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Wilmington Area Planning Council

MD ROUTE 272 CORRIDOR PLAN 2025

Draft Final Report

Summer 2025

Prepared By:

CELEBRATING 50 YEARS 1975 - 2025

WALLACE MONTGOMERY

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Acronyms

- AASHTO – The American Association of State Highway and Transportation Officials
- ADA – Americans with Disabilities Act of 1990
- ICE – Intersection Control Evaluation
- LTS – Level of Traffic Stress
- MARC – Maryland Area Rail Commuter
- MDOT – Maryland Department of Transportation
- MPH – miles per hour
- MVA – Motor Vehicle Administration
- RTP – Regional Transportation Plan
- SHA – State Highway Administration
- WILMAPCO – Wilmington Area Planning Council

Executive Summary

The MD 272 Corridor Study was requested by Cecil County and initiated by the Wilmington Area Planning Council (WILMAPCO) in collaboration with the Town of North East, Cecil County, Maryland Department of Transportation, and other regional stakeholders. The plan evaluates existing transportation conditions and develops recommendations that address current transportation needs and the impact of potential future growth. The study corridor, extending from MD 274 (Joseph Biggs Memorial Highway) to Hance Point Road/Shady Beach Road, is a vital transportation spine that connects regional highways (I-95 and US 40) to the Town of North East and surrounding communities.

This community-driven plan, developed between fall 2024 and summer 2025, focuses on addressing key challenges across mobility, safety, accessibility, land use compatibility, and parking while supporting economic development and sustainable growth. Its development was coordinated with the Comprehensive Plan Update and Bikeways Plan Development. A Steering Committee composed of local agencies, community organizations, and institutional partners guided the planning process, ensuring alignment with public needs and long-range transportation goals.

1 Key Findings

Multimodal Needs: The corridor lacks consistent pedestrian and bicycle infrastructure, with significant gaps in sidewalks and bike lanes, especially outside downtown North East. Transit access is limited, necessitating improvements to fixed-route services and multimodal hubs like the proposed Mid-County Transit Hub.

Safety and Speed Concerns: With 127 crashes in 2023 alone—many concentrated near high-volume intersections like US 40 and I-95—safety enhancements are a top priority. Speed studies indicate frequent violations, emphasizing the need for traffic calming, intersection redesigns, and speed management strategies. High speeds were the biggest concern of the public for the roadway segment south of North East.

Congestion and Capacity: Daily traffic volumes are greatest between I-95 and US 40, which experiences seasonal increases of over 13% during summer weekends. Congestion and the need for flow improvements is also an issue identified in the downtown area of North East. This congestion requires intelligent transportation systems, signal timing updates, and consideration of bypass routes.

Parking: Parking was not initially considered as part of the study, but the residents, business owners, municipal and elected officials of North East felt that ignoring parking issues and the interrelation between traffic, safety and parking within downtown North East should not be overlooked. A desktop detailed inventory revealed over 3,300 available parking spaces in the Town of North East. Recommendations include shifting toward smarter parking management, introducing shared-use lots,

and revising zoning codes to discourage overbuilding of surface parking.

2 Community Engagement

Robust public engagement—involving nearly 400 residents and visitors—included surveys, workshops, targeted meetings with residents and business owners, and youth outreach events. Feedback emphasized the need for improved sidewalks, bike facilities, better traffic flow, parking clarity, and more organized event parking. Overall public sentiment also supported roundabouts, multimodal safety improvements, and two-way conversions on Mauldin Avenue.

3 Recommended Improvements

The study outlines phased recommendations categorized as short-, mid-, and long-term improvements, addressing intersections, pedestrian facilities, roadway geometry, and transit infrastructure. Key recommendations include:

Short-Term: Lighting upgrades, signage replacement, intersection maintenance, and pedestrian crossing enhancements.
Mid-Term: Mauldin Avenue two-way conversion feasibility study, parking utilization study, additional multimodal network connections, and signal retiming.
Long-Term: Major intersection reconfigurations, bridge replacements, shared-use paths, and corridor-wide roundabout installations.

4 Implementation and Funding

Implementation is staged to allow for incremental progress aligned with available funding, future studies, and design readiness. A variety of state and federal grant programs were identified as potential funding sources, including Maryland Bikeways, Safe Routes to School, and Community Parks and Playgrounds grants.

Chapter 1: Introduction

The Maryland Route 272 Corridor Plan (MD 272 Plan) was initiated by the Wilmington Area Planning Council (WILMAPCO) to examine transportation improvements for the MD 272 corridor, bounded by the Joseph Biggs Memorial Highway (MD 274) and by Hance Point Road/Shady Beach Road. Development of the improvements was a community-driven process and focused on enhancing transportation connectivity, safety, accessibility and congestion management. The work was guided by a Steering Committee of the following members invited to participate:

Karen Adair,
North East Elementary School

Michael Berth,
Cecil County EMS

Stephen Yates,
Town of North East Police Department

Richard Martin,
North East River Yacht Club

Megan McRay,
Cecil County Chamber of Commerce

Ben Allen,
SHA Regional Planner

Sarah Gambolati
Elk Neck State Park

Jessica Worley,
Cecil County Chamber of Commerce

Betsy Vennell,
Town of North East

Melissa MacKenzie,
Town of North East

Daniel Paschall,
East Coast Greenway Alliance

Walt Beaupre,
Cecil College

Bill Swiatek,
WILMAPCO

Jake Thomson,
WILMAPCO

Tigist Zegeye,
WILMAPCO

Rich Baker,
SHA District 2

Joe Bunk,
Cecil College

Sandy Maruchi-Turner,
Cecil County Office of Economic Development

Stacey Dahlstrom,
EPR

Chris Reno,
Bike Maryland

Bob Thomas,
911 National Memorial Trail Alliance

Deanna Perkins,
Cecil County Public Schools

Major George Stanko,
Cecil County Sheriff's Office

Charles Helm,
Cecil County Public Schools

Stephen O'Connor,
Cecil County Land Use & Development Services

Shawn Kiernan,
SHA

Michael Steimer,
Wallace Montgomery

Jeff Isaacs,
North East Fire Company

Nichole Wiley,
Wallace Montgomery

Wayne Martin,
Wallace Montgomery

1 Study Area

The study area is the MD 272 corridor from Joseph Biggs Memorial Highway (MD 274) to Hance Point Road/Shady Beach Road, as shown in **Figure 1-1**. This roadway in Cecil County serves as the main throughfare through the Town of North East.

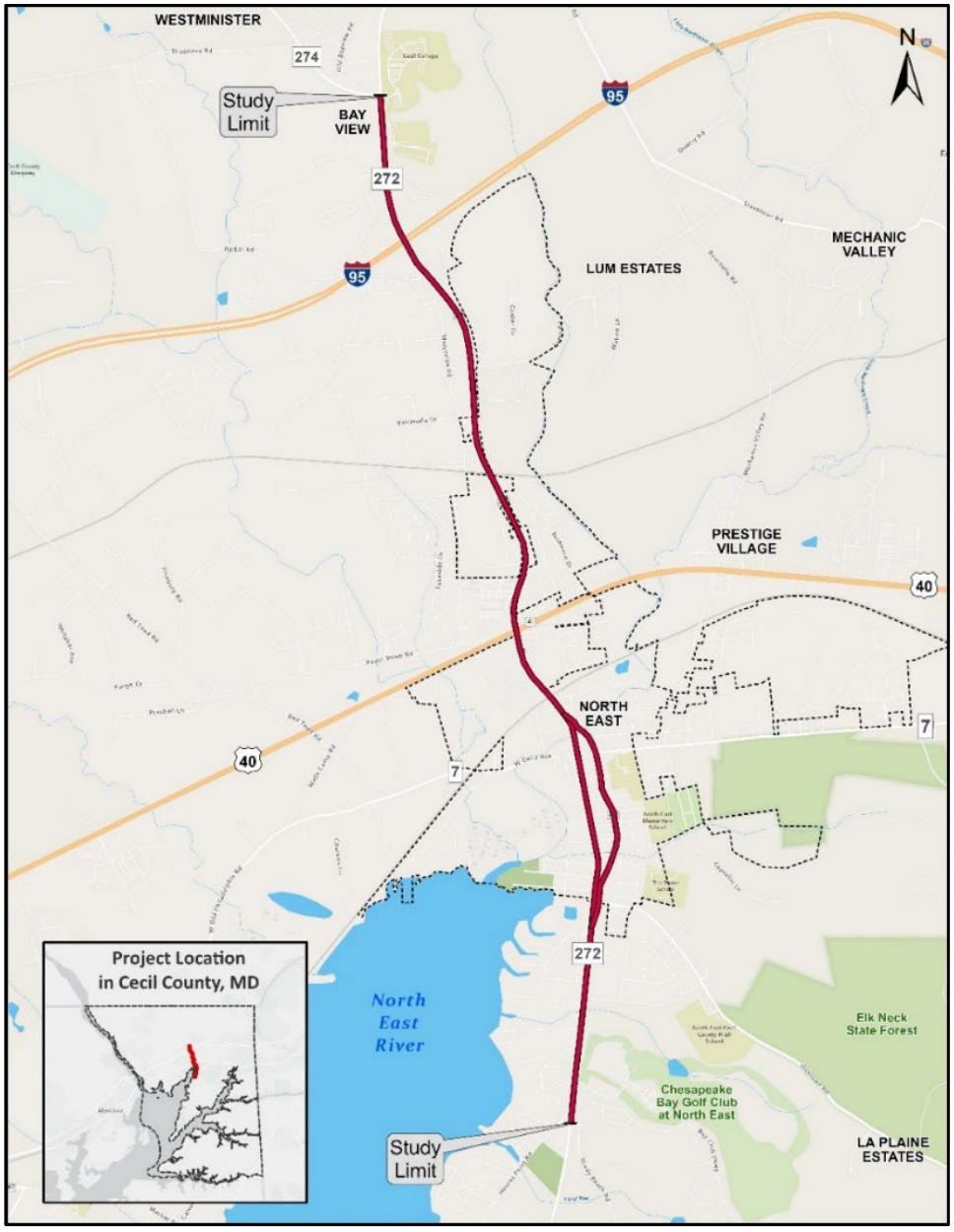


Figure 1.1: Study Area Location

2 Plan Purpose

The purpose of the plan was to identify and examine transportation improvements needed along MD 272. The identified goals of this plan were to:

- Create a vision for transportation connectivity, safety, and accessibility.
- Foster public participation, including feedback from community youth.
- Coordination with the ongoing North East Comprehensive Plan update and North East Bicycle Feasibility Study.
- Incorporate previous plans already completed:
    - North East Transit Oriented Development Plan,
    - North East Comprehensive Plan,
    - Cecil County Comprehensive Plan.
- Inventory and understand existing and planned transportation, land use, and development conditions.
- Identify recommendations and preferred alternatives.
- Determine potential partners, resources, and revenue sources to expedite plan implementation.

