

Adam Streight
County Executive

Dan Schneckenburger
Director of Administration



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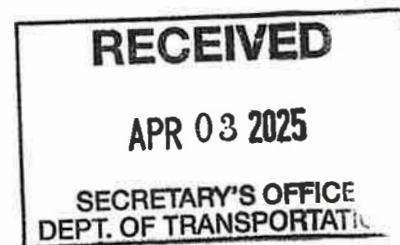
County Information
410.658.4041
410.996.5200

CECIL COUNTY, MARYLAND

Office of the County Executive
200 Chesapeake Boulevard, Suite 2100, Elkton, MD 21921

February 21, 2025

Paul J. Wiedefeld, Secretary
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, MD 21076



RE: Cecil County Transportation Priorities

Dear Secretary Wiedefeld:

Cecil County submits this letter to articulate its transportation priorities for inclusion and funding by the Maryland Department of Transportation's (MDOT) FY2024-2029 Consolidated Transportation Program (CTP). We continue to recognize our mutual challenges and opportunities to better determine our transportation future here in the northeast transportation corridor.

Cecil County has established five broad transportation improvement categories. The categories represent important relationships among transportation and air quality, traffic congestion mitigation, and livable and sustainable communities, they are as follows:

- *I-95 Corridor Access and Mobility Enhancement*
- *Toll Coordination and Freight Transportation*
- *Public Transportation*
- *US Route 40 Corridor and Intersections*
- *Municipal Improvements*

Cecil County's priority improvements are as follows:

- 1) Implementation of Belvidere Road Interstate 95 Interchange and Belvidere Road Improvements.
- 2) State Highway Road and Intersection Improvements around Bainbridge Campus.
- 3) Maryland Route 222 Bridge over Interstate 95
- 4) Mid-County Multi-Modal Transportation Hub.
- 5) Belle Hill Road Improvements

Interstate 95/Belvidere Road Interchange and Belvidere Road Corridor Improvements

The Maryland Transportation Authority (MDTA) has awarded a Design-Build contract for the construction of a partial cloverleaf interchange on Interstate 95 at Belvidere Road. The project is currently under construction and the interchange is expected to be placed into service in 2026. When the new interchange opens, traffic on Belvidere Road is expected to increase significantly, with one MDTA study projecting an increase from the current 2400 to over 18,000 vehicles per day.

The County has two projects in its Capital Improvement Program to upgrade Belvidere Road from the new interchange south to US40 to prepare it for the increase in traffic. The first project will replace County Bridge CE0055 which carries Belvidere Road over the CSX rail line with a new four-lane bridge and upgrade Belvidere Road to four lanes from the bridge north to the interchange.

The second project will improve Belvidere Road from Bridge CE0055 south to US40. The scope includes improving the roadway alignment and entrances, improving shoulders, and providing stormwater management where none currently exists. This section of Belvidere Road will remain two lanes for the present, but the County intends to upgrade this section to four lanes in the future as funding permits.

The County intends to complete these two projects before the new interchange is placed into service.

These projects are consistent with the objectives outlined in Cecil County's 2010 Comprehensive Plan, namely, to expand the road network within the designated growth corridor and to provide additional north-south routes between I95 and US40. The planned improvements to the Belvidere Road corridor will help facilitate the movement of goods and people and the continued development of Principio Business Park, one of the County's largest employment centers. When complete, the new I95 at Belvidere Road interchange is also expected to reduce truck traffic on MD222 into Perryville and MD272 into North East which should, in turn, improve the levels of service at their intersections with US40. It will also have the added benefit of improving air quality by reducing traffic idle time at those intersections.

State Highway Road and Intersection Improvements around Bainbridge Campus

The maintenance of an acceptable level-of-service (LOS) at the intersection of Perrylawn Road (MD Route 275) is of the utmost importance as the Bainbridge campus matures. The road intersection improvements propose an extension of Commodore Boulevard from Phase I to Bainbridge Road (MD Route 222) in order to provide access from the campus to the state-owned 50-acre parcel known for the historical Tome School for Boys. The school is currently inaccessible by public infrastructure. Additional improvements at the intersections of Diamond Jim Road and MD Route 275 will provide service to Powers Road which is the employee entrance.

The redevelopment and proposed road improvements of the former Bainbridge Navy Base, west of MD Route 275, south of MD Route 276, north and east of MD Route 222 in Port Deposit are identified in the County's Comprehensive Plan. Approximately 400 acres or one-third of the site is set aside for uses that revolve around employment. These improvements began in 2021. These capital improvements to the transportation system will improve access to jobs and tourism while leveraging economic growth. Additionally it will improve logistics within and through Maryland by reducing freight bottlenecks. The project meets the State's Greenhouse Gas Reduction Plan by improving and addressing freight transportation and traffic mitigation.

