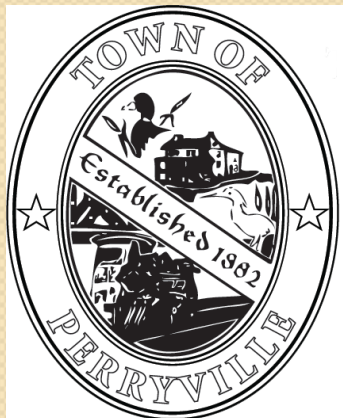


Developed by

Town of Perryville



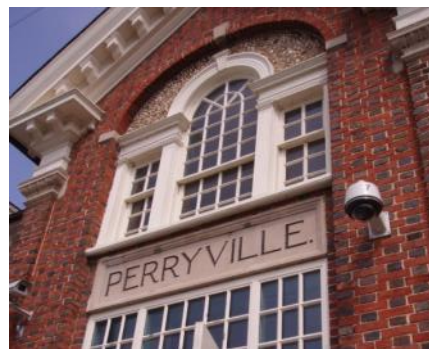
Wilmington Area
Planning Council

WILMAPCO

*With consulting
services from*
Design Collective

DESIGNCOLLECTIVE

PERRYVILLE TOD



& GREENWAY PLAN

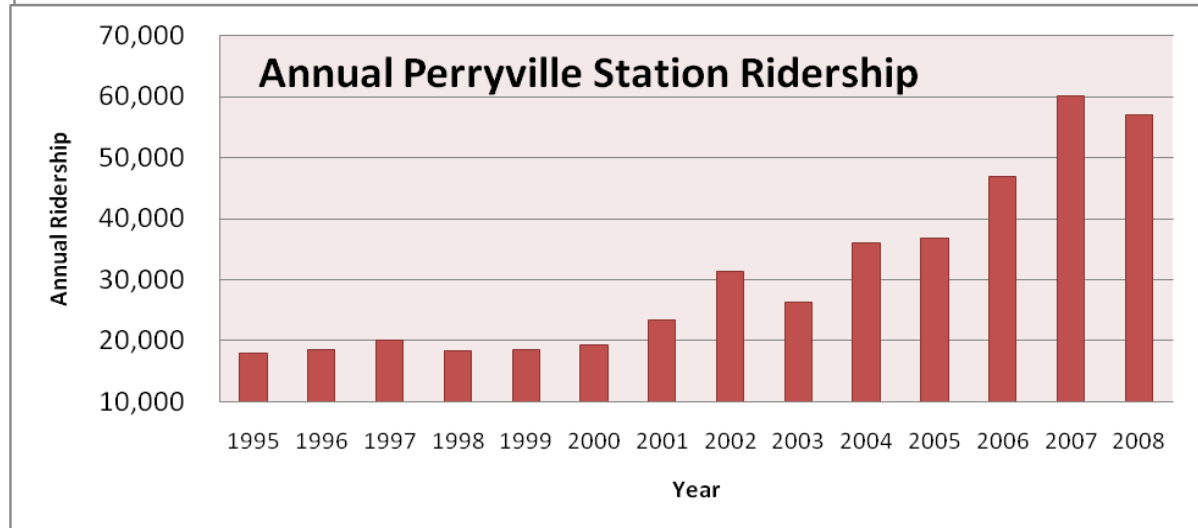
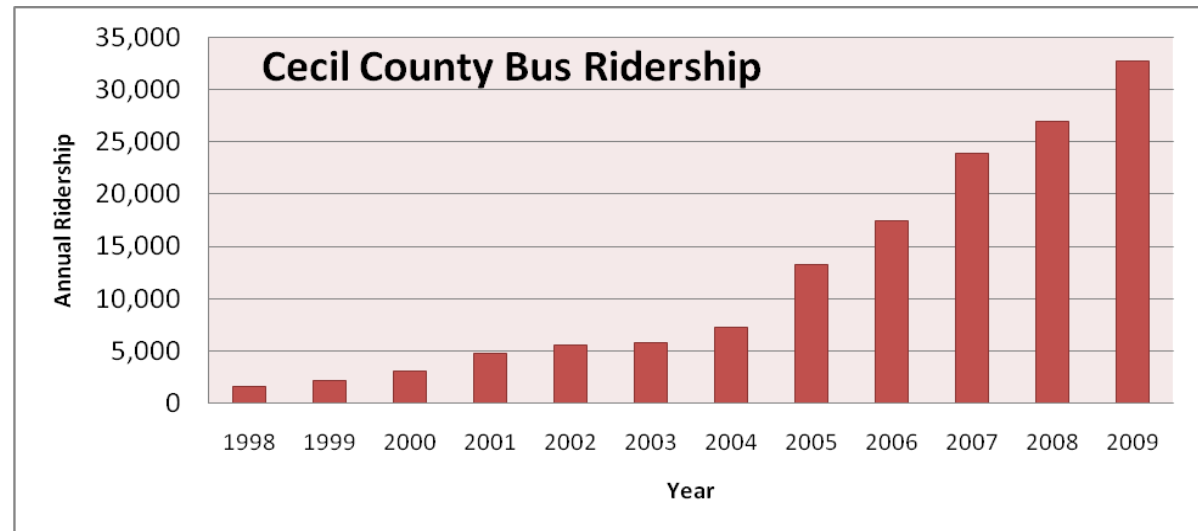


Why plan for TOD and Greenways?

- Identify strategies to enhance community character in Perryville
- Promote opportunities for transit supportive redevelopment
- Promote local and regional walking, bicycling and transit
- Support local and state Smart Growth policies and economic development initiatives
- Embrace Perryville's history while preparing for its future

