should be determined by the types of vehicles proposed for using the road.

- The Town should require lighting which is designed for safe walking and signage which has a pedestrian orientation;

- The Town should work with the State and County to coordinate the land use and transportation elements of the Comprehensive Plan with adjacent jurisdictions, and encourage the State, County, WILMAPCO and Amtrak to establish railroad service to the Town, with bus transit provided in the interim.

- A system of land subdivision and development which links one neighborhood or commercial site to another and can be logically extended by interconnected circulation, roads, and walkways.

Pedestrian and Bicyclist Improvements

Promote alternatives to driving alone and encourage the County and State to inform citizens of the public and private monetary and environmental costs of continued dependence on autos.

- The Town should support bicyclists and pedestrians by incorporating safe, convenient, and inviting routes and walkways along all State highways and between activity centers as an integral part of any roadway upgrade or reconstruction.

- In Central Business District, priority shall be given to maintaining pedestrian friendly streets. This pedestrian orientation will continue to promote an environment where people will want to get out of their cars and onto the sidewalks and bike routes. This, along with appropriate zoning and other Town efforts, will encourage infill development and redevelopment.

- In designing street improvements, the Town should accommodate the safe and efficient movement of goods and people, acknowledging the importance of both functions to the long-term economic vitality and livability of the Town of North East. This may require the physical separation of motor vehicles and bicyclists or pedestrians, especially in high traffic volume locations.

- The Town should establish street designs for new development that will contribute to reaching the transportation and land use goals of the area, provide safe and efficient mobility for all people, and contribute to the Town's quality of life.

- New streets should promote land use policies that minimize required local travel distances (e.g., between residences and work, schools, shopping and recreation); and reduce the land area devoted to local roadways to the minimum required for safety and efficiency.

- New collector and local streets will be built by developers according to this Comprehensive Plan, the developer's approved site plan and Town specifications.

- In commercial areas, new streets will be designed to separate truck traffic from shoppers and employees where possible, and control truck loading and unloading that occurs on-street [during morning and evening peak traffic periods].

- The Town will require that the layout of new street connections in undeveloped areas assure logical connectivity to the overall street and sidewalk system.

- All developments should have adequate access and circulation for public service vehicles, but actual paved street sections should be as narrow as possible to maintain a human scale.

- New local streets serving commercial land uses should provide safe and convenient access to the parcels they serve and be designed to preserve or improve existing access to parcels that may be impacted by the new street(s). Special needs and requirements may apply in the US Rte. 40 and MD 272 corridors.

- New residential streets serving residential neighborhoods should be designed to ensure that the streets provide safe and convenient access for motorists, pedestrians, cyclists, and emergency vehicles and maintain the integrity of the land uses and streetscapes they are serving.

- New residential streets should provide access within new neighborhoods and to adjacent neighborhoods, nearby shopping areas, and schools;

- New residential streets should, where possible, facilitate optimum solar alignment for residences;

Enhancing Walkability

Enhancing walkability and expanding pedestrian linkages between the Town's residential neighborhoods and the commercial districts remains a priority of the Town of North East. Factors currently affecting walkability within Town include the absence of buffers from traffic, the width of the existing sidewalks, the absence of existing sidewalks, and lack of right of way. The Town remains proactive to provide a walkable community that includes specific similarities such as:

- Short block lengths – no longer than 500 feet with few exceptions.

- Frequent crossing opportunities – at least every 300 feet near pedestrian trip generators such as schools, parks, libraries, shopping centers, and hospitals.

- A variety of land uses within walking distance of one another including neighborhoods within ¼-½ mile of a transit stop, shopping centers, restaurants, public facilities, parks and employment centers.

- General enhancements of pedestrian amenities include street trees, pedestrian lighting, pedestrian oriented building facades, way finding signage, benches, trash receptacles, water fountains, and newspaper racks. Consistency in design and placement is encouraged in both residential and commercial areas.

- Wide sidewalks with buffer zones – sidewalks at least five-six feet wide with six-foot planting strips may be appropriate especially if future intensification of commercial and mixed uses occurs along MD 272 on the south end of Town.

- Compact intersections – with short crossing distances and longer time cycle lengths for pedestrians where pedestrian signalization is in place.

Pedestrian Capital Improvement Program

A capital improvement program will organize, set project priorities, and provide preliminary cost estimates and identify potential funding sources for implementing the pedestrian plan. It is the Town's intent to develop a capital improvement program for pedestrian improvements.

Elements:

- Consolidated list of all proposed pedestrian improvement projects consistent with concept graphics #1 through #16 at the end of this chapter.
- Set priority or phasing for the implementation of each improvement
- Estimated cost of each project
- Anticipated source(s) of funding for each project

Each project listed in the pedestrian CIP should be assigned an implementation phase or a priority. This enables those implementing the plan in the future to select projects that will provide communities with maximum benefits in an equitable way within funding constraints. The pedestrian CIP should be as specific as possible, listing the total cost by year, for the first five years of the plan. However, the CIP should also be a flexible and dynamic document, and it may prove useful to estimate the total costs for later project phases that extend beyond the typical five year time frame of a CIP to help guide long range budgeting.

When selecting a prioritization methodology, consideration should be given to the time and resources available for oversight and project management by available Town staff. If time or resources are scarce and/or there are a small number of proposed improvements, a more simple qualitative methodology can prioritize the improvements.

Transportation Guidelines for Site Plan and Subdivision review

Transportation Impact Analyses

Transportation impact studies, whether as stand-alone documents or chapters in an environmental document, are intended to disclose information to assist decision makers and the public in the project review process. The National Environmental Policy Act (NEPA), the Federal law governing environmental analysis, and the Maryland Environmental Policy Act (MEPA)[4] have many differences, such as the level of specificity of alternatives analysis, but both

[4]Guidelines for Implementation of the Maryland Environmental Policy Act are found in COMAR under Title 34 Department of Planning, Subtitle 01, Chapter 02 Authority: Natural Resources Article, §§1-303 and 1-304, Annotated Code of Maryland; Environmental Policy Act Guidelines of the Secretary of Natural Resources.

require a full disclosure of transportation impacts, not just vehicular traffic impacts. The term "transportation" captures a wide range of potential impacts and modes. The North East Planning Commission should require all major residential development and all new commercial development proposals to provide a complete transportation analysis that considers all modes of transportation for on-site circulation as well as impacts on the surrounding parcels and the general vicinity. The criteria below represent a minimum standard for assessing a broad set of transportation impacts. They are generally organized around the themes of identifying impacts that disrupt existing operations, interfere with plans for the future, conflict with adopted policies, and/or create new demand.

Site Plan and Subdivision Review Criteria

North East will consider the following topics during site plan and subdivision reviews to improve the linkage between land use and transportation planning:

1. Identify the components of the Town's existing transportation systems (e.g. highways, streets, sidewalks, paths, transit routes, etc.) and how they are impacted by the proposal.

2. Examine capacity of the existing transportation system and the projected demands from various existing land uses in the community (e.g. residential subdivisions, commercial shopping, employment centers, public buildings and places, and recreation areas).

3. Identify future land uses that may be served by the Town's transportation systems (e.g. undeveloped parcels in the community or areas of the county adjacent to the Town).

4. Discuss ways that the Town's transportation systems can be improved to better existing and proposed land uses (e.g. increase mobility, connectivity and maintain and/or enhance community character).

5. Ensure that new project approvals include pedestrian and bicycle improvements identified on pedestrian system improvement concept graphics #1 through #16 [found at the end of this Chapter].

6. Consider the utility and desirability of transit stops and/or transit shelters at all major new commercial and employment centers, in Master Planned Communities, and within high density residential projects even if not specifically identified on concept graphics #1 through #16 identified above.

7. Consider requiring electrical services [or service line stubs for future utilization] at all transit shelters and major parking lots to support future use as "charging stations" by electrically powered bicycles and other vehicles.

8. Consider future space requirements for secure bicycle storage adjacent to, or otherwise conveniently located near, public facilities, transit shelters, the future passenger rail

station, and commercial and employment centers and include adequate space to provide such storage facilities at the time of project construction.

9. Consider existing pedestrian facilities. This can include adding new vehicular, pedestrian or bicycle traffic to an area experiencing pedestrian safety concerns such as a nearby crosswalk or school.

10. Consider whether the project supports and implements planned pedestrian facilities.

Site plan and major subdivision proposed off-site improvements, including mitigation, should be reviewed for consistency with local codes and design standards, including parking requirements, the Town's road code, and other adopted guidelines that may be developed and adopted from time to time. Site plans and major subdivisions will be coordinated with the Maryland State Highway Administration and with the Cecil County Planning Department to ensure that potential congestion, safety concerns and general growth management topics can be addressed in a cooperative and interjurisdicational manner. The Town of North East also desires to participate and provide timely comment on State and County projects that may have impacts on transportation infrastructure within the Town of North East.

Pedestrian Guidelines

The North East Zoning Ordinance, the North East Subdivision Regulations, and the North East Road Code are the three most important parts of the Town Code that govern the design, review and approval of local roads and pedestrian improvements. However, this Transportation Chapter addresses the Town's policy regarding the local pedestrian system of sidewalks, paths and trails. This clarification should be used to guide developers and inform residents regarding the Town's desires and intent regarding pedestrian convenience, safety, and the Town's general commitment to enhancing transportation options and opportunities in support of a healthy and sustainable community life for all Town residents and visitors.