Maryland Route 222 Bridge over Interstate 95

The widening of Perryville Road (MD Route 222), over Interstate 95 is vital to Cecil County's growth corridor. This bridge is situated between the towns of Perrville and Port Deposit. Both towns are experiencing strong growth, such as the development at the Bainbridge and Chesapeake Overlook sites, changing how the corridor is utilized. This area is targeted for further growth; however, accessibility to and through it is becoming more and more difficult. While the approaches to the bridge on Perryville Road are two lanes, the current bridge over Interstate 95 is narrower, funneling four lanes of traffic into two lanes.

The bridge expansion supports the Comprehensive Plan objective to expand the road network in the growth corridor to increase connectivity, especially through and around the towns and north-south between the US Route 40 and Interstate 95 corridors. Furthermore, this project will provide better connectivity between three affordable housing developments in Perryville¹ to the employment centers at Bainbridge and Chesapeake Overlook. It is a strategic investment in operational improvements with the added benefit of reducing transportation delays overall. The results of the project will assist in mitigating traffic congestion, allows for the better movement of freight, and reduces vehicle emissions.

Mid-County Multi-Modal Transportation Hub

A Mid-County Multi-Modal Transportation Hub ("Mid-County Transit Hub") in the North East area has been a priority of Cecil County since 2017. Cecil County has pursued a Mid-County Transit Hub to support the growth of Cecil Transit. The Mid-County Transit Hub will enhance ridership, reduce stem miles and provide additional office space. The Mid-County Transit Hub will look to contain: 1) a multi-modal public transit center to accommodate transfers and layovers, 2) a kiss-and-ride facility, 3) a covered area for customer queue, 4) pedestrian/bicycle connectivity and bicycle parking and 5) a stand-alone Transit Administration facility containing Transit offices. Cecil County is also exploring an onsite vehicle wash bay or reduced-capacity maintenance facility depending on future cost considerations. This facility will provide linkages between employment and commercial centers as well as more densely developed residential areas. Additionally, the Mid-County Transit Hub will be strategically centered within the County's growth area and the County's municipalities.

The project strategically invests in improvements that expand ridership and operational improvements that reduce congestion along Cecil County's multi-modal transportation system. This is accomplished by prioritizing the equitable movement of people to and from employment centers, and initiatives to reduce fossil fuel consumption and reducing greenhouse gas through mitigation, and improvements to air quality. The Mid-County Transit Hub, being centrally located within the County's growth area, will align with Environmental Justice goals by providing linkages between employment/commercial centers and a range of residential areas, allowing residents with limited transportation availability greater neighborhood choice. Implementation of the Mid-County Transit Hub provides transportation services and solutions that maximize value through local, state, and federal funding partnership that provide efficiency by reducing "dead head" bus mileage as the facility will provide space for onsite maintenance and the administration of Cecil Transit. The greater efficiency will further allow transportation funding to be allocated to expanding transit access to underserved communities in the western portion of the county, including increasing access to the MARC station in Perryville. The project aligns with the States's Greenhouse Gas Reduction Plan by expanding transit service, providing for traffic congestion mitigation, and enhancing fuel quality standards.

Belle Hill Road Improvements

¹ As identified in WILMAPCO's 2019 *Transportation Justice Plan: A Title VI, Environmental Justice, Americans with Disability Act, and Language Assistance Plan for the WILMAPCO Region*. Attempts to identify overburdened and underserved communities using the EPA EJSCREEN tool were unsuccessful as the tool was unavailable (February 18, 2025).

Situated 0.2 miles south of the Interstate 95 southbound exit in Elkton, Belle Hill Road is a local road that connects the State roads, Elkton Road (MD Route 279) and Appleton Road (MD Route 316). found that, in 2022, Belle Hill Road saw an Annual Average Daily Traffic (AADT) of 3,000 – 7,000 trips, with projected AADT of 4,225 – 9,589 in 2045. Due to the presence of commercial truck facilities on Belle Hill Road, 26% of the traffic at the Belle Hill Road / Elkton Road intersection is heavy trucks. This truck traffic is a major concern at this intersection as trucks leaving the facility consistently block the through movements on Belle Hill Road due to a lack of space for vehicles turning left from the facility exit to the intersection. In addition, safety on Belle Hill Road is a common concern among the community. From January 2020 to December 2023, there were 20 crashes at the intersection Belle Hill Road / Elkton Road, with three crashes including pedestrians. A recent (November 2024) juvenile pedestrian fatality at this intersection brought renewed public concern over safety at this intersection.

