

# Perryville TOD and Greenway Plan

## Greenway Glossary

### Pathway:

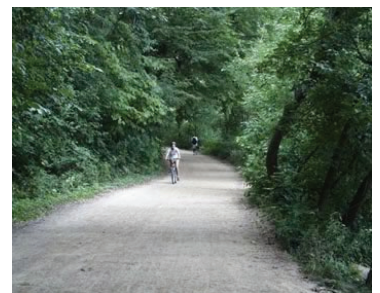
A bicycle and pedestrian path separated from motorized vehicular traffic by an open space, barrier or curb. Multi-use paths may be within the highway right-of-way or within an independent right-of-way, such as on an abandoned railroad bed or along a stream valley park. Multi-use paths typically accommodate 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:

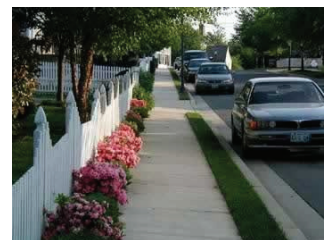
A pathway within the roadway right-of-way or near the road within an easement for multiuse nonmotorized travel. Sidepaths should be a minimum of 10' wide (but sidewalks may be substituted in constrained conditions).



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:

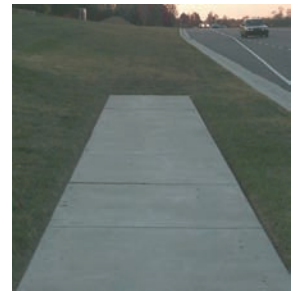
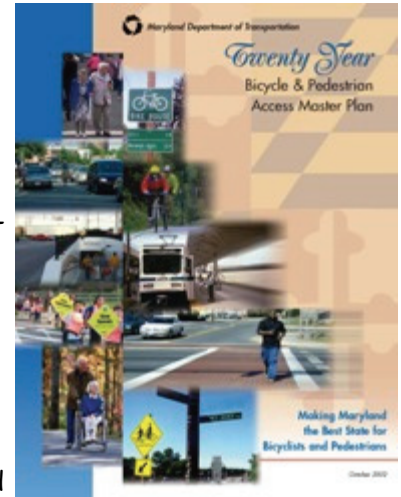
Bicycle facilities may consist of off-road Pathways, Greenways or Sidepaths or on-road Bicycle Lanes or Share the Road. A bicycle lane is a striped lane that is a minimum of 4 feet wide. Shared roads may be designated by signs or special on-pavement markings (Sharrows).

# 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



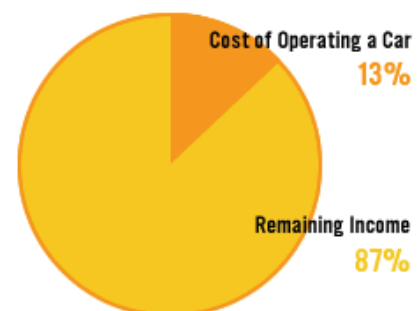
Better conditions for bicycling and walking have intangible benefits to our quality of life. In a growing number of communities, bicycling and walking are considered as indicators of a community's livability - a factor that has a profound impact on attracting businesses and workers as well as tourism. 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

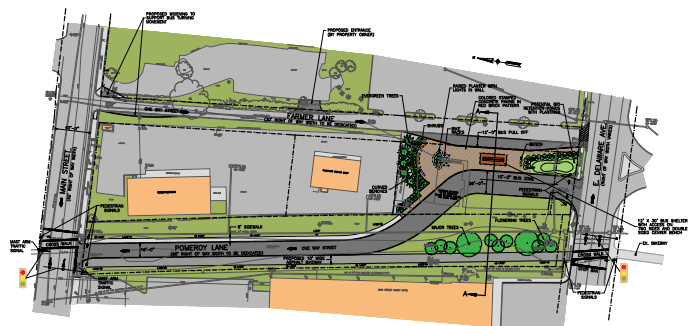
- Identify a basic network of multi-use pedestrian and bicycle pathways and connecting sidewalks and bike routes
- Develop policy to assist Perryville coordinate land use development and transportation projects with pathway/greenway implementation
- The final product will identify existing and potential 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

