

Perryville Transit Oriented Development Plan

Why plan for Transit Oriented Development?

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. We are developing an Perryville TOD Plan to:

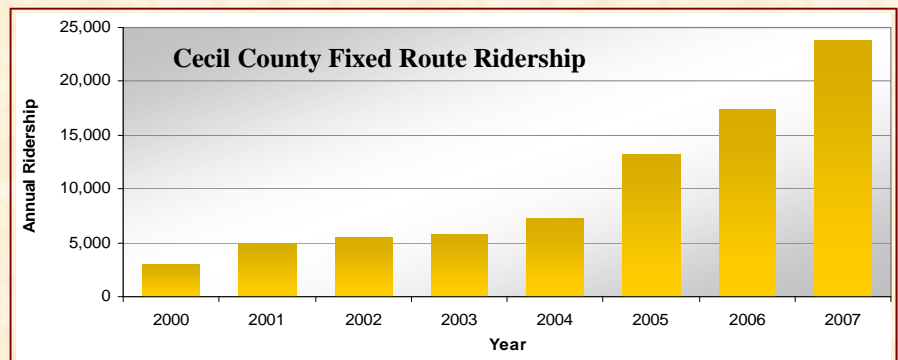
- Identify strategies to enhance community character in Perryville
- Promote opportunities for transit supportive redevelopment
- Promote local and regional walking, bicycling and transit
- Support local and state Smart Growth policies and economic development initiatives
- Embrace Perryville's history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

This plan is being developed through a partnership with the Town of Perryville, Cecil County and WILMAPCO in coordination with Maryland Department of Transportation and Department of Planning TOD initiatives. Maryland is promoting TOD to increase the number of transit riders and get a better return on rail investment.



Why Perryville, Why now?

- Strong growth in transit ridership on Cecil County routes
- Expanded rail transit identified as local/regional priority and included in *MARC Growth and Investment Plan*
- Influx of population related to BRAC anticipated
- Changing demographics—aging boomers, increased single households—show an increasing demand for housing in walkable neighborhoods with transit
- TOD a criteria for receiving Federal rail funding
- 2009 Emerging Trends in Real Estate names transit oriented development a “best bet” strategy for private developers
- Investment in walkable communities fosters private investment in downtowns and increases property values



Elements of Successful TOD

TODs typically focus on a 5-10 minute walkable area around planned or existing transit. While TODs come in many sizes and types, successful TODs share a few characteristics:



Quality public transit (bus and/or rail)

Appropriate rider amenities and trip frequencies exist to match land use



Efficient land use

Greatest density of development closer to transit transitioning to lower density commercial and residential further away



Mixed use development

A variety of land uses, including civic, commercial (employment and retail) and residential can create a lively center of activity.



Pedestrian friendly

Attractive pedestrian environment, with street-facing buildings and a network of pedestrian-scaled streets connecting transit with commercial, civic and residential areas



Managed parking

Replacing large surface parking lots with garages that include ground floor retail or buildings wrapped with homes or offices provides a more walkable area and a better use of prime real estate



Reflects vibrant town character

Attractive streetscaping, public art, parks and gathering places promote a high quality of life for those who live, work or visit the downtown



Provide transportation choices

Include facilities for travel by all ages and abilities, walkers and bicyclists, and those who drive or take transit



Public/private collaboration

Planning process that includes broad cross-section of community and public/private partnership encouraging implementation

***Your participation
is key
to a successful
planning process!***

**Learn more online at
www.wilmapco.org/perryville**

Perryville TOD and Greenway Plan

Greenway Glossary

Pathway:

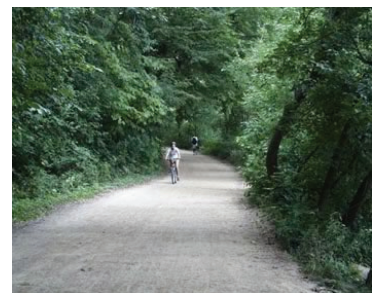
A bicycle and pedestrian path separated from motorized vehicular traffic by an open space, barrier or curb. Multi-use paths may be within the highway right-of-way or within an independent right-of-way, such as on an abandoned railroad bed or along a stream valley park. Multi-use paths typically accommodate two-way travel and are open to pedestrians, bicyclists, in-line skaters, wheelchair users, joggers and other non-motorized users. They are typically surfaced in asphalt or concrete, but may have hard-packed/all weather gravel or dirt surfaces. To safely accommodate a range of users, multi-use paths should be a minimum of 10' wide (but may be less in constrained conditions).



