



# TOWN OF NORTH EAST

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March 28, 2012

Donald A. Halligan, Director  
Office of Planning and Capital Programming  
Maryland Department of Transportation  
7201 Corporate Center Drive  
Hanover, MD 21076

**RECEIVED**

APR 1 2012

**OFFICE OF PLANNING &  
CAPITAL PROGRAMMING**

Dear Director Halligan,

Pursuant to your December 28, 2011 letter, on behalf of the Maryland Department of Transportation, which was copied to me, the Town of North East has outlined the following priorities for inclusion in your final Consolidated Transportation Program.

1. Pedestrian access across Route 40
2. Pedestrian Link on Route 272 from Irishtown Road to Church Street
3. Re-construction of Route 7 (East Cecil Ave.)
4. Review impacts of rail service to State Highway systems
5. Installation of pedestrian lighting on Amtrak Bridge
6. Widen Route 7, Elevate and widen bridge over North East Creek and install pedestrian sidewalk, bicycle lane and pedestrian lighting.

I have attached the purpose and need criteria for each of the priorities, as requested.

Thank you for your time in reviewing the Town of North East priorities. Should you have any questions regarding these projects, please feel free to contact me.

Sincerely yours,

Robert F. McKnight, Mayor  
Town of North East

Attachments: As Stated

Cc: Mr. Eric S. Sennstrom, Director, Cecil County Dept. of Planning  
Mr. W. Scott Flanigan, PE., Director, Cecil County Public Works  
Mr. Terry Wright, District Engineer for District 2, SHA  
Mayor Joseph Fisona, WILMAPCO Municipality representative  
Eric Beckett, Regional Planner, SHA



## North East Priority No. 1 - Pedestrian Access across Route 40 in North East, Maryland

1. Project: Pedestrian Access Across Route 40 in North East, Maryland
2. Submitting Jurisdiction: Town of North East
3. Location of Project: Intersection of Route 40 and Route 272 with alternate areas for crossing (see attached map)
4. Anticipated cost: Unavailable  
Costs covered by local, 3<sup>rd</sup> party or user revenues: None
5. Metropolitan Planning Organization: The project is within the MPO boundaries.
6. The project is consistent with the Town of North East Comprehensive Plan
7. Purpose and Need: Description of project: Pedestrian crossing from the South side of Route 40 and traveling to the North side of Route 40. Consideration of the following three locations: (please see attached concept plans)
  - a. At the intersection of Route 40 and Route 272
  - b. North East Station across Route 40 to location of State Police Barracks
  - c. North Main Street Extended across Route 40 to Rogers Road
8. Applicable Goals and objectives:
  - a. Safety and Security: This project would reduce the number and rate of transportation related fatalities and injuries by providing a link for pedestrians to cross Route 40. Pedestrians currently 'run' across Route 40 which is comprised of four lanes and a median strip.
  - b. System Preservation and Performance: This project takes place at the intersection of Route 272 and Route 40. Route 40 contains two east bound lanes and two westbound lanes with a median separating them. Route 272 contains three southbound lanes and two northbound lanes on the north side of Route 40 and three northbound lanes and two southbound lanes on the south side of Route 40. At this intersection, each of the four corners contains commercial property. The pedestrian linkage across Route 40 is critical to the Town and the County's transportation network and in the moving of people in a safe, efficient manner. There are other proposed options to cross Route 40, shown on the attached map. This pedestrian link would provide a long term solution to the existing transportation system.
  - c. Environmental Stewardship: Providing pedestrian and bicycle access across Route 40 in a transportation mode other than a motor vehicle will decrease the number of vehicles on the road, thereby, assisting in the reduction of vehicle miles traveled (VMT) and motor vehicle emissions. This project would support clean air mandates which have been imposed in the State of Maryland. This pedestrian link between the high density and medium density neighborhoods into the commercial area

promotes the policies outlined in Smart Growth. Everything is in place for the smart growth area except the linkage across Route 40.