# Greenway Plan - Suggested Goals and Objectives

Potential goals, objectives and actions of this Plan include

- **Increase Walking and Bicycling for Transportation:** Enhance the user experience as well as access to schools, places of employment, shopping, parks and recreation, natural areas, community centers and other key destinations:

- Expand greenway accessibility and connectivity;
- Foster intermodal linkages and amenities to support trips by walking and cycling;
- Integrate walking and bicycling with public transit facilities and services;
- Provide for safe road crossings;
- Provide capital and engineered safety enhancements for safe travel across the town's nonmotorized network;
- Adopt Complete Streets policy for new and upgraded road projects; and
- Maintain existing trails and bicycle routes.

- **Develop a Coordinated Network for Walking and Bicycling That is Safe, Accessible, Convenient and Provides Intermodal Connections:**

Systematically develop and enhance greenways, sidewalks and bike routes

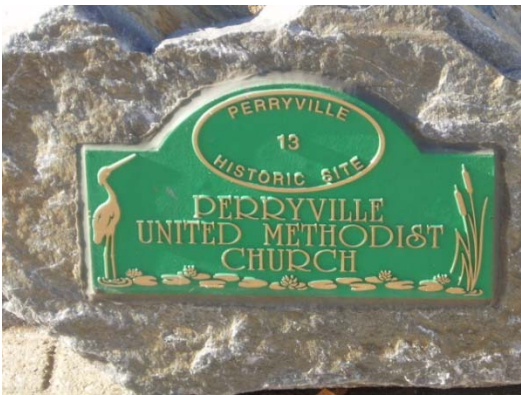
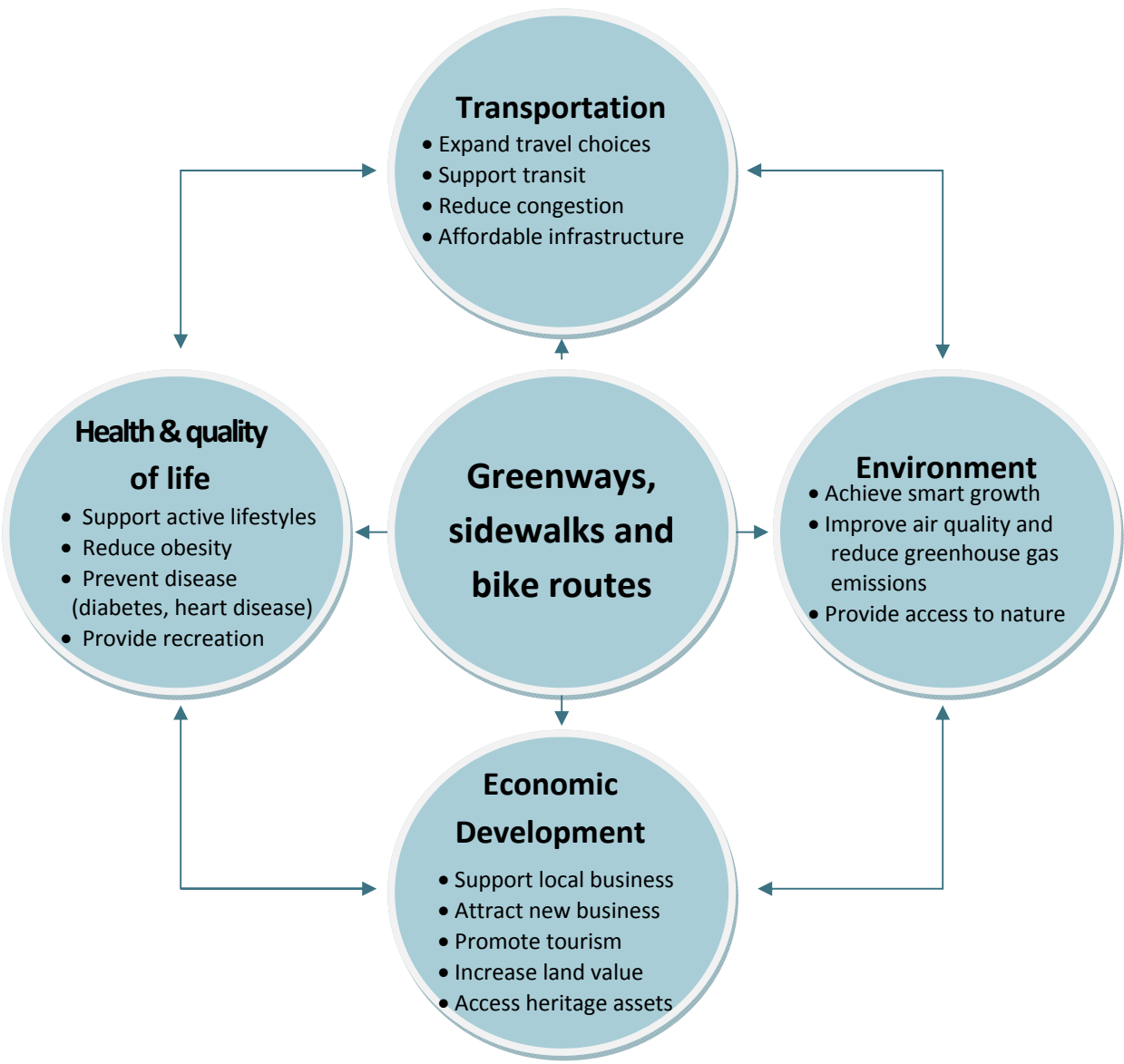
where residents and visitors live, learn, work, and play:

