



# Elkton Pedestrian Plan



**WILMAPCO**

**July 2018**



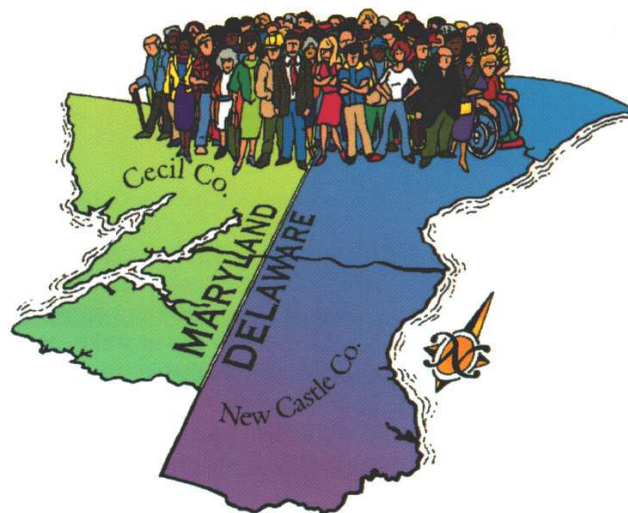


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## Who is WILMAPCO?

The Wilmington Area Planning Council (WILMAPCO) is a federally mandated Metropolitan Planning Organization (MPO) consisting of two counties; Cecil County, Maryland and New Castle County, Delaware. Our mission is to serve the residents and stakeholders of the Wilmington region by carrying out a comprehensive, continuing and cooperative regional transportation planning process consistent with federal transportation legislation. To that end, WILMAPCO informs and involves the public of transportation planning decisions, guides the investment of federal transportation funds, coordinates transportation investments with local land use decisions, and promotes the national transportation policy expressed in federal transportation law.



WILMAPCO is responsible for the development of the best transportation plan for the region. The implementation of that transportation plan is carried out by WILMAPCO's member agencies. We collect, analyze and evaluate demographic, land use and transportation-related data and seek public input to understand the transportation system requirements of the region. Understanding these requirements allows for the development of plans and programs and the implementation of a transportation system that provides for the efficient transport of people, goods and services.

## Executive Summary

The Elkton Pedestrian Plan was requested by the Town of Elkton in order to identify necessary improvements to the town's pedestrian network and support making Elkton a more walkable community. The Plan was guided by a steering committee, including representatives from the Town of Elkton, the Maryland State Highway Administration, and WILMAPCO. After collecting background data and conducting a thorough public outreach process, a list of recommendations was developed and prioritized. The recommendations include general, town-wide recommendations and specific improvements to roads, crossings, parks, and neighborhoods.

Background research was conducted to better inform the public outreach process and the development of the recommendations presented in this Plan. Six previous studies were identified that have made recommendations for improving pedestrian infrastructure in Elkton, and these were incorporated in and continue to be supported by this Plan. An inventory of the town's existing pedestrian network was collected, including the condition of all public sidewalks and curb ramps within the town's borders. The pedestrian prioritization analysis identifies which geographic areas are likely to have high pedestrian activity and where improvements to pedestrian infrastructure may be needed.

A thorough and extensive public outreach process was conducted to develop recommendations that best represent the community's needs for becoming more walkable. Several outreach methods were utilized, including a public survey, outreach events, two public workshops, distributing flyers, a visit to Elkton Middle School, and promoting the plan via internet, mail, and radio. The results of the public survey and feedback were used to develop a list of recommendations, which were prioritized based on how frequently they were mentioned and their location in the pedestrian prioritization process.

The recommendations presented in this Plan are organized into two categories: Town-Wide Recommendations and Road Improvements. Town-Wide Recommendations have benefits that extend beyond their immediate area, and they include completing sidewalks and curb ramps, marking crosswalks, improving lighting, resuming passenger service to the Elkton Train Station, and encouraging mixed-use and infill development. Road Improvements offer detailed enhancements to specific roads, crossings, and other locations, including Bridge Street, Howard Street, Delaware Avenue, Meadow Park, Big Elk Mall, Route 40, Elkton Heights, Elkton Road, Red Hill Road, Delancy Road, and Muddy Lane.

These recommendations provide numerous benefits. They increase the safety of people walking, biking, driving, and taking transit in Elkton, improve access for those with disabilities, encourage more people to walk as a mode of transportation, and enhance public safety. These improvements can be implemented through coordination between the Town of Elkton, Cecil County, and the State of Maryland, which will help to ensure that the goals of the Elkton Pedestrian Plan are achieved.