Purpose

This section is intended to identify and communicate the design elements important to improving pedestrian safety and walkability within the Town of North East. This section provides *design elements* to inform designers, planners, and policymakers on available design treatments and best practices for pedestrians. When implementing these elements, engineering judgment will determine the specific locations and features of each design. Other important considerations include the requirements contained in the American Disabilities Act and revised Stormwater Management requirements promulgated by the Maryland Department of the Environment and incorporated in the Cecil County Stormwater Management Regulations. One of the new challenges will be to reconcile the need to manage urban drainage issues with these new stormwater management requirements within the space available in the Town's built environment.

Scope and application

Most streets should be targeted to have "basic" facilities such as curbs, gutters, sidewalks and well-delineated cross walks. In locations where pedestrian demand is higher, more intense improvements should be implemented. More intensive improvements could include traffic calming devices, wider sidewalks, use of pedestrian scale lighting and pedestrian scale signage, landscaping and higher quality pedestrian crossing treatments. These improvements are targeted for commercial streets with medium to high levels of automobile traffic or within a high density residential development.

Sidewalk Guidelines

North East currently requires a minimum 48" wide sidewalk with a 36" thru passage for new development. This means that sidewalks must maintain a minimum of 36" of unimpeded room for the passage of wheel chairs and similar aids for handicapped mobility. These dimensions conform to sidewalk requirements found in the Americans with Disabilities Act Accessibility Guidelines (ADAAG) which are minimum widths for passage.

The Institute for Transportation Engineers recommends planning sidewalks that are a minimum 60" wide with a planting strip of 24" on local streets and in residential and commercial areas. Sidewalks consist of the through passage zone and the utility zone. The through passage zone is the paved part of the sidewalk that pedestrians use. This zone should be wide enough to accommodate different walking speeds and shared use by people with mobility aids. It should also be proportionate to street size and pedestrian volumes.

All streets require a utility zone to accommodate above ground public infrastructure including street furniture, lampposts, street trees, and signs. Locating this infrastructure in the utility zone prevents it from encroaching on the thru passage zone. The utility zone also creates an important buffer between pedestrians and motor vehicles by providing a horizontal separation and a vertical buffer. Vertical elements like utility poles, signs, street lights and street trees improve pedestrian safety and comfort by buffering the sidewalk from travel lanes. This buffering effect is similar to that provided by curbside motor vehicle parking. Walkways and trails do not have utility zones but still require a minimum through passage zone.

The proposed guidelines would apply to sidewalks accompanying new development.

Proposed Sidewalk Guidelines

Street Type	Through Passage Zone	Utility Zone	Total Width
Arterial (Regional)	8'	4'	12'
Collector (North East)	6'	4'	10'
Local (Neighborhood)	5'	4'	9'
Walkway	4'	-	4'
Trail (Shared Use or Natural surface)	8-10'	-	6'

Sidewalk Materials

Paving materials should be consistent, durable, accessible to people using mobility aids, and smooth enough for passage (but not slippery). Concrete paving is recommended for arterial, collector, and local sidewalks. The concrete should be textured for safety and scored to match existing patterns. In all cases, ADAAG requirements shall be applicable and followed. Standards address curbs, sidewalks, paths and trails whose primary focus is on pedestrian mobility.

In pedestrian activity areas, painted curbs should be textured to ensure traction. To support pedestrians, cyclists, and joggers, trails may be constructed of asphalt, crushed granite, or bark mulch; however, concrete is the preferred paving material. Special paving may occur at neighborhood commercial areas, schools, and parks to give them a distinctive identity.

The Town of North East has adopted a standard for stamped and patterned public sidewalks which link either commercial or residential development into the Central Business District. The Planning Commission and the Mayor and Commissioners shall approve the location, color, material and design of all public sidewalks which are not the standard concrete.

Walkways

Walkways are usually made of concrete, wood, or stone. The construction of new walkways and the reconstruction of existing walkways should avoid wood to minimize long-term maintenance costs. Where wood is used, the construction should be of species that contain natural preservative characteristics such as Cedar and Redwood. Pressure treated Douglas Fir may be practical when initial cost is a consideration. Continuous handrails of wood on wood stairs and metal on concrete stairs are required on both sides. Stairs should have closed risers, treads with non-slip surfacing, and sufficient clearance from surrounding vegetation.

Stair flights should be 12 feet in length or less. Where slope or grade issues may require longer runs, individual sections of stair flights should be separated by 5 feet landings with concrete footings. Landings are good locations for benches and pedestrian light fixtures.

Lighting

Pedestrian-scale lighting improves accessibility by illuminating sidewalks, crosswalks, curbs, curb ramps, and signs, as well as barriers and potential hazards. Lampposts should be staggered on opposite sides of the street and be placed at crosswalks, bus stops, and corners. All commercial developments should provide appropriately designed lighting which will assist pedestrians on sidewalks and parking lots and ensure safe and convenient well lit transit stops and bus shelters. Pedestrian-scale lighting and motor vehicle-scale lighting each should be provided as a complement to the other to ensure that both sidewalks and travel lanes are effectively illuminated. The proposed location of the streetlights shall be coordinated with the proposed street trees and landscape. It is recommended that the street lights be located a minimum of 10 feet from the full growth canopy of adjacent trees.

Public lighting shall include poles and fixtures chosen from existing models identified by the Town. Shields or hoods should also be utilized to avoid light pollution and direct lighting onto the sidewalks. The installation of new lighting shall take into account potential light spillover that may adversely affect adjacent residents. The proposed lighting guidelines provide specific guidance in establishing adequate pedestrian scale lighting for a range of rights-of-way. The implementation of pedestrian-scale lighting should occur as part of pedestrian-oriented street projects.

Signage

Signage is encouraged to assist pedestrians in wayfinding. The signs will consist of a distinctive logo and directional guidance to neighborhood destinations or destination points of interest in North East. For example, destinations like the Town Park are often invisible from adjacent streets like Main Street and would benefit from additional pedestrian-scale signage. Pedestrian signage will comply with the criteria for character, proportion, height, and contrast specified by the Manual on Uniform Traffic Control Devices and the Americans with Disabilities Act Accessibility Guidelines and shall be compatible with the character of the Town. Signage shall also comply with the *Maryland* Manual on Uniform Traffic Control Devices (MdMUTCD), when possible. The implementation of these signs should occur as part of a proposed development or within an existing pedestrian-oriented improvement projects to enhance the pedestrian network in and around the Town of North East.

Plantings

Trees are a dramatic street improvement that create an attractive visual and psychological separation for pedestrians between the sidewalk and the roadway. Trees may also encourage drivers to move through an area more slowly and should be installed to allow for proper sight distance for both vehicles and pedestrians. They can be located in the utility zone to provide sidewalk shading or placed between on-street parking spaces in tree bulb-outs where sidewalks are narrow. (See the explanation of Bulb-outs on page 34.) The North East Zoning Ordinance contains specific “buffer yard” tree and shrub planting requirements.

Street Furniture

Street furniture includes benches, mailboxes, trash and recycling receptacles, bike racks, newspaper boxes, drinking fountains, information boards, kiosks, artwork, public phones, signs, bus shelters, and other items used by pedestrians. These features humanize the scale of a street and encourage pedestrian activity.

Street furniture should be placed in the utility zone to maintain thru passage zones for pedestrians and to provide a buffer between the sidewalk and the street. For bus shelters on crowded sidewalks, bus bulb-outs are recommended for providing additional space. (See the explanation of Bulb-outs on page 34.) Bus shelters should also have clearly displayed bus schedules and Town maps for way-finding.

Placement of street furniture along building edges is acceptable if the through passage zone is preserved. Buildings with lower floor windows, canopies for rain protection, tables, umbrellas,

signs, planters, benches, and other street furniture contribute to street life and enhance the pedestrian environment.

Driveways

Driveway entrances can be both dangerous and inconvenient for pedestrians. Driveway curbcut aprons that extend into the through passage zone may cause people on foot or in wheelchairs to fall. Driveways also reduce the available space for street trees, lighting, street furniture, and parallel parking. Wherever possible, entrances should be consolidated such that multiple users share a common curbcut for motor vehicle access. The ramp portion of a drive entrance should be located within the utility zone where possible. Design requirements are contained in the North East Road Code.

Crosswalks

Crosswalks assist pedestrians in getting from one side of the road to the other and provide continuity to sidewalks. Crossing treatments are classified as either passive or active treatments. Passive treatments are physical improvements like crosswalks or curb ramps that do not change in time.

Active treatments like traffic signals and audible pedestrian signals have multiple states that are triggered by automated detection or activated by pedestrians. Both types of treatments may be combined to create a comprehensive crossing system. With all treatments, engineering judgment is necessary to determine the specific locations and features of each project.

Crosswalk Materials

Crosswalks can be marked with white paint, reflective tape, signs, and/or lighting. The typical crosswalk in North East is a white painted thermoplastic treatment. High-visibility yellow ladder striping should be considered in school zones and selected high traffic volume locations.

While striping of all four legs of an intersection is recommended, engineering judgment should be used in all cases. High contrast crosswalk striping also helps people with visual impairments to cross streets. Striping should correspond to the width and location of sidewalks.

The Town of North East has adopted a standard for stamped and patterned public crosswalks which link either commercial or residential development into the Central Business District. After recommendation from the Planning Commission, the Mayor and Commissioners shall approve the location, color, material and design of all public crosswalks which are not the standard concrete. Where a proposed subdivision does not link in with the Central Business District, a Developer may opt to utilize the stamped, colored, patterned public crosswalks. This option shall require a recommendation from the Planning Commission and approval from the Mayor and Commissioners. Stamped concrete or asphalt along a state road will require the approval of the State Highway Administration.