- Explore greenway development in underutilized rail and utility corridors;
- Focus greenway development on linkages with existing infrastructure;
- Provide safely designed, well-marked and maintained on and off street bicycle routes to community destinations and transit stops;
- Provide adequate and secure bicycle parking at all major trip destinations;
- Integrate greenways into existing communities;
- Promote greenway and bicycle route design standards; and
- Routinely inventory greenway, pedestrian and bicycling assets.

- **Expand Partnerships and Coordination to Support Walking and Bicycling:**

Facilitate collaborative relationships among stakeholder groups and pursue new approaches to promoting greenway, sidewalk and bicycle route development:

- Attract state agency, local, and non-traditional partners in greenway development and promotion;
- Practice coordinated inter-agency and inter-jurisdictional planning;
- Incorporate pedestrian and bicycle elements into planning and development activities;
- Add bicycle and pedestrian supportive language to existing zoning ordinance and other bicycle-friendly actions to encourage and facilitate non-motorized travel;
- Refine roles and responsibilities of state agencies, the Town government and outside stakeholders;
- Engage in innovative marketing and outreach techniques.
- Provide connectivity to county, regional and national bicycle and greenway routes including East Coast Greenway, Lower Susquehanna Heritage Greenway and the National Bicycle Route network;
- Teach children and adults safe bicycling techniques and motor vehicle operations.
- Provide enforcement of traffic laws related to bicycling and pedestrians;
- Maximize resources to support private and nonprofit sponsors;
- Foster preplanning and engineering to address future maintenance needs
- Adopt a prioritization process to quantitatively evaluate projects that gives adequate weight to non-motorized improvements; and
- Periodically examine and quantify the plan's implementation progress and make adjustments where necessary.