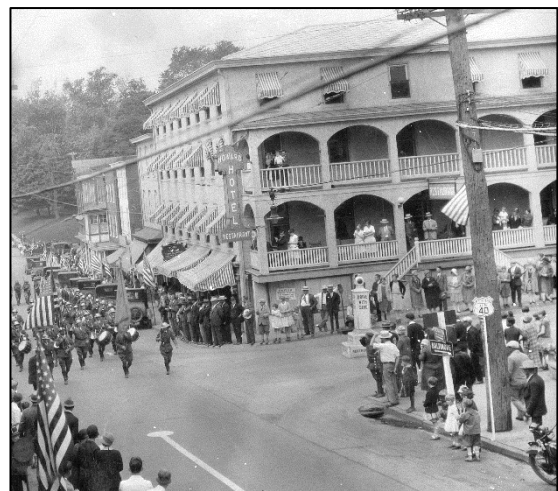
## Background

### Transportation History of Elkton

Elkton is the county seat of Cecil County, Maryland, located along the Elk River at the northern headwaters of the Chesapeake Bay, near the state's eastern border with Delaware. As of 2010, the town had a population of 15,443. Prior to European settlement, the area was occupied by Native American tribes. The town was settled in 1694 by mariners and fishermen, who called their settlement Head of Elk due to its location at the head of navigation of the Elk River. The town was incorporated as Elkton and became the county seat in 1787.

Starting in the early 19<sup>th</sup> century, the town served as a transfer point for travelers along the eastern seaboard of the United States. The Eagle, one of the first steamboats serving the Chesapeake Bay, was built in Philadelphia in 1813 and began serving Elkton in 1815. Travelers could board the Eagle in Baltimore, disembark in Elkton, and then take a stagecoach from Elkton to Wilmington, where they could board another ship heading towards Philadelphia.

The railroad came to Elkton in 1831, when the New Castle and Frenchtown Railroad was built between Cecil County and Delaware. The railroad was initially created to connect industry to canals and ports. In 1837, the Philadelphia, Wilmington, and Baltimore Railroad was completed, including a stop in Elkton. Elkton Station officially opened to passengers on July 31, 1837. The current station was built nearly a century later in 1935, when the Pennsylvania Railroad moved the line north of the downtown area to ease the railroad's tight curve through the town center.



A parade on Elkton's Main Street in the 1930s.  
(Source: Mike Dixon, Delmarva History)

After the construction of the Interstate Highway System, passenger rail service declined, and Elkton Station was closed in the mid-1960s due to low ridership. In 1978, service was re-established in Elkton when Amtrak began operation of the Chesapeake, a commuter train between Philadelphia and Washington, D.C. The Chesapeake ran for only five years, and the final passenger train stopped in Elkton on October 29, 1983. Today, Amtrak trains pass through without stopping, and the town is part of the only gap in commuter rail service along the Northeast Corridor, between Perryville, Maryland and Newark, Delaware.

Owing to its colonial history, Elkton has a dense, walkable downtown core. Much of the town's colonial architecture remains, centering on the active business community on Main Street. Within close walking distance are several office buildings, courthouses, a hospital, parks and recreational facilities, and retail and dining establishments. Many residents live within downtown Elkton or nearby, but the majority of the population is located in surrounding suburban neighborhoods that developed in the mid-twentieth century and later.

## Purpose of the Study

As a colonial-era town, downtown Elkton developed long before the advent of the automobile. Walking was the primary mode of travel, and it was necessary for residences, businesses, and other destinations to be located within close walking distance. The town was shaped largely by its transportation infrastructure, as early development clustered around the Big Elk Creek and, later, the train station.

Starting in the mid-twentieth century, widespread use of the automobile led to more sprawling, automobile-centric development. This led to a decrease in walking and public transportation use. In Elkton, the construction of Interstate 95 and U.S. Route 40 accelerated this trend. According to the 2016 American Community Survey, 76% of American workers drive alone as their primary method of commuting, and only 2.8% walk. Elkton closely follows the national trend; 80% of workers drive alone and 2.6% walk. Nine percent of Elkton households have no access to a vehicle and therefore must rely on other modes of transportation.

The purpose of the Elkton Pedestrian Plan is to identify necessary improvements to the town's pedestrian network, ensure compliance with the Americans with Disabilities Act, and support making Elkton a more walkable community. An enhanced pedestrian network will encourage more people to walk to work, school, businesses, amenities, and other destinations.

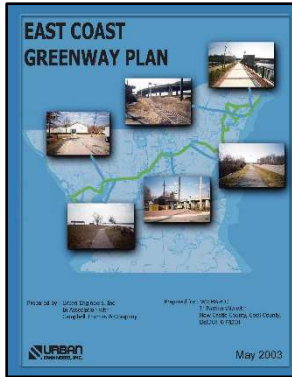
Walking brings numerous benefits. By replacing driving trips, a walkable community can result in reduced traffic congestion. A reduction in traffic also reduces noise and emissions, improves air quality, and results in safer traffic conditions for people walking or biking. Public transportation can operate more efficiently with reduced traffic, and an increase in people walking can result in more potential revenue for a public transportation agency, which can then be used to improve service. Fewer cars reduces wear and tear on roads and other transportation infrastructure, resulting in reduced maintenance costs. A reduction in traffic can additionally free road space for other uses, such as expanded sidewalks, bike lanes, and bus stops.

By enabling more people to walk, people can be more physically active in their normal daily activities, without having to take time out of their day to exercise or go to the gym. When more people walk, there are more eyes on the street, which can deter crime and make people feel safer. This can be beneficial to local businesses and can encourage more businesses to locate in walkable communities. More businesses, in turn, make a community more walkable by providing more destinations within walking distance.