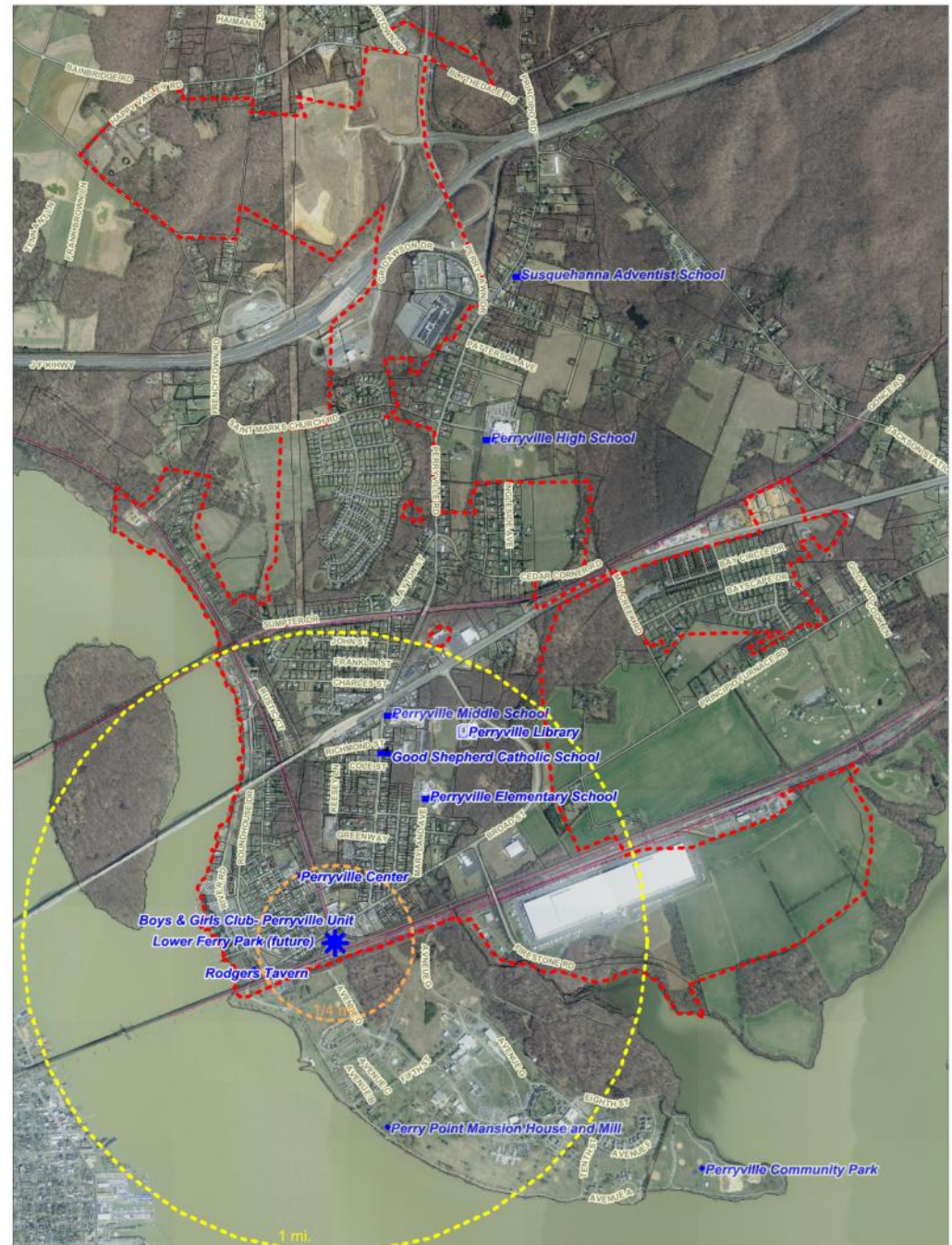
Why plan for TOD

- Growth in transit ridership
- Expanded rail transit identified as priority
- Station parking at capacity

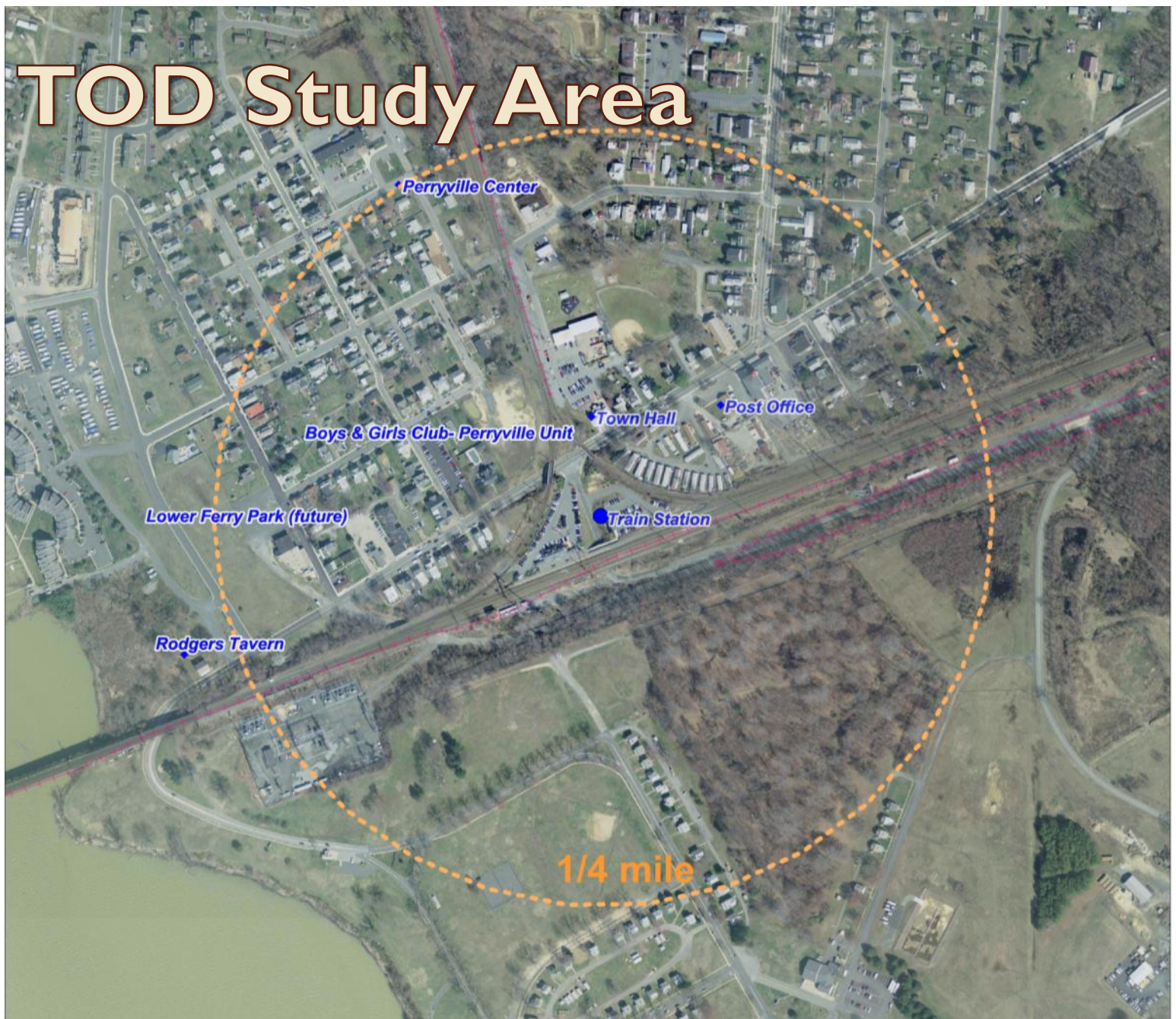


Study Area

- Walking & biking plan for entire town
- Terminus for MARC Penn line
- NS Port Road rail line