Raised Crosswalks

Raised crosswalks provide a continuous street crossing for pedestrians at sidewalk level. They additionally work like speed humps to slow motor vehicle traffic at crosswalks. While eliminating the need for curb ramps, raised crosswalks should be marked or textured so that persons with visual impairments are able to identify the street edge. Approval of raised crosswalks within a public right of way requires Planning Commission recommendation and approval from the Mayor and Commissioners.

Passive Crosswalks

Safe and frequent pedestrian crossings are a basic building block of the pedestrian infrastructure. A crosswalk is an area of roadway designated for pedestrian crossings and is a continuation of the sidewalk across an intersection. Marked crosswalks should be straight for easy navigation and perpendicular to the sidewalks to minimize crosswalk length. However, ensuring the safety of crossings is the most important priority and engineering judgment should be used on a case-by-case basis. In locations where a marked crosswalk alone does not provide a safe crossing, additional treatments like bulb-outs, refuge islands, and signage may be considered to ensure pedestrian safety and access.

Active Crosswalks

Traffic signals provide protected crossing opportunities for pedestrians and may be used with other solutions categorized as either passive or active. Traffic signals can be especially effective at maintaining vehicle flow while limiting vehicle speeds to provide a safe and comfortable pedestrian environment. However, such speed regulation requires numerous traffic signals on a single street and the careful coordination of traffic signal timings.

Pedestrian signals work in conjunction with traffic signals to assign right-of-way at intersections. Pedestrian signals are appropriate at all intersections with traffic signals where crossing is permitted. Using symbols and colors, they should provide a clear distinction between “walk” and “don’t walk” that is readily identifiable for people with limited vision.

Leading Pedestrian Interval Timing improves the visibility of pedestrians by allowing them to enter an intersection before vehicles with conflicting movements.

Countdown Signals let pedestrians know the exact amount of time remaining in the walk phase. This type of signal is recommended at all pedestrian crossings on US 40 and MD 272.

Audible Signals indicate to persons who are blind or have low vision the direction in which it is safe to cross. They should be installed at intersections with new traffic signals, actuated signal timings, complex traffic patterns, or irregular traffic volumes. Traffic signals should be retrofitted wherever there is a request from persons with visual impairments.

Pedestrian call buttons and kickplates allow pedestrians to request a signal phase for safe crossing. Audible call buttons should be installed in conjunction with audible pedestrian signals.

They should be conveniently located and clearly marked to indicate the crossing directions they trigger. Tactile symbols may also be installed alongside call buttons to provide crossing information on lane configurations for persons with visual impairments.

Curb Ramps

The Town of North East requires curb ramp installation in all proposed street intersections. Where resurfacing, sidewalk improvements, crosswalks, utility upgrades or alteration projects are proposed within the public right of way, improvements shall be designed to comply with the requirements of the Americans with Disabilities Act Accessibility Guidelines.

Corner Radius

A corner's turning radius determines how fast a driver can comfortably make a turn. A tighter turn or shorter radius forces drivers to slow down allowing them to see pedestrians better and stop more quickly. Slow corners with short turning radii increase safety for pedestrians at intersections by creating more sidewalk space and less road space.

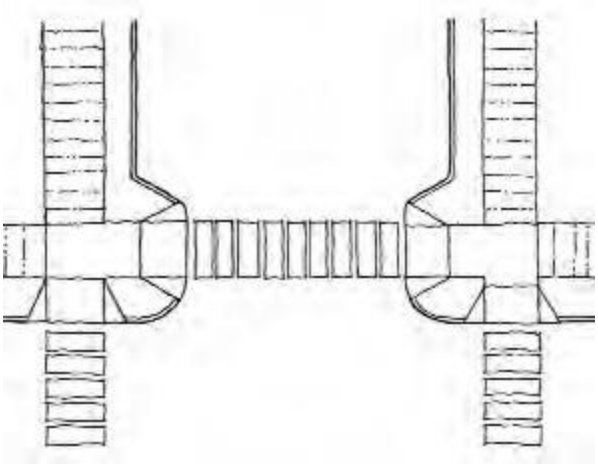
A decreased curb radius also allows for the placement of curb ramps that are aligned parallel to crosswalks. A 10' turning radius is recommended for streets with curbside parking. For streets without curbside parking, a 20' turning radius is recommended. Streets with significant volumes of truck traffic may also have larger corner radii.

Bulb-outs

Bulb-outs are extensions of the curb line at intersections that reduce the road way cross-section for a limited distance back from the corner. These "captured" sections of the road, if of sufficient size, may be landscaped and act as "gateways" to the block.

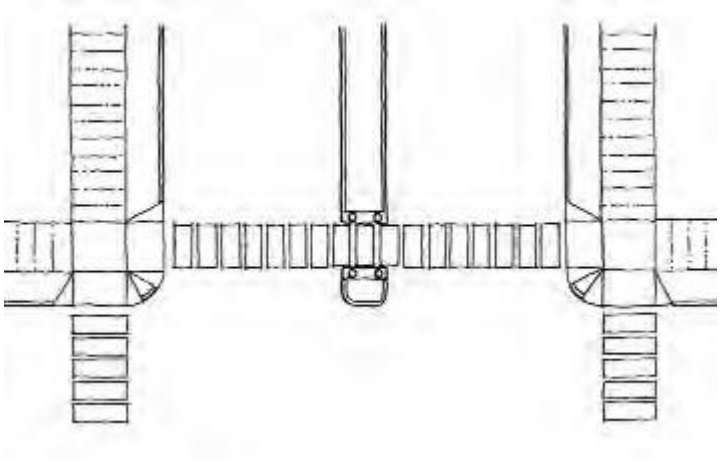
Bulb-outs reduce the crossing distance for pedestrians, increase visibility for motorists and pedestrians, prevent illegal parking at corners, and provide additional room for people waiting to cross the street. The added space may also be used for street furniture like benches, bike racks, and street trees.

Bulb-outs are also important for accessibility because they provide space for curb ramps, crossing buttons, and a safe waiting area. Bus bulb-outs provide space for bus shelters and increase the pick up and drop off efficiency of transit. Wherever possible, a bulb-out located at a bus stop should be designed as a bus bulb-out. If a bus bulb-out is not possible, the bulb-out should be designed with special care, so as not to interfere with bus movements. Tree bulb-outs can be used where sidewalks would otherwise be too narrow for plantings. Bulb-outs can be used at mid-block crossings and are beneficial when combined with pedestrian refuges. All bulb-outs should extend into the street no further than the edge of the travel or bike lane. Bulb-outs and accompanying street furniture will require additional maintenance.



Refuge Islands

Refuge islands are located at crosswalks in the middle of streets to provide a safe waiting area for pedestrians. They may include curbs and bollards to ensure the safety of waiting pedestrians. A refuge island may be part of a median or a stand-alone feature. By allowing pedestrians to cross only half of the street and then wait, the refuge island increases the number of gaps in traffic that are safe for crossing. While increasing the visibility of pedestrian crossings, refuge islands decrease the percentage of pedestrian collisions by reducing pedestrian/vehicle conflicts, motor vehicle speeds, and exposure time for pedestrians. The waiting area in refuge islands should be in line with the crosswalk and as wide as the crosswalk, such that persons with disabilities are able to pass through without obstruction.



Traffic Calming

Traffic calming modifies the physical arrangement of a street to deflect the path of motor vehicles and thereby slows traffic. It provides a cost-effective alternative to traffic signals for reducing motor vehicle speeds and improving pedestrian safety. Two types of deflection are discussed in this section, vertical deflection, which slows traffic by making motor vehicles drive over traffic calming devices, and horizontal deflection which slows motor vehicles by changing the street width or course of travel.

Vertical Deflection Speed Humps

Road humps are broad and gently sloping mounds of asphalt added across the width of a street to slow traffic. They are like speed bumps except they tend to be wider such that the slope of the bump is more gradual. The Mayor and Commissioners of the Town of North East have determined that there may be situations which are conducive to the installation of road hump(s), for the purpose of calming traffic. Specific design standards are included in the "Town of North East Neighborhood Traffic Management Road Hump Program."

Medians and Access Control

Medians increase safety by separating oncoming motor vehicle traffic and minimizing turning conflicts. They may be constructed with curbs or painted stripes, landscaping, or combined with pedestrian refuge islands. Medians also increase the safety of marked crosswalks at uncontrolled intersections. Medians with landscaping will beautify wide streets by breaking up large expanses of pavement and making the street feel smaller. Medians also often cause natural traffic calming. Median upgrades are recommended for all areas proposed for US Rte. 40 bicycle and pedestrian crossings and other locations, such as MD 272 at the south end of Town. Intense median landscaping can also serve to create an "urban parkway" feel that can help reduce oncoming traffic headlight glare at night and a sense of increased pedestrian safety during the day.

