

**CECIL COUNTY COMPREHENSIVE PLAN
INFRASTRUCTURE & TRANSPORTATION SUBCOMMITTEE
MEETING MINUTES
JULY 1, 2008**

Attendance	Present
Brian Bolender	Absent
Ed Cairns	X
John Denver	X
Vernon Duckett	X
Gary Stewart	X
Will Whiteman	X
Diana Broomell	X
Patricia Folk	X
Robert Gell (Chair)	X
Mike Pugh	Absent
Linda Snyder	X
Carl Walbeck (Vice-Chair)	X
Dan Whitehurst	X

Other Attendees	Affiliation
Jim Everhardt	Mayor, Perryville

Call to Order: 9:00AM Tuesday, July 1, 2008
Board of Trustees Room, Cecil College

Old Business: None

New Business: Dr. Gell opened the meeting and stated that today we would have Mr. Everhardt speak to us about Perryville transportation issues. Following that, we would establish and prioritize proposed Transportation Goals for presentation to the Comp Plan Oversight Committee on July 16, 2008.

Minutes of the June 10, 2008 I & T Subcommittee were approved.

Perryville Transportation Issues

Mr. Everhardt opened by saying Perryville's transportation concerns are viewed from three perspectives; Motorized Vehicles, Public Transportation, and Pedestrians and Bicycles. He said their biggest problem concerns the failing intersection at US 40 & US 222. Recent changes to the intersection, making dual left turns from E/B 40 onto 222 north, have improved the situation, but more needs to be done. They asked State Highways to lower the US 40 speed limit coming W/B into Perryville from 55 to 35, but the State would only go with 50MPH. The Town is working with the County Economic Development Commission on beautification of US 40 median and sides. Need to clean up old "stuff" and stacked boxes along 40 to present a cleaner appearance coming into

town. He is concerned that future development of Bainbridge and Happy Valley will put more pressure on US 40 intersections. Harford County-bound traffic from these developments would probably use I-95, but traffic seeking E/B US40 may try to use Jackson Station Road and Cedar Corner Road, both of which have either sight distance or underpass problems at US40. Sidewalks are needed along US222 from town to the High School, but the town, county and state can't reach agreement on how to share responsibility.

The MARC Train Station is very important to the town, and more parking is needed. They are exploring more remote lots, with shuttle buses to the station.

The town can impose impact fees on developments off sideroads leading into or out of town for financing of APFO improvements, but the county does not have authority to do so to cover it's share of costs. Mr. Everhardt closed by saying he believes every proposed County Capital Improvement Project should begin by first asking the question "Is it in the Growth Corridor?".

Identification & Prioritization of Transportation Goals

Following Dr. Gell's instructions at the last meeting, Ed Cairns had reviewed the 17 goals in the 1990 Comp Plan, combined and eliminated some, added new ones in the areas of rail and mass transit, and developed a list of 11 proposed goals for presentation to the Oversight Committee. The subcommittee got sidetracked on a discussion of should the subcommittee define the limits of the Growth Area, which we eventually decided to leave to other committees. After further discussion, one goal was combined with another, resulting in 10 goals, which were then prioritized. This prioritized listing is included at the end of these minutes. Pat Folk moved, and Will Whiteman seconded, to adopt the priority listing for presentation to the Oversight Committee on July 16, 2008. Motion passed.

No further business came before the Subcommittee.

Recommendations/Action Items for Staff and Consultants: None

Recommendations/Action Items for Oversight Committee: Review and adopt the prioritized list of Transportation Goals for forwarding to the Consultants.

Adjournment: 11:00AM

Next Meeting: Tuesday, 12 August, 2008, 9:00AM, Cecil College Boardroom

Minutes Prepared By: Carl D. Walbeck, P.E. **Date:** July 1, 2008
COL, AUS-Ret.

**Cecil County Comprehensive Plan
Infrastructure and Transportation Subcommittee
Proposed Transportation Goals
July 1, 2008**

Priority

Goal

1. Maintain and enhance the quality of the existing road system to correspond to and support the overall Land Use Plan in coordination with appropriate state and regional agencies.
2. Focus transportation and infrastructure investments in defined growth areas, permitting improvements outside of these areas only to upgrade non-standard roads and under-capacity bridges.
3. Encourage funding mechanisms such as impact fees and special taxing districts to finance transportation and infrastructure improvements.
4. Support transportation funding toward mass transit rail and bus transportation, along with projects that support the expansion of vehicular traffic.
5. Establish commuter rail transit and infrastructure along existing rail lines in Cecil County that will serve the growth corridor and the five towns located along them.
6. Encourage commercial goods shipments on the existing rail lines to reduce thru truck traffic on major roads.
7. Utilize County waterway connections to the Chesapeake and Delaware Bays to to promote shipment of commodity goods such as gravel and agricultural products out of the County by barge.
8. Encourage accessibility to nearby commercial airports in Baltimore and Philadelphia via interstate buses and rail.
9. Promote ride sharing by establishing or expanding park and ride lots along major commuter roads.
10. Protect the inherent nature of “scenic highways” as designated by the State Highway Administration.