- d. Connectivity for Daily Life: There are several high density residential developments to the north of Route 40. There are many medium and high density residential developments to the south of Route 40. The proposed pedestrian linkage would provide a means of access to and from each side of Route 40. The linkage would afford residents the opportunity to access employment opportunities, goods and shopping and would eliminate the necessity to get into a motor vehicle and drive a short distance to these locations. The risk which pedestrians currently take to 'run' across Route 40 would be eliminated by this connection.
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Future North East Commons Shopping Mall

Concept Graphic  
Planning Commission discussion draft 9/17/2011

## Transportation Element

Pedestrian Facility Improvements

MD 272 from Rt. 40 to NE Commons

- Existing Sidewalks
- New Sidewalks
- Existing Crosswalks
- New Crosswalks
- New Transit Stops/Shelters
- New Signalized Pedestrian Crossing
- New Road Segment



G/7

North American 1983 Coordinate System  
Base Data: USGS Seamless Map Server  
Imagery Date: 1/31/2008

Gradex & Associates, Inc. Community Planning and Assistance



North East Priority Project No. 2 - Pedestrian Link on Route 272  
from Irishtown Road to Church Street, North East, Maryland

1. Project: Pedestrian Linkage on Northbound Route 272 Sidewalk from Irishtown Road to Church Street
2. Submitting Jurisdiction: Town of North East
3. Location of Project: Maryland Route 272, northbound at the intersection of Route 272 and Irishtown Road to the intersection of Route 272 and Church Street (see attached map)
4. Metropolitan Planning Organization: The project is within the MPO boundaries.
5. The project is consistent with the Town of North East Comprehensive Plan
6. Anticipated cost: Unavailable  
Costs covered by local, 3<sup>rd</sup> party or user revenues: None
7. Purpose and Need - Description of project: Design and Construction to include the conversion of the Route 272 northbound shoulder into a six foot bicycle lane and a five foot sidewalk and associated drainage repairs.
8. Applicable Goals and objectives:
  - a. Safety and Security: This project would reduce the number and rate of transportation related injuries by providing a pedestrian link including new sidewalk and bicycle lanes for residents who currently travel in this area without a sidewalk.
  - b. System Preservation and Performance: This project takes place on a two lane highway, northbound Maryland Route 272, otherwise known as Mauldin Avenue. Recently, a transit bus stop was placed within the State Highway Median Island at the South of Town, adjacent to Irishtown Road. The installation of this bus stop further dictated the need for safe passage for pedestrians traveling throughout this area. This linkage would provide the critically missing sidewalk link to downtown and would provide a long term solution to transportation system.
  - c. Environmental Stewardship: Providing sidewalk along Maryland Northbound Route 272 will link the residents from several of our high density residential neighborhoods into downtown. In addition, the North East Elementary School and North East Middle School are within short distances from these areas, yet, there are no sidewalks available to the students on northbound Route 272. Smart Growth policies, outlined by the Maryland Department of Planning, promote connectivity through sidewalks to encourage pedestrian accessibility through and around Town. The link would be beneficial to the students traveling to and from school as well as the residents who would like an alternate mode for traveling across a two lane highway. This project is expected to have

sustainable impacts to the environment by the reduction of emissions from vehicles for short trips.

- d. Connectivity for Daily Life: The proposed sidewalk would connect two schools and several high density developments to each other and to downtown. This project provides a safe mode of transportation for those who would choose to walk/ride their bicycles to employment opportunities, goods, public facilities and shopping.
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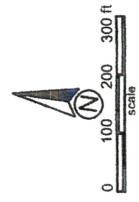




Concept Graphic  
 Planning Commission discussion draft 9/17/2011

# 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



G13

North American 1983 Coordinate System  
 Base Data: USGS Seamless Map Server  
 Imagery Date: 1/31/2008

Grudeck & Associates, Inc. Community Planning and Assistance



North East Priority Project No. 3 – Re-construction of Route 7 (East Cecil Ave.)  
North East, Maryland