# Draft Perryville Greenways

**Draft Greenways**

- Existing (Yellow line)
- Proposed (Red line)

**Draft Sidewalks**

- Proposed sidewalk (Cyan line)
- Existing sidewalk (Green line)

**Map Labels:**

- Streets: SUSQUEHANNA, PATTERSON AVE, PERRYVILLE RD, CLAYTON ST, SUMPTER DR, JOHN ST, FRANKLIN ST, RICHMOND ST, COLE ST, GREENWAY, CECIL AVE, BROAD ST, AVENUE A, AVENUE B, AVENUE C, AVENUE D, AVENUE E, AVENUE F, AVENUE G, AVENUE H, AVENUE I, AVENUE J, AVENUE K, AVENUE L, AVENUE M, AVENUE N, AVENUE O, AVENUE P, AVENUE Q, AVENUE R, AVENUE S, AVENUE T, AVENUE U, AVENUE V, AVENUE W, AVENUE X, AVENUE Y, AVENUE Z, AVENUE AA, AVENUE AB, AVENUE AC, AVENUE AD, AVENUE AE, AVENUE AF, AVENUE AG, AVENUE AH, AVENUE AI, AVENUE AJ, AVENUE AK, AVENUE AL, AVENUE AM, AVENUE AN, AVENUE AO, AVENUE AP, AVENUE AQ, AVENUE AR, AVENUE AS, AVENUE AT, AVENUE AU, AVENUE AV, AVENUE AW, AVENUE AX, AVENUE AY, AVENUE AZ, AVENUE BA, AVENUE BB, AVENUE BC, AVENUE BD, AVENUE BE, AVENUE BF, AVENUE BG, AVENUE BH, AVENUE BI, AVENUE BJ, AVENUE BK, AVENUE BL, AVENUE BM, AVENUE BN, AVENUE BO, AVENUE BP, AVENUE BQ, AVENUE BR, AVENUE BS, AVENUE BT, AVENUE BU, AVENUE BV, AVENUE BW, AVENUE BX, AVENUE BY, AVENUE BZ, AVENUE CA, 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AVENUE JB, AVENUE JC, AVENUE JD, AVENUE JE, AVENUE JF, AVENUE JG, AVENUE JH, AVENUE JI, AVENUE JJ, AVENUE JK, AVENUE JL, AVENUE JM, AVENUE JN, AVENUE JO, AVENUE JP, AVENUE JQ, AVENUE JR, AVENUE JS, AVENUE JT, AVENUE JU, AVENUE JV, AVENUE JW, AVENUE JX, AVENUE JY, AVENUE JZ, AVENUE KA, AVENUE KB, AVENUE KC, AVENUE KD, AVENUE KE, AVENUE KF, AVENUE KG, AVENUE KH, AVENUE KI, AVENUE KJ, AVENUE KK, AVENUE KL, AVENUE KM, AVENUE KN, AVENUE KO, AVENUE KP, AVENUE KQ, AVENUE KR, AVENUE KS, AVENUE KT, AVENUE KU, AVENUE KV, AVENUE KW, AVENUE KX, AVENUE KY, AVENUE KZ, AVENUE LA, AVENUE LB, AVENUE LC, AVENUE LD, AVENUE LE, AVENUE LF, AVENUE LG, AVENUE LH, AVENUE LI, AVENUE LJ, AVENUE LK, AVENUE LL, AVENUE LM, AVENUE LN, AVENUE LO, AVENUE LP, AVENUE LQ, AVENUE LR, AVENUE LS, AVENUE LT, AVENUE LU, AVENUE LV, AVENUE LW, AVENUE LX, AVENUE LY, AVENUE LZ, AVENUE MA, AVENUE MB, AVENUE MC, AVENUE MD, AVENUE ME, AVENUE MF, AVENUE MG, AVENUE MH, AVENUE MI, AVENUE MJ, AVENUE MK, AVENUE ML, AVENUE MM, AVENUE MN, 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AVENUE QB, AVENUE QC, AVENUE QD, AVENUE QE, AVENUE QF, AVENUE