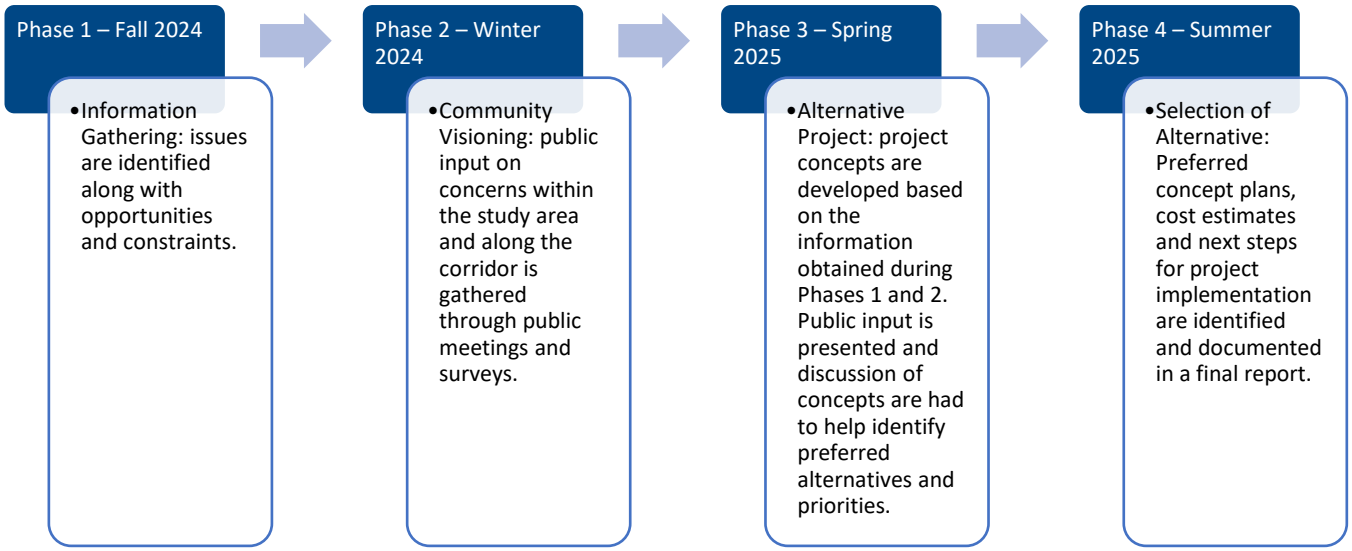
The term "countermeasure" appears throughout this report. The Federal Highway Administration (FHWA) defines "countermeasure" as "an action taken to counteract a danger or threat." FHWA provides the following example of how countermeasures are used for road safety: "After examining traffic crash history, roadway geometry, and other factors, the construction of a modern roundabout was selected as the appropriate countermeasure to address identified safety issues."[1] The roundabout in the example above carries an index of how much crash experience is expected to change following the modification. This index is known as a Crash Modification Factor (CMF). Converting a two-way stop-controlled intersection into a roundabout would have an injury crash modification value of 0.18. This value correlates to an expected reduction in fatal and injury crash of 82% at the intersection. There are 28 proven safety countermeasures. Many recommendations in this report are tied to those proven safety countermeasures.

The scope of the proposed improvements is large and broken down into three manageable pieces (short-term, mid-term and long-term), allowing various projects to be completed over successive years as funding, additional studies, and final designs are completed.

[1] https://safety.fhwa.dot.gov/local_rural/training/fhwasa14072/sec7.cfm

3 Planned Development Phases

The plan was developed in four phases, beginning in the fall of 2024 and ending in the summer of 2025. The phases were sectioned out to gather the data, work with the public to identify common concerns and issues, develop and collaborate improvement concepts, and select and document the preferred alternative(s).



Chapter 2: Existing Conditions

MD 272 from MD 274 to Hance Point Road/Shady Beach Road is classified by the Maryland Department of Transportation State Highway Administration (SHA) as a minor arterial. Due to the varying roadway features and land use characteristics, the project corridor was split into three design segments: Segment 1: MD 272 to US 40, Segment 2: US 40 to Irishtown Road, and Segment 3: Irishtown Road to Hance Point Road/Shady Beach Road. Issues along the project corridor are identified more closely in the Task 1 Report of Appendix A, where opportunities and constraints with the plan are also listed.

Segment 1: MD 272 to US 40

The northernmost part of this segment starts at the MD 274 and Cecil College signalized intersection and has four 12-foot lanes of travel with a posted speed limit of 50 mph. There are currently no sidewalk or bicycle facilities.

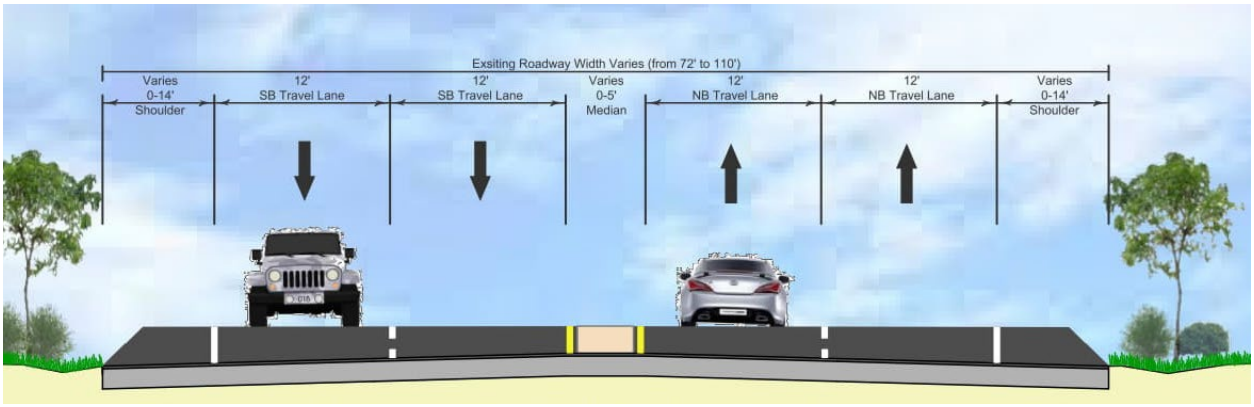


Figure 2.1: Existing Typical Section MD 272 Between MD 274 and Lums Road

Moving south, at the signal controlled Lums Road intersection, the roadway drops down to two 11-foot travel lanes and continues to the signalized US 40 intersection. The posted speed limit also decreases to 45 mph. There's a non-continuous stretch of sidewalk and 5-foot dedicated bike lane present on the western side of the roadway only between Gateway Drive and US 40. This segment is primarily industrial, commercial, and agricultural and experiences higher volumes of traffic.

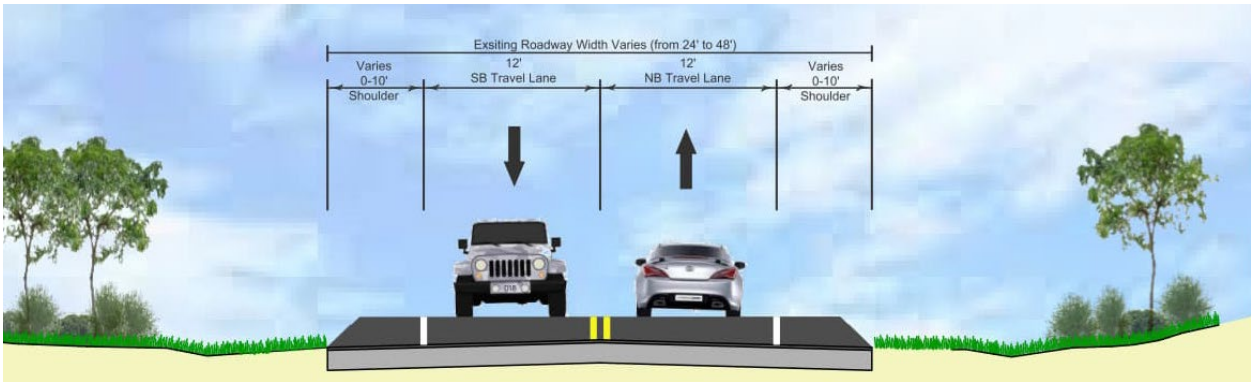


Figure 2.2: Existing Typical Section MD 272 Lums Road to Nazarene Camp Road

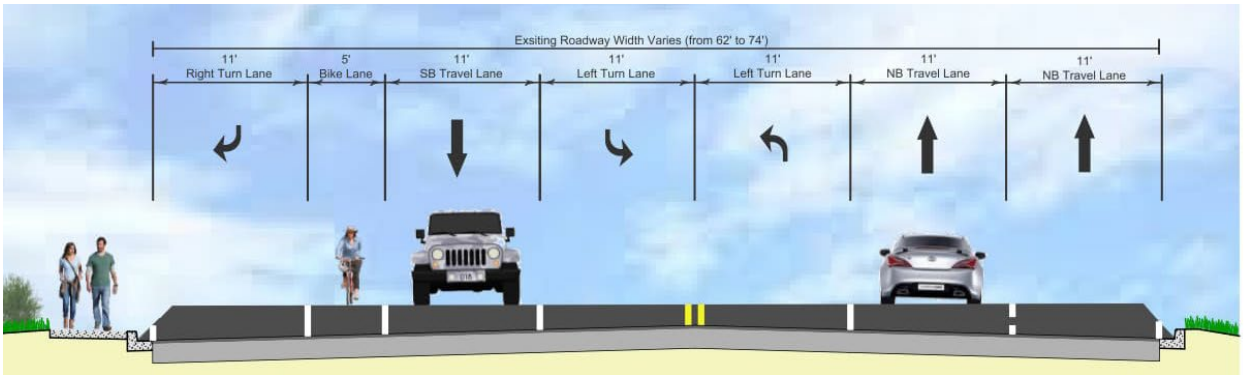


Figure 2.3: Existing Typical Section MD 272 NE Plaza to US 40

Segment 2: US 40 to Irishtown Road

This segment connects US 40 to North East with two 12-foot travel lanes and a center turn lane, dropping the speed limit to 40 mph. There is continuous sidewalk present on the western side with no bicycle facilities.

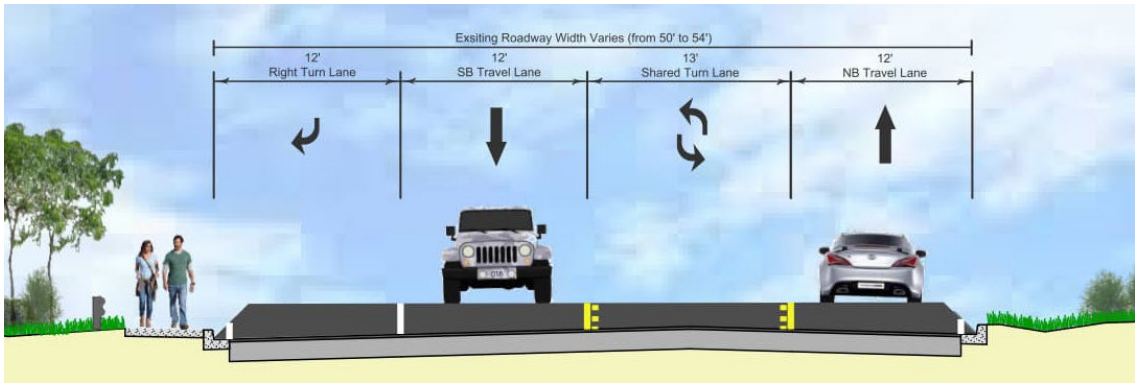


Figure 2.4: Existing Typical Section MD 272 US 40 to North East Station

Once the roadway reaches the Town of North East boundary, the speed limit drops to 25 mph and the roadway splits to a separated northbound (Maudlin Avenue) and southbound roadway (Main Street) pair. The northbound roadway has two 11-foot travel lanes with a shoulder or parking on the right side. The southbound roadway has one 12-foot travel lane with shoulder or parking on both sides. Both sides of roadway have continuous sidewalk present on one side of the roadway. This segment has a vibrant downtown character with mixed commercial and residential land uses.