The East Elkton Traffic Circulation and Safety Plan² proposes multiple short- and long-term improvements to the road system to increase safety. In the short-term, refreshed pavement markings and vegetation maintenance will increase visibility of the pedestrian crosswalk, and crash analysis with updated traffic signal timing/intersection evaluation will provide further information on short term improvements. Long-term recommendations include (1) interesection realignment on Belle Hill Road at the Elkton and Appleton Road intersections, (2) A median extension at the Belle Hill Road / Elkton Road intersection, and (3) a shared-use path and median treatment (with horizontal deflections) along Belle Hill Road. The intersection realignment and median extention at the Belle Hill Road / Elkton Road intersection will prevent blockages by trucks and improve traffic flow on Belle Hill Road by increasing queing capacity. Similarly, the realignment of the Belle Hill Road / Appleton Road intersection will increase sight distances at the intersection and improve traffic flow. In addition to providing better service, preventing delays will reduce fossil fuel consumption and greenhouse gas emissions by blocked vehicles.

The creation of a shared-use path along Belle Hill Road will improve pedestrian and bike mobility along the corridor. Coupled with a Median Treatment with Horizontal Deflection, the dedicated path and reduced speeds will increase pedestrian/bike safety on Belle Hill Road, encouraging transporation that does not rely on fossil fuels or generate greenhouse gas emissions. When combined with the intersection improvements described above, this project will increase connectivity between the underserved residential communities along Belle Hill Road and the businesses south of Elkton Road, providing better access for commerce and employment opportunities.

Climate Change and Environmental Justice

Cecil County's priority improvements of a Mid-County Transit Hub, State Highway Road and Intersection Improvements around Bainbridge Campus, and the Maryland Route 22 Bridge Expansion will address MDOT's Climate Change goals. These priority improvement's implementation of initiatives to reduce fossil fuel consumption, reduce greenhouse gases, and improvements to air quality address the States Greenhouse Gas Reduction Plan, and the 2023 Climate Pollution Reduction Plan through CMT reduction and congestion mitigation.

In addition, the Mid-County Transit Hub will incorporate Environmental Justice initiatives by providing linkages between employment, commercial centers, being centrally located within the County's growth area, and by linking more densely developed residential areas. All five projects aim to improve conditions in underserved areas. These transportation linkages provide for the fair treatment and involvement of all people, regardless of race, ethnicity, income, national origin, or educational level with respect to the development, implementation and enforcement of environmental laws, regulations, and policies.

Additional Priorities

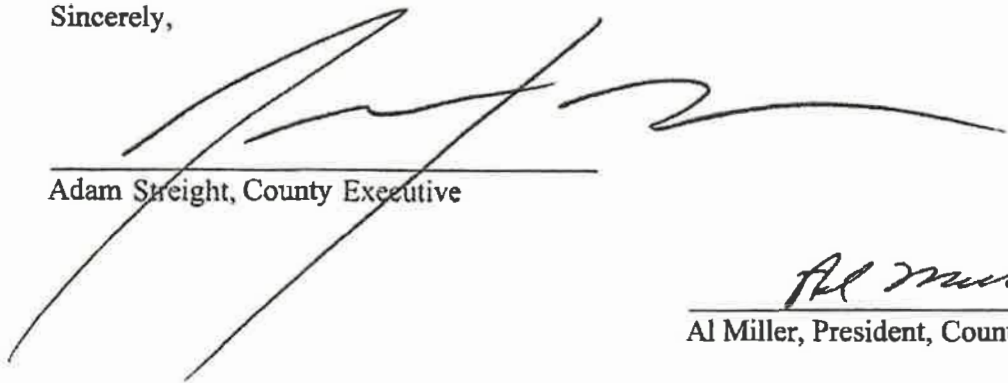
² endorsed by WILMAPCO in September 2024

These priorities do not reflect all the needs within Cecil County but are included to reflect potential funding availability. An appendix of the remaining county and municipal priority projects are enclosed with this letter. Each of these projects are consistent with the County's land use plan and the goals of the Maryland Transportation Plan (MTP); including, the Greenhouse Gas Reduction Act. Summary sheets of these projects are available upon request.

As traffic volumes increase and our economy continues to grow, we will continue efforts to improving air quality, mitigate traffic congestion, and provide for sustainable communities.

Thank you for your consideration of Cecil County's transportation priorities.

Sincerely,




Adam Streight, County Executive



Al Miller, President, County Council


Cecil County's State of Maryland Delegation




Senator Jason C. Gallion, District 35



Senator Stephen S. Hershey, Jr. District 36




Delegate Kevin B. Hornberger, District 35-B



Delegate Jay A. Jacobs, District 36



Delegate Teresa Reilly, District 35-A



Delegate Jefferson L. Ghrist, District 36



Delegate Mike Griffith, District 35-A



Delegate Steven J. Arentz, District 36

Cecil County Transportation Priorities

Appendix

I-95 Corridor Access and Mobility Enhancement Improvements

- State Highway road and intersection improvements around Bainbridge Campus.
- Belvidere Road and I-95 Interchange and Belvidere Road improvements.
- Transportation Study for MD Route 272 Corridor.
- Road and intersection improvements to State Highways around the Bainbridge development.
- Widen MD 222 and MD 272 to four lanes, including bike lanes and sidewalks between US 40 and I-95 for pedestrian mobility within those incorporated towns.
- MD 781/Muddy Lane between I-95 and US Route 40.
- Examine the potential of widening MD 279 between US 40 and MD 213.