1. Project: Re-construction of East Cecil Avenue, North East, Maryland
2. Submitting Jurisdiction: Town of North East
3. Location of Project: Intersection Mauldin Avenue and Route 7 (the portion of Route 7 this request is referring to is also identified as East Cecil Avenue, North East) up to Mechanics Valley Road.
4. Anticipated cost: Unavailable  
Costs covered by local, 3<sup>rd</sup> party or user revenues: None
5. Metropolitan Planning Organization: The project is within the MPO boundaries.
6. The project is consistent with the Town of North East Comprehensive Plan
7. Purpose and Need: Description of project: Re-construction and re-surfacing from the intersection of Route 272 (otherwise known as Mauldin Avenue) and Route 7 (the portion of Route 7 this request is referring to is also identified as East Cecil Avenue, North East) up to Mechanics Valley Road. Project to include re-construction of the roadway and sidewalks, re-installation of the crosswalks, catch-basin work and coordination with the County Transit system. This project area is comprised of a high vehicle and high pedestrian traffic area. Within a short distance, this area contains the main intersection out of Town, the North East Middle School, The Boys and Girls Club, a large daycare center and a physician office along with residential homes.
8. Applicable Goals and objectives:
  - a. Safety and Security: This project will provide a safe roadway with a safe pedestrian passage system for this intense area of Town. Re-construction of the roadway would provide an area where transit bus stops could be established at this time or at some point in the future, which would further enhance the transportation system in Town and linkage to the County.
  - b. System Preservation and Performance: This project is proposed to enhance the performance of this intersection and roadway, especially in light of the high vehicle and high pedestrian traffic area. Within a short distance, this area contains the main intersection out of Town, the North East Middle School, The Boys and Girls Club, a large daycare center and a physician office along with residential homes. The project entails reconstruction of the road, replacement of the sidewalks, re-installation of crosswalks and catch basin work.
  - c. Environmental Stewardship: Providing pedestrian access via upgraded crosswalks and sidewalks along with upgraded catch basins with a re-constructed roadway provides the opportunity to more efficiently link



the surrounding residential and commercial areas to this area of Town, promoting the policies outlined in Smart Growth.

- d. Connectivity for Daily Life: This project upgrades the current roadway system/transportation plan to provide a safe pedestrian linkage for residents, the students in the school, and the Boys and Girls Club by providing a safe connection in and through Town.

**North East Priority Project No. 4 – Review impacts of  
Rail Service to State Highway systems, North East, Maryland**

1. Project: Rail Service: Identify the transportation impacts of rail service to the Town in relationship to the State Highway systems.
2. Submitting Jurisdiction: Town of North East
3. Location of Project: Amtrak Rail, south of Route 40. (see map)
4. Anticipated cost: Unavailable  
Costs covered by local, 3<sup>rd</sup> party or user revenues: None
5. Metropolitan Planning Organization: The project is within the MPO boundaries.
6. The project is consistent with the Town of North East Comprehensive Plan
7. Purpose and Need - Description of project: The Town is currently involved in a Transit Oriented Development (TOD) project. In conjunction with the TOD, it is imperative that the review of the existing State Highway system be reviewed and improvements coordinated with the State Highway system to plan adequately for future multi-modal transportation.
8. Applicable Goals and objectives:
  - a. Quality of Service: A reduction in travel time is expected in conjunction with the proposed rail service, with an expected decrease of motor vehicles from the highway system with anticipated car pooling and pedestrian and bicyclist accessibility to this site.
  - b. System Preservation and Performance: This study of the impact to the State Highway system project is critical to the integrity of the transportation network within North East and throughout the Route 272 and Route 40 corridor. This project will identify potential impacts on the State Highway system and will address coordination of this project with the State Highway system's long term goals. This project will provide a long term solution to the impacts to the transportation system.
  - c. Environmental Stewardship: The inclusion of rail service within the Town within close proximity to Route 272, Route 40, Route 7 and I-95 provide efficient land use which consistent with Smart Growth Policies. It is probable that there will be fewer vehicles on the road attributed to the rail line, thereby assisting in the reduction of vehicle miles traveled (VMT) and reduction of motor vehicle emissions. This is also consistent with policies promoted by the State of Maryland regarding clean air initiatives. Review of the Existing Highway systems and their impact on the impending transit station would assist to direct and/or re-configure the highway system with a plan which would be the most efficient for all uses.