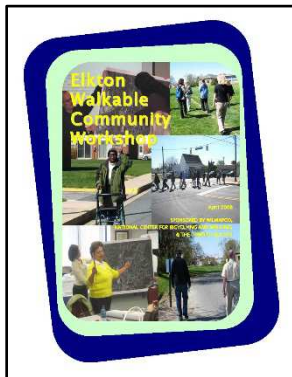


## Previous Studies Completed in Elkton

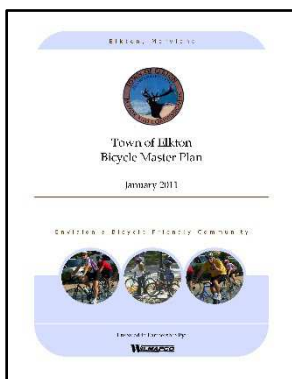
Recommendations related to pedestrian infrastructure in Elkton have been made in six separate studies that were completed between 2003 and 2015. Below is a brief description of each study, highlighting their primary pedestrian-related recommendations. These recommendations were considered in the development of the Elkton Pedestrian Plan and continue to be supported by the Town of Elkton.



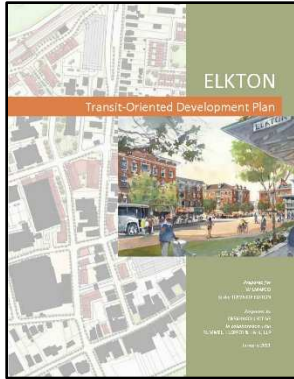
The East Coast Greenway is a partially-developed biking and walking trail stretching from Maine to Florida. The [East Coast Greenway Plan](#) (May 2003) identifies a feasible portion of the route through Cecil County and New Castle County. In addition to the planned off-road route, the plan designates an interim on-road route, for which there is currently signage directing people walking and biking the East Coast Greenway through Elkton.



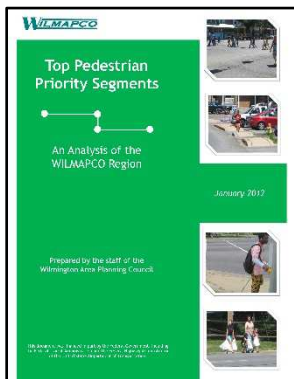
WILMAPCO hosts [Walkable Community Workshops](#), which are events consisting of a presentation on what makes a community walkable, a walking audit of the area, and a mapping and brainstorming session to identify improvements needed for walking in the community. A Walkable Community Workshop was held in Elkton in April 2008. This document describes pedestrian safety issues and potential solutions that were identified during that session.



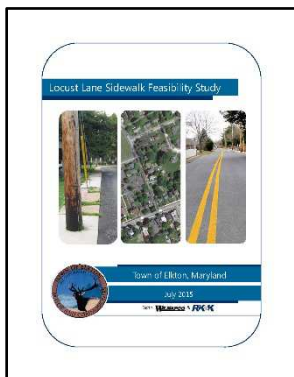
The [Elkton Bicycle Plan](#) (January 2011) guides the enhancement of bicycle transportation in Elkton. The plan identifies best practices for bicycle transportation, evaluates existing conditions, identifies potential bike routes, and proposes programs, policies, and projects for achieving the plan's objectives. The primary recommendations include a proposed on-street bicycle facility network, an off-road bicycle route, additional bicycle parking, and education and enforcement programs.



The [Elkton Transit-Oriented Development Plan](#) (January 2011) provides a guide for future development based on the vision of resuming passenger rail service to the Elkton train station. The primary recommendation of the plan is to create a route from “Train to Main” that promotes walking, biking, and transit use by providing a walkable corridor from the train station to Elkton’s central business district.



[Top Pedestrian Priority Segments](#) (January 2012) is an analysis of all roadways in Cecil County and New Castle County to determine areas that have the potential to have high pedestrian activity. Road segments are scored based on the proximity to a variety of factors, such as businesses, residences, transit stops, and other destinations. This analysis helps prioritize transportation investments based on geographic need and identifies chief walkability concerns. The analysis was used as a basis for the pedestrian prioritization process for Elkton in the Elkton Pedestrian Plan.