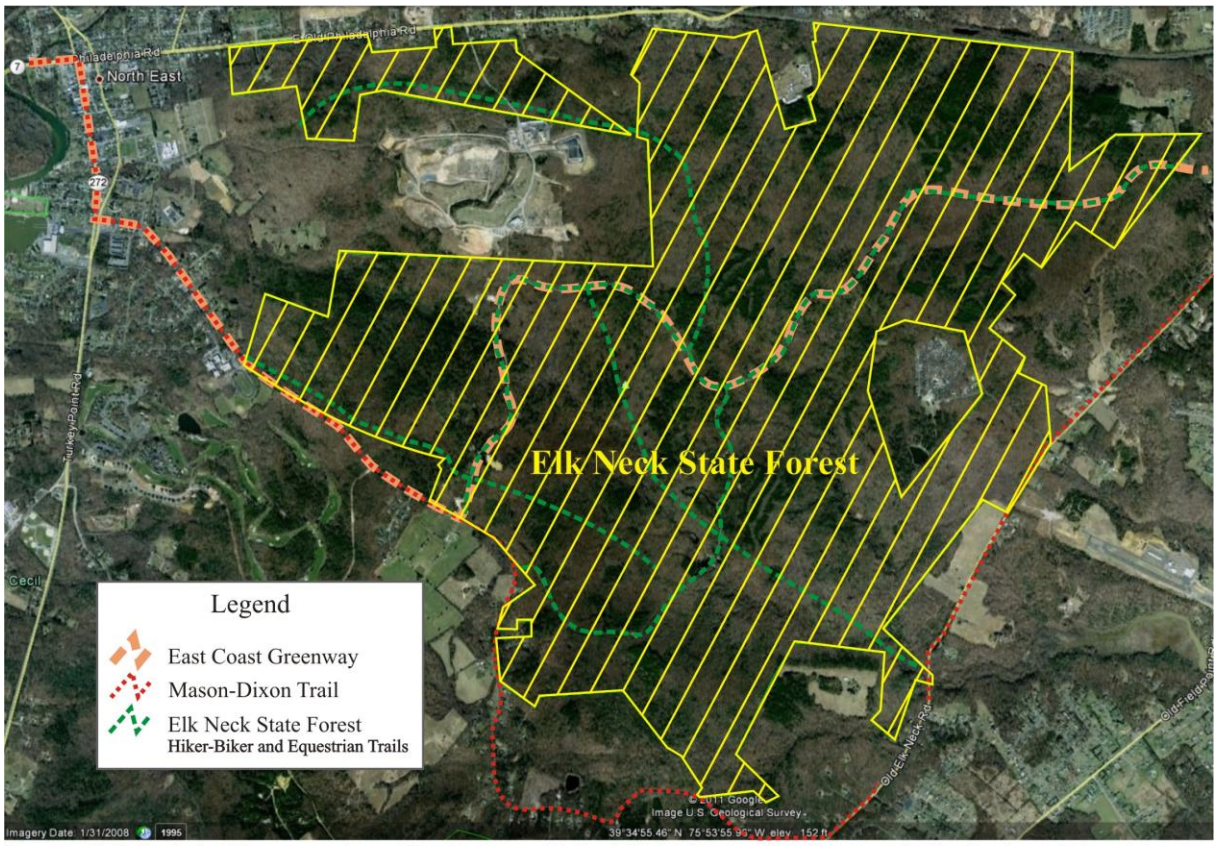
On-Street Parking

On-street parking slows traffic and acts as a buffer between pedestrians and motor vehicles. It increases the number of people on the street and thereby increases public safety. Diagonal parking may be used to narrow streets, but it causes serious conflicts with bicyclists and is not recommended. On-street parking is the standard configuration for both residential and commercial streets within North East.

Trails and Greenways

Trails

A number of trails and related "green infrastructure" exist within the Town of North East, the Town's planning area, and nearby locations that provide various degrees of connectivity to regional trails and greenways, both existing and planned. The most significant of these include a part of the East Coast Greenway and a length of the Mason-Dixon Trail System that follow designated sections of MD 7 from Charlestown eastward to the intersection with MD 272, south along Main Street, then southeast on Irishtown Road before temporarily diverging. The Mason-Dixon trail continues along Irish Town Road until it intersects with Old Elk Neck Road whereupon the route curves northeastward following the eastern boundary of Elk Neck State Forest before continuing on to Elkton. The East Coast Greenway follows existing trails through Elk Neck State Forest before exiting the Forest in its northeast corner and reconnecting with the Mason-Dixon Trail on Old Elk Neck Road. Overall, both routes include about ten miles of trail.



Imagery: U.S. Geological Survey courtesy of Google, Inc. Elk Neck State Forest and Trails data added by Gradecak & Associates, Inc.

Elk Neck State Forest is approximately 3300 acres situated in central Cecil County consisting of four separate tracts of land. Elk Neck State Forest is open to the public for hunting, hiking, horseback riding and mountain biking. Approximate trail locations are shown as green dashed lines above.

Mason-Dixon Trail

The Mason Dixon Trail connects the Appalachian Trail with the Brandywine Trail. This 193 mile long trail starts at Whiskey Springs on the Appalachian Trail, in Cumberland County, PA and heads east towards the Susquehanna River, passing through Pinchot State Park en route. The trail then follows the west bank of the Susquehanna south to Havre de Grace in Maryland. Across the river in Perryville, the Mason-Dixon Trail continues east on MD 7, passes through North East to Irish Town Road, on through Elk Neck State Forest, then on to Iron Hill Park in Delaware, north along the Christina River and White Clay Creek to the White Clay Creek Preserve. The trail then heads northeast to its eastern terminus at Chadds Ford, PA on the banks of the Brandywine River.

Elk Neck State Park Trails

Elk Neck State Park is located on MD 272 at the end of the Elk Neck Peninsula approximately ten miles south of the Town of North East. Five hiking trail loops are located within Elk Neck State Park as well as a number of camping areas. Detailed maps for Elk Neck State Forest and Elk Neck State Park are available from the Maryland Department of Natural Resources.

Elk Neck State Park Hiking Trails		
Trail Section	Length	Degree of Difficulty
Blue Trail	2.0 miles	easy
Green Trail	1.0 miles	moderate
Orange Trail	4.0 miles	difficult
Red Trail	1.5 miles	difficult
White Trail	0.75 miles	moderate

Trail locations, points of access, and related parking areas are shown on the State maps.

The Elk Neck Trails Association

The Elk Neck Trails Association is a volunteer organization that helps maintain and improve the hiking trails within the Park. The Association is also working to identify problem areas and opportunities for extending a trail link from Elk Neck State Park generally paralleling MD 272 north to the Town of North East with the intent to link with the Town's pedestrian network and the waterfront Town Park.

Trail linkages are proposed to the Town Park via Walnut Street, and a link is proposed to connect along Thomas Avenue and Cemetery Road north to MD 7. Signage and related improvements are desired to expand and develop a true regional hiker-biker and integrated pedestrian friendly environment that will connect the Town of North East to neighboring communities and regional bicycle and pedestrian networks

Water Trails

Through partnerships with local governments, citizen associations, and nonprofit organizations the Maryland Department of Natural Resources is working to build a statewide network of water trails. To date, Maryland has over 600 miles of designated water trails. A water trail generally consists of interaction with the Maryland Department of Natural Resources, follows a waterway, has an educational component involved with it and is typically maintained by a specific entity or entities such as a municipal, county, state or federal agency, to ensure user safety, legal access and compliance with state rules, regulations and goals.

The Town of North East supports the creation of a water trail originating at the Town Park located at the foot of Walnut Street. Connections to Elk Neck State Park and other destinations, such as Charlestown and Perry Point are envisioned.

Greenways

East Coast Greenway

The East Coast Greenway, or ECG, is a project to create a nearly 3,000-mile urban path linking the major cities of the Atlantic coast of the United States, from Calais, Maine to Key West, Florida, for non-motorized human transportation. Maryland has been actively participating in this initiative since 1996. Thirty-two percent of Maryland's 166-mile route is complete as off-road trail, and another fourteen percent is in development. Most of the identified future trail is either in development or planning, so goals in Maryland revolve primarily around finding routing options in gap areas and creating linkages to other greenways and trail systems.

Elk Neck Peninsula Greenway

The Elk Neck Peninsula Greenway is a planned greenway that would offer an excellent opportunity for a true recreational passageway from Elk Neck State Forest through smaller state holdings, possibly utilizing a portion of the Rodney Scott Boy Scout Camp, and ending at Elk Neck State Park. The Elk Neck Trail Committee has been working with property owners and public officials to design and develop a narrow, natural surfaced pathway that would eventually

stretch between the town of North East and Elk Neck State Park. This greenway is almost entirely forested and would connect 6,000 acres of publicly owned land. Trails utilized by private clubs currently exist in this area.

North East Creek Greenway

The Northeast Creek Greenway is a potential greenway along Northeast Creek. The town of North East is planning a trail system to link the community park to the downtown business district and continue north along the creek. Establishment of this greenway would protect water quality, wildlife, and fish spawning sites in Northeast Creek. The greenway would include the historic covered bridge at Gilpin's Falls and connect to an established trail at Cecil Community College. Plans for this trail include acquisition and easements in targeted development areas. The Town has obtained a number of easements for this greenway as part of development project approvals.

Lower Susquehanna Heritage Greenway

The Lower Susquehanna Heritage Greenway (LSHG) is a non-profit organization whose mission is to stimulate local economic activity by developing a linkage between our natural, historic and cultural resources. This linkage is a series of land and water recreational trails that weave the past into the future while promoting an understanding and appreciation for the character of this region. As part of a statewide system of Heritage Areas, the LSHG is responsible for implementing a local management plan targeting the area's waterfront communities. The Greenway includes designated trails and public lands along both banks of the Susquehanna River. Potential exists to create pedestrian and bicycle connections between North East and Perryville and the other parts of the Lower Susquehanna Heritage Greenway.

Maps and Graphics

The following pages provide graphic and spatial detail regarding specific Transportation planning concerns and improvements the Town would like to pursue with ongoing input from citizens, businesses, and State and regional planning partners.