TOD Study Area



Plan Survey Feedback

- **Greatest transportation concerns for the downtown Perryville area**
 - **Parking:** Lack of parking, including parking of train users
 - **Roads:** Narrow roadways, congestion
 - **Transit:** Public transportation such as trolley service, ferry or bus to Havre de Grace, and bus to train station
 - **Rail:** More Amtrak stops, better use of rail line
 - **Connections:** Create links throughout downtown Perryville for bikes, vehicles and pedestrians
- **Needed transportation facilities and services**
 - **Sidewalks, greenways and bicycle:** Connections to destinations like parks, waterfront, train station, etc.
 - **Parking:** Garage with retail, MARC station and waterfront parking
 - **Road and streetscape:** Improve intersections (Rt. 40, Aiken/Broad), street lights (Lower Ferry Park, Aiken Ave.)
 - **Transit:** Rail to Baltimore and Philadelphia, local bus/trolley to Outlets, Casino, Havre de Grace, Port Deposit, water taxi
- **Top reasons for not traveling by bicycle or bicycle more often:** Lack of bikeways, too far, concerns about crashes
- **Top reasons for not walking or walking more often:** Too far, lack of sidewalks/greenways

Plan Survey Feedback

- Rating transportation facilities

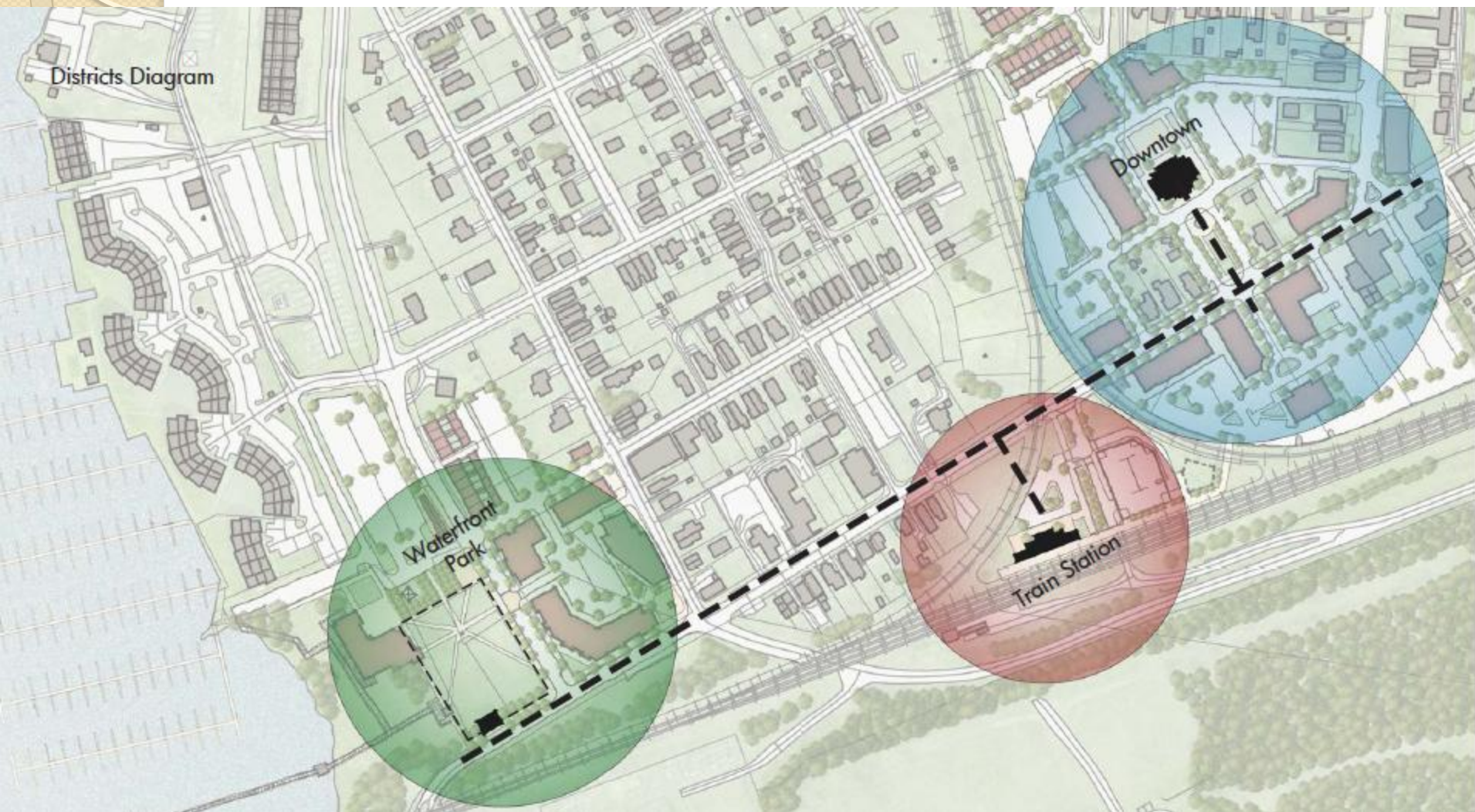
	1	2	3	4	5
	<u>Very</u>				<u>Very</u>
	<u>Good</u>				<u>Bad</u>
Sidewalks	0	2	5	6	2
Bike paths and lanes	0	1	0	6	7
Bus transit	1	2	4	2	4
Traffic speeds	0	6	4	2	2
Parking	0	2	2	6	4
Truck traffic	0	2	3	4	4
Traffic congestion	0	5	2	7	0

Plan Survey Feedback

- Rating of TOD strategies

	1	2	3	4	5
	<u>Greatest</u>				<u>Most</u>
	<u>support</u>				<u>opposed</u>
Mixed use development with ground floor & upstairs residential/office	6	4	3	1	0
Preserve existing historic buildings and make new development fit in	6	5	3	0	0
Have variety of housing types (i.e. apartments, condos, single family)	5	3	5	1	0
Emphasize quality architecture design for new downtown development	12	1	1	0	0
Increase retail & services	8	4	1	1	0
Infill development	5	7	2	0	0