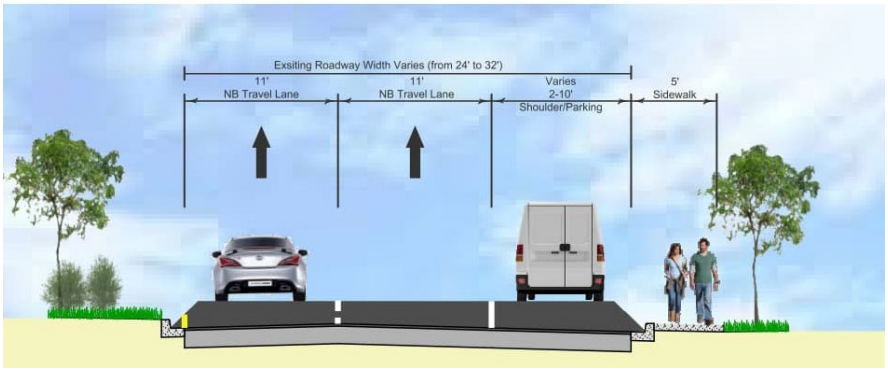


Figure 2.5: Existing Typical Section MD 272 (Mauldin Ave) Russell Street to Irishtown Road

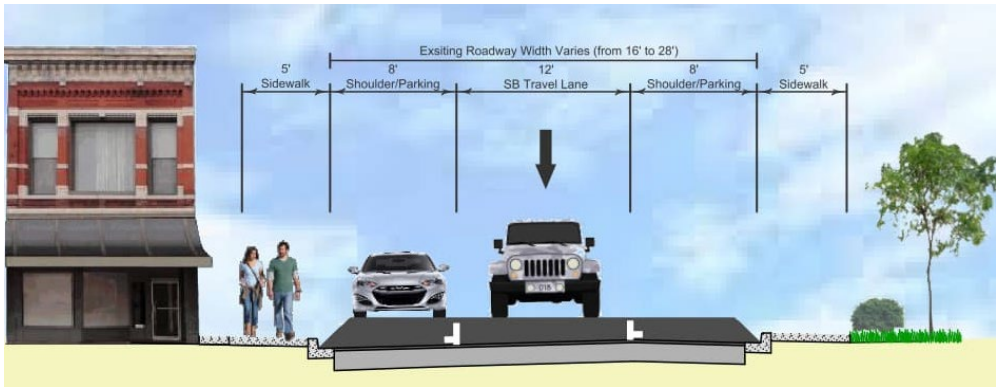


Figure 2.6: Existing Typical Section MD 272 (Main Street) US 40 to Russell Street to Irishtown Road

Segment 3: Irishtown Road to Hance Point Road/Shady Beach Road

Around Irishtown Road, the northbound and southbound lanes of MD-272 merge back together as one roadway. There are two 12-foot travel lanes with varying 0-12-foot shoulders on both sides. The speed limit increases in this segment from 35-50 mph. There are no pedestrian or bicycle facilities. This segment is primarily rural with mostly residential and open space land uses.

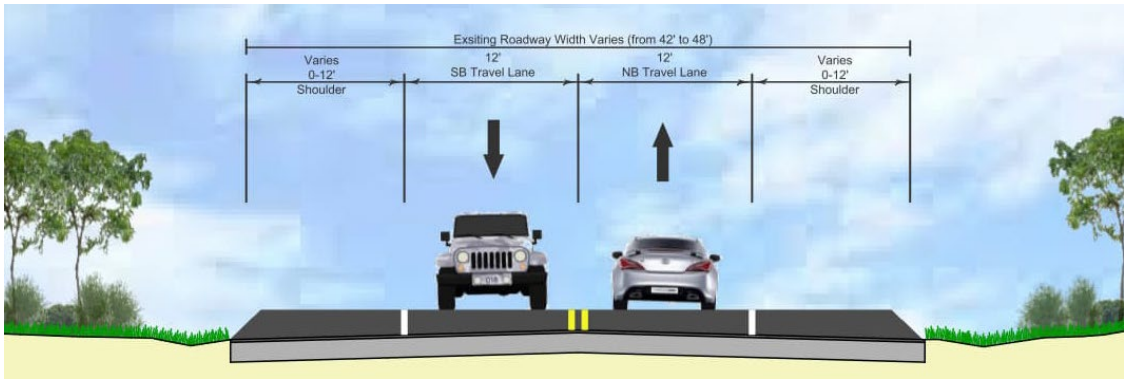


Figure 2.7: Existing Typical Section MD 272 Irishtown Road to Hance Point Road/Shady Beach Road

Chapter 3: Transportation Needs

The MD 272 Corridor is a critical arterial route through Cecil County, Maryland, linking I 95, US 40, and the Town of North East to southern residential communities and recreational destinations. This chapter addresses the corridor's existing transportation deficiencies to inform future infrastructure improvements and policy considerations for the corridor.

1 Multimodal Connectivity and Accessibility

Transit Needs

Cecil Transit's *Cross-County Connection* serves the MD-272 corridor, linking Perryville, North East, and Elkton. Despite this, public transit coverage is limited mostly to US 40 and select stops on MD 272, operating about once an hour. The lack of frequent, well-distributed bus stops, limited weekend service, and limited connectivity to regional rail restricts access to transit for residents without private vehicles. There is a clear need to:

- Expand fixed-route bus service deeper into residential areas and explore micro transit.
- Improve access to the Perryville MARC station.
- Advance planning for the North East MARC station to enhance regional rail access.
- Improve bus stops with better lighting, shelters, and walking connections to nearby destinations.

Pedestrian and Bicycle Facilities

Most roadways lack sidewalks, with complete pedestrian infrastructure confined to central North East. High bicycle stress levels (LTS 3-4)[2] on MD 272 and US 40, especially outside of town, inhibit nonmotorized travel. Additionally, sidewalk gaps along MD 272 and major intersections limit safe pedestrian movement. Needs include:

- Sidewalk infill and continuous pedestrian corridors.
- Dedicated bike lanes or protected bikeways, especially where traffic volumes are highest.
- Enhanced pedestrian crossings at major intersections, particularly US 40 and I 95 interchanges.

Residents expressed support for enhanced pedestrian and bicycle infrastructure and called for better sidewalks and bike facilities and shared use paths.

[2] LTS 3-4: Level of Traffic Stress, with LTS 3 being classified as having moderate stress and LTS 4 being deemed high stress and having motor vehicle and bicycle traffic mixed.

2 Safety and Speed Management

Crash Hotspots

In 2023, 127 crashes occurred within the corridor, 42 resulting in injuries. High-density crash clusters were noted at:

- The MD 272/US 40 intersection (29 crashes, 6 injuries).
- MD 272 between Peninsula Drive and the I 95 interchange (17 crashes, 6 injuries).
- I 95 interchange (12 crashes, 4 injuries).

This pattern highlights a need for:

- Intersection redesigns with better visibility, signal timing, and pedestrian facilities.
- Access management strategies (e.g., consolidated driveways, medians).
- Traffic calming through central North East and residential areas.

Speed Discrepancies

85th percentile speeds[3]—see Appendix A for more information—frequently exceed posted limits, especially:

- South of North East (by up to 26 mph over).
- At the I 95 interchange (by up to 11 mph over).

This speed noncompliance indicates a need for:

- Updated speed studies and enforcement strategies.
- Roadway design features (e.g., narrowing, gateway treatments) to induce lower travel speeds.

3 Capacity and Seasonal Congestion

MD 272 sees the highest daily traffic volumes (22,000–25,000 vehicles) between I 95 and US 40, as it serves primarily as a connector between these highways rather than for local traffic. This indicates:

- A pressing need for capacity enhancements for the two-lane roadway segment since these volumes exceed the general saturation threshold of 10,000 to 15,000 vehicles per day for a two lane roadway. Intelligent transportation systems (ITS) could also be used to manage flow efficiently between the two highways
- Consideration of bypass options or alternate routing for through traffic.

[3] **85th percentile speed** – the speed at or below which 85 percent of vehicles travel.

Seasonal volume surges (+13% in summer weekends) further strain this segment, warranting:

- Dynamic traffic management during peak travel months, adjusting traffic flow to meet current roadway conditions
- Traveler information systems to reduce congestion impacts

Impact of the new I-95 Belvidere Interchange is expected to open in 2026.

- The project is expected to relieve 10-20% of the traffic that currently uses the MD 272 interchange.
- The project used a 2040 design year and anticipated 2024 ADT (Average Daily Traffic) volumes on MD 272 between I 95 and US 40 to be less than the 2022 ADT volumes stated above.

4 Land Use and Functional Needs

The corridor serves a mix of residential, commercial, institutional, and industrial uses. As such, transportation needs must reflect the diversity in land use:

- Safe and effective walking and bicycling routes to school for area schools such as Cecil College and Bay View Elementary School, as well as residential developments and destinations in the Downtown and elsewhere.
- Freight and service access for light industrial areas north of I 95.
- Parking and circulation enhancements in downtown North East to support tourism and commerce.
- It was noted that the Chesapeake Club south of North East has proposed adding 700 plus homes (single family, townhomes and apartments) which would increase the congestion along the corridor, particularly south of US 40.

Road classification as a minor arterial (MD 272) and principal arterial (US 40) reinforces the need for the corridor to support both mobility and access functions effectively.

5 Planned Improvements and Gaps

WILMAPCO's 2050 RTP outlines several constrained and aspirational projects for this corridor. Key unfunded needs include:

- Streetscape and pedestrian improvements in downtown North East.
- Bicycle and pedestrian connectivity to the East Coast Greenway and Mason Dixon Trail.
- Construction of the Mid-County Transit Hub to serve as a multimodal anchor.
- Roadway expansion, congestion reduction, and safety improvements at I 95 interchange with MD 272

There remains a gap in:

- Funding for MARC extension and local station.
- Implementation timelines for high-priority safety and nonmotorized projects.

The MD 272 corridor exhibits a combination of high-speed, high-volume vehicular movement and constrained pedestrian, bicycle, and transit infrastructure. Addressing transportation needs in the corridor requires a balanced approach that prioritizes multimodal accessibility, safety enhancements, and infrastructure scalability in response to seasonal and regional travel demands.

Chapter 4: Parking

Parking within the Town of North East was a major tension point noted throughout the public engagement process. Both business owners and residents mentioned that there was a lack of available parking. On Main Street, some respondents want to preserve on-street parking to support local businesses, while others want it removed to improve traffic flow. Respondents noted problems with poor parallel parking etiquette and lack of enforcement, which contribute to backups and safety concerns. Suggestions were made to add drop-off zones near key businesses, add restricted spaces for handicapped or short-term parking, and/or use signage and line painting to improve compliance. On Mauldin Avenue, respondents were mostly concerned about how a two-way conversion might impact on-street parking availability and driver visibility. Concerns were raised about drivers backing out of driveways onto Mauldin Avenue. Others noted that better signage and configuration (such as parking on one-side only) could improve the existing conditions. There were also several general comments about downtown and event parking, calling for more organized parking options including: (1) reusing the old middle school site for event and overflow parking, (2) improving wayfinding signage to existing public parking lots; and (3) adding shuttle service or pedestrian paths from off-street parking lots to Main Street.

1 Parking Inventory

The public sentiment calling for more organized parking is justified as the parking resources in North East are inefficiently allocated. The sentiment that there is insufficient parking is not reflected in available data. A desktop parking inventory revealed the opposite: North East Town is significantly overparked,[4] having excessive parking lots and spaces that undermine various goals for smart growth,[5] stormwater resilience, economic development, environmental sustainability, and transportation options.

The current supply of parking is as follows:

Number of Spots	Use
258	Free Public Parking
148	Free On-Street Parking
262	Est. Unmarked On-Street Parking
200	Event Parking
868	Total Free Public Parking
Number of Spots	Use
2,455	Total Commercial/Private Parking
Number of Spots	Use
3,323	Total Parking Spaces in North East

Table 4.1: Break-Down of Total Parking Spaces in North East, Maryland

[4] **Overparked** – means a community has too much parking.

[5] EPA defines "smart growth" as an approach to community design that connects housing, transportation, and land use to create healthy, prosperous, and resilient neighborhoods.