QG, AVENUE QH, AVENUE QI, AVENUE QJ, AVENUE QK, AVENUE QL, AVENUE QM, AVENUE QN, AVENUE QO, AVENUE QP, AVENUE QQ, AVENUE QR, AVENUE QS, AVENUE QT, AVENUE QU, AVENUE QV, AVENUE QW, AVENUE QX, AVENUE QY, AVENUE QZ, AVENUE RA, AVENUE RB, AVENUE RC, AVENUE RD, AVENUE RE, AVENUE RF, AVENUE RG, AVENUE RH, AVENUE RI, AVENUE RJ, AVENUE RK, AVENUE RL, AVENUE RM, AVENUE RN, AVENUE RO, AVENUE RP, AVENUE RQ, AVENUE RR, AVENUE RS, AVENUE RT, AVENUE RU, AVENUE RV, AVENUE RW, AVENUE RX, AVENUE RY, AVENUE RZ, AVENUE SA, AVENUE SB, AVENUE SC, AVENUE SD, AVENUE SE, AVENUE SF, AVENUE SG, AVENUE SH, AVENUE SI, AVENUE SJ, AVENUE SK, AVENUE SL, AVENUE SM, AVENUE SN, AVENUE SO, AVENUE SP, AVENUE SQ, AVENUE SR, AVENUE SS, AVENUE ST, AVENUE SU, AVENUE SV, AVENUE SW, AVENUE SX, AVENUE SY, AVENUE SZ, AVENUE TA, AVENUE TB, AVENUE TC, AVENUE TD, AVENUE TE, AVENUE TF, AVENUE TG, AVENUE TH, AVENUE TI, AVENUE TJ, AVENUE TK, AVENUE TL, AVENUE TM, AVENUE TN, AVENUE TO, AVENUE TP, AVENUE TQ, AVENUE TR, AVENUE TS, AVENUE TT, AVENUE TU, AVENUE TV, AVENUE TW, AVENUE TX, AVENUE TY, AVENUE TZ, AVENUE UA, AVENUE UB, AVENUE UC, AVENUE UD, AVENUE UE, AVENUE UF, AVENUE UG, AVENUE UH, AVENUE UI, AVENUE UJ, AVENUE UK, AVENUE UL, AVENUE UM, AVENUE UN, AVENUE UO, AVENUE UP, AVENUE UQ, AVENUE UR, AVENUE US, AVENUE UT, AVENUE UY, AVENUE UZ, AVENUE VA, AVENUE VB, AVENUE VC, AVENUE VD, AVENUE VE, AVENUE VF, AVENUE VG, AVENUE VH, AVENUE VI, AVENUE VJ, AVENUE VK, AVENUE VL, AVENUE VM, AVENUE VN, AVENUE VO, AVENUE VP, AVENUE VQ, AVENUE VR, AVENUE VS, AVENUE VT, AVENUE VY, AVENUE VZ, AVENUE WA, AVENUE WB, AVENUE WC, AVENUE WD, AVENUE WE, AVENUE WF, AVENUE WG, AVENUE WH, AVENUE WI, AVENUE WJ, AVENUE WK, AVENUE WL, AVENUE WM, AVENUE WN, AVENUE WO, AVENUE WP, AVENUE WQ, AVENUE WR, AVENUE WS, AVENUE WT, AVENUE WY, AVENUE WZ, AVENUE XA, AVENUE XB, AVENUE XC, AVENUE XD, AVENUE XE, AVENUE XF, AVENUE XG, AVENUE XH, AVENUE XI, AVENUE XJ, AVENUE XK, AVENUE XL, AVENUE XM, AVENUE XN, AVENUE XO, AVENUE XP, AVENUE XQ, AVENUE XR, AVENUE XS, AVENUE XT, AVENUE XU, AVENUE XV, AVENUE XW, AVENUE XX, AVENUE XY, AVENUE XZ, AVENUE YA, AVENUE YB, AVENUE YC, AVENUE YD, AVENUE YE, AVENUE YF, AVENUE YG, AVENUE YH, AVENUE YI, AVENUE YJ, AVENUE YK, AVENUE YL, AVENUE YM, AVENUE YN, AVENUE YO, AVENUE YP, AVENUE YQ, AVENUE YR, AVENUE YS, AVENUE YT, AVENUE YZ, AVENUE ZA, AVENUE ZB, AVENUE ZC, AVENUE ZD, AVENUE ZE, AVENUE ZF, AVENUE ZG, AVENUE ZH, AVENUE ZI, AVENUE ZJ, AVENUE ZK, AVENUE ZL, AVENUE ZM, AVENUE ZN, AVENUE ZO, AVENUE ZP, AVENUE ZQ, AVENUE ZR, AVENUE ZS, AVENUE ZT, AVENUE ZY, AVENUE ZZ