Pathways can be a source of community pride

Greenway Trail:

A linear park which accommodates pathways principally for foot traffic and/or bicycles. Typically, greenway trails are planned along creeks, streams, rivers or other natural features and managed as natural environments. In many cases, the term "greenway" refers to pathways such as the *Lower Susquehanna Heritage Greenway* or *East Coast Greenway*.



Greenway trails provide for both transportation and a chance to experience Cecil County's natural beauty

Sidepath:

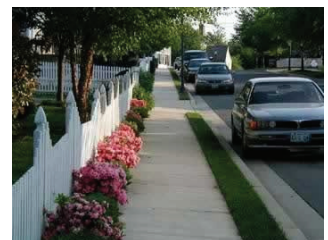
A pathway within the roadway right-of-way or near the road within an easement for multiuse nonmotorized travel. Sidepaths should be a minimum of 10' wide (but sidewalks may be substituted in constrained conditions).



Sidepaths provide "complete streets" with travel opportunities for driving, walking and bicycling

Sidewalk:

That portion of a highway, road or street specifically constructed for the use of pedestrians on the outside edge of the vehicular travel way. Sidewalks are typically, but not always, curb-separated from the roadway and made of concrete, brick, asphalt or another hard surface material. Sidewalks should be a minimum width of 5.0 feet if set back from the curb or 6.0 feet if at the curb face.



Well designed sidewalks must have handicapped accessible curb ramps, and should have some buffering from the road, particularly along arterial roadways

Multi-use:

Refers to multiple transportation options shared in a system or corridor. Multi-use routes allow for travel by walking, bicycling, and other non-motorized uses.

Bicycle Facility:

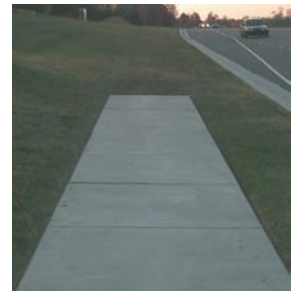
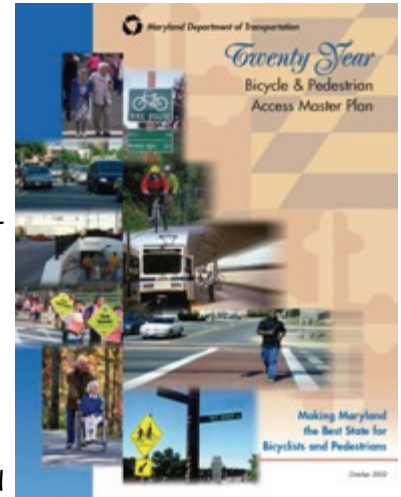
Bicycle facilities may consist of off-road Pathways, Greenways or Sidepaths or on-road Bicycle Lanes or Share the Road. A bicycle lane is a striped lane that is a minimum of 4 feet wide. Shared roads may be designated by signs or special on-pavement markings (Sharrows).

Perryville TOD and Greenway Plan

Why do a Greenway Plan?

Transportation choices

- Support MDOT & local Bicycle and Pedestrian plans
 - The **MD Bicycle & Pedestrian Access Master Plan** was completed 2002 to with the vision:
"Maryland will be a place where people have the safe and convenient option of walking and bicycling for transportation, recreation, and health. Our transportation system will be designed to encourage walking and bicycling, and will provide a seamless, balanced and barrier-free network for all."
 - **Maryland Trails Strategic Implementation Plan** (2009) is a coordinated approach to developing a comprehensive and connected statewide, shared-use trail network that serves the needs of all Marylanders.
 - **Lower Susquehanna Heritage Greenway** 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 our past into our future while promoting an understanding and appreciation for the character of this region.
- Identify and complete gaps in walking and bicycling transportation network
 - Investment has been made in building sections of sidewalk and greenway yet gaps in the system continue to make walking and bicycling challenging in many areas
- Increase facilities for walking and bicycle
 - Greenways provide a transportation choice for short walking trips and longer cycling trips
 - Many depend on walking and bicycling facilities for independence
 - 23% of Perryville's population is under 16—too young to drive
 - 12% of households do not have access to a private vehicle



Greenways improve connections to transit, provide safe routes to schools and connect neighborhoods with shopping, community facilities, parks, and jobs

Perryville TOD and Greenway Plan

Why do a Greenway Plan?