- d. Connectivity for Daily Life: It is imperative that the State Highway system work both efficiently and effectively with the Town's transit station. It is expected that the non-motorist commuters and motor vehicle commuters will be faced with a variety of safety challenges as they travel the State Highways and Routes to access the station. Review of the existing Highway systems will provide a realistic plan to meet the challenges of the Town's transit station.
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North East Priority Project No. 5 Installation of pedestrian lighting  
on Amtrak Bridge, North East, Maryland

1. Project: Installation of pedestrian lighting on the Amtrak Bridge over Route 272
2. Submitting Jurisdiction: Town of North East
3. Location of Project: Route 272 Southbound, Amtrak Bridge
4. Anticipated cost: Unavailable  
Costs covered by local, 3<sup>rd</sup> party or user revenues: None
5. Metropolitan Planning Organization: The project is within the MPO boundaries.
6. The project is consistent with the Town of North East Comprehensive Plan
7. Purpose and Need: Description of Project: Install pedestrian lighting on the west side of Route 272 southbound, over the Amtrak Bridge. There is pedestrian lighting which is provided up to the bridge on either side of the bridge, but the sidewalk over the Amtrak Bridge remains unlit. With the narrow sidewalk on this bridge, along with the fact that this area of Route 272 is a well traveled vehicular and pedestrian route, pedestrians are 'at risk' without adequate lighting.
8. Applicable Goals and objectives:
  - a. Safety and Security: This project would provide lighting for pedestrians who travel to and from the residential districts in this location, to the shopping center and other Highway Commercial district uses.
  - b. System Preservation and Performance: The proposed lighting plan will provide safe passage for pedestrians to enhance the existing transportation system.
  - c. Environmental Stewardship: Pedestrian lighting provides an opportunity for the public to utilize sidewalks to more efficiently travel to and from an adjacent shopping center without having to get into vehicles. If the pedestrians believe safe passage is provided, the Town foresees more pedestrian travelers.
  - d. Connectivity for Daily Life: The connection of the sidewalk to and from the shopping center is already on site. The lighting on the Amtrak bridge would assist in the safe passage of this pedestrian link.



North East Priority Project No. 6 Widening of Route 7 Roadway; Elevation and widening of bridge over the North East Creek and installation of pedestrian sidewalk bicycle lane and associated pedestrian lighting in North East, Maryland

1. Project: Widen Route 7 (West Cecil Avenue) from southbound Route 272 to the Amtrak underpass. Widen and elevate the bridge over the North East Creek and install a pedestrian sidewalk, bicycle lane and pedestrian lighting.
2. Submitting Jurisdiction: Town of North East
3. Location of Project: Route 7 (West Cecil Avenue) between southbound Route 272 to the Amtrak underpass in North East, Maryland.
4. Anticipated cost: Unavailable  
Costs covered by local, 3<sup>rd</sup> party or user revenues: None
5. Metropolitan Planning Organization: The project is within the MPO boundaries.
6. The project is consistent with the Town of North East Comprehensive Plan
7. Purpose and Need: The bridge over the North East Creek on the west side of Route 7 (West Cecil Avenue) has been impacted by three major floods in North East: Hurricane Floyd in 1999, Hurricane Isabel in 2003 and a flooding event in July 2005. There were several trees along with stormwater and stream debris which came in direct contact with the bridge. The bridge needs to be elevated and widened to accept the stormwater received from upstream impacts. The majority of the existing roadway is very narrow and impassable for pedestrians and bicyclists to safely navigate. There are many residents in our Community who would traverse into Town with a safe pedestrian sidewalk, bicycle lane and appropriate pedestrian lighting.
8. Applicable Goals and Objectives:
  - a. Safety and Security: This project would provide safety for those who are currently unable to safely travel on this very narrow portion of Route 7. The project would also provide for pedestrians or cyclists to traverse from their existing neighborhoods and from neighboring Charlestown to the west, and would complete the link for pedestrian access in this area of the Town of North East. Installation of pedestrian lighting would provide safety and security. The elevation of the bridge over the North East Creek will allow the flow of stormwater from the North East Creek and will provide complete stream flow into the North East River instead of the continuance of a dam effect against the bridge during Hurricane and storm events.
  - b. System Preservation and Performance: The proposed changes include widening of Route 7 between Maryland Route 272 and the Amtrak underpass; a bridge re-construction project over the North East Creek which will elevate the existing bridge and widen the bridge to allow