Public Transportation Improvements

- Mid-County multi-modal transportation hub.
- The extension of MARC Penn Line commuter rail service from Perryville to connect with Philadelphia's SEPTA R-2 regional – an extension of existing service on existing right of way.
- Continued efforts to eliminate toll diversion from the Tydings bridge.

US 40 Corridor and Intersection Improvements

- Improve the US 40-MD213 intersection with adequate bicycle and pedestrian accommodation.
- Examine the potential of enhanced bicycle and pedestrian improvements in the use 40 corridor to provide transportation alternatives in the County's growth corridor.
- Rail crossing safety improvements at the Elk Mills Road (CSX), Frenchtown Road (NS), Jackson Station Road (CSX), Otsego Street (NS), Rail Lane (CSX), and Rowland Drive (NS) rail crossings.
- Improve intersection US 40 – Mechanics Valley Road
- Improve Intersection US 40 - Red Toad Road
- Improve Intersection US 40 - Cedar Corner Rd
- Improve Intersection US 40 - Jackson Station Rd
- Improve Intersection US 40 - Marley Road
- Improve Intersection US 40 - Nottingham Road
- Improve Intersection US 40 - Wells Camp Road

Toll Coordination and Freight Transportation Improvements.

- Countermeasures to reduce or eliminate avoidance of DelDot's toll on US 301.
- Stepped-up Truck weight limit enforcement due to toll avoidance along route MD 213, MD 222, US 1 and US 301.

Municipality Improvements

- Complete paving on MD537-C, South end of George Street, from Route 213 to intersection of 4th and George.
- Pave Route 286, East from intersection of Second Street and George Street to Town limits
- Repair/replace sidewalk on MD 284, Hemphill Street.
- Pave Biddle Street between Lock and Bank Street
- Pave Bohemia Ave between 3rd and Rees Wharf Road
- Repair stormwater and pave Moss Street between Lock and Hemphill Street
- Sidewalk replacement along MD 267, including Market Street beginning at Bladen Street, Cecil Street and a portion of Baltimore Street, up to the Charlestown Elementary School.
- Create 90-degree intersection and add pedestrian crosswalks with stop signs at Market and Cecil Streets, along MD 267.
- Create 90-degree intersection and add pedestrian crosswalks with rectangular rapid flashing beacons at Cecil and Baltimore Streets, along MD 267
- Replace vehicular and pedestrian bridges along the Cecil Street section of MD 267 over Red Rum Creek
- Install a mini-roundabout at the intersection of Bladen and Market Streets, along MD 267.
- Install a golf cart crosswalk at a MDOT-approved location along MD 267
- Create a bicycle/pedestrian trail from North East to Charlestown, following County line, partially on-road and off-road
- Extension of MARC Penn Line commuter rail service to Elkton and Newark, Delaware
- Sidewalk improvements on MD 213, MD 7D and US 40.
- Multi-use paths on MD 279 (Elkton-Newark Road) and US 40.
- Design and water quality improvements for North Street (MD 268) and Bridge Street (MD 213) within Elkton's downtown.
- A study of the intersection of MD 279 and Belle Hill Road for capacity improvements/realignment.
- Maintenance (cleaning or painting) of the MD 213 Bridge and North Street Bridge (MD 268) over the Amtrak railroad.
- Maintenance and improvements are requested for the Park & Ride lot on Belle Hill Road.
- State Highway Bridge on MD 7D - Delaware Avenue adjacent to Meadow Park.
- Stormwater Drainage Improvement Project on MD Route 222 as soon as possible.
- Include Streetscape Plan on Main Street with stormwater project to improve safe vehicle, pedestrian and bicycle connections throughout Main Street
- Continue to enhance traffic control measures for improved vehicle transportation that reduces speeding and impacts from tractor trailer traffic on weight restricted Route 222/Main Street
- Continue to investigate options to deal with the high toll rates and the diversion that results from the high toll rates on Tydings Bridge.
- Study MD Route 222 from U.S. 40 to Heather Lane for additional traffic controls at the:

A. The intersection of Franklin Street and Route 222

B. The intersection of MD Route 222 and Cedar Comer Road

C. The intersection of MD Route 222 and Chesapeake Overlook Parkway

D. Upgrade of the bridge over 1-95 to allow for additional lanes of traffic, thus making it four lanes.

- Pursue a Pedestrian/Bicycle Bridge over the Susquehanna River linking Harford and Cecil County.