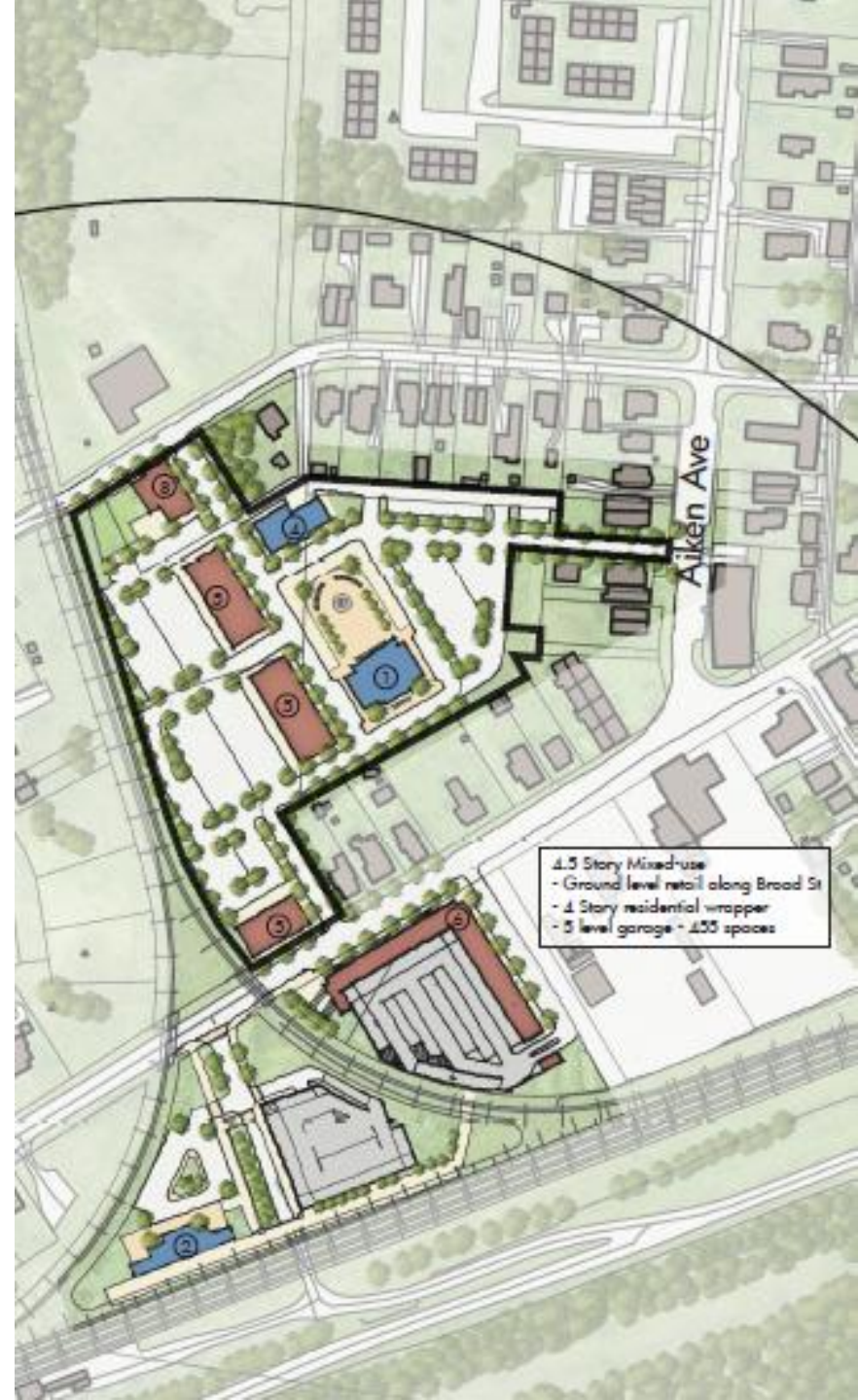
TOD Focus Areas



Concept I Phase I

Program Key

- ① Town Hall
- ② Train Station
- ③ Rogers Tavern
- ④ Police Station
- ⑤ Mixed-Use (Office)
- ⑥ Mixed-Use (Residential)
- ⑦ Restaurant
- ⑧ Day Care
- ⑨ Outdoor Amphitheater