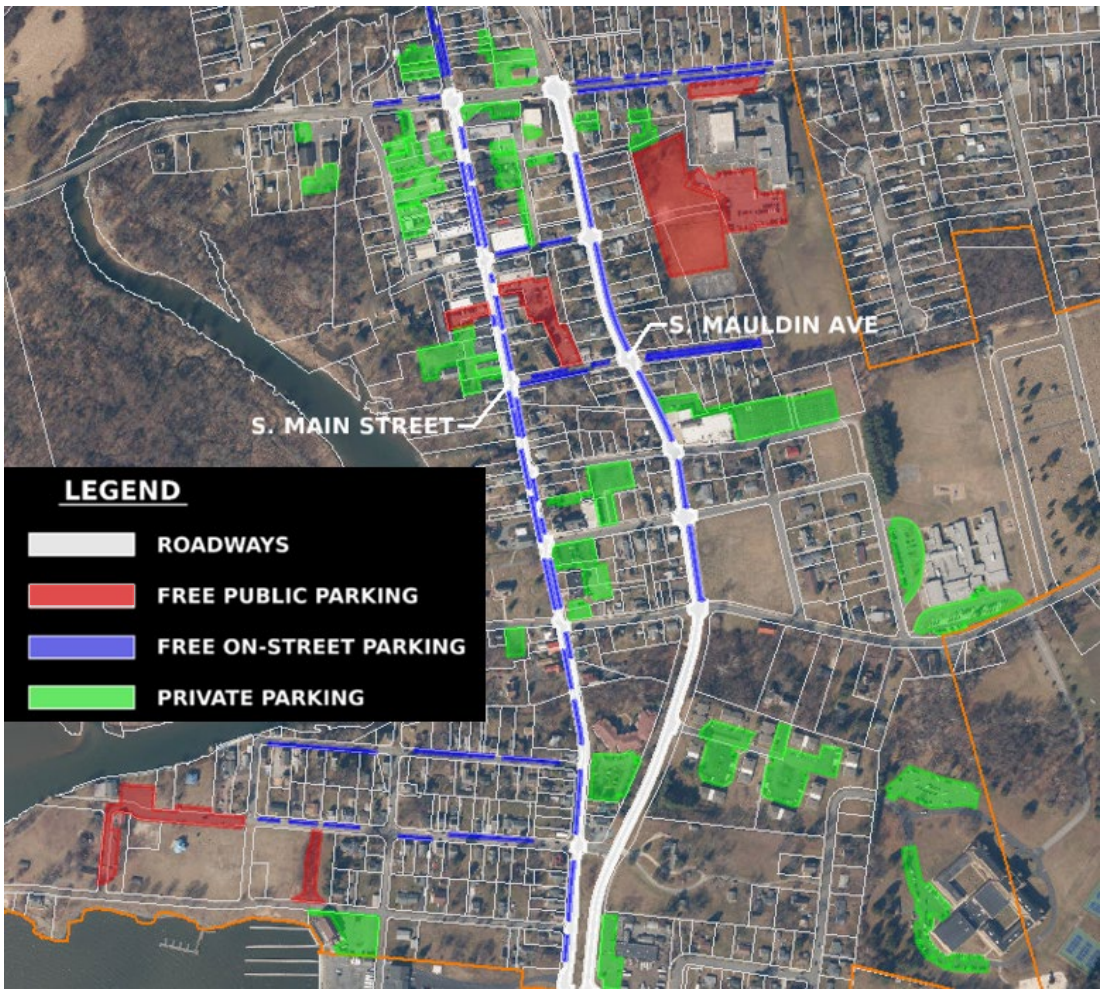


Figure 4.1: Map of North East, Maryland and Various Parking Locations

The desktop inventory analyzed the total number of parking spots available to both the Public and Commercial sectors of the Town. In the Public sector the following sources of free parking were estimated: public surface parking lots, on-street parking and event parking. The Commercial sector included surface parking lots available for businesses, churches, and private use.

As indicated in Table 4.1, the total number of free public parking spaces in North East, Maryland was calculated to be 868. Breaking this down further, 258 of these spots come from free public lots, and an additional 200 are used for event parking, utilized by North East Middle School. 410 parking spaces are free on-street parking, with 262 of these spaces being estimated by utilizing the minimum parallel parking length of 22 ft. Mauldin Street holds 58 potential on-street parking spots, and Main Street holds 148 designated free street parking spaces.

Commercial parking lots make up the majority of the total parking spaces available, which is evident in Table 4.1 and represented visually in Figure 4:1. An estimated 2,455 parking spaces are available throughout North East for commercial and private usage, with multiple of these locations reaching a capacity of 150 plus vehicles. It is important to note that this figure does not include the spaces found in North East Plaza or North East Station, which can each hold over 1,000 vehicles.

By combining the public and commercial capacities, it is found that the total number of available parking spaces is roughly 3,323 and these figures also do not include any driveways or personal parking spaces. As detailed in the Task 1 Report, the location of the Town along the Chesapeake Bay draws numerous visitors, and traffic volumes on Main Street Mauldin Avenue on Thursdays and Fridays in June, July and August are about 10 percent higher than during the average day. Even still if every additional traveler stopped and parked for the entire day in one of the free public spaces there would still be available parking spaces.

2 Why the Perception of Insufficient Parking Supply?

Given the number of available parking spaces, why is there a public perception that the available parking is insufficient to meet the existing demand? Is it that there is insufficient parking at key locations at key hours? Public reaction to transportation infrastructure often reflects perceived rather than actual use. For example, residents may question the value of a visibly empty bike lane while accepting the underutilization of expansive surface parking without comment. Many expect bike lanes to be "full" to justify their presence, while no one expects every parking space to be filled at once. An empty bike lane is perceived as taking space "away" from drivers, even if used intermittently. Meanwhile, an empty parking space doesn't look wrong – it looks convenient. This asymmetry illustrates entrenched auto-centric expectations, and this bias can hinder the adoption of more balanced, multimodal transportation systems. It suggests a need for community education on the broader value of multimodal infrastructure. Many people don't realize that bike lanes improve safety for all users and can reduce congestion. Similarly, many are unaware that excessive free parking degrades walkability and drains town resources. The recommendations in this report to provide infrastructure for other modes—bikes, buses, pedestrians – may feel intrusive to drivers who view free parking as a public entitlement.

North East, like many other American communities that treat parking as a baseline expectation, was built and zoned with the assumption that cars are the primary and only mode of travel. However, there is an opportunity for North East to reframe its relationship with surface parking—not as a default, but as a policy choice with tradeoffs. This can be done by implementing a suite of modern parking policies, encouraging other transportation choices and looking at solutions to redistribute parking, prioritize clarity in signage and regulations, manage on-street parking with short-term access near businesses and improved connectivity with off-site parking strategies.

3 Parking Recommendations

1. **Parking Study:** Conduct a comprehensive parking utilization and turnover study to align North East's parking policies with 21st-century transportation and land use goals.
2. **Shared-Use Lots:** MD 272 corridor parking is largely siloed by land use—retail, school, and municipal uses each maintain exclusive lots. Implementation of a shared parking overlay district[6]—transitioning purely private parking lots to at least partially public lots—could consolidate demand, reduce land consumption and promote efficiency. Use the comprehensive parking study to determine whether opportunities exist for shared parking agreements and/or pilot shared-use lots.
3. **Zoning Revisions:** North East's zoning code currently mandates minimum parking requirements but does not impose maximum limits. This regulatory framework encourages overbuilding of surface parking. Consider adopting zoning revisions to eliminate parking minimums and introducing parking maximums.
4. **Demand Management.** Free parking dominates the MD 272 corridor with no paid or managed systems in place. Implement time restrictions and/or paid parking in high-demand zones to manage demand and increase turnover. Charging for parking is not to create revenue, but to increase turnover and can be done through the integration of mobile payment platforms such as ParkMobile, PayByPhone, and Flowbird. These systems allow users to remotely pay for and extend parking sessions, reducing the need for physical meters and enhancing user compliance.

[6] **Shared Parking Overlay District** is a designated zoning area where land uses with complementary peak parking demand periods—such as offices, restaurants, retail, and residential—are permitted or required to share parking spaces, often with reduced overall parking requirements.

Chapter 5: Optimizing Traffic Signals

Signalized intersections present the potential for vehicular and pedestrian conflicts that can lead to property damage, injury, or even death. According to the Maryland State Police Crash Data Database, there were a total of 444 crashes that occurred in the MD 272 corridor from 2019 to 2023, 159 (36%) of which occurred at signalized intersections. Signal Optimization is an option that can help manage and reduce such conflicts. Ensuring intersections comply with the recent codes and standards can reduce crashes and improve the comfort for drivers and walkers along the corridor. There are nine (9) signalized intersections within the study corridor:

1. MD 272 (Northeast Road) at MD 274 (Briggs Highway) and Seahawk Drive
2. MD 272 (Northeast Road) at I 95 Ramps
3. MD 272 (Northeast Road) at Lums Road
4. MD 272 (Northeast Road) at Gateway Drive and Rogers Road
5. MD 272 (Northeast Road) at Northeast Plaza
6. MD 272 (Northeast Road) at US 40 (Pulaski Highway)
7. SB MD 272 (Main Street) at MD 7 (Cecil Avenue)
8. NB MD 272 (Mauldin Avenue) at MD 7 (Cecil Avenue)

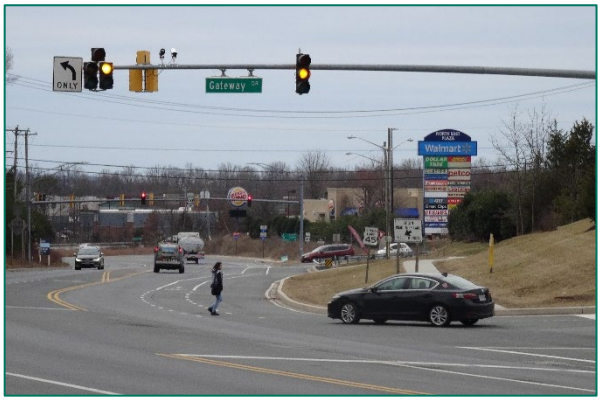


Figure 5.1: Intersection at MD 272 and Gateway Drive

According to a survey of residents and commuters within the region that use MD 272, the four (4) major concerns of respondents were:

- Inadequate signal timings at Intersections 1 through 6
- Dangerous merges from I 95 Off Ramp at Intersection 2
- Missing signage and pavement marking guidance at Intersections 4 through 6
- Confusing signal operation at Intersections 7 and 8

A field visit was conducted in the morning of February 5th, 2025 to observe the concerns raised by the survey as well as signal operations, missing or deficient traffic devices, driver and pedestrian behavior. There was significant congestion in the southbound direction along MD 272 at Gateway Drive. A queue was observed extending across the railroad bridge as far back as Lums Road at Intersection 2, vehicular speeds off of NB I 95 Off Ramp merging with SB MD 272 were measured around 35-40 mph and motorist were observed merging very quickly with SB MD 272 traffic coming through intersection 2 around 55-60 mph. That with the approximately 160' acceleration lane leaves drivers with very

Figure 5.2: Queueing Along Corridor

Figure 5.3: Acceleration Lane at I 95 and MD 272

little time to accelerate to the speed of traffic on MD 274. There are yield warning signs and yield signs with "no merge area" plaques, but drivers are not always obeying the signs as intended. Intersection 6 was congested, but no queues were overflowing and most vehicles were able to make it through the intersection in one cycle. A bike lane along SB MD 272 begins at Gateway Drive and ends at US 40 which has two right turn bike lane transitions, but no vehicles or cyclists were observed being confused in traversing this section. There is missing bike lane signage and lane designation signage can clarify lane changes to provide road users with advanced guidance and proper warning. Within the Signal Plan of the two signals at Cecil Avenue, there is a clearance phase where vehicles along MD 7 between Main Street and Mauldin Avenue get a green light while all other approaches are red. This could potentially lead to confusion as the phase before the clearance phase, all of MD 7 has a the right of way and motorists occupying this mid-section are uncertain if they must yield to oncoming traffic. When visiting these two signals, it was noted that the signal heads were updated to have a left turn green arrow that activates during this clearance phase that indicates drivers within the midsection have the right of way.

Aside from survey concerns, there were also other issues noticed within the corridor. At Gateway Drive, there was mild pedestrian activity traveling between the neighborhoods just east of MD 272 and the shopping plaza. There is a ramp on the southwest leg of the intersection, but no painted crosswalk or receiving ramp on the southeast leg. Pedestrians were observed crossing between gaps in traffic or when MD 272 had a red signal. At US 40, there is a right-turn arrow signal given to westbound right-turn movement on US 40 with a painted channelized island with yield markings. The green arrow and yield condition are contradictory, and one should be evaluated for removal. At Cecil Avenue, the pedestrian signals do not have audible pushbutton systems (APS) and pushbuttons are only provided to cross MD 7. Pedestrian signal heads are provided for crossing Main Street and Mauldin Avenue, but there is no pushbutton or audio confirmation for crossing those legs.

