# Cecil County Route 40 Transportation Vision Plan

Cecil County Economic Development Commission

February 4, 2015

- Current transportation needs along Route 40 will continue to grow as employment and population increase

- Conventional solutions such as widening and interchanges are not financially reasonable and may not be consistent with the long-term interests of communities in the corridor

- **<u>NEEDED:</u>** A process is proposed to develop and implement more economically and socially sustainable alternatives to address transportation needs
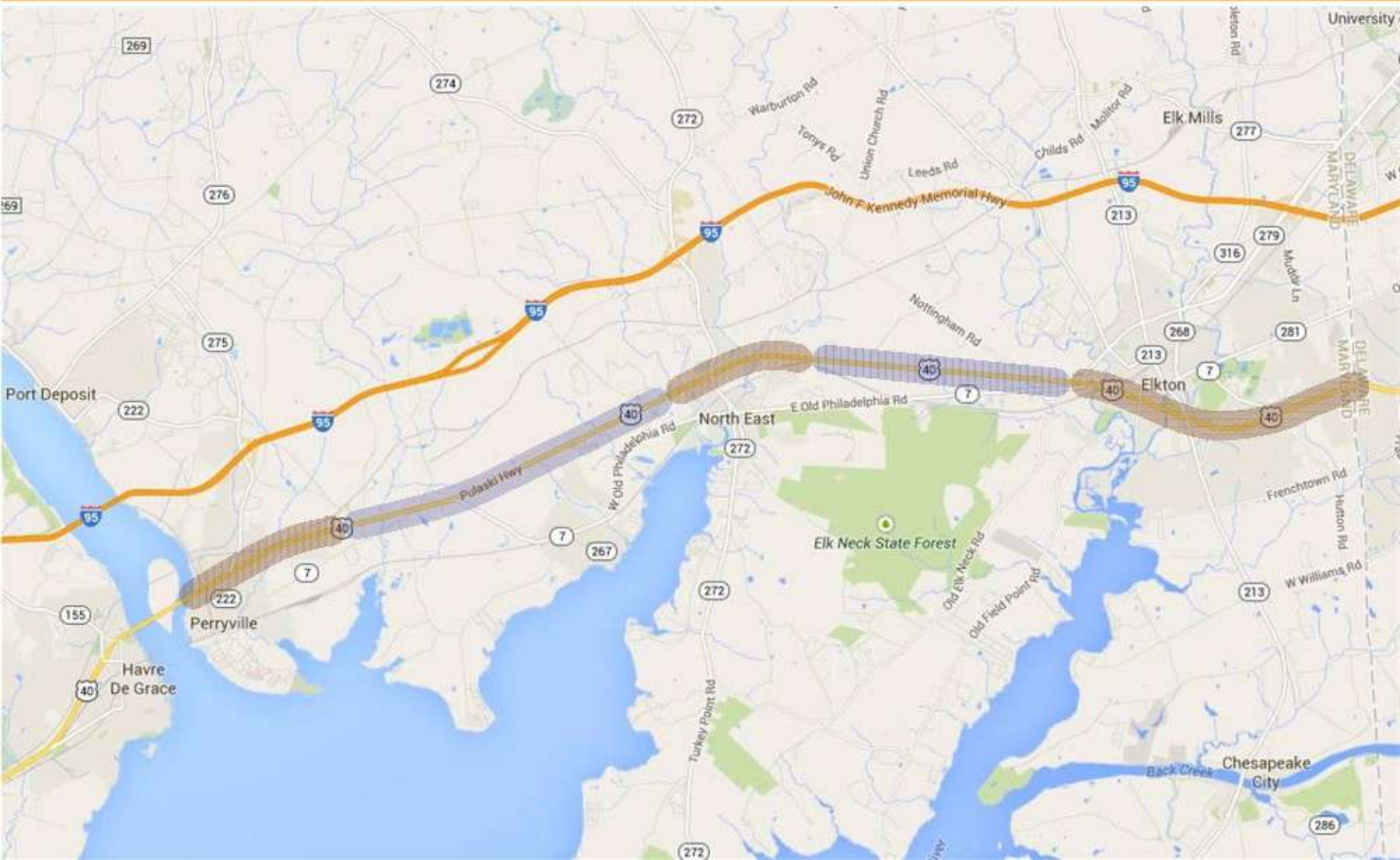
- **Overall Goal:** Develop a 20-year plan for Route 40 including goals and process