Town of Charlestown

Post Office Box 154
241 Market Street
Charlestown, Maryland 21914
(p) 410-287-6173 | (f) 410-287-6620

January 24, 2025

Dan Schneckenburger
Director of Administration
Office of the County Executive
200 Chesapeake Blvd., Suite 2100
Elkton, MD 21921

RE: Charlestown Transportation Priorities 2025

Dear Mr. Schneckenburger,

Thank you for your invitation to submit priority projects for the Town of Charlestown to coordinate with the County's submission to the Maryland Department of Transportation. We have listed our priorities below:

- Pedestrian crossing across MD 7 at MD 267 (Bladen Street) and Revelation Road, connecting Trinity Woods with the Town Center.
- Replace the pedestrian bridge and sidewalk section along MD 267 (Cecil Street) over Red Rum Creek.
- Pedestrian crossing across MD 267, at Market and Cecil Streets, connecting the Tory House sidewalk with the Charlestown Athletic Complex.
- Pedestrian crossing improvements, including signage, across MD 267, at Cecil and Baltimore Streets, improving safe connections to the Charlestown Elementary School.

Improving pedestrian safety in and around the Town Center are our top priorities. We appreciate being included in the County's priority list. If you have any questions about this correspondence, please contact me at blightner@charlestownmd.org or 410-287-6173.

Sincerely,

Bryan Lightner, CFM
Town Administrator

CC: Renee Capano, President, Town Commissioners
State Delegate Kevin B. Hornberger, Chair of Cecil County Delegation
William Goldman, Planner III, Cecil County Dept. of Land Use and Development Services



TOWN OF CHESAPEAKE CITY

108 Bohemia Avenue
Chesapeake City, Maryland 21915
410.885.5298

William Goldman
Cecil County Government
200 Chesapeake Blvd.
Elkton, MD 21921

Re: Chesapeake City's Transportation Priorities

1/22/25

Mr. Goldman,

As per your request, I have summarized the Town's effort for our road repair projects. I have divided the projects into Town and State Highway projects.

SHA projects:

- Add stop signs on Rt 285 intersection with Rt 284, Biddle and Hemphill Street
- Pave Rt 286, intersection of Second St and George St. to Bohemia Ave, complete ADA sidewalk project
- Repair/replace sidewalk on Rt 284, Hemphill Street
- Explore option of "Park & Ride" under the southern end of the Rt 213 Bridge

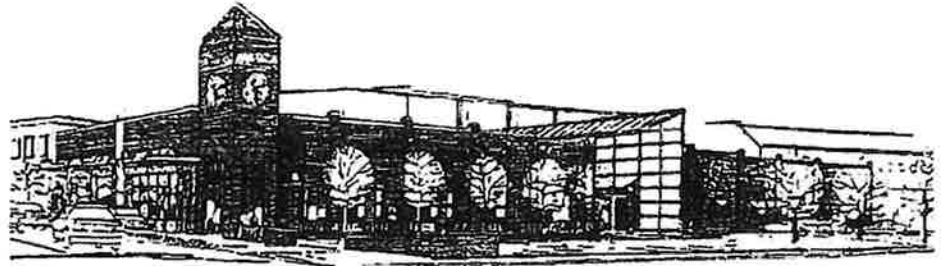
Town projects:

- Pave Biddle Street between Lock and Bank St,
- Pave Bohemia Ave between 3rd and Rees Wharf Road
- Repair stormwater and pave Moss St between Lock and Hemphill St

Please let me know if you require more information.

Sincerely,

Robert Bernstine
Town Manager
Chesapeake City



Robert J. Alt, Mayor

Board of Commissioners:

Town Administrator:

Jean A. Broomell

Robert M. Massimiano

Lewis H. George, Jr.

Charles H. Givens, Sr.

Earl M. Piner, Sr.

February 14, 2025

Mr. Adam Streight
Cecil County Executive
200 Chesapeake Boulevard, Suite 2100
Elkton, Maryland 21921
County Executive Adam Streight
Re: Town of Elkton's FY 2026 Transportation Priorities

Dear Mr. Streight:

Thank you for inviting the Town of Elkton to submit our transportation priorities so they may be incorporated into Cecil County's annual Transportation Priority Letter for FY 2026. The transportation improvements listed below have been identified in Elkton's Sustainable Community Plan Renewal (2022). These projects will serve to support the Town's projected growth and improve the function and safety of our transportation infrastructure. Please include the following projects in Cecil County's FY 2026 transportation priorities letter to Secretary Ports:

