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April 1, 2020

Gregory I. Slater, Secretary
Maryland Department of Transportation
7201 Corporate Center Drive
P. O. Box 548
Hanover, MD 21076

RE: Cecil County's FY 2021 Transportation Priorities

Dear Secretary Slater:

Cecil County Government submits this letter to articulate its transportation priorities to your department for FY 2021. We continue to recognize not only our mutual challenges and opportunities to better determine our transportation future, here in the northeast transportation corridor.

Because of the important relationships among transportation and air quality, congestion mitigation, and providing more livable and sustainable communities with better linked land use and transportation, we have established four broad transportation improvement categories, as follows:

- ▶ 1-95 Corridor Access and Mobility Enhancement Improvements
- ▶ Public Transportation Improvements
- ▶ US 40 Corridor and Intersection Improvements
- ▶ US 1/222/301 Toll Coordination and Truck Weight Actions

Based upon those categorical priorities, **our overall top five individual priority improvements** are as follows:

- 1) Implement the new Belvidere Road 1-95 interchange.
- 2) U.S. 301 Toll Diversion Countermeasures.
- 3) Improve the MD 213/ US 40 intersection, with adequate bicycle and pedestrian accommodation.
- 4) Road and intersection improvements to Maryland Route(s) 222, 275, and 276 in the area of the Bainbridge Development.
- 5) Public Transportation improvements including the establishment of a mid-county transportation hub in the North East area and extension MARC Penn Line commuter rail service from Perryville to connect with SEPTA's R-2 regional service.

1-95 Corridor Access and Mobility Enhancement Improvements

Our highest categorical priority again this year is access and mobility enhancements along the 1-95 corridor. Cecil County is Maryland's only Eastern Shore county¹ in the Northeast Corridor, and it is the only Maryland 1-95 Northeast Corridor county whose accessibility and economic viability is impeded by tolls at both locations where 1-95 enters Cecil County. A local and state priority should be improved capacity linkages between 1-95 and its parallel NHS counterpart, US 40. Effective management of traffic during lane-closure incidents demands more than just two-lane connectivity between the two. Thus, our specific 1-95 corridor access and mobility enhancement project requests are as follows:

1. Implement the new Belvidere Road 1-95 interchange.
2. Road and intersection improvements to Maryland Route(s) 222, 275, and 276 in the area of the Bainbridge Development.
3. Widen MD 222 and MD 272 to four lanes, including bike lanes and sidewalks between US 40 and 1-95 for pedestrian mobility within those incorporated towns..
4. Examine potential of widening MD 279 between US 40 and MD 213.²
5. Examine potential bicycle and pedestrian improvements to MD 222 and MD 272 between 1-95 and US 40.

Public Transportation Improvements

Our second highest categorical priority remains public transportation, which has the potential to mitigate congestion more quickly and at lower cost than highway capacity improvements. Our specific public transportation project requests are as follows:

1. The establishment of a mid-county multi-modal transportation hub in the North East area.
2. The extension of MARC Penn Line commuter rail service from Perryville to connect with Philadelphia's SEPTA R-2 regional - an extension of existing service on existing right of way.
3. The extension of SEPTA R2 regional rail service from Newark (current terminus) to Elkton. This, too, would be an extension of existing service on existing right of way.

US 40 Corridor and Intersection Improvements

Our third highest categorical priority is intersection upgrades/geometric improvements along the US 40 corridor. US 40 helps provide access to the entire Eastern Shore via MD 213, and it supplies vital system redundancy to 1-95 through the County. US 40 and 1-95 serve as the spine of our road network, and they play a key role in the statewide congestion management system. Our specific US 40 corridor intersection improvement project requests are as follows:

¹ As defined by the Maryland Department of Planning (MDP).

² MD 279 is already four lanes between MD 213 and 1-95.

1. Improve the MD 213/ US 40 intersection - which is second in importance to Eastern Shore access from Maryland only to the Bay Bridge. Were it not for public transportation, this state- and regionally-significant intersection would be our highest priority. Improvements should accommodate bicycles and pedestrians.
2. Examine the potential of enhanced bicycle and pedestrian accommodation at the MD 222/ US 40 and MD 272/US 40 intersections.
3. Improve all US 40 intersections to include acceleration and deceleration lanes, in conjunction with an access management plan. Of particular concern are the following US 40 intersections with County roads:
 - Cedar Comer
 - Jackson Station
 - Marley Road
 - Nottingham Road
 - Red Toad Road
 - Wells Camp Road

Highway safety concerns at these intersections continue, especially with increasing traffic volume, and especially with an increasing mix of motor vehicles, bicycles and pedestrians.

4. Rail crossing safety improvements at the Elk Mills Road (CSX), Frenchtown Road (NS), Jackson Station Road (CSX), Otsego Street (NS), Rail Lane (CSX), and Rowland Drive (NS) rail crossings.

US 301 Toll Diversion Coordination Actions

Of immediate importance is coordination with DelDOT regarding toll-evading traffic, now that US 301 has been converted to a limited-access toll road. Toll evasion now threatens the distinctive character and sense of place in Cecilton, Chesapeake City, Elkton, and Warwick, as well as the historic and rural character along the MD 213, MD 285, MD 286, MD 282, and MD 310 corridors. The current toll- evading traffic has shifted an undue burden of maintenance and operations costs from DelDOT's roads to ours. Likewise, truck weight scale evasion could have similar impacts along the US 1/222/301 corridors. In conjunction with this priority, our project requests are as follows:

1. Continued coordination with DelDOT in the operations of US 301 in Delaware.
2. Stepped-up enforcement of truck weight limits along the MD 213 and US 1/222/301.

In summation, as our economy continues to grow, we will face growing traffic volumes that will test our efforts to ameliorate air quality, mitigate traffic congestion, and provide more sustainable and viable communities - especially in the Amtrak/I-95/US 40/US 301 Northeast Corridor.

Thank you for your consideration of Cecil County's transportation priorities.

Sincerely,



Dr. Alan McCarthy, County Executive



Robert Meffley, President, County Council

Cecil County's State of Maryland Delegation



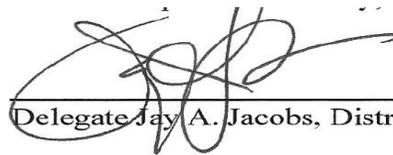
Senator Jason C. Gallion, District 35



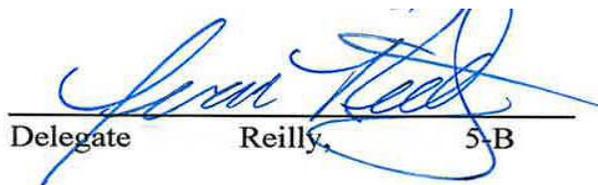
Senator Stephen S. Hershey, Jr. District 36



Delegate Kevin B. Hornberger, District 35-A



Delegate Jay A. Jacobs, District 36



Delegate Reilly, 5-B

Delegate Jefferson L. Ghrist, District 36



Delegate Mike Griffith, District 35-B



Delegate Steven J Arentz, District 36