- Five-steps

  1. Problem definition

  2. Vision

  ← We are HERE

  3. Alternatives
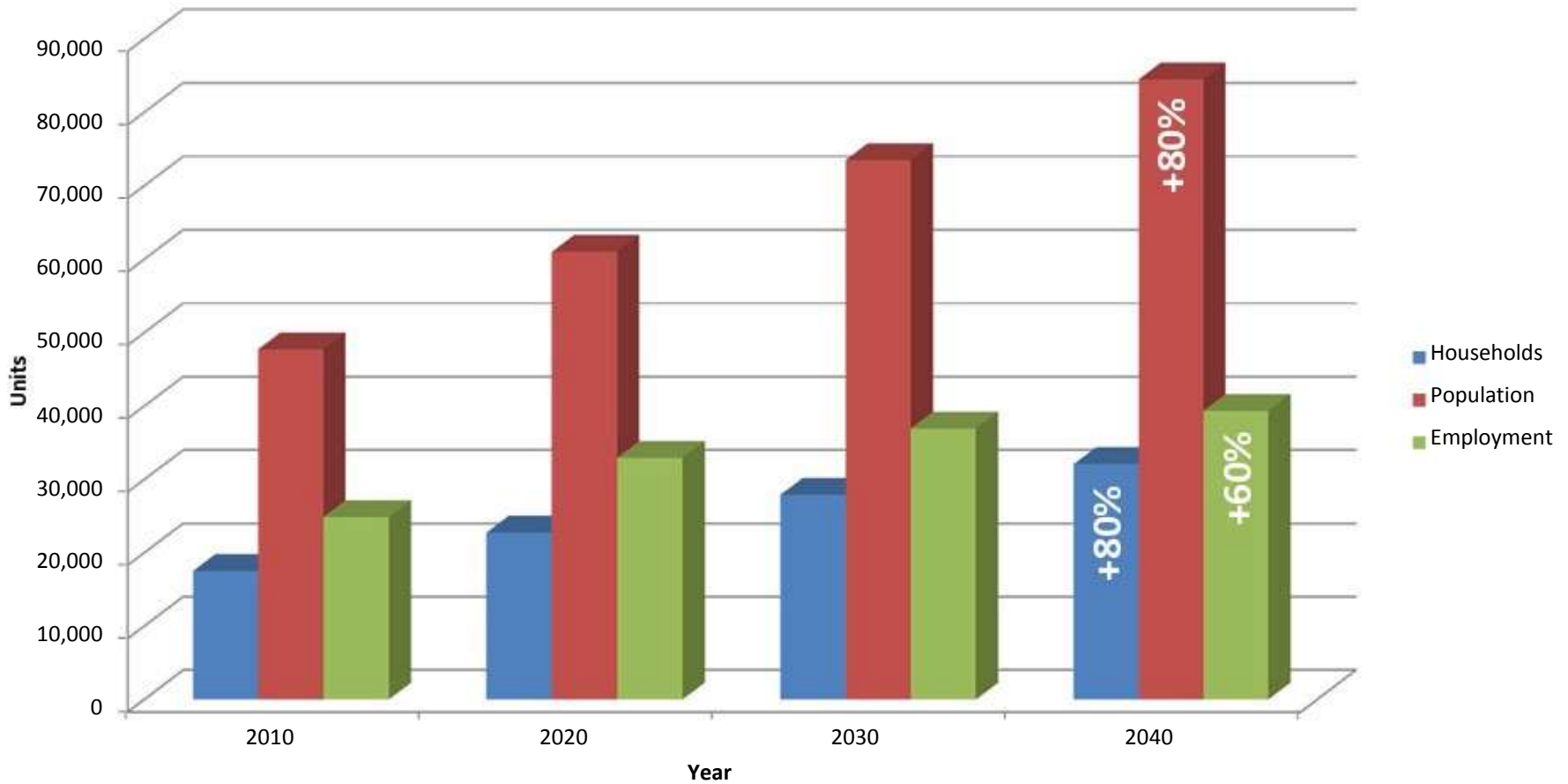
  4. Plan development and adoption

  5. Implementation
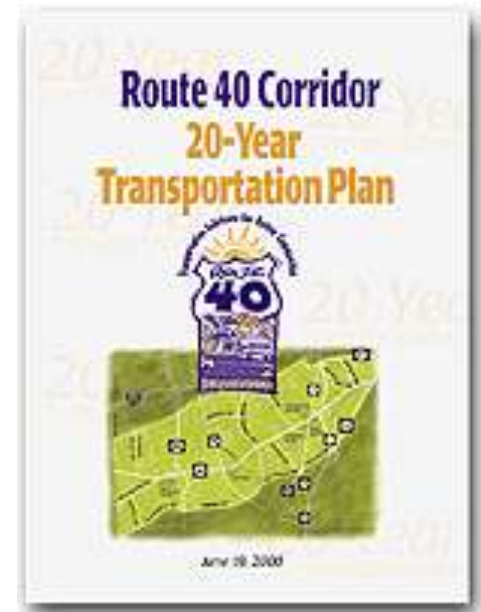
ANTICIPATED GROWTH

Anticipated Population and Employment Growth
US Route 40 Corridor
Cecil County, MD