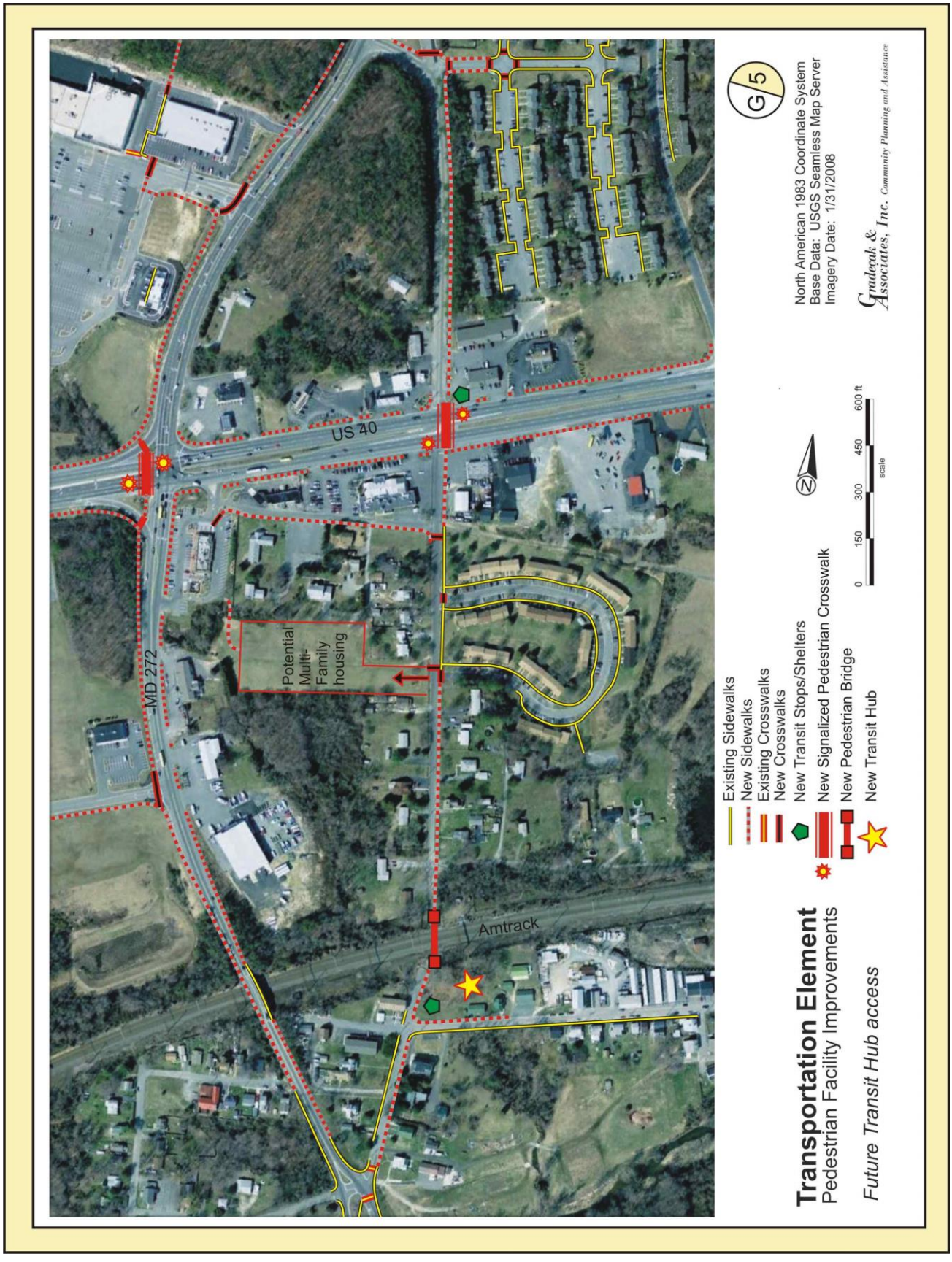
Transportation Element
Map 4
Major Transportation Facilities
Legend
Major Roads
Interstate Highways
State Secondary Highways
Local Roads
Railroads
North East Boundary
North East Growth Area
Parcels
Water
N
E
S
W
.5
0
1 mile
MD 272
MD 274
MD 7
US 40
Interstate 95
Amtrack
Chessie System Railroad
Collector
Arterial

Walmart
Grocerymart
Lease Pad
Lease Pad
Lease Pad
steep slopes
future second turning lane (westbound)
Existing Sidewalks
New Sidewalks
Existing Crosswalks
New Crosswalks
New Transit Stops/Shelters
New Signalized Crosswalk (with traffic light)
0
150
300
450
600 ft
scale
N
G/1
North American 1983 Coordinate System
Base Data: USGS Seamless Map Server
Imagery Date: 1/31/2008
Gradecak & Associates, Inc. Community Planning and Assistance
Transportation Element
Pedestrian Facility Improvements
Grocery / BigBox Market access

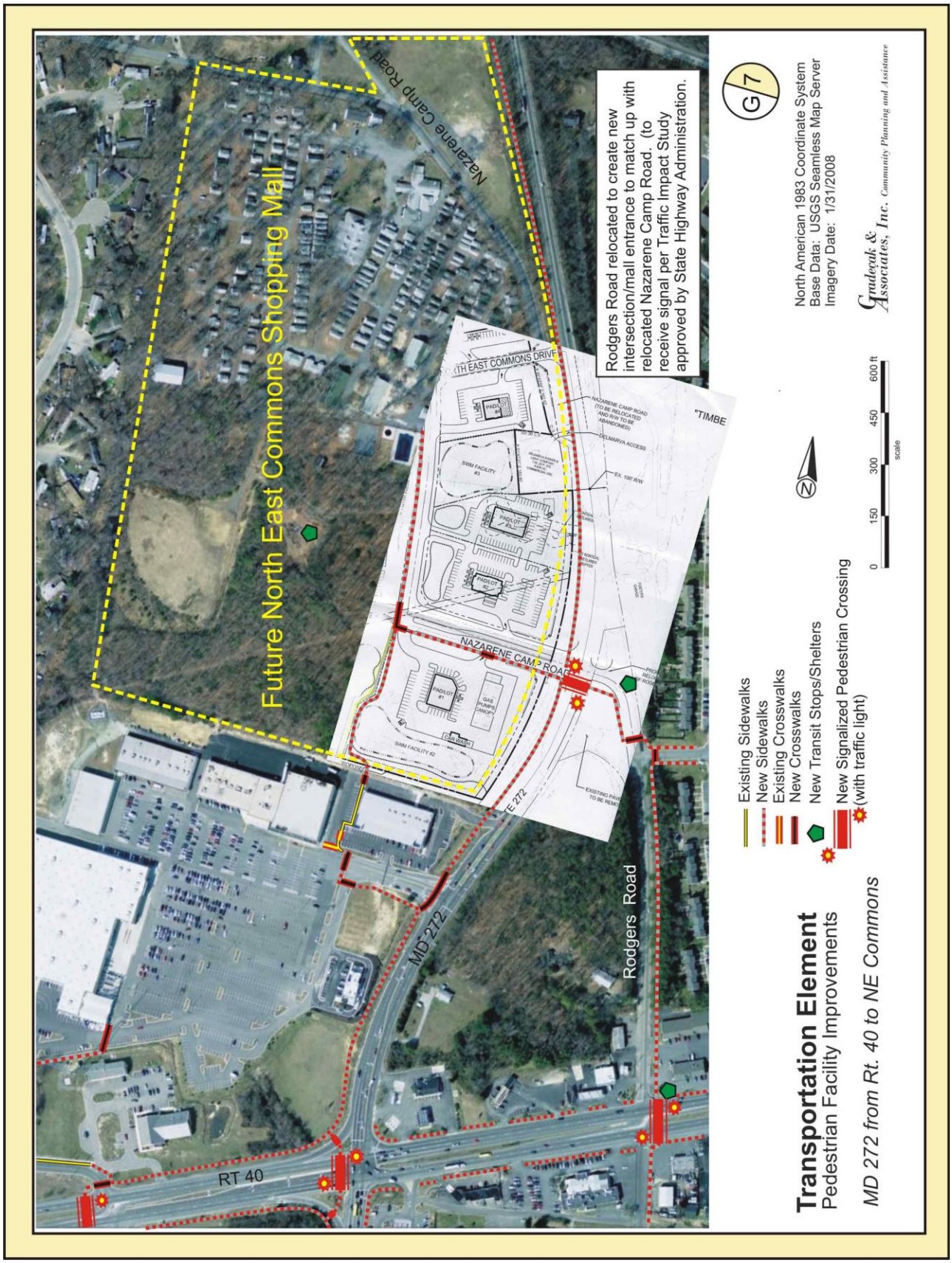
G/2
North American 1983 Coordinate System
Base Data: USGS Seamless Map Server
Imagery Date: 1/31/2008
Gradeak & Associates, Inc. Community Planning and Assistance
Existing Sidewalks
New Sidewalks
Existing Crosswalks
New Crosswalks
New Signalized Pedestrian Crosswalk (with traffic light)
New Transit Stops/Shelters
0
75
150
225
300 ft
scale
Transportation Element
Pedestrian Facility Improvements
Rt 40 Pedestrian Signal option 1