pedestrian/bicycle access; and will provide pedestrian sidewalks and bicycle path and lighting to accommodate a current transportation system.

- c. Environmental Stewardship: Smart Growth policies, outlined by the Maryland Department of Planning, promote connectivity through sidewalks to encourage pedestrian accessibility through and around Town. The link would encourage the reduction of vehicular trips, and motor vehicle emissions as we expect residents would have complete pedestrian linkage in and around Town by inclusion of this project.
- d. Connectivity for Daily Life: The widening of Route 7 and widening of the bridge, along with the connection of a sidewalk and bicycle path with lighting provides a long term connection in and around Town. This project provides a safe mode of transportation for those who would choose to walk/ride their bicycles to employment opportunities, goods, public facilities and shopping.

## **MEMORANDUM**

**TO:** Mr. David Dahlstrom  
Maryland Department of Planning

**FROM:** Ian Beam  
Maryland Department of Transportation  
Office of Planning and Capital Programming

**DATE:** July 19, 2012

**SUBJECT:** Town of North East Comprehensive Plan-2004;  
2012 Plan Amendment

**RE:** Review and Comment

The following comments are amalgamated from the Maryland Department of Transportation (MDOT) and several modal administrations in response to the Town of North East Comprehensive Plan-2004; 2012 Plan Amendment.

## **SHA**

### **General Comments:**

- The goals outlined in the Town of North East comprehensive plan, including providing more options for bicycle travel, improving the mobility and access of pedestrians and bicyclists, and expanding opportunities for intermodal access are consistent the SHA's goals.
- The SHA agrees with the objective of the comprehensive plan, which is to protect the traffic-carrying capacity of the three major routes servicing the town (US Route 40, MD 272, and MD 7) in the event of future development, promotes safe and efficient travel to and within the Town. The SHA appreciates the opportunity to continue to partner with the Town of North East, to ensure necessary road improvements are made as developments occur, in order to provide a safe and balanced transportation network.

## Element/Page Specific Comments:

### *Objectives, Page 3.3-3.4*

- The objective of the Town to connect existing and planned pedestrian improvements to the Elk Neck Trail and to the Town Park may qualify for the Transportation Enhancement Program (TEP) funding or for Recreational Trails Program funding. The SHA would be happy to work with the Town of North East and the Elk Neck Trails Association on a potential TEP or Recreational Trails Program application.

### *Existing Transportation Facilities, Page 3.5-3.13*

- The map in Chapter 3 on page 6 titled “Senior Services and Community Transit-Perryville Connection” is difficult to read. The map maybe more legible if it was zoomed into the Town of North East.