1. Extension of MARC Penn Line commuter rail service to Elkton and Newark, Delaware. This has been a long standing priority for Elkton and Cecil County. There are plans to extend MARC service to Delaware, but service must be re-established in Elkton. The 2014 Elkton Rail Feasibility Study revealed that passenger service to Elkton was feasible on the existing right of way. Re-establishing rail service is key to Elkton's long-term sustainability. Passenger rail service will spur economic development and encourage high density, mixed-use development in Elkton's Downtown. Rail service also increases educational opportunities, broadens labor markets, and expands tourism. It can also link municipalities together into integrated regions that can then function as a single stronger economy. This project is consistent with Elkton's Transit Oriented Development Plan, Elkton's Comprehensive Plan and Elkton's Sustainable Communities Plan.
2. Sidewalk improvements on MD 213, MD 7D and US 40. The Elkton Pedestrian Plan (2018) identifies necessary improvements to the Town's pedestrian network. A majority of the "High Priority" infrastructure recommendations are on MD SHA roads (ex. sidewalks and bike lanes along MD 213; sidewalks or mixed use path along Delaware Avenue (MD 7D); intersection/crosswalk improvements at US 40 and MD 213; and complete sidewalks or mixed use path along US 40). Please incorporate the recommendations of the Elkton Pedestrian Plan when planning improvements to the State roadways in Elkton.

TOWN OF ELKTON

Elkton Municipal Building, 100 Railroad Avenue, P.O. Box 157, Elkton, Maryland 21922-0157
TELEPHONE: (410) 398-4999 FAX: (410) 398-0128 E-MAIL: building.zoning@elkton.org WEBSITE: www.elkton.org

Mr. Adam Streight

February 14, 2025

Page Two

3. Multi-use paths on MD 279 (Elkton-Newark Road) and US 40. Sections of both MD 279 and US 40 are components of the East Coast Greenway. The development of a multi-use path along these roadways will provide safe and accessible transportation and recreation opportunities separated from motor vehicle traffic and contribute to Elkton's economic development and sustainability. The development of a mixed use path along US 40 was also recommended in the Elkton Pedestrian Plan.
4. Design and water quality improvements for North Street (MD 268) and Bridge Street (MD 213) within Elkton's downtown. Requested Improvements include sidewalk repair/replacement that will incorporate stormwater quality as part of the streetscape. Installation of bicycle lanes or "sharrow" markings and signage are also requested.
5. The East Elkton Transportation and Safety Plan (2024) proposed improvements and realignment to the intersection of MD 279 and Belle Hill Road to address ongoing traffic safety, road capacity traffic safety, flow and stacking issues. The Town respectfully requests MDOT work with Elkton and Cecil County in developing engineered plans to implement the recommended improvements to this intersection.
6. Maintenance (cleaning or painting) is requested for the MD 213 Bridge and North Street Bridge (MD 268) that both cross over the Amtrak railroad.
7. Maintenance and improvements are requested for the Park & Ride lot on Belle Hill Road.
8. State Highway Bridge on MD 7D - Delaware Avenue adjacent to Meadow Park.
The support structures for the 80+ year-old Delaware Avenue Bridge are in the stream channel. This causes debris and sediment to become trapped and settle around the bridge, which leave piles of silt in the stream, altering the stream channel, depth of the channel, and diverting floodwater around the bridge overland, resulting in the flooding of Delaware Avenue and Meadow Park. The pressure from buffeting floodwater represents a threat to the structural stability of the bridge. These conditions create a "backing up" of the Elk Creek, causing it to flood its banks. The Town is looking for a long-term solution of bridge replacement and a short-term solution of quicker response from SHA to cleanup and return the road to use, post storm.

Thank you for the opportunity to convey our transportation priorities to you. Should you have any questions regarding these projects, please feel free to contact me.

Very truly yours,



Robert J. Alt
Mayor

Mayor
Michelle Linkey
Town Administrator
George Patchell



Perryville
Grounded in history. Focused on the future.

Commissioners
Robert Taylor
Timothy Snelling
Julie Jeric
Charlene Hall

January 24, 2025

Dan Schneckenberger, Director of Administration
Cecil County Government
Office of the Executive
200 Chesapeake Blvd.
Suite 2100
Elkton, MD 21921

Re: Transportation Priorities – Perryville, MD

Dear Mr. Schneckenberger:

The Town of Perryville would like to take this opportunity to convey our transportation priorities as approved by the Mayor and Commissioners for FY2026. As fiscal challenges continue and State policies and regulations increase for Smart Growth principles and sustainable futures, transportation becomes a top priority for all of us.