Amtrack
Rolling Mill Rd
Mechanics Valley Rd
G 3
Transportation Element
Pedestrian Facility Improvements
Rolling Mill Road
Existing Sidewalks
New Sidewalks
New Crosswalks
New Transit Stops/Shelters
New/Replacement Bridge
N
0
150
300
450
600 ft
scale
North American 1983 Coordinate System
Base Data: USGS Seamless Map Server
Imagery Date: 1/31/2008
Gradeak & Associates, Inc. Community Planning and Assistance

North Main Street
Pedestrian Overpass
Amtrack
Future Transit Hub
Rolling Mill Rd.
MD 272
Main St.
Meredith Ave.
G/4
Existing Sidewalks
New Sidewalks
Existing Crosswalks
New Crosswalks
New Transit Stops/Shelters
New Pedestrian Bridge
0
150
300
450
600 ft
scale
North American 1983 Coordinate System
Base Data: USGS Seamless Map Server
Imagery Date: 1/31/2008
Gradecak & Associates, Inc. Community Planning and Assistance
Transportation Element
Pedestrian Facility Improvements
Future Transit Hub

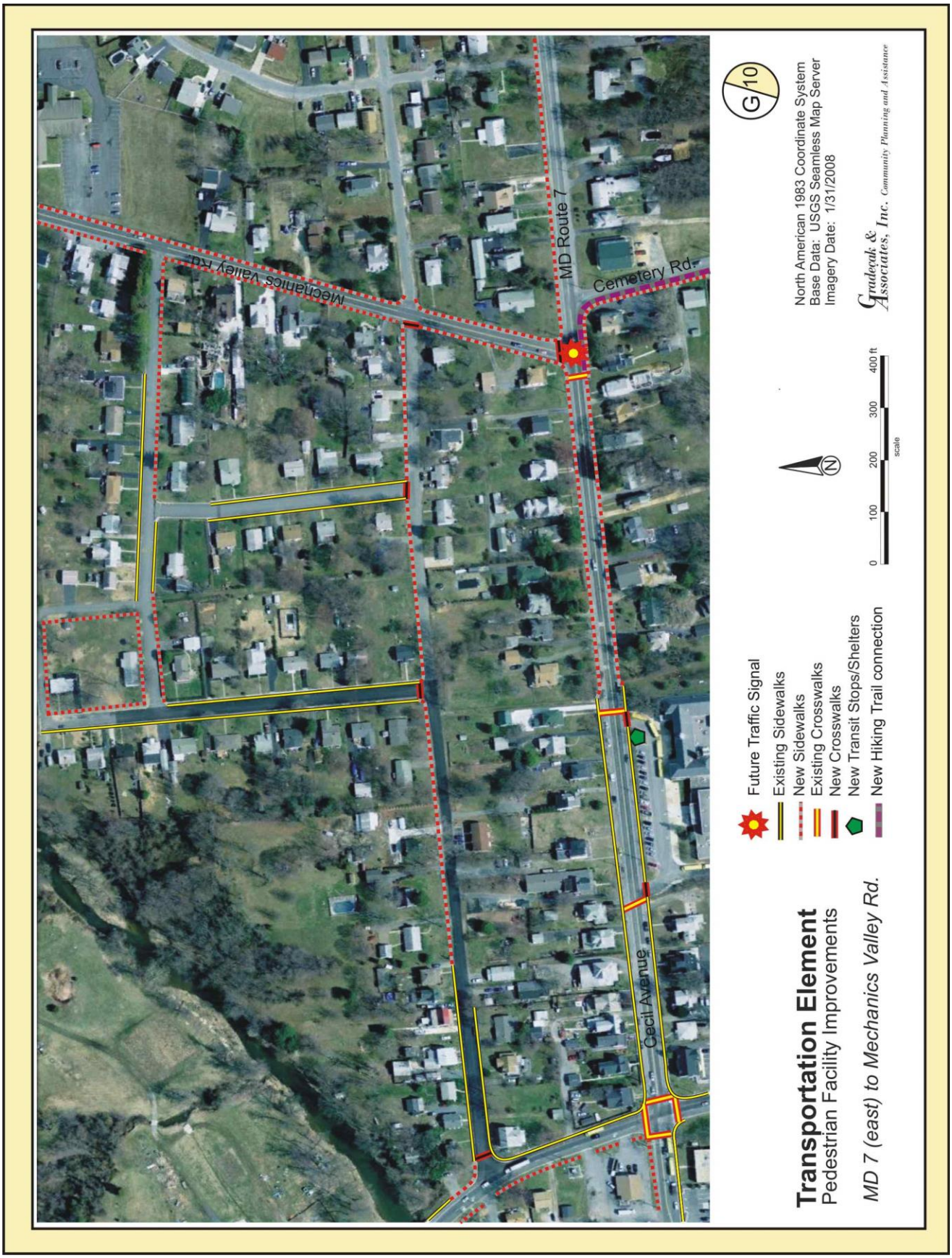

G/5
North American 1983 Coordinate System
Base Data: USGS Seamless Map Server
Imagery Date: 1/31/2008
Gradeyak & Associates, Inc. Community Planning and Assistance
Transportation Element
Pedestrian Facility Improvements
Future Transit Hub access
Existing Sidewalks
New Sidewalks
Existing Crosswalks
New Crosswalks
New Transit Stops/Shelters
New Signalized Pedestrian Crosswalk
New Pedestrian Bridge
New Transit Hub
0
150
300
450
600 ft
scale
N
US 40
MD 272
Potential Multi-Family housing
Amtrack

Future North East Commons Shopping Center
(with internal pedestrian connectivity)
Nazarene Camp Rd. (to be relocated)
G/6
Existing Sidewalks
New Sidewalks
Existing Crosswalks
New Crosswalks
New Transit Stops/Shelters
New Signalized Pedestrian Crossing
(with traffic signal)
0
150
300
450
600 ft
scale
N
North American 1983 Coordinate System
Base Data: USGS Seamless Map Server
Imagery Date: 1/31/2008
Gradecak & Associates, Inc. Community Planning and Assistance
Transportation Element
Pedestrian Facility Improvements
Timberbrook


Future North East Commons Shopping Mall
Nazarene Camp Road
Rodgers Road relocated to create new intersection/mall entrance to match up with relocated Nazarene Camp Road. (to receive signal per Traffic Impact Study approved by State Highway Administration.
G/7
North American 1983 Coordinate System
Base Data: USGS Seamless Map Server
Imagery Date: 1/31/2008
Gradecak & Associates, Inc. Community Planning and Assistance
Existing Sidewalks
New Sidewalks
Existing Crosswalks
New Crosswalks
New Transit Stops/Shelters
New Signalized Pedestrian Crossing (with traffic light)
0
150
300
450
600 ft
scale
Transportation Element
Pedestrian Facility Improvements
MD 272 from Rt. 40 to NE Commons
RT 40
MD 272
Rodgers Road
NAZARENE CAMP ROAD
DELMARVA ACCESS
EX. 100' R/W
SWM FACILITY #3
SWM FACILITY #2
PADLOT #1
PADLOT #2
PADLOT #3
GAS PUMPS CANOPY
EXISTING PAVEMENT TO BE REMOVED

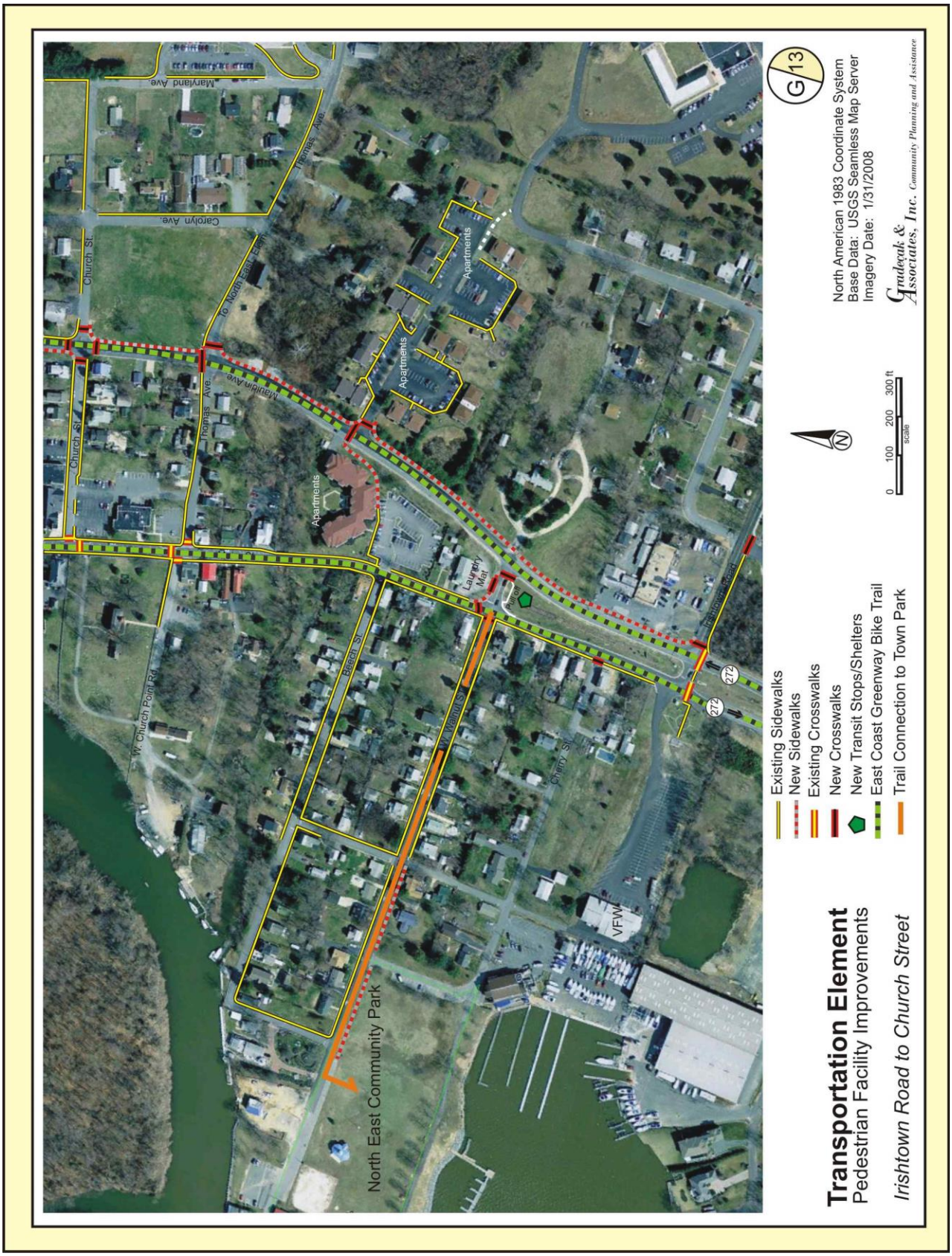
Ridgely Forest
MD 7
USDA Aerial Photography
National Agricultural Imagery Program
2009 1 meter Nat Color
North American Datum of 1983
G/8
North American 1983 Coordinate System
Base Data: USGS Seamless Map Server
Imagery Date: 1/31/2008
Gradecak & Associates, Inc. Community Planning and Assistance
N
0
150
300
450
600 ft
scale
Existing Sidewalks
New Sidewalks
Existing Crosswalks
New Crosswalks
New Transit Stops/Shelters
Transportation Element
Pedestrian Facility Improvements
Md 7 east to Ridgely Forest