ANTICIPATED GROWTH

- Route 40 is Cecil County's "Main Street"

    - Half of the County's population

    - 65% of the County's jobs

    - The County's three largest towns

- A great deal of development is expected

    - About 90 active submittals

    - 8,500 dwelling units

    - About 1.6 million sf of commercial, most in towns

What will happen in the future
if we don't do anything?

WALKING NEEDS

Limited sidewalks and pedestrian crossing opportunities

BICYCLING NEEDS

Despite wide shoulders, bicycling along Route 40 can be uncomfortable

This study presents an opportunity to implement Town bicycle plans

TRANSIT NEEDS

WILMAPCO's Regional Transportation Plan includes commuter rail in Cecil County

- MARC extension to Elkton by 2020

- SEPTA extension to Elkton by 2030

All three towns have completed TOD plans

DRIVING NEEDS

Congestion will increase as the County grows

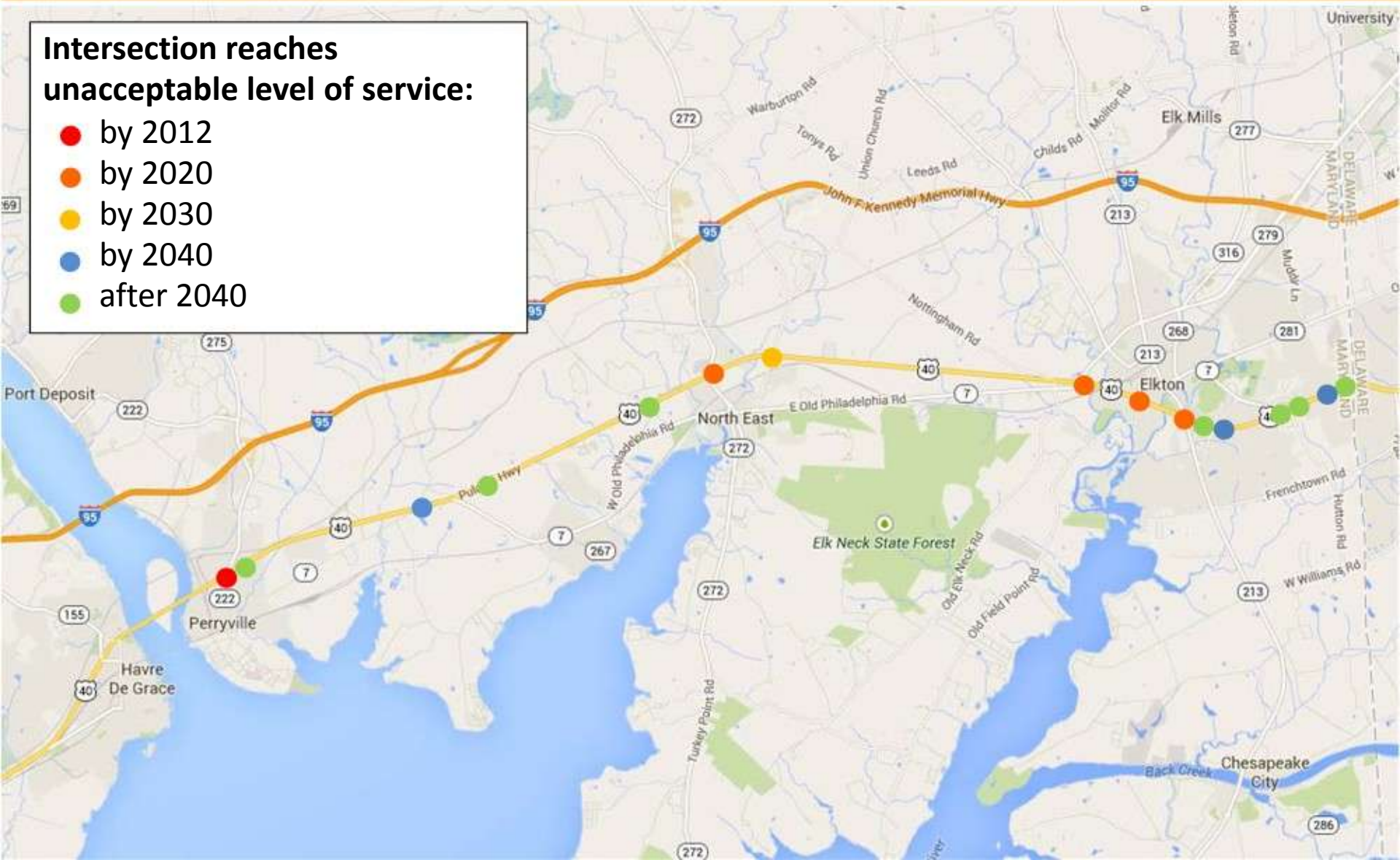| Year	Number of congested intersections
2012	1
2020	5
2030	6
2040	9