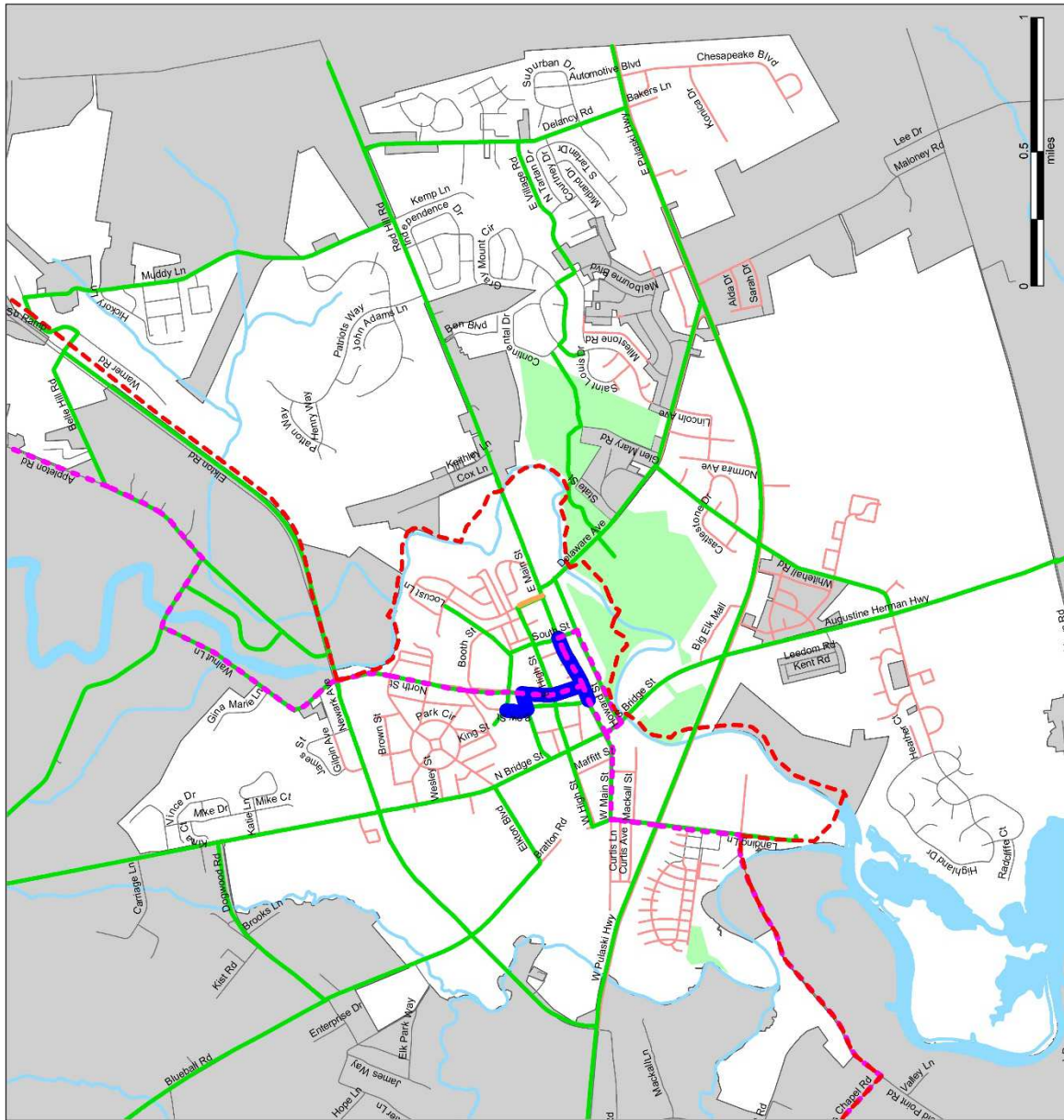


The [Locust Lane Sidewalk Feasibility Study](#) (July 2015) evaluates the possibility of constructing complete sidewalks on Locust Lane, between Main Street and High Street. This block of Locust Lane is a crucial connector for pedestrian access to commercial, community, and municipal centers in downtown Elkton. The study presents multiple design alternatives and their costs, barriers, and environmental and social impacts.

The map on the following page shows major mappable recommendations from previous studies completed in Elkton. For the Top Pedestrian Priority Segments, higher scoring segments are shown.