### *Transportation Planning and Programming, Page 3.14-3.22*

- Under the Level of Service Policy section, please include the SHA on developing the approach to minimum Level of Service (LOS) standards.
- On page 3.15, there are five funding stages to a MDOT project: planning, design, right-of-way, utilities, and construction.
- On the first bullet on page 3.17, please add SHA and the Maryland Department of Transportation (MDOT) on the list of partners to coordinate with on bicycle, pedestrian, and transit improvements.
- The SHA recommends that the widening of MD 272 should terminate at the US 40 intersection to avoid widening through the downtown of North East.
- The SHA has developed a concept for pedestrian crossings at the intersection of US 40 and MD 272, and has secured a consultant for a concept for a sidewalk installation along the east side of Maudlin Avenue from Irishtown Road to the existing sidewalk at Church Street. We look forward to partnering with the Town on these improvements.

### *Recommendations, Page 3.22-3.28*

- On page 3.25, please note that reserved spots can only be located off-site and not along any State owned roads.
- On page 3.25, the fifth and the eighth bullet are the same.



- On page 3.25, please note that the turning radius should be determined by the types of vehicles using the road.
- In the Pedestrian Capital Improvement Program, the consolidated list of proposed pedestrian improvement projects can be generated in ArcGIS and SHA would be willing to work with the Town of North East on this effort for the sidewalks along the state maintained roads.
- On page 3.27, please consider encouraging commercial development, which are located at the intersection, to have entrances that front the intersection to encourage patrons to use the marked crosswalks.

*Pedestrian Guidelines, Page 3.30-3.38*

- The SHA requires a minimum of 60 inches on sidewalks along SHA's right-of-way. Please consider this as minimum standard for all sidewalks in the Town.
- Please clarify if a trail is intended for both cyclists and pedestrians. If it is, the trail should be a minimum of 8 feet, preferably 10 feet.
- Please clarify if raised crosswalks will or will not be considered on SHA facilities, as raised crosswalks are not allowed on State maintained roadways.
- On page 3.33, in the first paragraph, please indicate if the signage shall comply with the *Maryland Manual on Uniform Traffic Control Devices (MdMUTCD)*.
- Under "Plantings", please note that the plantings should be installed to allow for proper sight distance for both vehicles and pedestrians.
- On page 3.34, under "Crosswalk Materials", all crosswalks should be white not yellow. In addition, any stamped concrete or asphalt along a state road will require SHA's approval as well.

*Maps and Graphics, Page 3.42-3.61*

- In the Maps and Graphics section, please consider labeling the roads on the maps and making sure the symbol markings are consistent throughout.
- On Map G2, please consider a crosswalk across the Walmart entrance off of Razor Strap Road to improve safety for pedestrians going from the residential area to the Walmart.
- Many of the maps indicate sidewalk gaps in the local network; does the Town have plans to fill in these gaps to complete the sidewalk network? An example would be the

residential community south of Rolling Mill Road on Map G3 and the missing segments along Sycamore Drive to US 40, as shown on Map G6.

- To provide safer and more convenient access for pedestrians, please consider adding sidewalks to both sides of US 40 and MD 272 within the limits of the Town.
- On Mechanics Valley Road, please consider adding sidewalks on both sides of the road.
- In order to improve pedestrian access to the proposed multi-family housing development near the intersection of US 40 and MD 272 shown on Map G5, please consider a sidewalk connection through McDonalds to US 40.
- On Map G10, there are two crosswalks proposed along MD 7 at the school. SHA recommends that there be only one crosswalk, preferably closest to the transit stop. Also, it difficult to differentiate between the new sidewalks and the new hiking trail connection.
- Map G11 shows missing sidewalk segments on MD 7 between MD 272 north and southbound traffic. Please consider including this missing section in order to improve the sidewalk network in the Town.
- On page 3.41, the plan mentions a trail connection from Elk Neck State Park to the North East Community Park, however, this connection is not shown on Map G13.
- Please clarify what the red arrow in Map G15 references.

Please do not hesitate to contact Mr. Eric Beckett, SHA's Regional Planner for Cecil County, if you have any questions or need clarification. He can be reached at 410-545-5666, toll free 1-888-204-4828 or via email at [ebeckett@sha.state.md.us](mailto:ebeckett@sha.state.md.us).