Better quality of life

- Support Cecil County, Perryville and State Recreation Plans
- Promote nonmotorized tourism options
- Improve air quality through reduced vehicular trips
- Create a pathway system that is a source of community pride



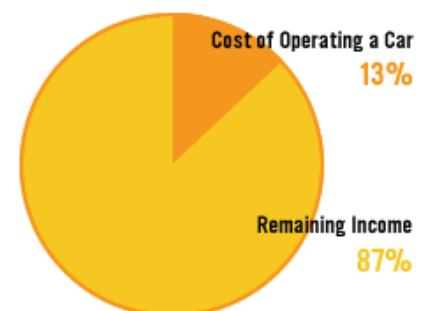
Better conditions for bicycling and walking have intangible benefits to our quality of life. In a growing number of communities, bicycling and walking are considered as indicators of a community's livability - a factor that has a profound impact on attracting businesses and workers as well as tourism. In places where people can regularly be seen out bicycling and walking, there is a palpable sense that these are safe and friendly places to live and visit.

The recreation benefits of bicycling and walking are clear - research has found that nearly 90 percent of Americans go outdoors for recreation and that 60 million Americans are bicyclists and 100 million walk for pleasure. Improved sidewalks, trails and bikeways make an evening stroll or bike ride possible and provide public areas where neighbors can get to know each other.

Economic benefits exist as well. Bicycling and walking are affordable forms of transportation.

- Money Facts:
 - The cost of operating a car for one year is approximately \$5,170 (AAA Mid-Atlantic)
 - The cost of operating a bicycle for a year is only \$120 (League of American Bicyclists).
 - The average family has to work for more than 6 weeks to pay a year's car expenses, compared to less than one day needed to pay for a year's bicycle expenses.
 - Nationally, 28% of all trips are one-mile or less—an easy 10-20 minute walk—yet 60% of these are by driving
 - **Walking is free!**

Portion of a Typical U.S. Household's Income Spent on Owning and Operating an Automobile



Perryville TOD and Greenway Plan

Why do a Greenway Plan?

Healthy communities

- Provide for active communities
- Increase access to recreational opportunities
- Improve safety for walking and bicycling



The Health Problem:

- 60% of Maryland adults are obese and or overweight (2009 CDC data)
- 29 of children and teens are overweight or obese (2007 CTC, ages 10-17)
- 51% of Maryland adults do not get the recommended level of physical activity
- Obesity results in \$113 billion of direct health related costs each year nationally
- The CDC found that "obesity and overweight are linked to the nation's number one killer--heart disease--as well as diabetes and other chronic conditions." The report also states that one reason for Americans' sedentary lifestyle is that "walking and cycling have been replaced by automobile travel for all but the shortest distances."
- Americans spend an average of 443 hours behind the wheel per year
- Research shows that those who live in walkable, bikeable communities are more likely to lead active lifestyles

A Solution:

Families can improve their health and enjoy quality time together
by being active on Perryville greenways

Walking and bicycling in Perryville can save money while getting valuable exercise.

Perryville TOD and Greenway Plan

Why do a Greenway Plan?

What we're planning

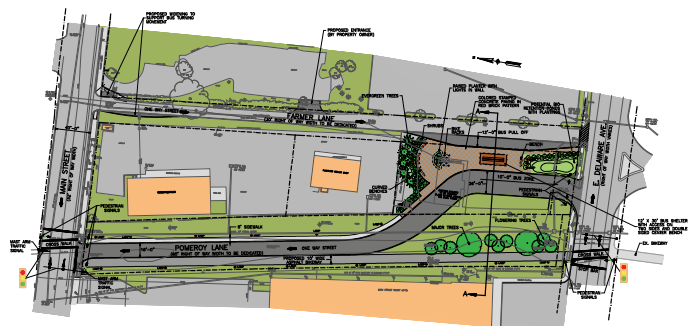
- Identify a basic network of multi-use pedestrian and bicycle pathways and connecting sidewalks and bike routes
- Develop policy to assist Perryville coordinate land use development and transportation projects with pathway/greenway implementation
- The final product will identify existing and potential multi-use pathways, emphasizing a network of sidepaths and pathways/greenway trails with proposed actions and policies to promote their implementation and local connections.