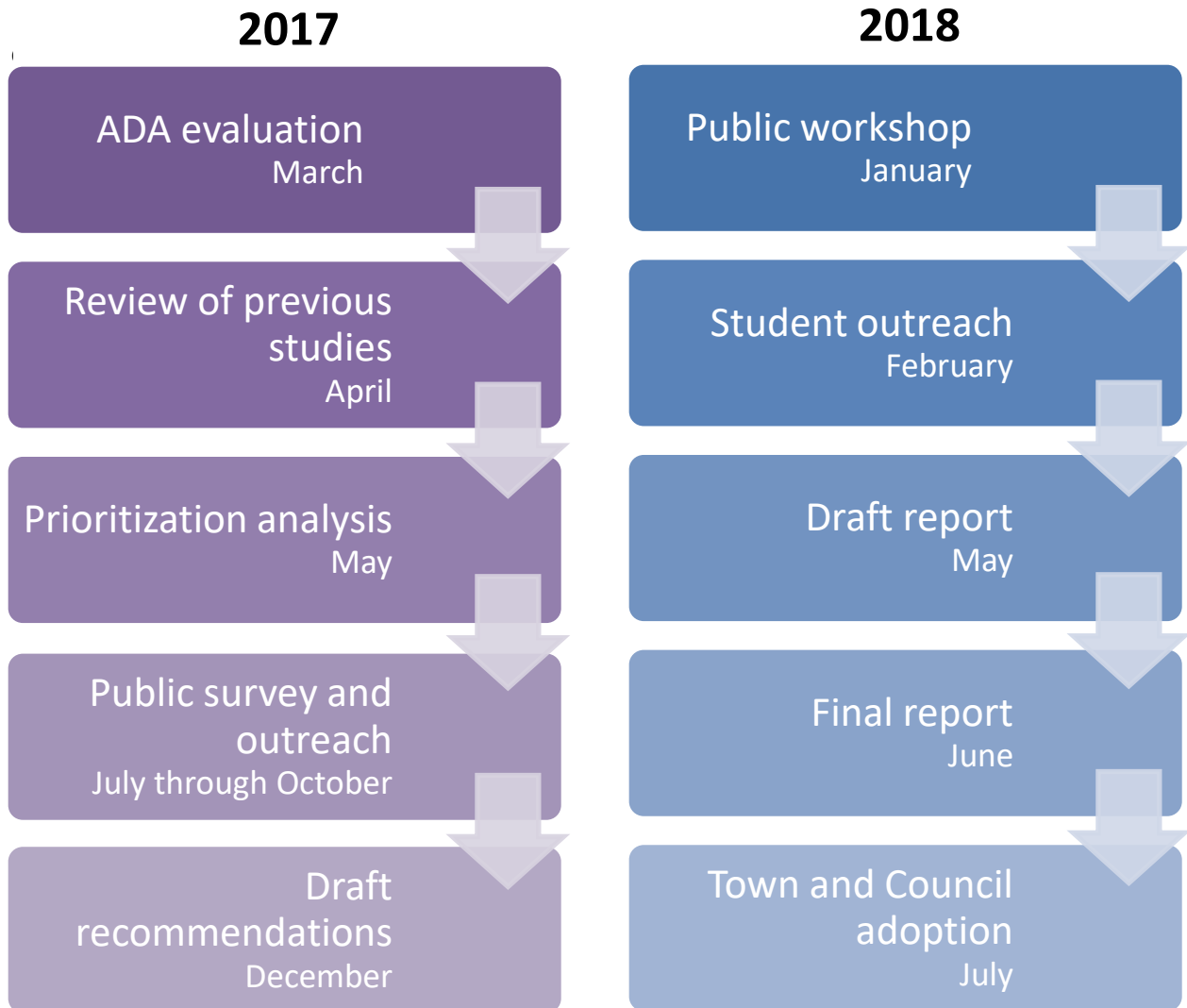
# Elkton Pedestrian Plan Previous Studies April 2017

- █ Elkton Transit-Oriented Development Plan
- █ Elkton Bicycle Plan (Preferred Routes)
- █ Top Pedestrian Priority Segments
- █ Locust Lane Sidewalk Feasibility Study
- █ East Coast Greenway Plan (Interim on-road route)
- █ East Coast Greenway Plan (Planned off-road route)



## Steering Committee and Timeline

This plan was guided by a steering committee consisting of representatives from the Town of Elkton, the Maryland State Highway Administration, and WILMAPCO. The steering committee met regularly to discuss goals and progress of the plan, data collection, methodology, and public outreach strategies. Below is a timeline showing the progression of the planning process.



## Pedestrian Prioritization

Elkton encompasses areas with multiple distinct patterns of development: the dense, walkable downtown core, suburban commercial corridors dominated by strip malls, residential neighborhoods, parks, and undeveloped areas. As such, pedestrian activity and the need for pedestrian infrastructure improvements vary based on geography. In order to determine which areas should be prioritized for improvement, the steering committee developed a pedestrian prioritization process, based on the “Top Pedestrian Priority Segments” analysis (see Previous Studies Completed in Elkton for a description of that analysis).