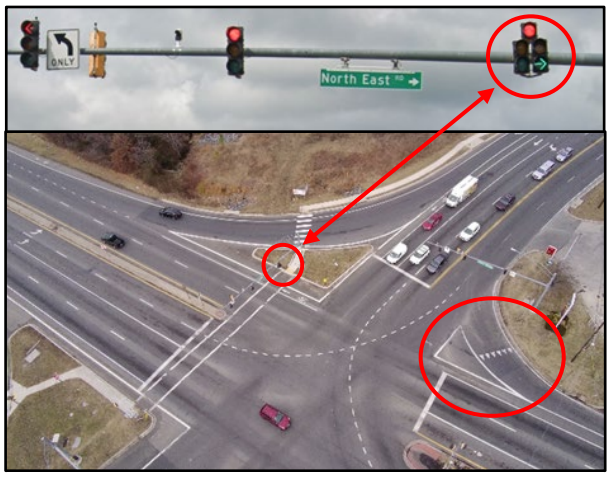
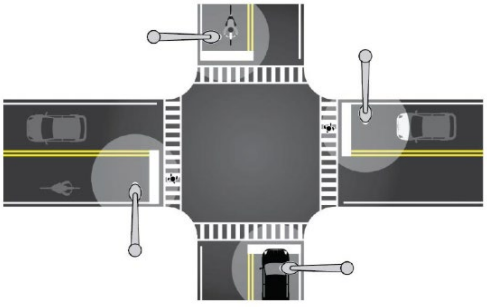


Figure 5.4: Right Turn Green Arrow and Right Turn Yield Condition at US 40

BACKPLATE WITH RETROREFLECTIVE BORDER (SOURCE: FHWA)

There are numerous low-cost safety countermeasures that can be implemented with proven benefit to reduce the frequency and severity of crashes at these signalized intersections. For example, adding backplates with retroreflective borders[7], confirming adequate lighting levels at the intersections[8], ensuring there are proper pedestrian crossing intervals and providing leading pedestrian intervals (LPIs)[9]. Short-term, mid-term and long-term recommendations were compiled to address the deficiencies at these intersections. Short-term solutions and quick fixes per intersection can be found in the *Recommended Maintenance Action Items Memorandum* in **Appendix B**. Mid-term recommendations include retiming. Long-term recommendations that may require further analysis and design are listed below per intersection.

Figure 5.5: Comparison of Signals with and without Retroreflective Border



INTERSECTION LIGHTING (SOURCE: FHWA)

Figure 5.6: Intersection Lighting

[7] A signal backplate framed with a retroreflective boarder is a FHWA Proven Safety Countermeasure that results in a 15% reduction in total crashes at a signalized intersection and is a very low-cost safety treatment.

[8] Adequate lighting (i.e. at or above minimum acceptable standards) can reduce nighttime crashes at intersections 33-38%.

[9] An LPI is an FHWA Proven Safety Countermeasure that gives pedestrians the opportunity to enter the crosswalk at an intersection 3 to 7 seconds before vehicles are given a green indication to better establish their presence in the crosswalk before vehicles turn right or left. One study concluded LPI's have a 13% reduction in pedestrian vehicle crashes at intersections.

1 Recommendations: MD 272 (Northeast Rd.) at MD 274 (Briggs Hwy.) / Seahawk Drive.

- **Evaluate** Signal timings and adjust to improve flow. It took Seahawk more than 2 minutes to change phase after vehicle detection, and queues accumulated towards Cecil College.
- **Replace** 8”/12” 5-Section Nearside and 4-section Left Turn Signals with full 12” 5-Section and 4-section Signal heads.
- **Install** Left-Thru Arrow Pavement Marking on Eastbound Left-Thru Lane.
- **Install** Route Marker Assemblies on MD 274.
- **Replace** induction loops with detection cameras mounted to strain poles. Loop Detectors on MD 274 and LT lanes of MD 274 have been removed and the loops on Seahawk Drive do not appear to be functioning.
- **Rehabilitate** pavement on the east and west legs of the intersection. Deterioration of top layer and cracking is apparent.

Figure 5.7: Outdated Signal Heads MD 272 & MD 274

2 Recommendations: MD 272 (Northeast Rd.) at I 95 Ramps

- **Extend** acceleration lane from SB I 95 Off Ramp to meet AASHTO compliance. Alternatives include installing transverse rumble strips along the existing right-turn alignment or redesigning the intersection to bring the right-turn closer to the signal.
- **Rehabilitate** pavement along MD 272. The pavement is deteriorating, and divots are located within center of the intersection.

Figure 5.8: Inside Shoulder Along MD 272

- **Install** bike lane pavement marking in shoulders along MD 272. Cyclists were observed using the shoulder near the intersection. An additional study of bicycle and pedestrian accommodation should be considered for this location
- **Install** Hatch inside shoulder with Yellow Pavement Markings on South Leg on southbound approach.

3 Recommendations: MD 272 (Northeast Rd.) at Lums Rd.

- **Install** right-turn pavement marking symbol and solid white pavement marking line to divide lane movements on eastbound approach.
- **Install** Yield (R2-1) & No Merge Area (W4-5p) Signs on southwest corner facing eastbound right turn (EBR) movement. Consider installing painted channelizing island for EBR to guide motorist into acceleration lane
- **Install** Lane Designation (R3-8b) on the northbound approach before left and right turn lanes
- **Install** Right Lane Must Turn Right (R3-7R) Sign on right side of southbound approach
- **Replace** 8”/12” 5-Section Nearside and 4-section Left Turn Signals with full 12” 5-Section and 4-section Signal heads
- **Replace** metal grate inlet with concrete inlet and tie into existing curbline

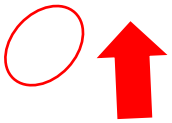
Figure 5.10: Single Lane Sign


Figure 5.11: Mountable Islands in Poor Condition

- **Replace** Single Lane signs with Alternate Right-of-Way (W4-2(1)) signs on existing sign assemblies prior to right turn lane on southbound approach and at southwest corner.
- **Reconstruct** mountable concrete islands on east leg of intersection

4 Recommendations: MD 272 (Northeast Rd.) at Gateway Dr. / Rogers Rd.

- **Evaluate** signal timings and adjust to improve flow. Traffic patterns have changed since the development of the Bella+Canvas/Alo Shipping Facility on Gateway Drive.
- **Install** Lane Designation (R3-8b) on the southbound approach before the left and right turn lanes
- **Relocate** Begin Right Turn Lane Yield To Bikes (R4-4) Sign at beginning of southbound right turn lane.



- **Relocate** Stop Bar behind Ramp on SW Corner.
- **Install** Pedestrian Ramp on SE Corner. Install Crosswalk Pavement Markings across MD 272 connecting to existing ramp on SW Corner as well as Pedestrian Signals and APS.

5 Recommendations: MD 272 (Northeast Rd.) at NE Plaza

- **Evaluate** signal timings and adjust to improve flow. Signal Controller is coordinated with Intersection 4 and 6, so adjusting the cycle length, offsets, and splits could provide a smoother flow of traffic.
- **Upgrade** HPS luminaires on Utility Poles to LED Luminaires on NW and SW Corners.
- **Relocate** Bike Warning (W11-1) Sign in SW Island to right shoulder of eastbound approach and add Ahead (W16-9P) Plaque.

Figure 5.13: HPS Luminaires at NW and SW Corners

6 Recommendations: MD 272 (Northeast Rd.) at US 40 (Pulaski Hwy.)

- **Evaluate** signal timings and adjust to improve flow. Adjust Pedestrian Clearance Times, Vehicular Splits, Cycle Lengths, and offsets to match current traffic patterns.
- **Remove** 5-Section Right Turn Signal Head on Westbound Approach on Mast Arm on NW Corner
- **Install** Right Turn Arrow Pavement Marking Legend in Right Lane of Southbound Approach at start of auxiliary left turn lane. Install Right Lane must turn right on right shoulder of the southbound approach approximately 50' in advance of the channelized right turn.

Figure 5.14: Right Turn Arrow Placement MD 272

7 Recommendations: SB MD 272 (Main St.) at MD 7 (Cecil Ave.)

- **Install** separate pedestrian pushbutton, pedestal pole, and signal for crossing the north and south leg of Main Street.
- **Replace** existing pushbuttons with Audible Pushbutton Stations (APS) and signs with standard Pedestrian Crossing Instructions (R10-3(1)).
- **Replace** yellow school crossing signs (S1-1) on south leg with Pedestrian Crossing (W11-2) Signs. Intersection is outside school zone for North East Middle School.
- **Relocate** light and sign poles obstructing sidewalk on northeast corner.

Figure 5.15: Improper School Crossing Signs SB MD 272

- **Remove** Left turn yield on green (R10-12) sign on mast arm facing westbound approach. This sign is optional according to MdMUTCD 4D.20F and could ease confusion of left turn right of way during clearance interval

8 Recommendations: NB MD 272 (Mauldin Ave.) at MD 7 (Cecil Ave.)

- **Install** separate pedestrian pushbutton, pedestal pole, and signal for crossing the north and south leg of Mauldin Avenue.
- **Replace** existing pushbuttons with Audible Pushbutton Stations (APS) and signs with standard Pedestrian Crossing Instructions (R10-3(1)).

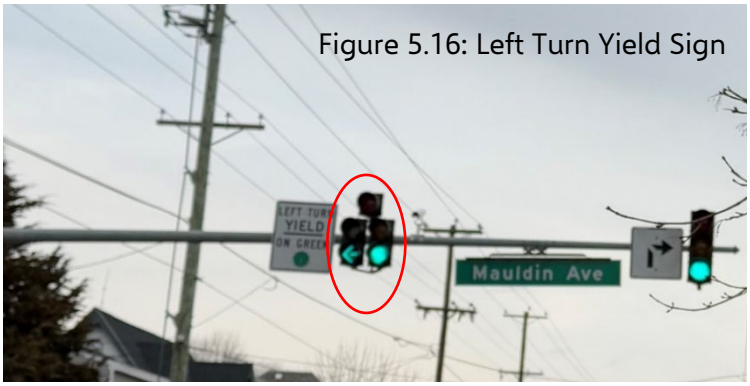


Figure 5.16: Left Turn Yield Sign

- **Remove** Left turn yield on green (R10-12) sign on mast arm facing eastbound approach. This sign is optional according to MdMUTCD 4D.20F and could ease confusion of left turn right of way during clearance interval.
- **Install** One-Way (R6-1) Signs on NE Corner facing eastbound and westbound approaches.

9 Recommendations: MD 272 (Turkey Point Rd.) at Irishtown Rd.

- **Convert** existing flashing emergency signal to a pedestrian actuated signal[10], requiring pedestrians to use of pushbuttons. Install APS and Pedestrian Signal on existing pedestal pole in SE Corner and install new pedestal pole with pedestrian signal and APS.
- **Install** Left Turn Arrow Pavement Marking Symbol in left lane of southbound approach.


Figure 5.17: Irishtown Flashing Signal

[10] A **pedestrian-activated signal** is a traffic signal that is triggered by pedestrian input, usually via a push-button, to provide a protected crossing phase across a roadway. This should be done as an interim treatment until the intersection reconstructed to a roundabout or traffic signal control.

- **Install** One-Way (R6-1) Signs in NE Corner facing eastbound crossover and westbound Irishtown approach.
- **Install** Yield (R1-2) and One-Way (R6-1) Signs in the median on south leg near crossover facing west.
- **Install** Route Marker Assemblies along Irishtown Road and at Intersection.
- **Replace** School Crossing (S1-1) Signs with Pedestrian Crossing (W11-2) Sign. The intersection is about ½ mile from Northeast Elementary and from Northeast High School.