To recognize the important relationship between transportation and air quality, congestion mitigation, and providing more livable and sustainable communities with better linked land use and transportation, the Town's overall top priorities are as follows:

1. Continue to investigate options to deal with the high toll rates and the diversion that results from the high toll rates on Tydings Bridge.
2. Study MD Rt.222 from U.S. 40 to Heather Lane for additional traffic controls at the:
 - A. The intersection of Franklin Street and Rt. 222
 - B. The intersection of MD Rt. 222 and Cedar Corner Road
3. Upgrade of the bridge over I-95 to allow for additional lanes of traffic, thus making it four lanes.
4. Pursue a Pedestrian/Bicycle Bridge over the Susquehanna River linking Harford and Cecil County

A complete description of these priorities is on the following three (2) pages.

Continue to investigate options to deal with the high toll rates and the diversion that results from the high toll rates on the Tydings Bridge

Headed north-east from Baltimore, there are two ways to enter Perryville, via the Hatem Bridge and via the Tydings Bridge, both of which require tolls. The toll creates an economic barrier, effectively separating Perryville and all of Cecil County from the rest of the State, thus impeding the economic vitality of the region. The economic impact is inordinately large to Perryville as the first town that drivers enter after the toll. This is evidenced by higher unemployment rates in Perryville relative to the rest of Cecil County as well as relative to the State of Maryland as a whole. Additionally, according to a study done by Sage Policy Group, Inc. that was prepared for Cecil County in May of 2015¹, the presence of the toll results in “diseconomies of scale and higher transaction costs continue to manifest themselves in various ways, including the ongoing economic underperformance of Perryville and Port Deposit.” Further, the funds collected at the Tydings Bridge (I-95) toll are used to maintain I-95 from Baltimore to the Delaware Line as well as other Maryland Transportation Authority highways. Therefore, Perryville suffers from the largest impact of the toll, but most of those funds do not flow back into the community.

In addition to an economic burden, the toll creates a traffic congestion problem for both Havre de Grace and Perryville due to toll diversion. Commuters avoid the I-95 toll in favor of using the Hatem EZ Pass plan causing traffic to stack up on Ohio Street in Havre de Grace and on MD222 northbound in Perryville during rush hour. This situation creates unnecessary traffic backups in both communities, which likely has some measurable effect on air pollution as well. By creating a commuter-friendly toll structure on I-95 at the Tydings Bridge, diversion will be reduced, if not eliminated and the traffic congestion and resulting air pollution would be alleviated.

Perryville is poised to grow, smartly and sustainably, which would only benefit the State of Maryland. By removing the barriers to growth (i.e. inordinately expensive tolls), we would expect an increase in both residential and business development resulting in the creation of new jobs and increased revenues to the State.

Study MD222 from the intersection with U.S. 40 to Heather Lane including the need for additional traffic control at the intersections with Franklin Street and Cedar Corner Road

MD222 is a heavily traveled corridor, therefore, Perryville is requesting that MDOT study the length of MD222 from the intersection of U.S. 40 to Heather Lane to include the need for additional traffic control at the intersections with Franklin Street and Cedar Corner Road.

Upgrade the of the bridge over I-95 to allow for additional lanes of traffic, thus making it four lanes

MD222 crosses the highway and is the only 2-lane bridge that hasn't been upgraded in the State. The area is the location of the first State casino and a prime location for economic development that could

¹ Sage Policy Group, Inc. *The Ongoing Economic Impact of Highway Tolls in Cecil County*. March 2015 pg. 2.

include a range of retail stores, business offices, hotel and conference facilities, thereby adding needed jobs for a range of skills and talents.

Numerous studies have been conducted by various agencies to evaluate traffic conditions in the surrounding area. Project development for both commercial and residential is limited due to the failing grade of traffic movement by both vehicles and trucks. Though some of the restrictions have been lifted by the State Highway Administration, which is much appreciated by the Town of Perryville, the bridge is still in need of replacement.

Upgrading the bridge at this key interchange is crucial to our Town to develop projects such as the proposed commercial entertainment mixed use development where Hollywood Casino Perryville is located. In addition, it is essential for Cecil County to be able to encourage and continue planning other economic developments in the area such as the Bainbridge project.

Pedestrian/Bicycle Bridge over the Susquehanna River linking Harford and Cecil County

Constructing a pedestrian/bicycle bridge over the Susquehanna River will be the only point that will take you across the Susquehanna River safely on a bike or on foot. In addition, it will allow residents who live in Havre de Grace to access the MARC station. Right now, if you live in Havre de Grace and want to get to the MARC station in Perryville, or anywhere else north and east of your house, you're going to have to do it in a car. Therefore, the bridge will promote the State of Maryland's green transportation initiatives. In addition, the pedestrian/bicycle bridge will promote tourism to our community and be an economic engine to our downtown area.

Perryville recognizes and supports Sustainability, and that support follows through in our Comprehensive Plan, Transit Oriented Development (TOD) Plan, Greenway Plan, Sustainable Community Plan and annual budget. Our priority to offer as many opportunities to alternative transportation options and achieve less gas consumption, while recognizing the importance of maintenance of the existing system supports State goals of preserving transportation system investments, enhancing transportation services and expanding transportation opportunities. We hope our plans for a more sustainable and viable community in the future will continue with support from the State.