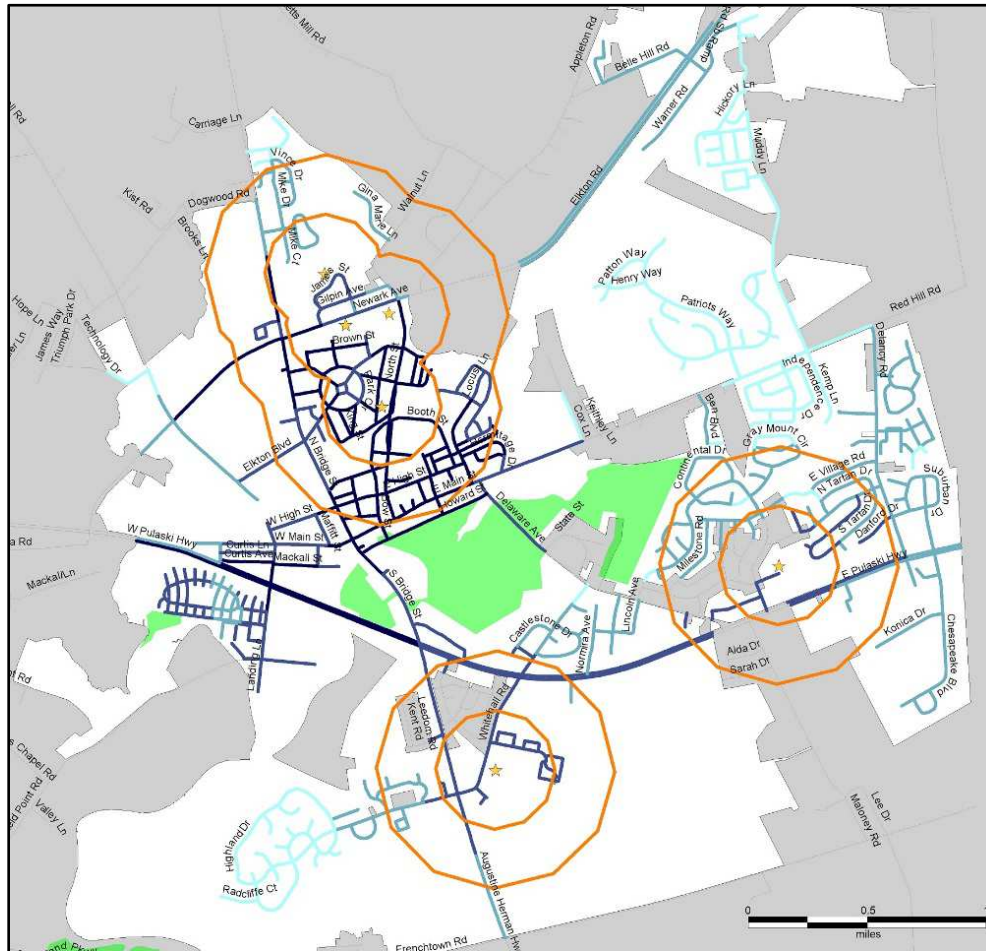
### Methodology

The steering committee identified a list of pedestrian generators that are applicable to Elkton, as well as areas with pedestrian safety concerns. These include places that currently have pedestrian activity, such as schools and parks, as well as places that could potentially have pedestrian activity if improvements were made, such as businesses (including those in unwalkable areas) and the planned train station. Another category is traffic analysis zones (TAZs) that are dense in population and employment. TAZs are a defined geographical unit used in technical mapping which helps determine population and employment centers. Locations where crashes occurred that involved a pedestrian also identified as places that should be prioritized for improvement.

Using geographic information systems (GIS) software, road segments were given points for being located within a certain radius of pedestrian generators (or within a TAZ). The steering committee determined what radius would be appropriate for each category. For some categories, a road segment could receive additional points for being within a smaller radius. Road segments could receive points from multiple categories, and a total score was determined for each segment. The table below contains the final list of pedestrian generators, the radius used for scoring, and the point value.

<b><u>Category</u></b>	<b><u>Radius</u></b>	<b><u>Points</u></b>
The planned train station	1/4 mile	1 point
Bus stop	1/4 mile	1 point
Bus stop	1/10 mile	2 points
Commercial building	1/4 mile	1 point
Park	1/4 mile	1 point
Library	1/4 mile	1 point
School	1/2 mile	1 point
School	1/4 mile	2 points
Greenway	1/10 mile	1 point
TAZ with over 8 people + jobs per acre	N/A	1 point
TAZ with over 10 people + jobs per acre	N/A	2 points
Crash involving a pedestrian	1/10 mile	2 points
Crash involving a pedestrian fatality	1/10 mile	4 points

As an example, in the screenshot below, schools are represented by stars. The orange rings surrounding the stars represent a one-half mile and one-quarter mile radius from each school. Segments within a half mile of a school received 1 point for the schools category, and segments within a quarter mile of a school received 2 points. A quarter mile is about a five minute walk, and there are potentially more students walking to and from schools within that distance.



## Results

The Pedestrian Prioritization map is shown on the following page. High scoring segments are shown in dark blue while lower scoring segments are shown in light blue. Areas with the highest pedestrian prioritization scores include downtown Elkton and parts of Route 40. Downtown Elkton has the highest concentrations of population, employment, businesses, transit stops, and other destinations. Route 40 also has a high concentration of businesses, which increases its score despite being a mostly automobile-dependent corridor. Residential neighborhoods close to downtown Elkton and Route 40 received moderate scores. Roads located on the far fringes of the town received the lowest scores.