Figure 5.18: Improper School Crossing Signs

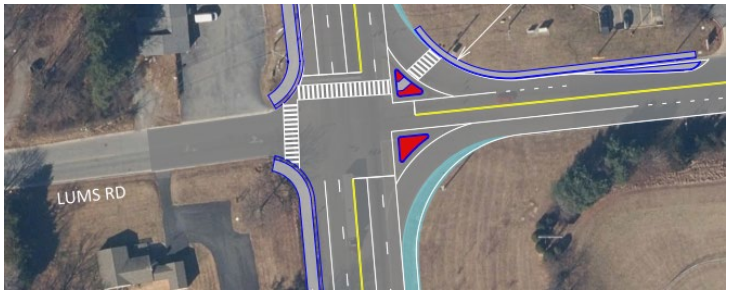
Chapter 6: Recommended Preferred Concepts

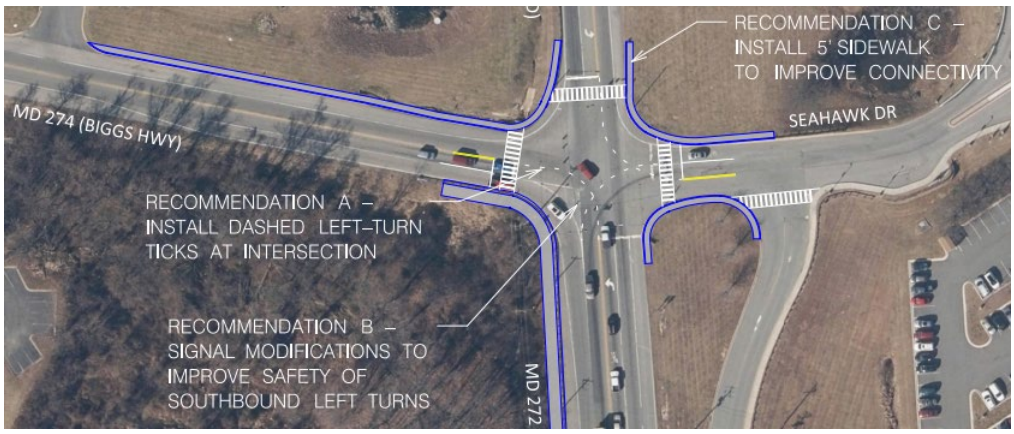
Beyond the parking and traffic signal recommendations made earlier in the Plan, this chapter outlines additional recommended improvements for the MD 272 corridor based on traffic analysis, community feedback, existing infrastructure conditions, and future growth projections. Recommendations are organized by corridor segment and focus on multimodal safety, traffic management, transit access, and nonmotorized enhancements. A comprehensive overview of public support and planning-level costs are also provided in Chapter 8.

1 Segment-Based Preferred Concepts

Segment 1: MD 274 to US 40

- **Major**
  - Extend acceleration lanes at the I 95 interchange to improve merging conditions, minimize weaving and reduce crashes.
  - Provide continuous sidewalks on MD 272 where currently absent, especially near Gateway Drive and Lums Road.
  - Widen MD 272 to a 4-lane road, adding a separated shared use path on MD 272 from the I 95 On-Ramp until US 40.
  - Sidewalk installation, signal modifications, and dashed left turn ticks at intersection between MD 272 and MD 274 / Seahawk Drive towards Cecil College.





- **Minor**
  - Rehabilitate deteriorated pavement near Seahawk Drive and improve lane markings for better visibility.
  - Update signal timings at Seahawk Drive and I 95 ramps, as well as US 40 and MD 272, to alleviate queues and congestion. See Chapter 5 for more information.
  - Improve signage to clarify right-turn-only lanes and yield/merge zones.
  - Install curbing along Lums Road to prevent trucks form illegally parking.

Segment 2: US 40 to Irishtown Road (Downtown North East)

- **Major**
  - Implement traffic calming measures such as narrowed lanes and signage along Mauldin Avenue and Main Street.
  - Complete feasibility study with Intersection Control Evaluations at Russell St and Irishtown Rd for converting South Mauldin Avenue to two-way traffic. Benefits include safety, economic development and alleviate pressure from Main Street Roundabout at Russell Street would serve as downtown's northern gateway but must be large enough to accommodate season boat trailers.

  - Enhance pedestrian crossings with ADA-compliant ramps, audible pedestrian signals, and APS installations at all signalized intersections.
  - The flashing signal at the MD 272 and Irishtown Road intersection should have a full traffic signal based upon the traffic impact study associated with the North East Middle/High School Replacement Project. However, it is FHWA Maryland State Highway Administration that an intersection control evaluation be completed to determine whether a traffic signal or roundabout is the most appropriate type of control for this intersection before the traffic signal is installed.

- **Minor**
  - Update school zone signage with the closure of the North East Middle School campus on 200 E. Cecil Avenue.
  - Modify signal phasing where MD 7 meets Main Street and Mauldin Avenue to reduce driver confusion during clearance intervals.
  - Provide consistent signage at intersections in North East to avoid confusion particularly at one-way streets. A systemic application of low-cost countermeasures at stop-controlled intersections increases driver awareness and recognition of the intersections

and potential conflicts.[11] The following figures propose a sign layout for stop-controlled intersections:

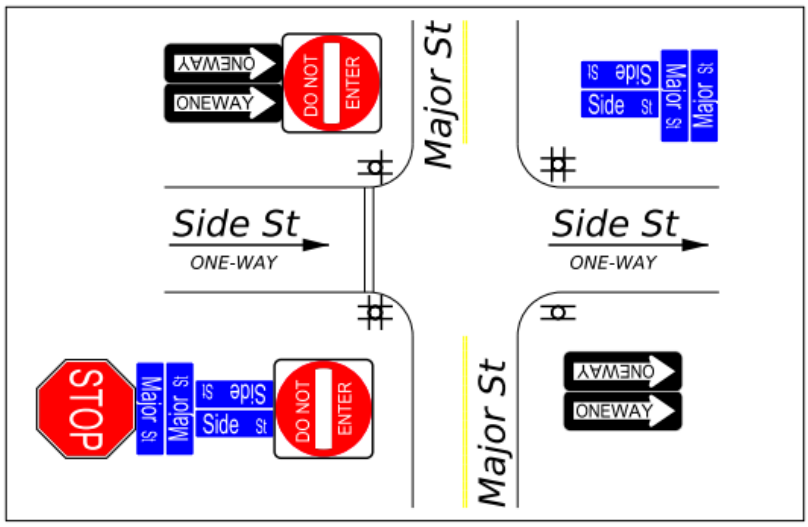


Figure 6.1: Sign Layout for Stopped Controlled Intersection Example #1

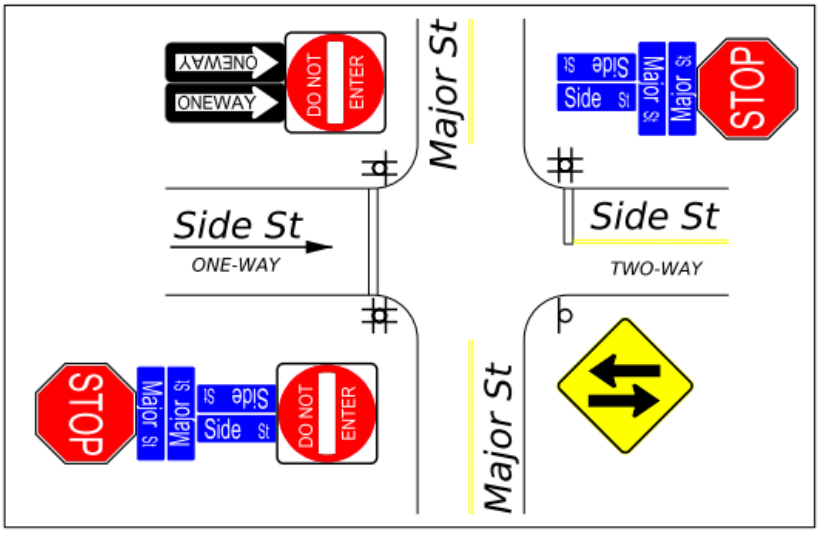


Figure 6.2: Sign Layout for Stopped Controlled Intersection Example #2

[11] This is an FHWA Proven Safety Countermeasure with an expected safety benefit of 10% reduction of fatal and injury crashes and 15% reduction of nighttime crashes.

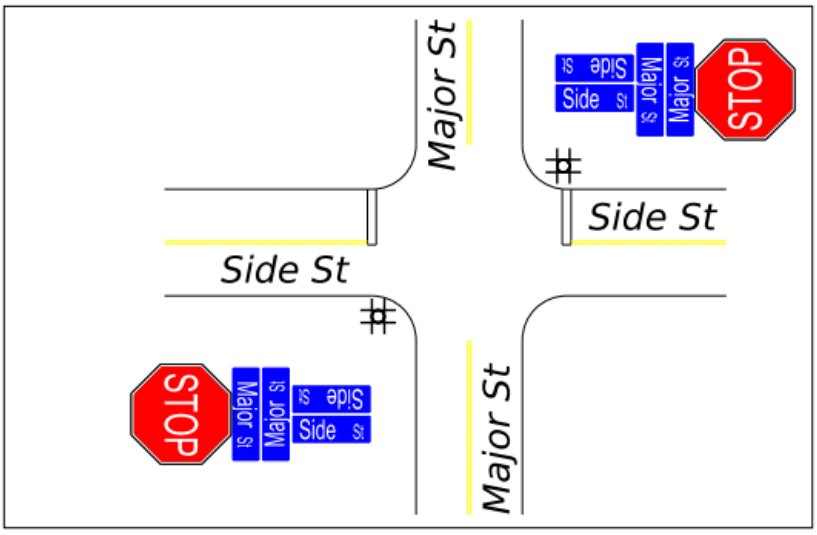


Figure 6.3: Sign Layout for Stopped Controlled Intersection Example #3

Segment 3: Irishtown Road to Shady Beach/Hance Point Road

- **Major**
  - Install wider edge lines[12] to increase drivers' perception of the edge of the travel lane. Consider longitudinal rumble strips on the edge line and center line to further encourage lane discipline and establish a buffer between motor vehicles and cyclists. As development occurs along this segment of the corridor noise, concerns may require consideration of rumble strips with oscillating sine wave patterns to reduce noise and pavement wear, as well as installing a protected bike lane.

Minor

- Close off the Hance Point Road Southbound Exit Ramp

[12] Wider edge lines are a FHWA Proven Safety Countermeasure that can reduce fatal and injury crashes 22% and noninjury crashes 37% on rural, two-lane roads. This countermeasure is relatively low cost with a benefit-cost ration of 25:1.

2 Overall Preferred Concepts

- Complete sidewalk networks and infill missing along MD 272, especially near schools and shopping centers.
- Develop buffered or protected bike lanes across high-stress segments.
- Expand and improve bus stop infrastructure, frequency, and coverage, focusing on Cecil College, downtown North East, and the proposed Mid-County Transit Hub.
- Upgrade signal timing, lane designation signage, and lighting at all nine signalized intersections to meet modern standards.
- Complete the comprehensive parking utilization and turnover study
- Evaluate multimodal transportation connections east of Downtown North East to complete the network

3 Public Support by Concept

The following chart summarizes public support levels for proposed concepts, based on Survey #2. More details about Survey 2 can be found in the following chapter.

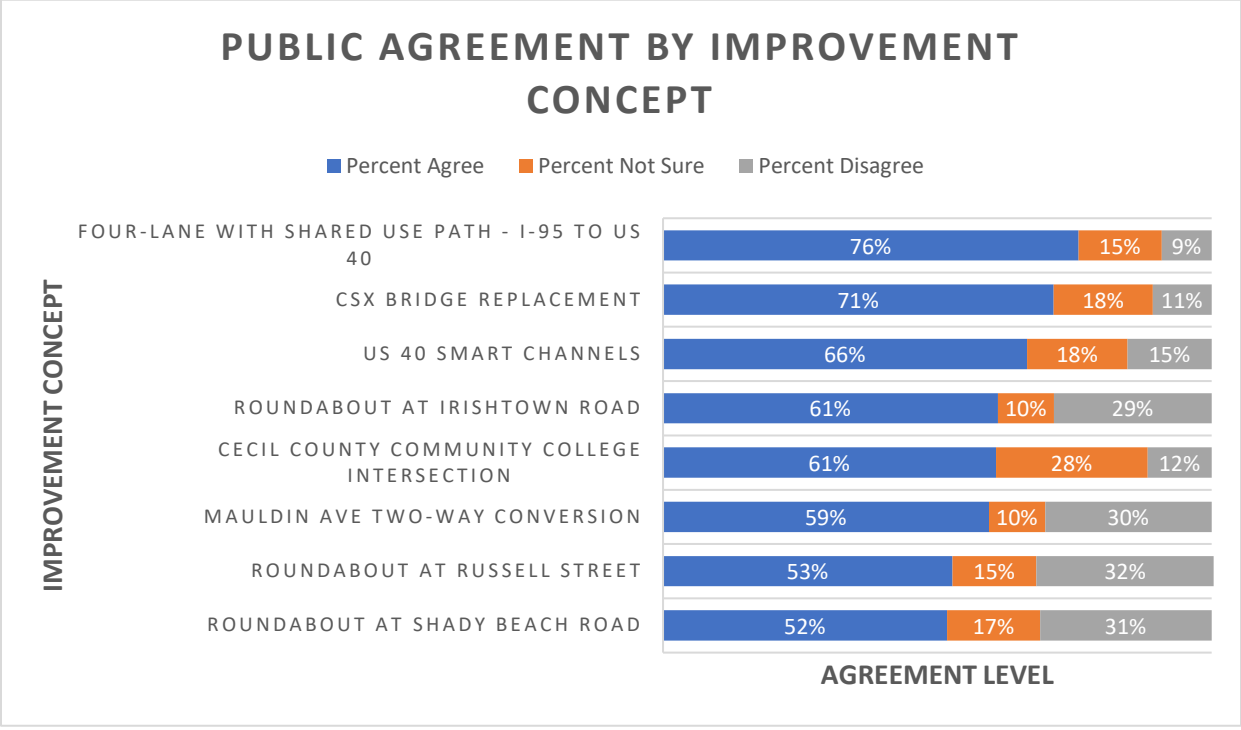


Figure 6.3: Bar Graph Displaying Public Agreement Level by Improvement Concepts

The public was also asked to rank how it would utilize the cartway on Mauldin Avenue in Downtown North East, the chart below summarizes the weighted average of those responses (higher number being the most preferred):