Thank you for your consideration of these items and your interest in our Town's transportation priorities.

Sincerely,



Michelle Linkey
Mayor

Town of Port Deposit

64 S. Main Street
Port Deposit, MD 21904
410.378.2121
www.portdeposit.org



Wayne Tome, Jr.
Mayor
Vicky Rinkerman
Town Administrator
Patti Gray
Treasurer

January 21, 2024

Mr. William Goldman
Planner III
Division of Planning & Zoning
Cecil County Government
200 Chesapeake Blvd.
Elkton, MD 21921

RECEIVED

JAN 30 2025

Cecil County GOVCS
Division of Planning & Zoning

RE: Port Deposit Transportation Priorities

Dear Mr. Goldman:

On behalf of the Town Council, we extend our gratitude for the opportunity to collaborate on the County's annual Transportation Priorities Letter.

Port Deposit is uniquely positioned between the Susquehanna River and the Norfolk Southern Railroad to the west, and a 250-foot granite cliff to the east. Our town's Main Street, designated as Maryland Route 222, serves as a vital corridor for travelers and visitors connecting Route 1, Interstate 95 exits, Hollywood Casino, and Route 40. As a historic industrial town, we face significant challenges tied to these unique characteristics, particularly in addressing:

- Flood mitigation along Main Street.
- Growing demands for safer vehicle transportation.
- The need for safe and accessible bicycle and pedestrian accommodations.

The Town of Port Deposit is actively seeking innovative solutions to address these challenges while preserving the historic and industrial character of our community.

Overview of the MD Route 222 Drainage Project

In February 2017, the State Highway Administration (SHA) initiated a two-year Stormwater Drainage Improvement Project along MD Route 222/Main Street. This project aimed to address long-standing stormwater issues. Project Timeline and Status:

- **Planning and Development:** The project was in development for over five years before construction commenced.
- **Construction Challenges:** During the first phase of construction on North Main Street, significant issues arose, resulting in the project's termination in August 2018.
- **Current Status:**
 - SHA determined the project required additional right-of-way acquisitions, plats, field borings, test pits, and extensive coordination with Norfolk Southern Railroad officials.
 - The project is currently under review and is being re-designed through SHA.

Additional stormwater runoff issues—such as potential development on the granite cliff above Main Street and disconnected stormwater pipes from Main Street buildings—are expected to worsen flooding on Main

Street. These issues underscore the urgency of completing the SHA Stormwater Drainage Improvement Project. Key improvements needed include:

- Replacement of deteriorating terra-cotta storm drain pipes.
- Repair or replacement of existing culverts.
- Repair or replacement of outfalls including installation of flap gates.
- Installation of new outfalls where needed.

Streetscape Plan

It is our understanding that SHA intends to expand the project to incorporate a streetscape plan for Main Street in conjunction with the drainage project. This plan would incorporate:

- Traffic control measures to reduce speeding and tractor-trailer traffic.
- When feasible, safe bicycle and pedestrian accommodations, along with historically sensitive infrastructure.
- Enhancements to meet the growing needs of our community and improve access to Main Street's historic culture, restaurants, shops, and waterfront amenities.

Tractor-Trailer Traffic Concerns

Main Street (Route 222) is not a designated tractor-trailer truck route. While SHA-installed traffic controls at Route 1 and Route 222 have reduced the number of tractor-trailers traveling through town, they have not eliminated the problem. Persistent violations by truck drivers ignoring weight restrictions continue to endanger residents, visitors, and children.

Bainbridge Development

The development of the Bainbridge property for business and industrial use is a significant opportunity that will positively impact the future of the Town and surrounding community. This project is expected to enhance economic growth, create jobs, and strengthen the tax base. The Town fully supports the proposed improvements to Diamond Jim Road, which would improve access to the commercial complex and facilitate safer and more efficient traffic flow to and from the development site.

Transportation Priorities

In conclusion, the Town respectfully requests the following transportation priorities be identified:

1. Full funding and completion of the Stormwater Drainage Improvement Project on MD Route 222/Main Street.
2. Integration of a streetscape plan with the stormwater project to improve vehicle, pedestrian, and bicycle safety and connectivity.
3. Continued enhancement of traffic control measures to reduce speeding and tractor-trailer impacts on weight-restricted MD Route 222/Main Street.
4. Support for proposed road improvements to support the Bainbridge development.

Thank you for your consideration and support in addressing these critical transportation priorities. I am available to discuss this further at your convenience. We look forward to continuing our successful partnership on future projects in the Town of Port Deposit.

Respectfully,



Wayne Tome, Jr., Mayor



Vicky Rinkerman, Town Administrator