# Elkton Pedestrian Plan

## Pedestrian Prioritization

June 2017

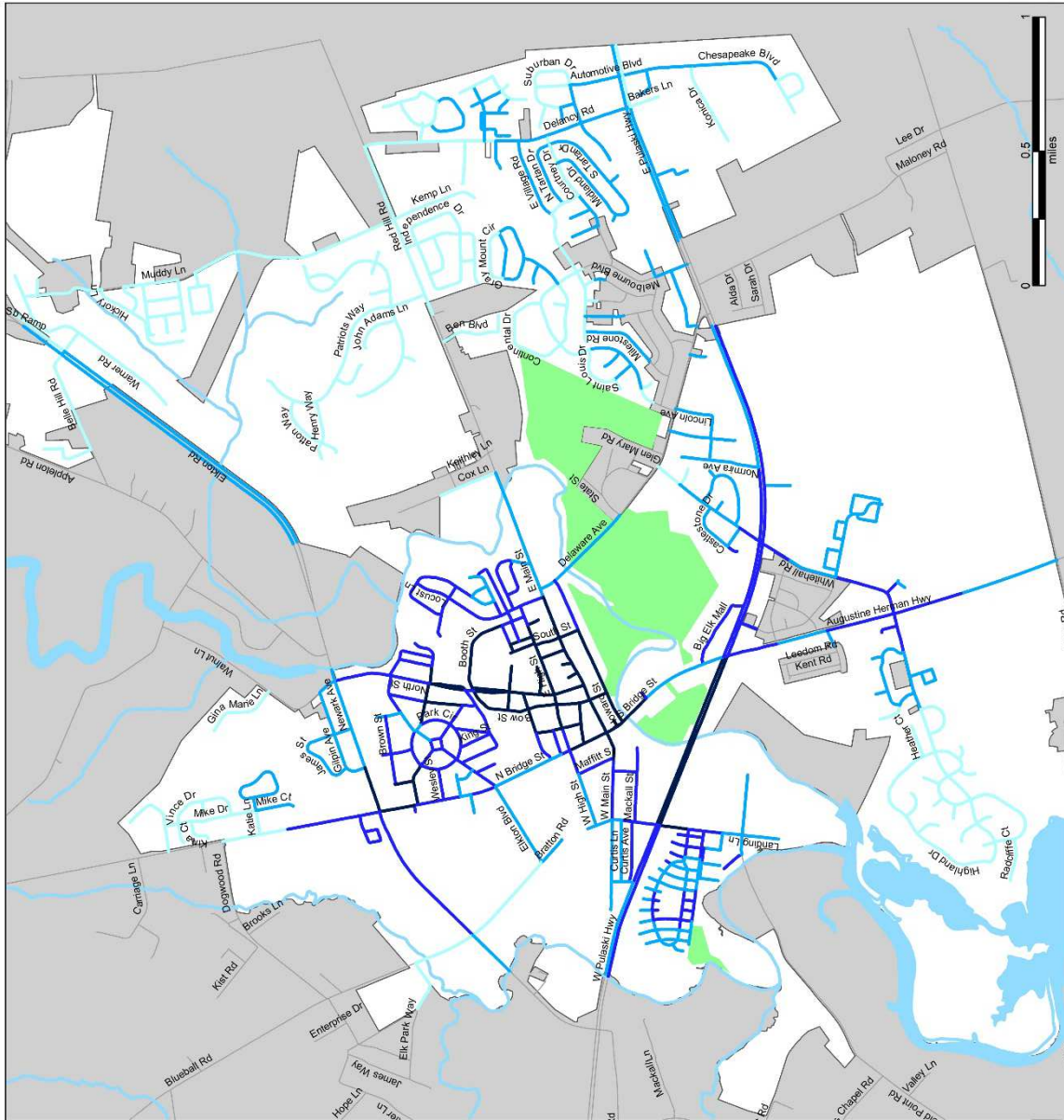
### Pedestrian Prioritization Score

- Very high (9-11 points)
- Medium (6-8 points)
- Low (3-5 points)
- Very low (0-2 points)

### Segment Prioritization

Segments within the following received 1 point:

- 1/4 mile of the planned train station
- 1/4 mile of a bus stop
- 1/10 mile of a bus stop (2 points)
- 1/4 mile of a commercial building
- 1/4 mile of a park
- 1/4 mile of a library
- 1/2 mile of a school (2 points)
- 1/10 mile of a school (2 points)
- A dense TAZ - over 8 people+jobs/acre
- A dense TAZ - over 10 people+jobs/acre (2 points)
- 1/10 mile of a crash involving a pedestrian (2 points)
- 1/10 mile of a crash involving a pedestrian fatality (4 points)



Data Sources:  
 Cecil County, Maryland State Highway Admin.,  
 Maryland Dept. of Aging, WILMAPCO



## ADA Evaluation

In order to help identify where improvements to pedestrian infrastructure need to be made, it was necessary to determine the conditions of existing infrastructure. The steering committee agreed to use the Americans with Disabilities Act (ADA) requirements as a guideline for infrastructure conditions. The ADA is federal law that prohibits discrimination based on disability. The law includes requirements for public sidewalks and curb ramps to be accessible for people with disabilities. For the Elkton Pedestrian Plan, the steering committee measured all public sidewalks and curb ramps for compliance with the ADA. In addition to ensuring that the pedestrian network is safe and accessible for people with disabilities, this is a useful indicator of a safe and comfortable walking environment for everyone.

### Methodology

The steering committee took physical measurements of all public sidewalks and curb ramps within the boundaries of Elkton. Those measurements were compared with current ADA requirements to determine their level of compliance. While taking those measurements, the steering committee also noted whether crosswalks were marked or not at each intersection, although that is not explicitly required by the ADA. Marked crosswalks make crossings and pedestrians more visible, improving the safety of crossing the street.

On the map on the following page, each dot represents an intersection. The color of the dot indicates how many curb ramps at that intersection are compliant, as shown in the legend. For sidewalks, a single color along a road means that both sides have the same compliance level. If compliance level differs on each side, a different color is shown on either side of the road. A fully compliant sidewalk meets all current ADA sidewalk requirements. A partially compliant sidewalk meets the minimum width requirement but may have obstructions reducing the usable width below that requirement or a cross-slope exceeding the maximum. A non-compliant sidewalk does not meet the minimum width requirement. Missing or incomplete sidewalks were also recorded. A link to an interactive version of the ADA Evaluation map is available at <http://www.wilmapco.org/elktonpedplan/>.