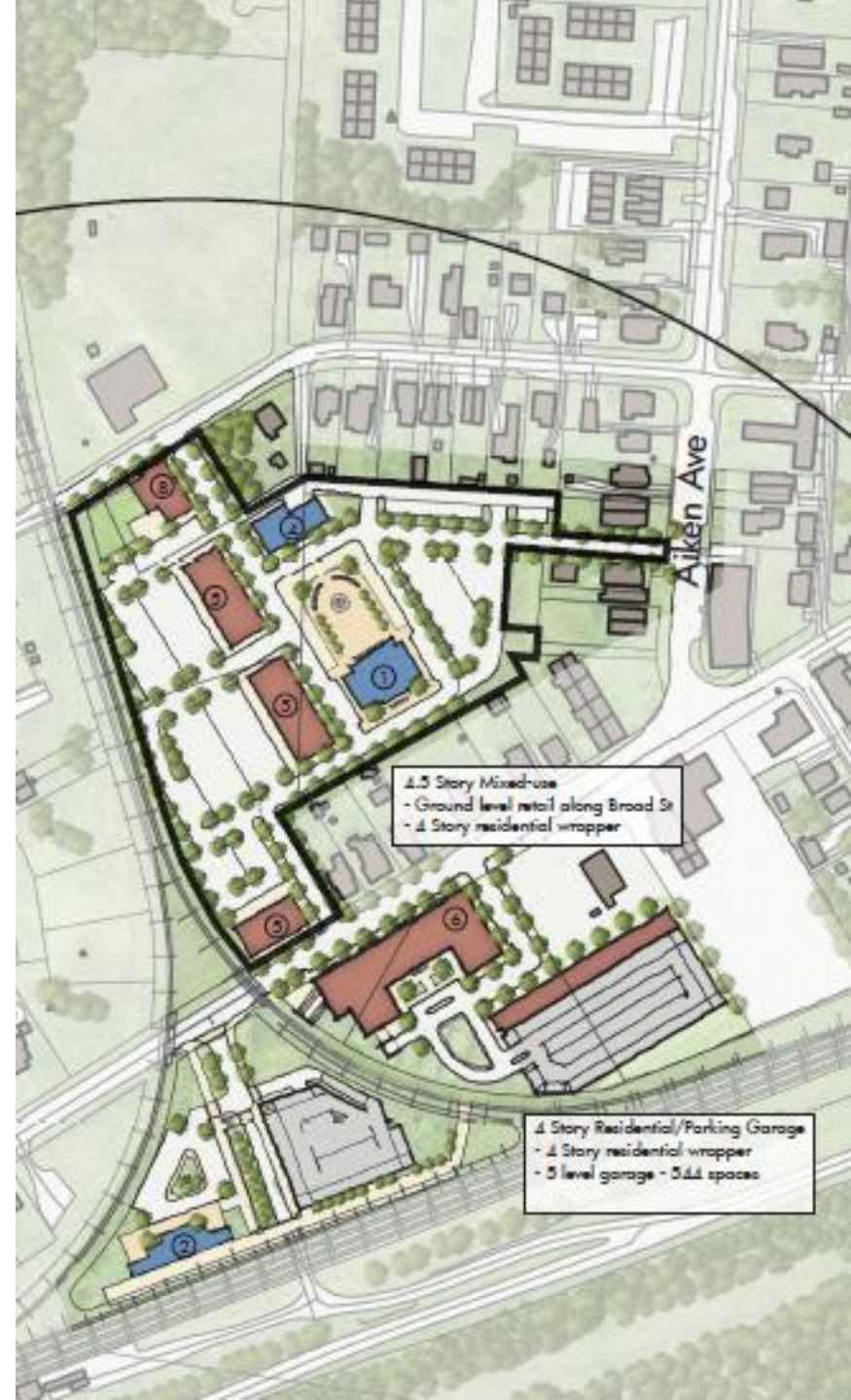
Concept I Phase 2

Program Key

- ① Town Hall
- ② Train Station
- ③ Rogers Tavern
- ④ Police Station
- ⑤ Mixed-Use (Office)
- ⑥ Mixed-Use (Residential)
- ⑦ Restaurant
- ⑧ Day Care
- ⑨ Outdoor Amphitheater



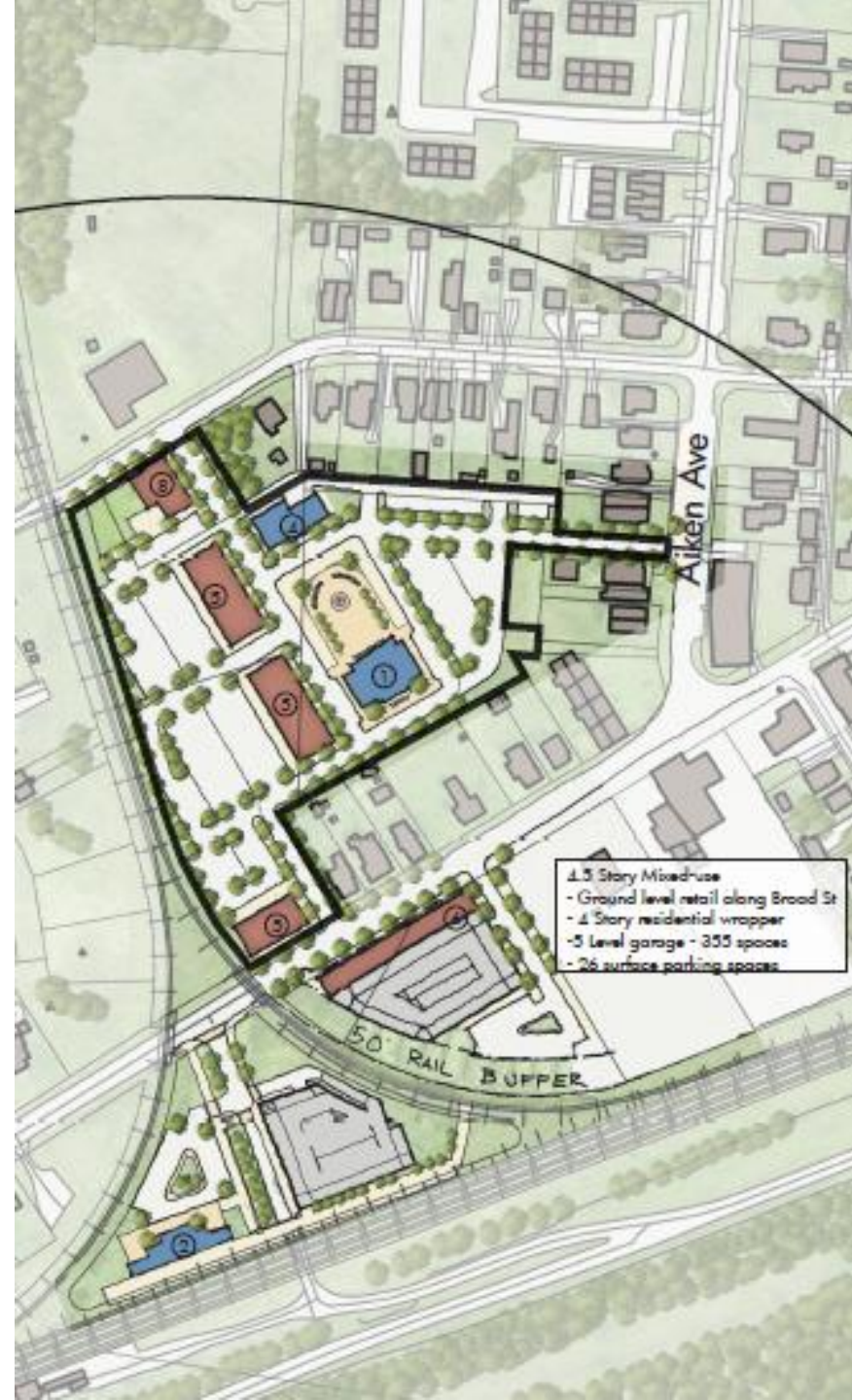
- ① Town Hall
- ② Train Station
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- ⑤ Mixed-Use (Office)
- ⑥ Mixed-Use (Residential)
- ⑦ Restaurant
- ⑧ Day Care
- ⑨ Outdoor Amphitheater