DRIVING NEEDS

Intersection reaches unacceptable level of service:
- by 2012
- by 2020
- by 2030
- by 2040
- after 2040

How do we want the corridor
to look and function in the future?

VISIONING PROCESS

- Build on past plans rather than re-inventing them

  - Comprehensive plans

  - TOD plans

  - Bicycle plans

  - etc.

North East Comprehensive Plan

March 2004

VISIONING PROCESS

- WILMAPCO will develop a consolidated vision statement based on prior plans

- This winter, a working group will …

  - Confirm and edit that vision statement

  - Develop specific goals and objectives

 - Determine appropriate updates to the Highway Needs Inventory

How do we get
to the vision?

- Two-day interactive charrette

    - WILMAPCO team presents general best practices to spark participants' creativity

    - Participants draw or suggest ideas in various ways

    - WILMAPCO team tests those options in real time so stakeholders can understand their benefits and impacts

- Assumptions

  - All modes of travel (walking, bicycling, transit ridership, and driving) must be considered.

  - The charrette process will be based on a single future land use scenario. (Analysis of multiple land use scenarios could certainly be valuable, but doesn't lend itself to a charrette format.)

  - A corridor "monitoring and triggering" process would be used to ensure identified improvements are built only as conditions dictate.

- This step could be completed in early 2015

Process
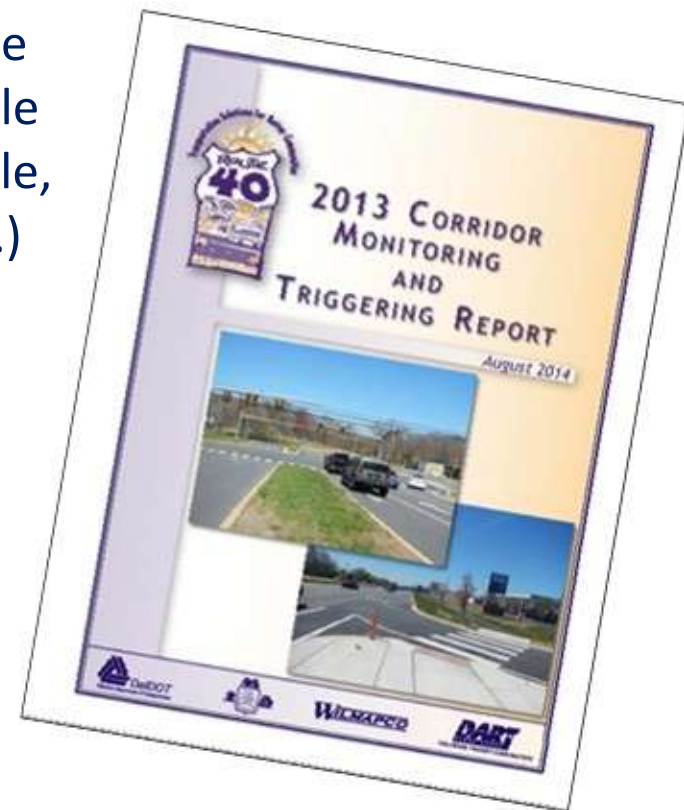
Phase	Description	Status
1. Problem definition	What will happen in the future if we don't do anything?	Already developed by WILMAPCO in cooperation with the Maryland State Highway Administration (SHA) and Cecil County.
2. **Vision**	**How do we want the corridor to look and function in the future?**	**To be developed and tested in early 2015.**
3. **Alternatives**	How do we **get** to the vision?	**To be developed and tested in early 2015.**
4. Plan development and adoption	What steps do we take to select and implement the locally-preferred alternative?	Could be done in early to mid-2015 if funding is available.
5. Implementation	Taking those steps.	(future)

- Step 4. Plan Development and Adoption
  - What steps do we take to select and implement the locally-preferred alternative?
  - Could be done in 2015 if funding is available.
- Step 5. Implementation
  - Moving forward with the preferred alternative.
  - This will take place over time.