Plan for implementation

- Prioritize recommended improvements to tackle the greatest needs first
- Promote public/private partnerships and link with development activity
- Recommend desirable pathway design
- Recommend desirable pedestrian oriented land use
- Identify maintenance and safety needs for existing and future pathways



Continue community involvement through greenway development process



Include pathways in land use and transportation projects



Plan for a well maintained facility



Plan for a safe facility

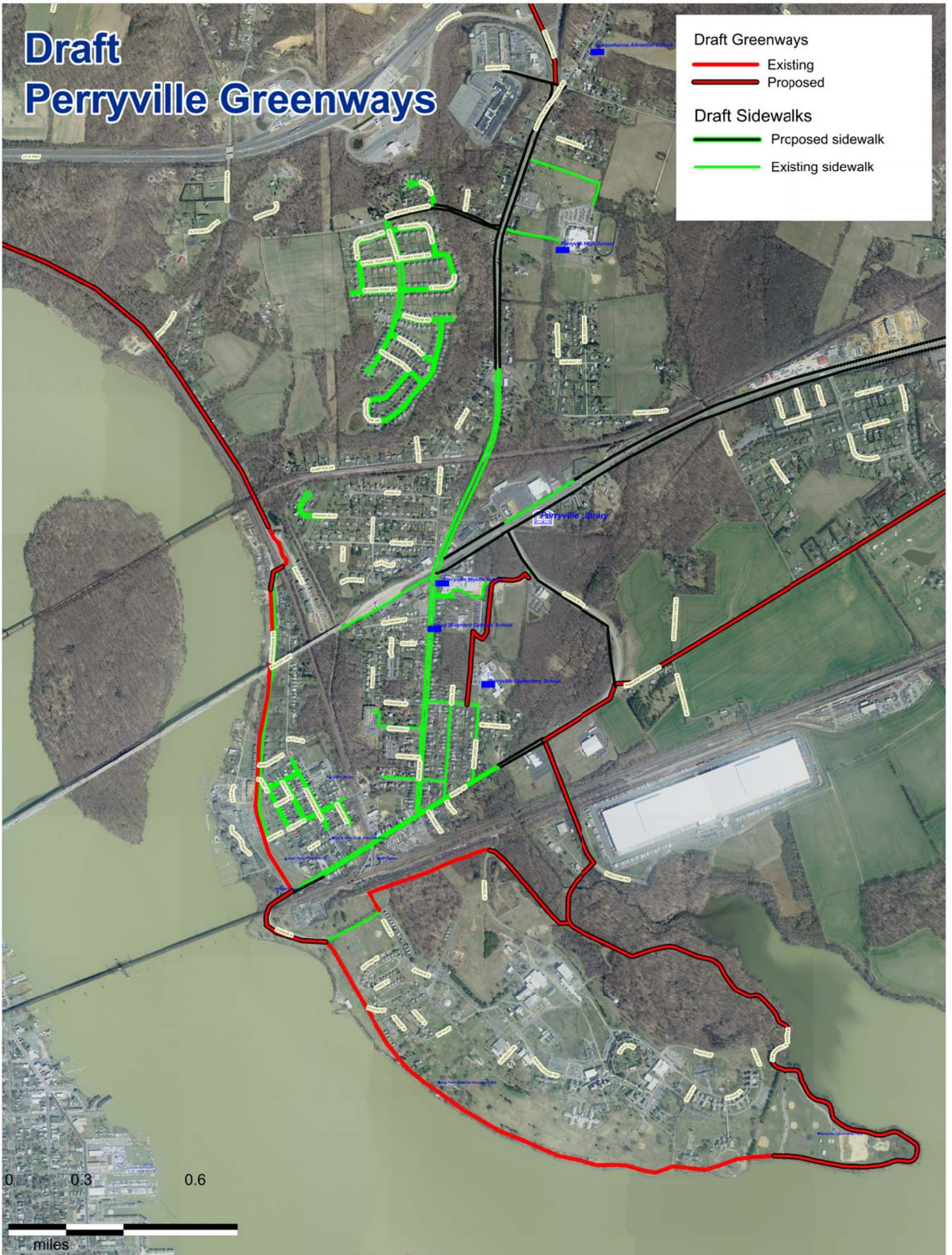
Draft Perryville Greenways

Draft Greenways

- Existing
- Proposed

Draft Sidewalks

- Proposed sidewalk
- Existing sidewalk



Perryville Transit Oriented Development Plan

Tell us your 2 greatest priorities for downtown Perryville

(place a DOT ● by each of your top 2)

<u>Quality architecture and urban design</u>	<u>Pleasant and safe places to walk and/or bicycle</u>
<u>Expand greenways trails</u>	<u>Public art and landscaping</u>
<u>More shops and restaurants</u>	<u>Mixed use economic development projects</u>
<u>Efficient and reliable bus transportation</u>	<u>Maintain historic character</u>
<u>Improve roads and intersections</u>	<u>Increased train service</u>
Other _____	Other _____
Other _____	Other _____
Other _____	Other _____

Tell us more! Fill out an Perryville planning survey.