Concept 3 Phase I

Program Key

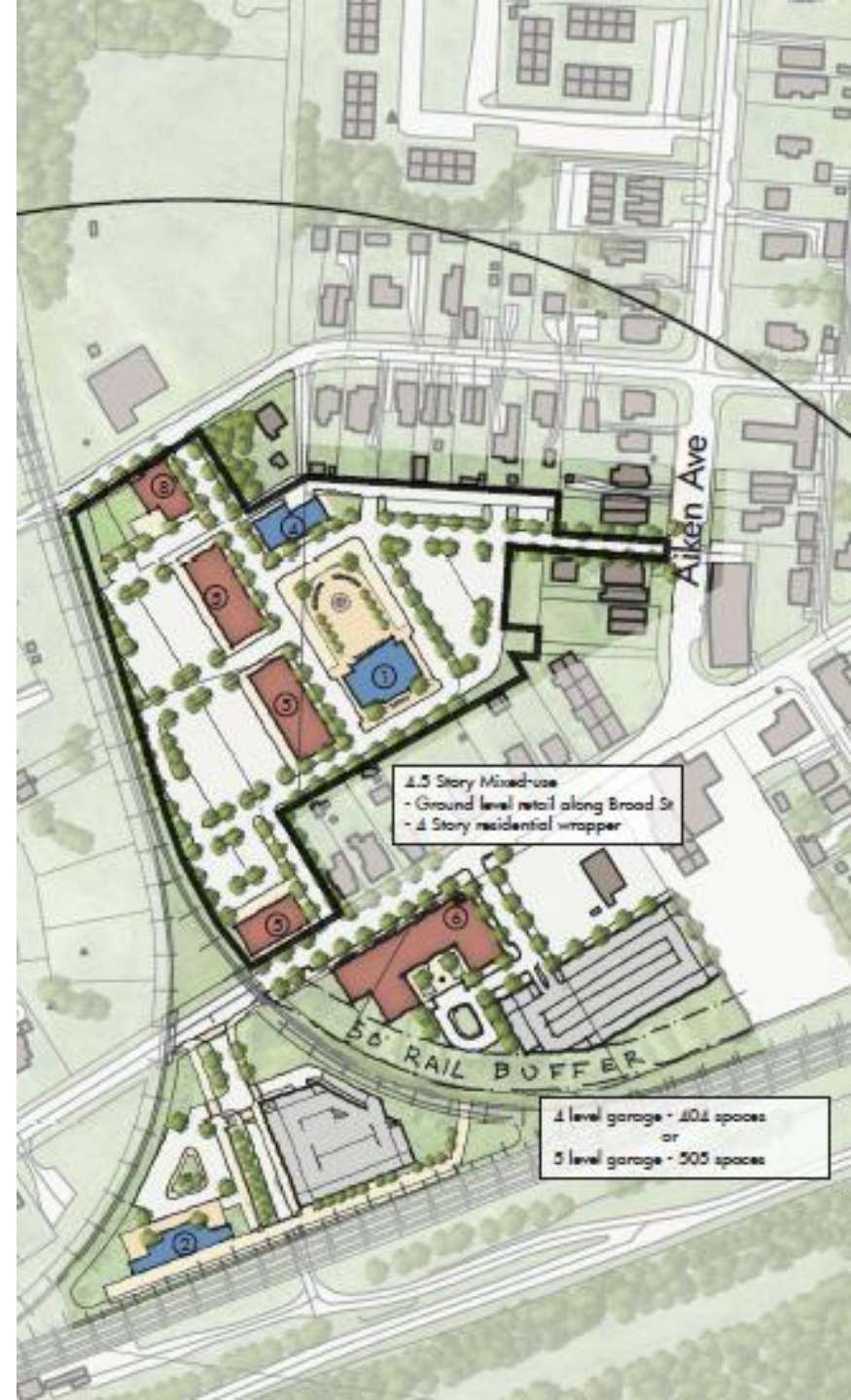
- ① Town Hall
- ② Train Station
- ③ Rogers Tavern
- ④ Police Station
- ⑤ Mixed-Use (Office)
- ⑥ Mixed-Use (Residential)
- ⑦ Restaurant
- ⑧ Day Care
- ⑨ Outdoor Amphitheater



Concept 4 Phase I

Program Key

- ① Town Hall
- ② Train Station
- ③ Rogers Tavern
- ④ Police Station
- ⑤ Mixed-Use (Office)
- ⑥ Mixed-Use (Residential)
- ⑦ Restaurant
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The Waterfront

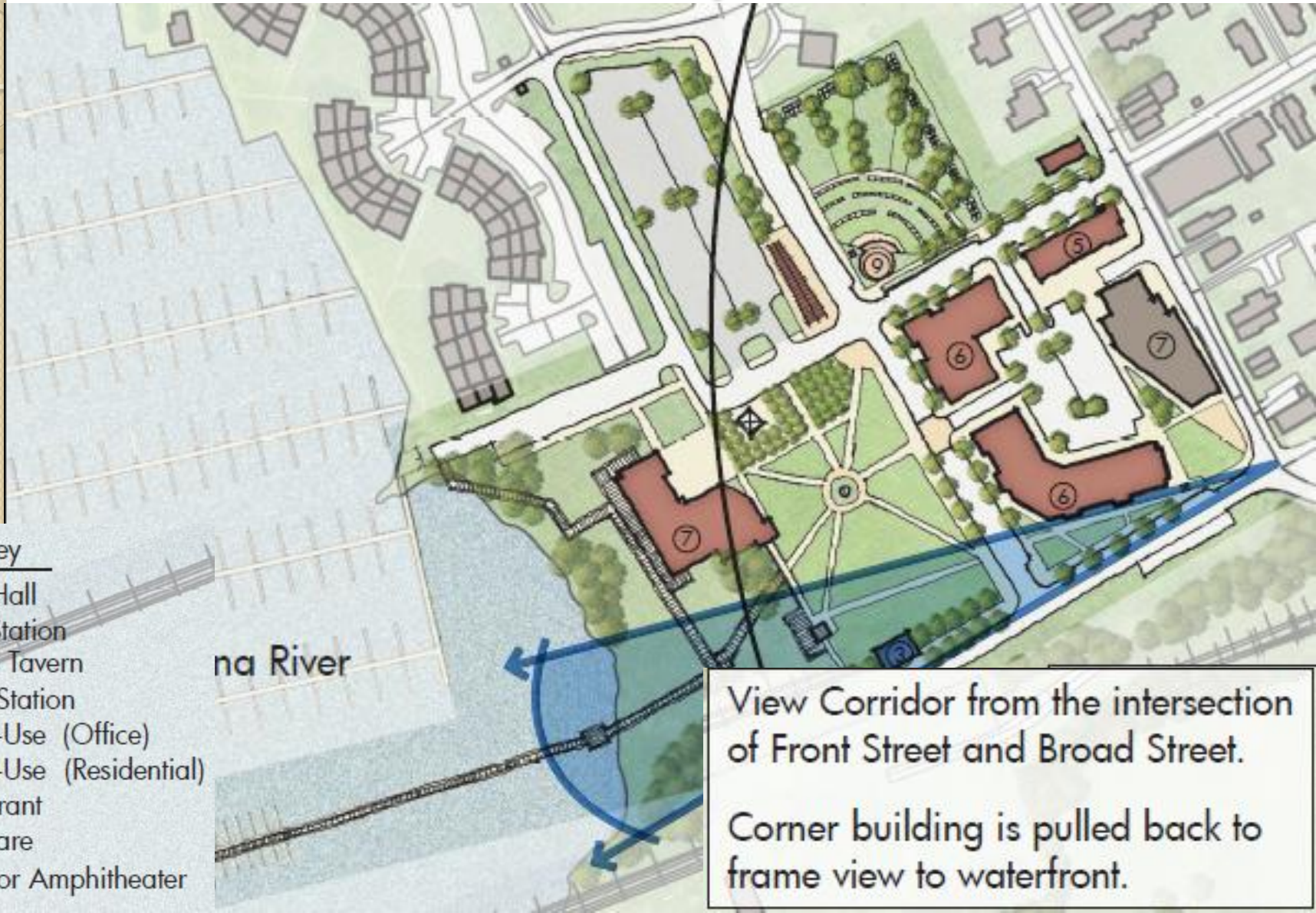
Waterfront Concept



Program Key

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Waterfront Concept



Program Key

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View Corridor from the intersection of Front Street and Broad Street.