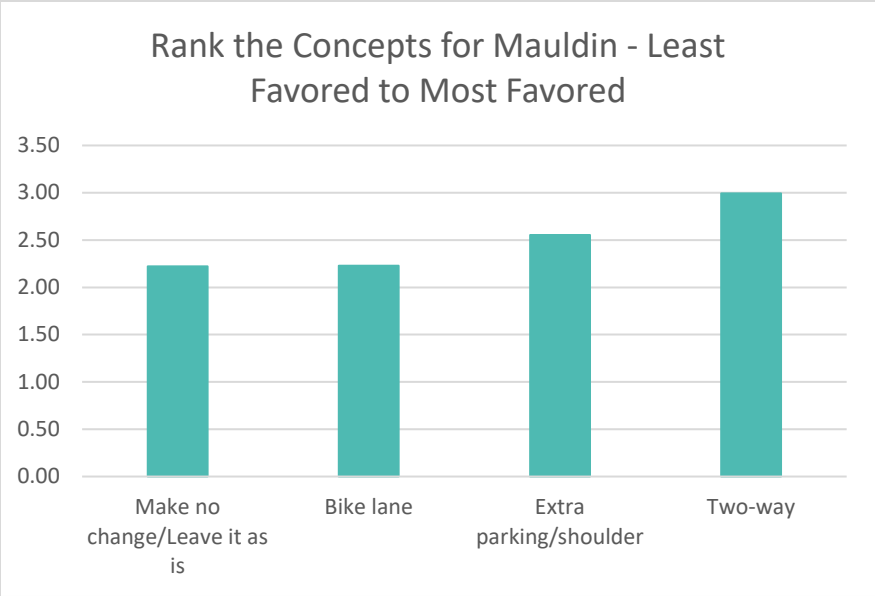


Figure 6.4: Mauldin Ave Public Preference

Throughout May and early June, MD Route 272 Corridor Plan 2025 Survey 2 was conducted, gaining feedback from residents and stakeholders, with over 80% of respondents living in the nearby study area. Many of the responses noted problems along the corridor caused by trucks, bringing up issues involving frequent merging onto MD 272, as well as problems with trucks parking on the shoulder along the corridor. Many responses also mentioned excitement of a proposed shared use path, yet demonstrated concerns of safety with high-speed vehicles, hopeful for speed limit reductions in the study area. Parking was also a major concern for stakeholders. Many brought up the need for greater parking access to utilize businesses along Main Street, hoping for an increase in public parking available through Downtown.

Chapter 7: Outreach

Public participation is an important part of the planning and design process, as it helps to ensure that future plans accurately reflect the overall interests and potential concerns of the community. To develop an effective plan that reflects the views, desires, and needs of study area, it is important that we hear those ideas, thoughts, and opinions of residents and stakeholders. In order to ensure clear communication with the public, a project website was developed and hosted by WILMAPCO, https://wilmapco.org/272-2, that garnered over 2,300 webpage hits over the year long duration of the project. The site allows visitors to view past meeting minutes, review narrated power point presentations from public workshops, and view project documents. An email address was also set up to allow for open communication – MD272@wallacemontgomery.com

1 Steering Committee

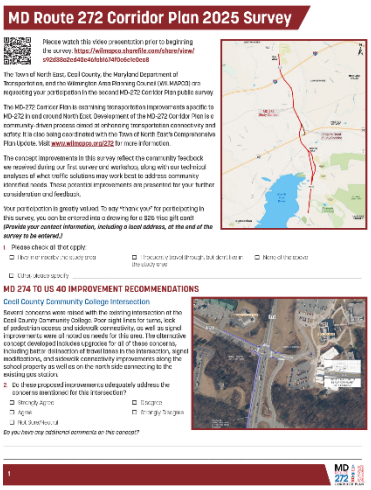
This planning process was guided by a steering committee consisting of members from the community. Representatives included:

- Wilmington Area Planning Council (WILMAPCO)
- Town of North East
- Cecil County
- Cecil College
- Cecil County Public School
- Maryland Department of Transportation
- State Highway Administration
- Emergency Services
- East Coast Greenways

Members met monthly to discuss feedback from public meetings, public surveys, potential design ideas and concerns from any feedback received. Meeting materials such as minutes and recordings were posted to the WILMAPCO project website after each meeting.

2 Public Survey

Public outreach was also gathered through two separate public surveys – administered both online and via paper copies distributed at the public workshops, via social media, at the Cecil County Library's North East Branch, strategic direct mailings, and via Steering Committee members. The first survey, distributed in November of 2024, received 183 responses. Responses were gathered both through an online survey as well as some paper copies that were filled out at the first public workshop. The first survey asked participants to provide feedback on potential improvements for the different study areas through the corridor, and results confirmed that the need for improved bicycle and pedestrian safety was a primary concern. Also noted was the need for better traffic control, truck parking issues, and parking issues.


MD Route 272 Corridor Plan 2025 Survey

MD 274 TO US 40 IMPROVEMENT RECOMMENDATIONS

Cecil County Community College Intersection

Figure 7.1: MD 272 Corridor Plan Survey

The second survey was also administered online as well as paper copies distributed upon request. The survey, which had 225 responses, was made live in April of 2025 and remained open until June 6th. This survey presented potential concepts to the public to allow for feedback on whether the concepts alleviated the concerns mentioned in the first survey. To accompany the survey, a narrated power point was developed and hosted online so that participants could review the concepts prior to answering the survey questions.

3 Public Workshops

Including feedback from residents was critical and a large focus of this project. Discussions between the Steering Committee members were summarized and presented to residents and stakeholders through several public meetings, held at the North East Public Library, North East's Fire Hall, and North East's Town Hall.

On November 19th, an in-person public workshop was held in reference to the MD 272 Corridor Plan. This workshop allowed residents and stakeholders to review the project scope, provide feedback, and ask questions about the project in general. Project boards were displayed around the room to inform the public about the project purpose, goals, corridor section that's being studied, project process, public survey information, and next steps. Aerial maps were also

Figure 7.2: Public Workshop Invitation

displayed for the public to write any comments they had on specific areas of MD 272.

A total of 41 people (not including staff) attended the meeting. Key concerns and comments heard included:

- Sidewalks are needed in areas where they're missing.
- Lots of traffic and congestion along the corridor.
- Pedestrian access along the railroad bridge crossings.
- Speeding in the Town area.
- Need left turn lanes for easier turning and safety.
- Need bike facilities.
- Turn Mauldin Avenue into a two-way.
- Need crosswalks.
- Wider shoulders.
- Fix traffic light synchronization.

Figure 7.3: Public Workshop Meeting Event

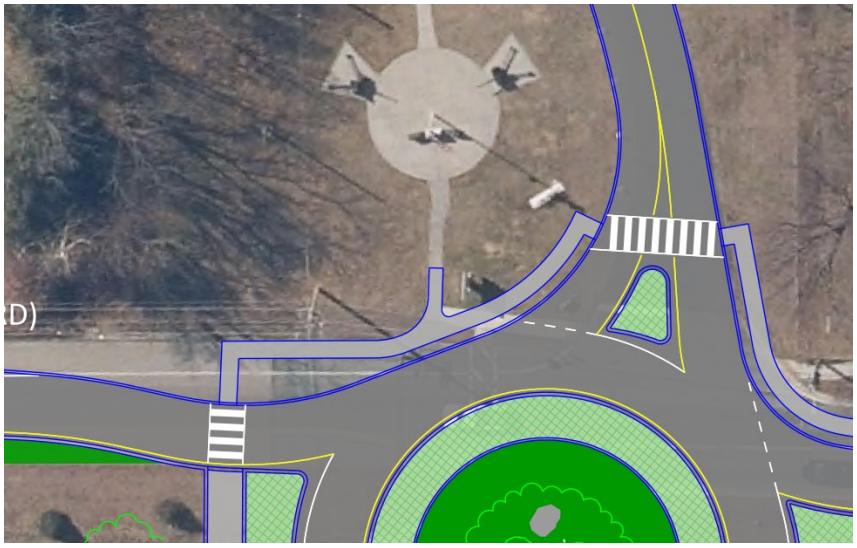
A second public workshop was held on April 29th, at the North East Fire Hall. The workshop was attended by 105 residents and stakeholders, as well as support staff from the management team. Potential concepts were presented for the public to comment on, and a brief presentation was provided to explain the benefits of the potential improvements.

In addition to a presentation from Wallace Montgomery, there was a brief question and answer session that allowed attendees to provide feedback and share their concerns, with WILMAPCO and the Mayor also in attendance to assist in answering questions.

Figure 7.4: Public Workshop Meeting Event

A final public workshop was held at the North East Fire Hall on Monday, June 30th, to present the findings of the draft report. Over 50 attendees, (most of whom were not previously in attendance at workshops, meetings or surveys), were able to review the draft recommendations and provide comments on these initial findings. Representatives from the County as well as the Town of North East were also present to address concerns related to parking, future development, and traffic solutions presented.

A number of representatives from the VFW Post 6027 attend the final public meeting. They expressed concern about that a roundabout at the intersection of MD 272 and Irishtown Road was threatening to eliminate the VFW monument through the use of eminent domain. Assurances were made that the final Irishtown Road roundabout concept design **does not impact** the VFW monument. Instead, a sidewalk, (shown below) skirts the edge of the grassy area where the monument is, providing better pedestrian access to the monument.



Additionally, it was emphasized that a final decision on how to manage the control of the intersection had not been made. However, a roundabout would continue to be considered because of the proven safety benefits and because the public survey respondents preferred a roundabout.

4 Business Owner/Resident Workshop

Figure 7.5: Business Owners Meeting

Figure 7.6: Resident Workshop Meeting

To ensure that concerns and ideas were more fully heard from the businesses and residents along Mauldin Avenue as well as Main Street, two separate special meetings were scheduled, with the Business Owners meeting at the North East Library at 4:30pm on June 2nd, and the Residents along Mauldin Avenue meeting at 6:30pm at Town Hall on June 2nd. This meeting allowed for stakeholders in the targeted areas to provide feedback on the concepts presented, as well as to participate in the

second public survey. The Residents meeting saw 14 attendees, while the Business meeting saw 19 attendees.

5 Youth Outreach

While efforts to directly engage with North East Middle and High Schools were unsuccessful, WILMAPCO attended two "Teen Lounge" events hosted by the North East Library. Teens provided feedback on their concerns as well as any ideas for addressing issues along MD 272. About three dozen teens and library patrons of all ages were engaged during these events. Some of the feedback presented included improvements in pedestrian facilities along the project corridor. While most respondents drive throughout North East, the preference would be to walk or bike. Ideas were gathered about how to improve multimodal access throughout the corridor. Improving walking and bicycling and bus connectivity, reducing speeds, and addressing unsafe intersections were consistent themes.