CSX
Mechanics Valley Road
Mallory Way
MD Route 7
Existing Sidewalks
New Sidewalks
Existing Crosswalks
New Crosswalks
New Transit Stops/Shelters
Future Traffic Signal
0
100
200
300
400 ft
scale
N
G/9
North American 1983 Coordinate System
Base Data: USGS Seamless Map Server
Imagery Date: 1/31/2008
Gradecak & Associates, Inc. Community Planning and Assistance
Transportation Element
Pedestrian Facility Improvements
Mechanics Valley Rd. north to Courts of Mallory

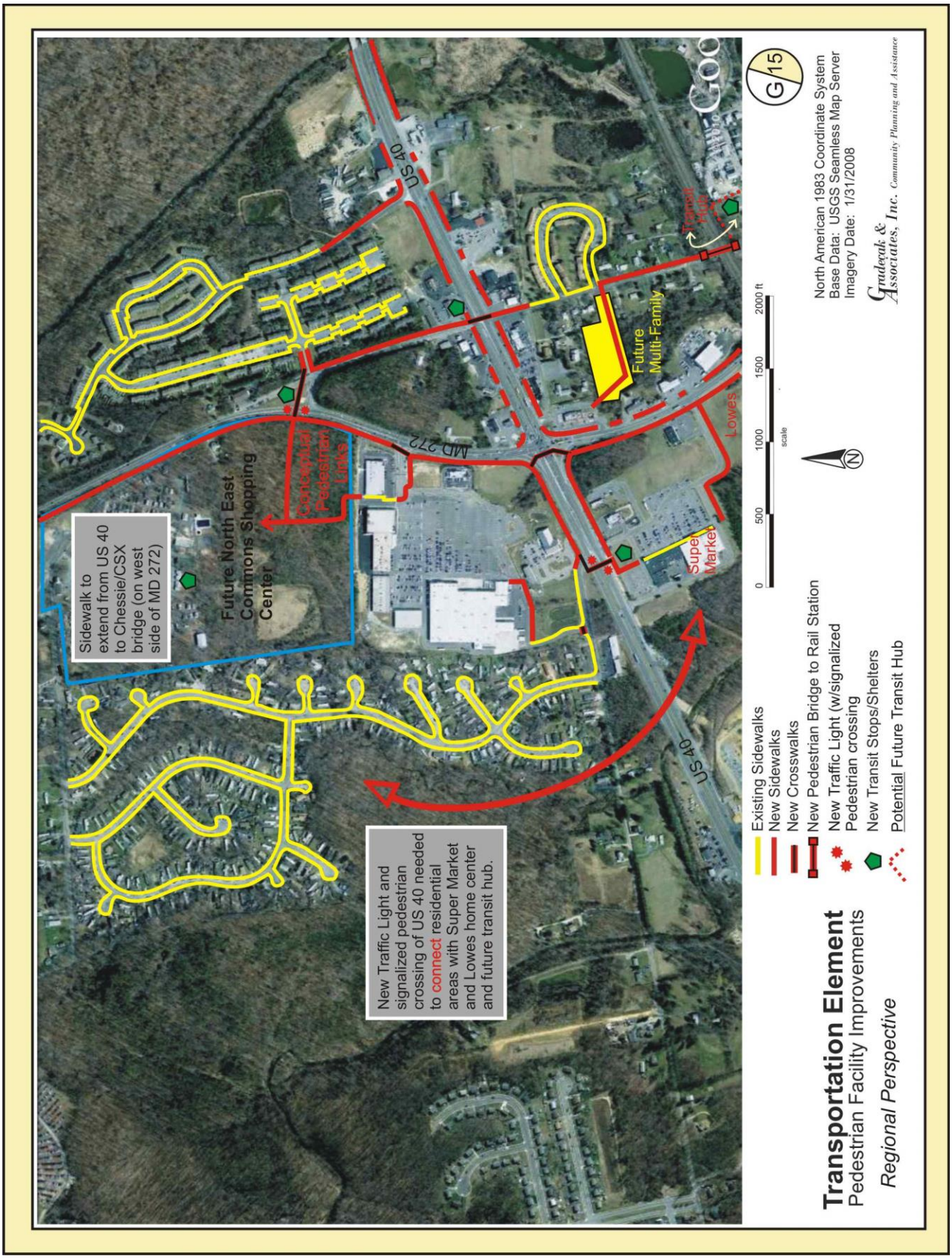

MD Route 7
Cemetery Rd.
Mechanics Valley Rd.
Cecil Avenue
Transportation Element
Pedestrian Facility Improvements
MD 7 (east) to Mechanics Valley Rd.
Future Traffic Signal
Existing Sidewalks
New Sidewalks
Existing Crosswalks
New Crosswalks
New Transit Stops/Shelters
New Hiking Trail connection
0
100
200
300
400 ft
scale
N
G/10
North American 1983 Coordinate System
Base Data: USGS Seamless Map Server
Imagery Date: 1/31/2008
Gradeck & Associates, Inc. Community Planning and Assistance

G/11
Transportation Element
Pedestrian Facility Improvements
MD 7 (west) to Main Street
Existing Sidewalks
New Sidewalks
Existing Crosswalks
New Crosswalks
New Transit Stops/Shelters
East Coast Greenway Bike Trail
0
100
200
300
400 ft
scale
North American 1983 Coordinate System
Base Data: USGS Seamless Map Server
Imagery Date: 1/31/2008
Gradecak & Associates, Inc. Community Planning and Assistance

Potential / Anticipated
Residential Development
Site
G12
North American 1983 Coordinate System
Base Data: USGS Seamless Map Server
Imagery Date: 1/31/2008
Gradecak & Associates, Inc. Community Planning and Assistance
Existing Sidewalks
New Sidewalks
Existing Crosswalks
New Crosswalks
New Transit Stops/Shelters
East Coast Greenway Bike Trail
0 125 250 375 500 ft
scale
Transportation Element
Pedestrian Facility Improvements
North East Isles Drive to MD 7


Transportation Element
Pedestrian Facility Improvements
Irishtown Road to Church Street
Existing Sidewalks
New Sidewalks
Existing Crosswalks
New Crosswalks
New Transit Stops/Shelters
East Coast Greenway Bike Trail
Trail Connection to Town Park
North American 1983 Coordinate System
Base Data: USGS Seamless Map Server
Imagery Date: 1/31/2008
Gradeck & Associates, Inc. Community Planning and Assistance
G13
North East Community Park
Maryland Ave.
Carolyn Ave.
Church St.
To North East Park
Thomas Ave.
Melville Ave
Apartments
Laundry Mat
Pearl St.
W. Church Point Rd
W. Walnut St.
Cherry St.
VFW
Telegraph Road
272
0 100 200 300 ft
scale