Corner building is pulled back to frame view to waterfront.

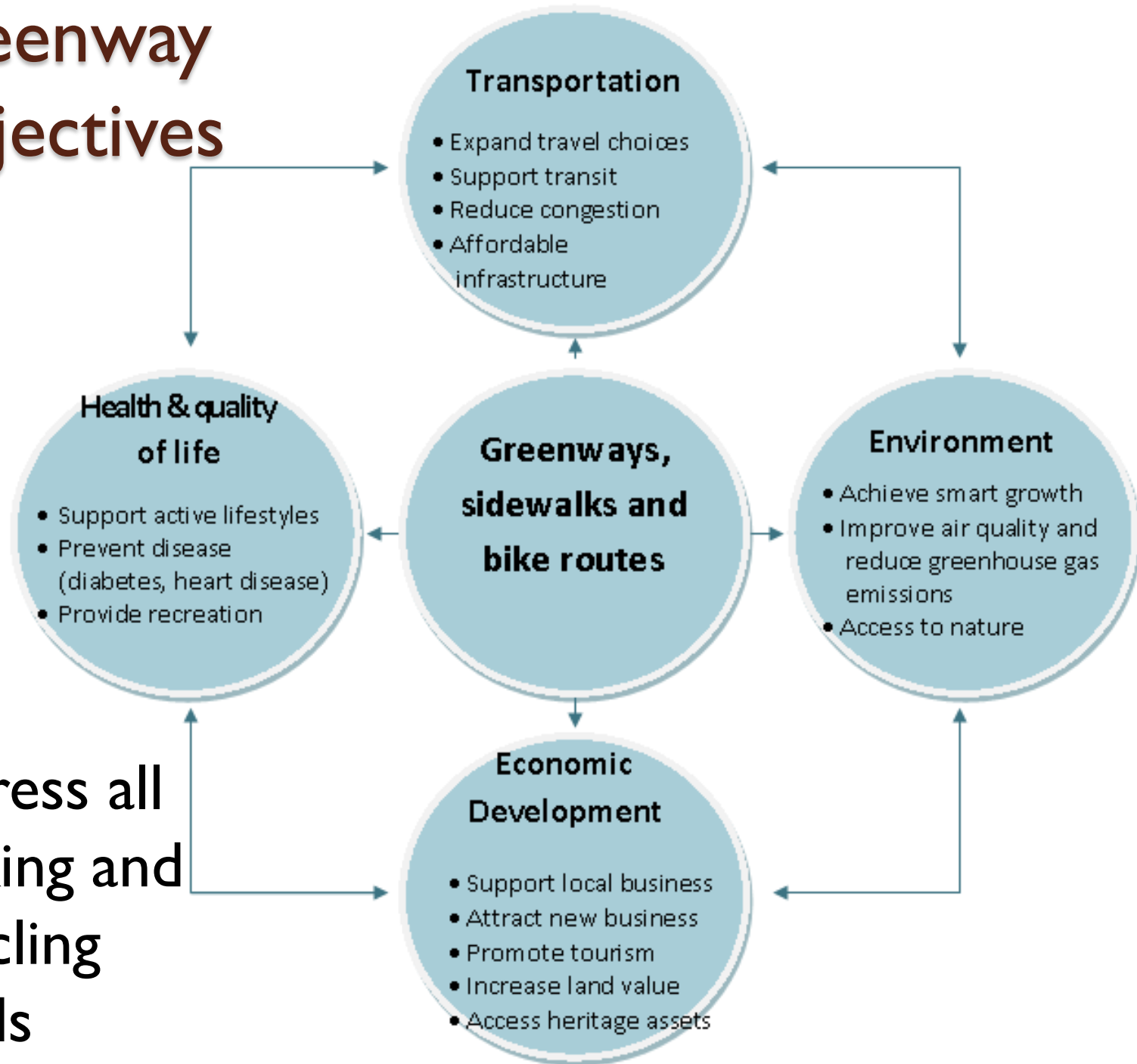
Parking Analysis



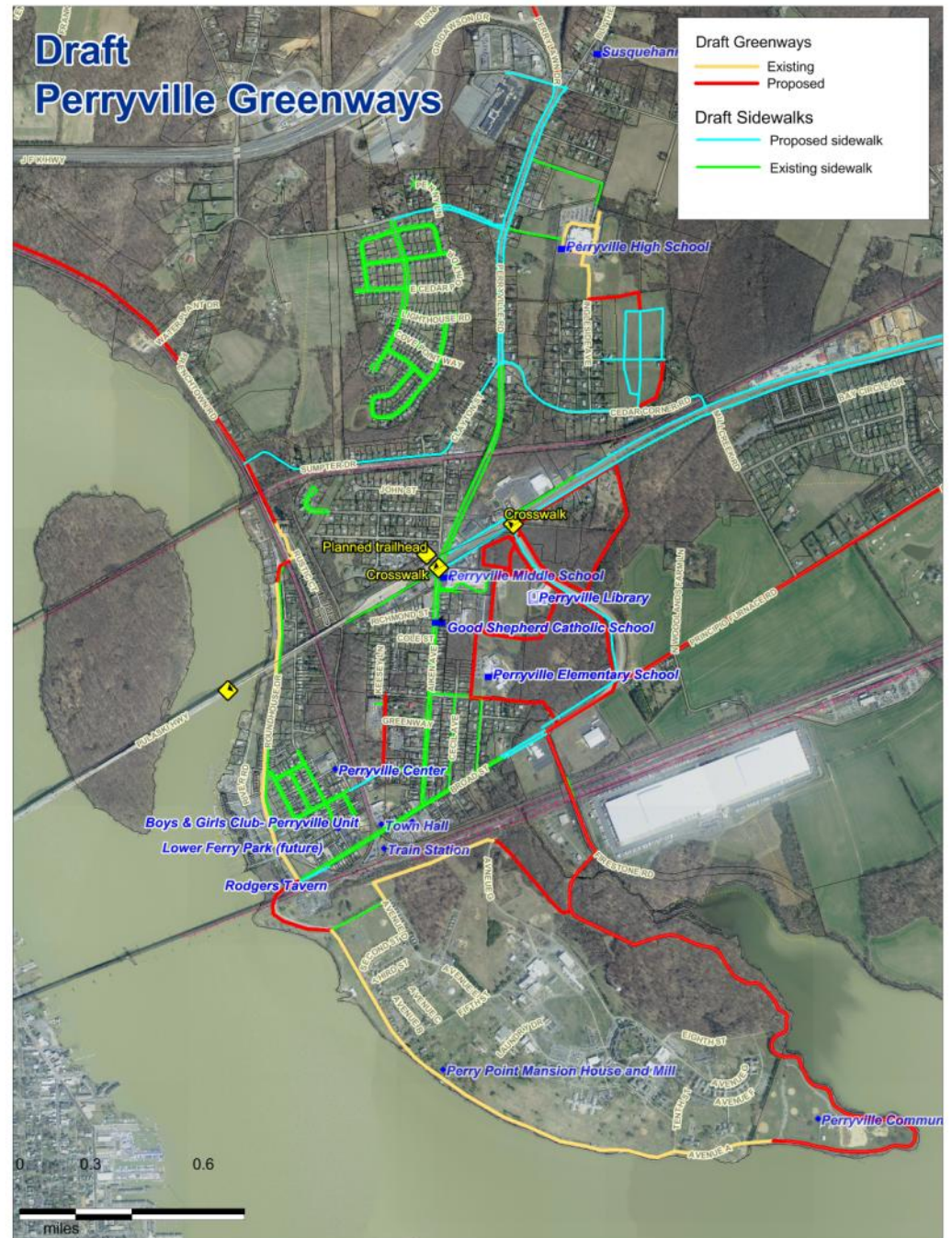
Parking

① Area 1	② Area 2	③ Area 3	④ Area 4	⑤ Area 5
212 parking spaces	445 parking garage	120 parking garage	60 parking spaces	140 parking spaces
73 street parking	10 street parking	20 parking spaces	79 street parking	24 street parking
285 Total Spaces	455 Total Spaces	140 Total Spaces	139 Total Spaces	164 Total Spaces

Greenway Objectives



Address all walking and bicycling needs



Bicycle Route Types

Bicycle Lane



- Minimum width 4 ft
- 5 ft if there is on-street parking or curb



Share the Road

- Suitable for low volume, low speed road