## **MTA**

TOD, where workable, is consistent with State and MDOT initiatives on Smart Growth, TOD Development, and the MDOT US 40 Carbon Reduction Corridor Study in adjacent Harford and Baltimore Counties.

Page 13 describes what a TOD is and speaks about TOD in the Town of Northeast, in anticipation of MARC service extension to Elkin and Newark that would also stop at Northeast, thus closing "The Gap", and Express Bus Service between Newark and Aberdeen/Baltimore, perhaps in the interim.

The MTA BRAC Commuter Bus Study evaluated Express Bus service from New Castle County, Delaware and Cecil County to APG/Aberdeen but such service was not funded. MDOT reps and

MTA met twice in Delaware with DELDOT, DART & WILMAPCO on possible joint funding of service.

Subscription Bus service to APG from NJ and Delaware has been operated using Federal TIP (\$125) Benefits.

As understood by MTA, Greyhound service provided (one AM and one PM stop) was based on connecting the Rural Area of Northeast to the urban areas of Baltimore and Wilmington/Newark.

Page 17 talks about the WILMAPCO scope of work prepared on behalf of the Town of Northeast for the preparation of a TOD Plan. The Plan would look to focus Town development in a TOD manner, bring residential and mix-uses in proximity with Local Bus (LOTS) service, walking , biking, carpooling, vanpooling, and ready for possible future MARC and Express Bus Service.

It would be good to share the TOD scope of work with MTA, MDOT Planning and MDOT Real Estate if not done so already.

The reference to commuter lots is one facility that is not currently served by MTA Commuter Bus and there are no plans to use it in the future.

Also, MTA is not the Maryland Transit Authority; the correct term is the “Maryland Transit Administration”. Amtrak service is not available in Perryville, Aberdeen is the closest Amtrak stop and it is probably 20 miles west of Northeast. There is no Commuter Bus service mentioned.

## **MDOT**

Stakeholders should be reminded that extension of rail service to North East is not anticipated to become a cost-effective use of limited transit dollars for quite some time. MDOT encourages, however, the adoption of these land use principles as a matter of practice for many reasons – including potential to better serve the population with transportation alternatives (walking, biking, bus, and potentially future rail). Studies have shown that adoption of land use principles associated with transit-oriented development have many benefits, that are likely to benefit the community in terms of long term economic viability and environmental sustainability well before conditions support introduction of rail service.

### **Comments/Concerns:**

- Good explanation to town residents regarding the transportation planning and capital programming process.
- North East’s vision is in line with State transportation goals: Promoting community design for pedestrians and cyclists, improving road conditions and minimizing impacts of future development, and planning for transit oriented development.

- The goals and objectives paint a wide brush stroke. Possibly separate objectives in to short and long term and list them under the specific goals they attempt to achieve. (pg3-2 to 3-4)
- “Use Maryland Program Open Space funds to implement desired pedestrian and bicycle routes, paths, and trails (pg 3-4).” – Other programs to take advantage of are: Maryland Bikeways Program; Transportation Enhancements Program; Safe Routes to School Program
- Ridership on and demand for transit services (3-5 to 3-7). Has research been completed on home to work trips in North East? This information is important for determining the need for rail or bus transit to and from surrounding cities.
- “Arterial highways are designed to maintain homogeneous neighborhoods and to serve as boundaries between various neighborhoods (pg 3-8).” If understood correctly, we want to try a minimize this type of single use development – focusing more on mixed use, walkable neighborhoods as much of the plan amendment describes.
- Pg 3-10 If possible, please provide WILMAPCO LOS data in an appendix.
- Pg 3-13 TOD is much more successful when it is focused around an existing transit station. It may be too soon to focus resources on developing TOD until a station has been located and constructed in the town.
- Pg 3-14 Please clarify this statement: “The bus travel path will be designed to limit exposure to automobile parking areas.”