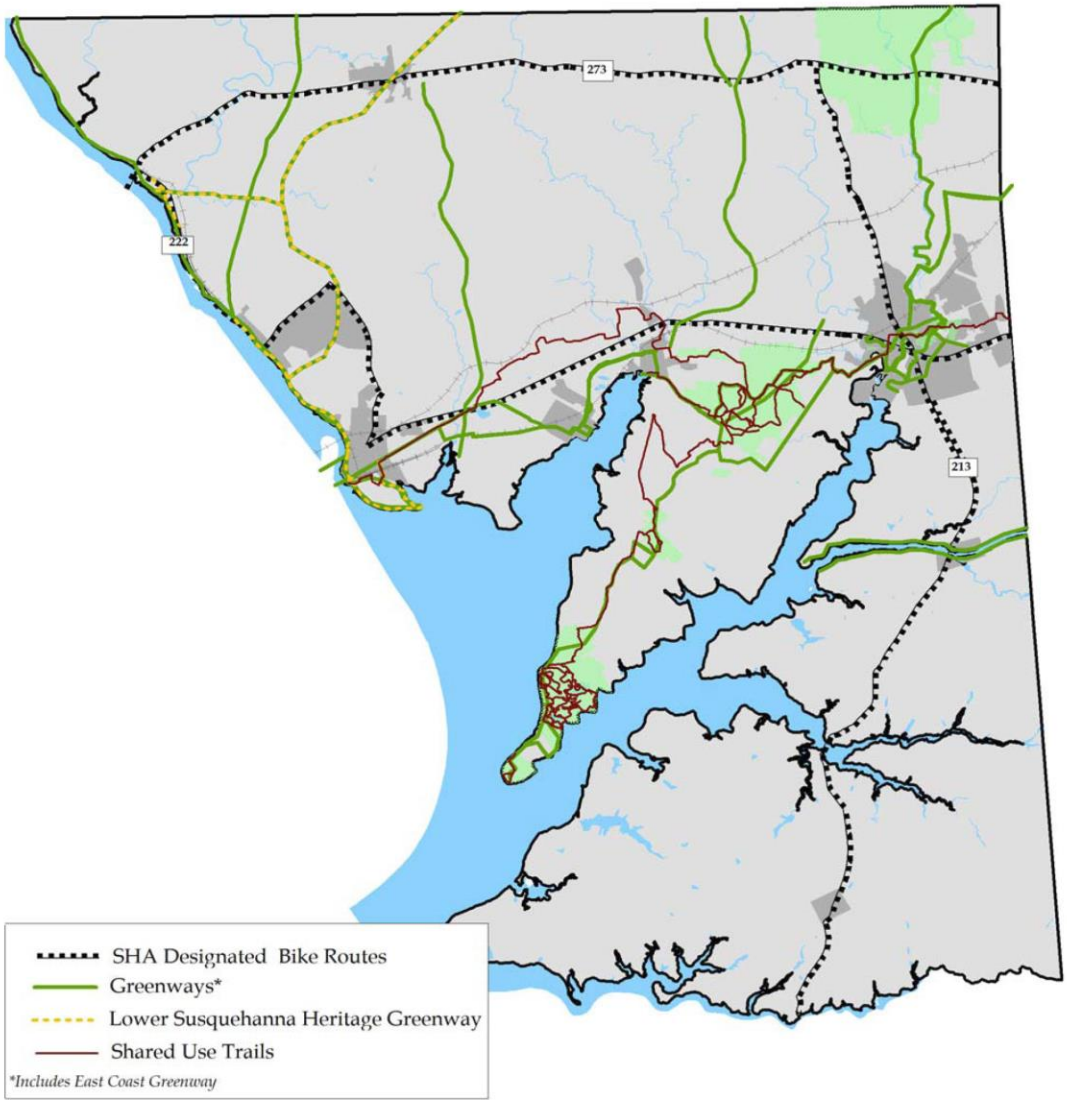
G14
Transportation Element
Pedestrian Facility Improvements
Lowes Site and Analysis for
Possible Future Rail Station
Chesapeake Bay Critical Area limit
Nontidal Wetlands
Building Restriction Line
(Insufficient remaining buildable
land at this location)
N
0
150
300
450
600 ft
scale
North American 1983 Coordinate System
Base Data: USGS Seamless Map Server
Imagery Date: 1/31/2008
Gaudreau &
Associates, Inc. Community Planning and Assistance

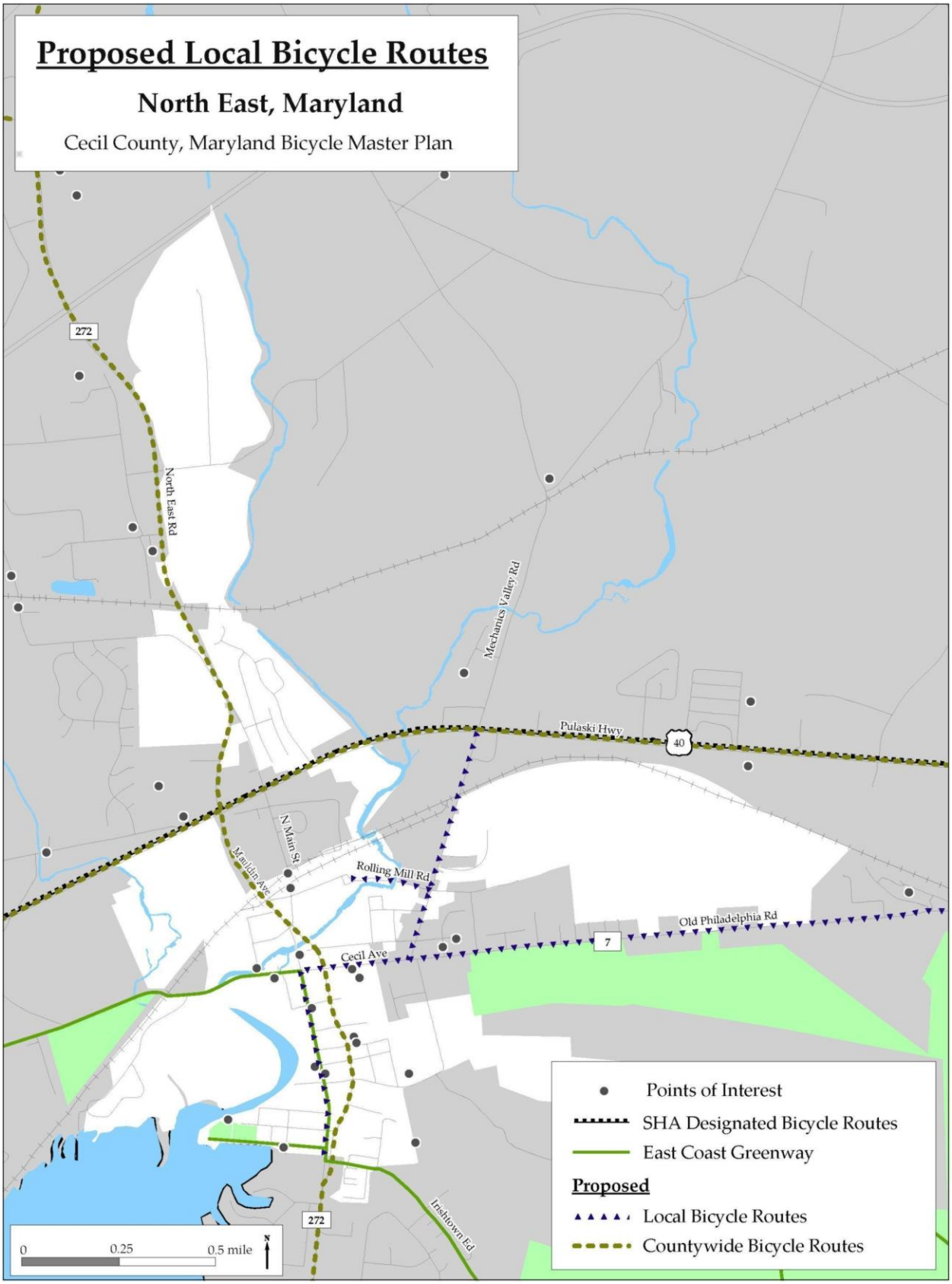

Transportation Element
Pedestrian Facility Improvements
Regional Perspective
Existing Sidewalks
New Sidewalks
New Crosswalks
New Pedestrian Bridge to Rail Station
New Traffic Light (w/signalized Pedestrian crossing
New Transit Stops/Shelters
Potential Future Transit Hub
0
500
1000
1500
2000 ft
scale
N
North American 1983 Coordinate System
Base Data: USGS Seamless Map Server
Imagery Date: 1/31/2008
Gradeak & Associates, Inc. Community Planning and Assistance
G/15
Sidewalk to extend from US 40 to Chessie/CSX bridge (on west side of MD 272)
Future North East Commons Shopping Center
Conceptual Pedestrian Links
New Traffic Light and signalized pedestrian crossing of US 40 needed to connect residential areas with Super Market and Lowes home center and future transit hub.
US 40
MD 272
Future Multi-Family
Transit Hub
Super Market
Lowes

Transportation Element
Pedestrian Facility Improvements
Cemetery Road Trail Connector
Existing Sidewalks
Existing Crosswalks
New Crosswalks
Cemetery Road Trail Connector
(too be implemented with sidewalks)
(connections with East Coast Greenway
bike trail and trails leading to
Elk Neck State Forest and Park)
Future Traffic Light
0 125 250 375 500 ft
scale
N
G/16
North American 1983 Coordinate System
Base Data: USGS Seamless Map Server
Imagery Date: 1/31/2008
Gradecak & Associates, Inc. Community Planning and Assistance
Cemetery Road
MD 7
Mechanics
Cecil Avenue
North East, MD
Maulden Avenue
Thomas Avenue

Cecil County Bicycle Master Plan

Regional and State Bicycle Networks




Proposed Local Bicycle Routes
North East, Maryland
Cecil County, Maryland Bicycle Master Plan
272
North East Rd
Mechanics Valley Rd
Pulaski Hwy
40
N Main St
Maulden Ave
Rolling Mill Rd
Old Philadelphia Rd
7
Cecil Ave
272
Irishtown Rd
0
0.25
0.5 mile
N
Points of Interest
SHA Designated Bicycle Routes
East Coast Greenway
Proposed
Local Bicycle Routes
Countywide Bicycle Routes

Town of North East Pedestrian Improvements

SHA Roads