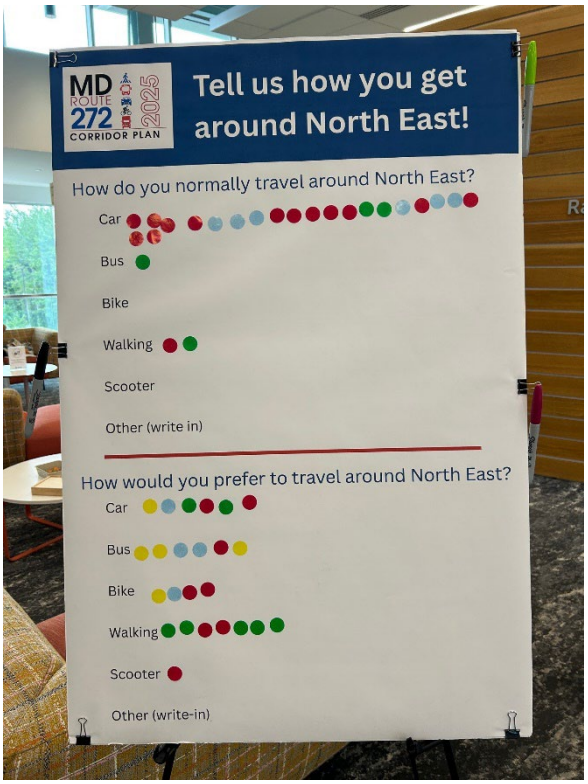


Figure 7.6: Survey Regarding Preferred Travel Methods at "Teen Night"

Chapter 8: Listing of Recommendations and Next Steps

Using the public feedback provided, the potential improvements were discussed and weighed as part of the second survey and public meeting. Once feasibility was taken into consideration, a list of short-term, mid-term, and long-term projects was developed. Short-term projects are defined as ones that have an estimated completion date of under two years, mid-term projects fall under a range from two to five years, and long-term projects have an estimate completion date exceeding five years. Those items are listed below, for consideration when looking at improving the overall safety and congestion along the project corridor.

1 Short-Term Recommendations

In addition to the short-term concepts discussed here, Wallace Montgomery provided a list of short-term maintenance items (Memo S8) to the Town, SHA, and the County in the hopes that smaller items like missing signs, re-striping needs, and lights in need of replacement could be addressed quickly. That list of items is attached at the end of this report, as Appendix B.

Short-Term Recommendations					
ID Number	Recommendation	Report Reference	Description	Purpose	Cost Estimate [13]
S1	Maintain or replace intersection lighting along MD 272	Chapter 5	Replace high pressure sodium luminaires with LED at MD 274 (Biggs Hwy), Seahawk Dr, and Lums Rd.	Lighting Maintenance, Safety	$
S2	Maintain vegetation at MD 274 (Biggs Hwy.) and Seahawk Dr.	Chapter 5	Trim Vegetation around Yield Sign (R2-1) on EB Approach to MD 272.	Vegetation Maintenance, Safety	$
S3	Replace broken or knocked down signage along MD 272 (reference Appendix B)	Chapter 5	Reset Knocked-Down Route Marker Assembly at the MD 274 (Biggs Hwy) intersection, Replace bent Alternate Merge (W4-2(3)) Sign at Lums Rd, Replace Cracked Speed Limit Sign (R2-1) on NE Corner at Gateway Dr, and Replace missing Irishtown Rd. Street	Signage Improvements, Safety	$

[13] Planning Level Budget Estimate (in dollars):
$ = Under 10,000, $$ = 10,000-100,000, $$$ = 100,00 – 1M, $$$$ = 1M to 10M, $$$$$ = Over 10M

			Sign (D3-1) on existing U-Channel Signpost in SE Corner.		
S4	Remove or replace existing signage along MD 272	Chapter 5	Reset Overhead Sign and use Bracket to Mount to Signal Mast Pole at I-95 Exit 100 ramp, Replace Faded No Parking (R7-1(1)) on NB 272 North of Lums Rd Intersection on Right Side, Remove "New" Plaque (W16-15P) from Advanced Signal Sign (W3-3) on NE Corner of NE Plaza, Replace Pulaski Hwy. and Northeast Rd. Street Sign (D3-1) Sign Assembly in SE Corner, Install or Replace faded Crosswalk Instruction plaque with Standard Crosswalk Instruction Plaque (R10-3(1)) at the MD 7 intersection.	Signage Improvements, Safety	$
S5	MD 272 Pavement Marking Upgrades	Chapter 5	Refresh the Solid Double Yellow Center and Solid White Pavement Markings Lines on WB Approach on Rogers Road, Remove Erroneous White Solid Pavement Marking on EB Approach from Gateway Dr.	Roadway Improvements, Safety	$
S6	NE Plaza Crash Barrier	Chapter 5	Repair or replace w-beam traffic barrier on NW corner at NE Plaza.	Roadway Improvements, Safety	$
S7	MD 272 Pedestrian Crossing Upgrades	Chapter 5	Replace non-functioning pushbutton at MD 7, Refresh existing crosswalk pavement markings at	Pedestrian Improvements, Safety	$

			US 40 and Irishtown Road intersections, Consider installing continental crosswalks.		
S8	Parking Study	Chapter 4	Conduct the comprehensive parking utilization and turnover study recommended in Chapter 4	Safety (reduce conflicts between travel modes), Support better multimodal planning	**$**

2 Mid-Term Recommendations

Mid-Term Recommendations					
ID Number	**Recommendation**	**Report Reference**	**Description**	**Purpose**	**Cost Estimate[14]**
M1	Traffic Operations and Feasibility Study for Conversion from One-Way to Two-Way on Mauldin Ave (MD 272) with Intersection Control Evaluations at Russell St and Irishtown Rd	Chapter 6	Evaluate the impacts of a two-way conversion including the analysis of the proposed design concept, operation and safety performances, identification of regulatory or physical constraints, revised cost estimates and implementational considerations. Including intersection control evaluations at the intersections between and including Russell Street and Irishtown Road.	Roadway Improvements, Safety, Vehicle Flow Improvements	**TBD**
M2	Parking Study of North East	Chapter 4	Complete a comprehensive parking utilization and turnover study to align North East's parking policies to transportation and land use.	Parking Improvements	**TBD**

[14] Planning Level Budget Estimate (in dollars):
$ = Under 10,000, $$ = 10,000-100,000, $$$ = 100,00 – 1M, $$$$ = 1M to 10M, $$$$$ = Over 10M

M3	Evaluate possible roadway and multimodal connections East of Mauldin to close gaps in transportation network.	Chapter 6	Suggestions for bypass routes and relief roads.	Roadway Improvements	**TBD**
M4	Close slip lane of Hance Point Rd at Shady Beach Rd	Chapter 6	Temporarily close the current slip lane to improve intersection geometry and driver sight angles. Evaluate traffic conditions during closure and conduct driver surveys to determine if closure should remain permanent.	Roadway Improvements, Safety, Vehicle Flow Improvements	**TBD**
M5	MD 272 wide edge lines and rumble strips	Chapter 6	Install edge lines and rumble strips on the edge line and center line	Safety - reduce lane departures, encourage lane discipline by motorists and provide a buffer between motor vehicles and cyclists	**$$$**
M6	Traffic Signal Retiming	Chapters 5 and 6	Implement the traffic signal modifications recommended in Chapter 5. Evaluate the traffic signal retiming of MD 272 after the I-95 interchange at Belvidere Road opens to traffic and construction activities are completed.	Roadway Improvements, Safety and Congestion Management	**$$$**

3 Long-Term Recommendations

Long-Term Recommendations

ID Number	Recommendation	Report Reference	Description	Purpose	Cost Estimate[15]
L1	Cecil College Intersection Improvements	Chapter 6	Improve sight lines, pedestrian access, traffic signals, and sidewalks to gas station.	Roadway Improvements, Safety, Pedestrian Access Improvements	**$$$**
L2	Lums Intersection to Center Drive	Chapter 6	Extend curbs to deter truck parking along roadway.	Roadway Improvements	**$$$**
L3	CSX Bridge Replacement	Chapter 6	Replace bridge to maintain lane consistency and pedestrian access.	Roadway Improvements, Safety, Pedestrian Access Improvements	**$$$$$**
L4	Lane reconfiguration and shared use path on MD 272 from I-95 On-Ramp to US 40	Chapter 6	Widen MD-272 to a 4-lane road with separated shared-use path along the western side. Remove existing bike lane.	Roadway Improvements, Safety, Pedestrian Access Improvements	**$$$$**
L5	US 40 Intersection Smart Channels	Chapter 6	Adjust the geometry of the free-flow right turn lanes (slip lanes) at MD 272 and US 40 from the current low, tangential angle to a more perpendicular or higher-angle approach to reduce speed of turns, enhance driver visibility of cross-street and pedestrian traffic consider pedestrian islands and signal upgrades.	Roadway Improvements, Safety - speed management and visibility improvements	**TBD**
L6	Lane reconfiguration and shared use path on MD 272 from I-95 On-Ramp to US 40	Chapter 6	Widen MD-272 to a 4-lane road with separated shared-use path along the	Roadway Improvements, Safety, Pedestrian	**TBD**

[15] Planning Level Budget Estimate (in dollars):
$ = Under 10,000, $$ = 10,000-100,000, $$$ = 100,00 – 1M, $$$$ = 1M to 10M, $$$$$ = Over 10M

	western side. Remove existing bike lane.	Access Improvements

4 Funding Opportunities

It is important to identify the funding mechanisms available once potential projects are identified. This allows for the timely completion of much needed projects without placing a financial strain on both the Town or County budgets. Some of the possible funding options for the concepts presented in this plan are listed below:

Bicycle and Pedestrian Facilities Grants:

Grants are available through the Maryland Department of Transportation, MDOT MVA Highway Safety, MDOT Motor Vehicle Administration, as well as MDOT State Highway Administration. Grants available for these types of projects are:

- *Community Parks and Playgrounds* – these grants fund final engineering, construction and/or implementation, and non-infrastructure projects
- *Maryland Bikeways* – these grants fund feasibility studies, preliminary engineering, final engineering, and construction and or implementation.
- *MDOT Consolidated Transportation Program* – state funding opportunity for design, preliminary engineering, and construction across all transportation modes.
- *Recreation Trails* – these grants fund the planning phases, preliminary engineering, construction and/or implementation, and non-infrastructure projects.
- *Safe Routes to School* – these grants fund preliminary engineering, final engineering, construction and/or implementation, as well as non-infrastructure projects.
- *Safe Streets and Roads for All* – these grants fund planning as well as implementation for projects improving streets and multimodal facilities.
- *Transportation Alternatives (TA) Program:* a reimbursable, federally-funded program for local sponsor to complete transportation-related community projects designed to strengthen the intermodal transportation system. The program provides funding for projects that enhance the cultural, aesthetic, historic, and intermodal transportation system. The program can assist with projects that create bicycle and pedestrian facilities, restore historic transportation buildings, convert abandoned railway corridors to pedestrian trails, mitigate highway runoff, and other transportation-related enhancements. Project sponsors are required to provide a minimum 20% of the total project as a match.

- *Recreational Trails Program:* a federally funded program MDOT SHA administers on a reimbursement basis. Like the TA Program, the Recreational Trails Program may reimburse a local project sponsor up to 80% of the project's total eligible costs to develop community-based, motorized, and non-motorized recreational trail projects.
- *MDOT's Kim Lamphier Bikeways Network Program:* allocates State transportation funds administered by MDOT The Secretary's Office (TSO) to promote biking as an alternative transportation mode. For further information on these resources please visit: https://www.mdot.maryland.gov/tso/pages/Index.aspx?PageId=24

5 Next Steps

Following the Plan's endorsement, a Monitoring Committee comprised of Steering Committee members will periodically convene to pursue and track the Plan's implementation. This includes conducting follow-up studies, identifying appropriate grant opportunities, monitoring underlying conditions in the study area, and coordinating further community outreach. This is a long-term process with an undefinable exact timeline that will require monitorization. Major projects will take many years to pursue and complete. The project website (www.wilmapco.org/272) will be utilized to help residents and stakeholders track this plan's implementation.

Appendices

Appendix A: Task 1 Report

Appendix B: Maintenance Recommendations

Appendix C: Conceptual Plans

Appendix D: PEL Questionnaire

Appendix E: Planning Level Cost Estimates

Appendix F: Outreach

Click below to view the Appendices

https://wilmapco.sharefile.com/public/share/web-se43894f58f3645d691f06de792bcfa17