- Locations: Susquehanna, Perryville High School, Perryville Middle School, Perryville Library, Good Shepherd Catholic School, Perryville Elementary School, Perryville Center, Boys & Girls Club- Perryville Unit, Town Hall, Train Station, Rodgers Tavern, Perry Point Mansion House and Mill, Perryville Community Center, Lower Ferry Park (future), Saint Marks Church Rd, Lighthouse Rd, Cove Point Way, Sumpter Dr, John St, Franklin St, Richmond St, Cole St, Greenway, Cecil Ave, Broad St, Avenue A, Avenue B, Avenue C, Avenue D, Avenue E, Avenue F, Avenue G, Avenue H, Avenue I, Avenue J, Avenue K, Avenue L, Avenue M, Avenue N, Avenue O, Avenue P, Avenue Q, Avenue R, Avenue S, Avenue T, Avenue U, Avenue V, Avenue W, Avenue X, Avenue Y, Avenue Z, Avenue AA, Avenue AB, Avenue AC, Avenue AD, Avenue AE, Avenue AF, Avenue AG, Avenue AH, Avenue AI, Avenue AJ, Avenue AK, Avenue AL, Avenue AM, Avenue AN, Avenue AO, Avenue AP, Avenue AQ, Avenue AR, Avenue AS, Avenue AT, Avenue AU, Avenue AV, Avenue AW, Avenue AX, Avenue AY, Avenue AZ, Avenue BA, Avenue BB, Avenue BC, Avenue BD, Avenue BE, Avenue BF, Avenue BG, Avenue BH, Avenue BI, Avenue BJ, Avenue BK, Avenue BL, Avenue BM, Avenue BN, Avenue BO, Avenue BP, Avenue BQ, Avenue BR, Avenue BS, Avenue BT, Avenue BU, Avenue BV, Avenue BW, Avenue BX, Avenue BY, Avenue BZ, Avenue CA, Avenue CB, Avenue CC, Avenue CD, Avenue CE, Avenue CF,

miles



# Draft Perryville Bicycle Routes

**Susquehanna Adventist School**

**Perryville High School**

**Crosswalk**

**Planned trailhead Crosswalk**

**Perryville Middle School**

**Perryville Library**

**Good Shepherd Catholic School**

**Perryville Elementary School**

**Perryville Center**

**Town Hall**

**Train Station**

**Rodgers Tavern**

**Boys & Girls Club- Perryville Unit**

**Lower Ferry Park (future)**

**Perry Point Mansion House and Mill**

**Perryville Communi**

Coordinate with MdTA/MDOT to allow bicycle access accross Hatem Bridge with appropriate warning signs

**Draft Bicycle Routes**

- MDOT Signed Bike Routes
- Proposed Bicycle Routes

0 0.3 0.6 miles

 MDOT Signed Bike Routes  
 Proposed Bicycle Routes

 MDOT Signed Bike Routes  
 Proposed Bicycle Routes