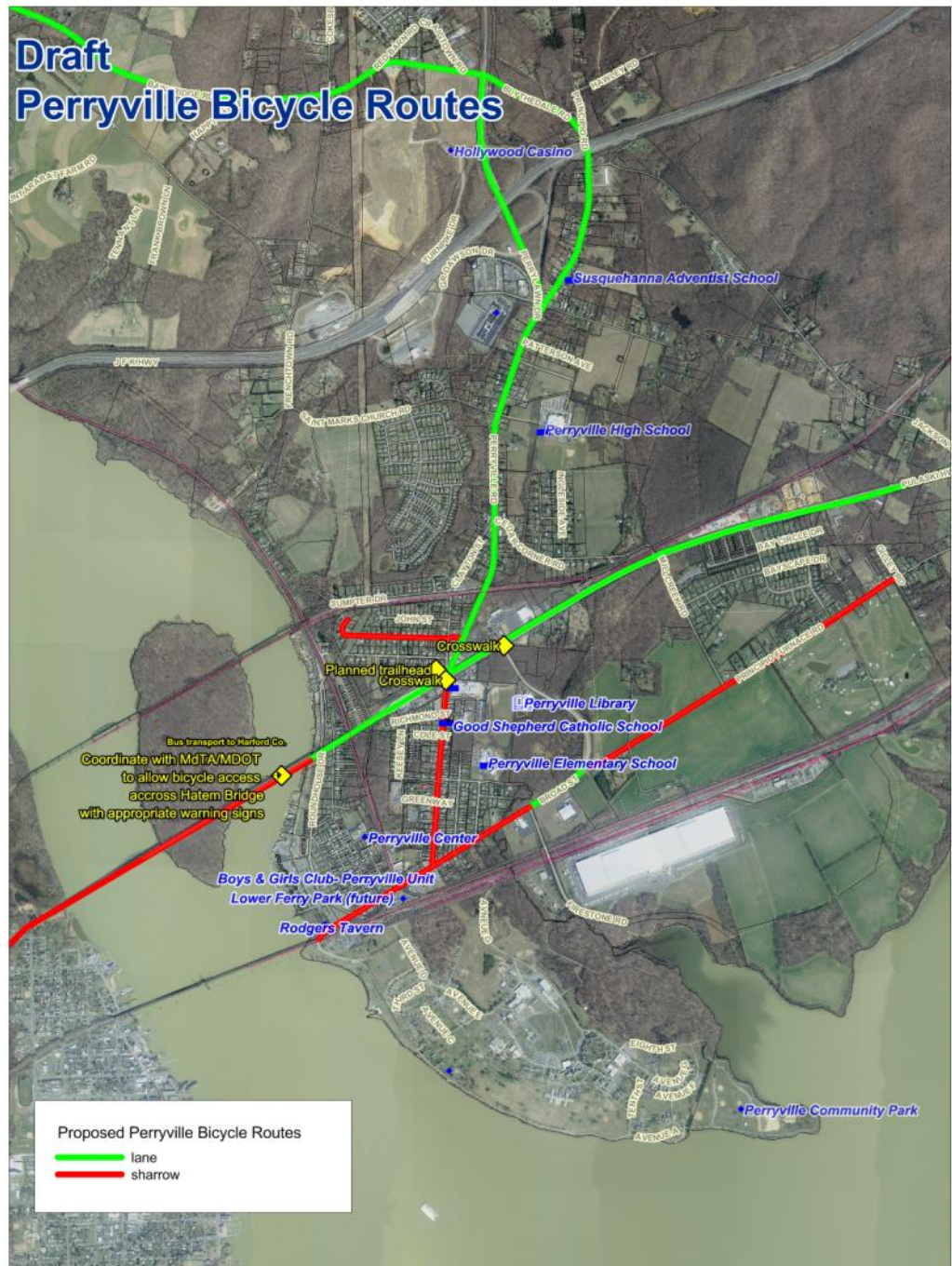
Sharrows (Shared Lane Marking)



- Minimum of 4 feet from the face of curb or roadway edge
- Minimum of 11 ft. from curb when adjacent to a parking lane



W16-1



Outreach Planned to Date

- **Public Workshops**

- October 12, 2010
- February 10, 2011

- **TOD Advisory Committee**

- September 14, 2010
- January 11, 2011

- **Greenway Committee**

- September 23, 2010
- February 24, 2011

- **Other**

- Perryville Chamber of Commerce – January 18, 2011
- Perryville Mayor & Commissioners Workshop – April 19, 2011
- Spring Fling Display – May 14, 2011



QUESTIONS

www.wilmapco.org/perryville

Heather Dunigan, WILMAPCO

Cecily Bedwell, Design Collective