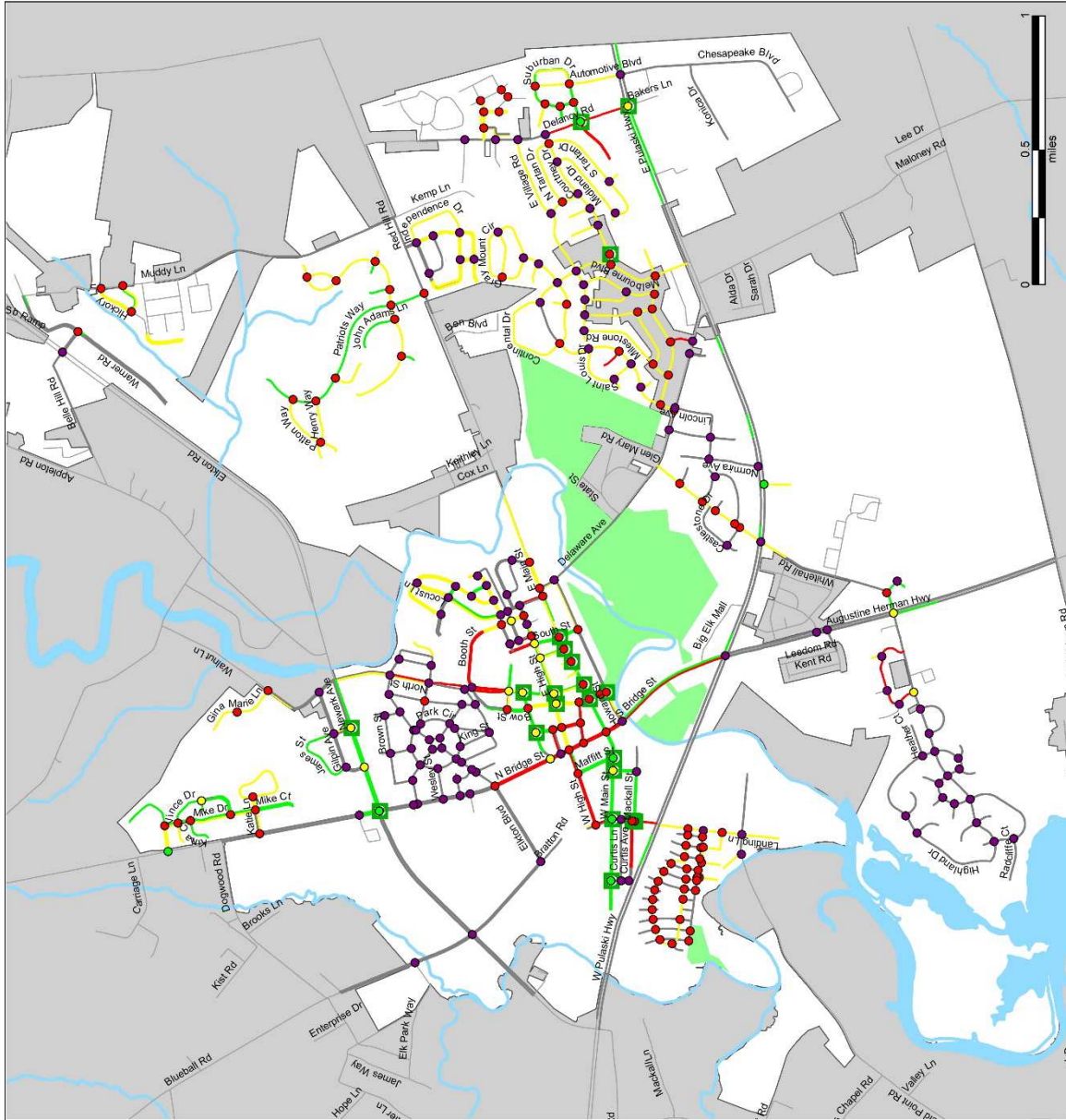
### Results

As ADA requirements are ever evolving, infrastructure that may have been in compliance when it was built, or even updated within the last few years, may no longer be in compliance. Downtown Elkton mostly has complete sidewalks and curb ramps, but only a few stretches of sidewalk have been upgraded to meet current standards, including the majority of Main Street. Outside of downtown Elkton and some subdivisions, most residential neighborhoods have few compliant curb ramps and sidewalks. Elkton Heights, the neighborhood just north of downtown, does not have curb ramps or sidewalks at all. Along Route 40, some businesses have built fully compliant sidewalks as part of their construction, but they are not connected. As a result, many sections of the pedestrian network outside of downtown Elkton are incomplete and have severe limitations for people traveling on foot.

# Elkton Pedestrian Plan ADA Evaluation Curb Ramps and Sidewalks

March 2017

- Curb Ramps**  
**ADA Compliance**  
 All curb ramps compliant (Green dot)  
 One or more curb ramps compliant (Yellow dot)  
 Curb ramps exist, but none compliant (Red dot)  
 No curb ramps exist (Purple dot)  
 Crosswalks marked (Green square)
- Sidewalks**  
**ADA Compliance**  
 Full (Green line)  
 Partial (Yellow line)  
 None (Red line)  
 No or incomplete sidewalk (Grey line)



Source: Town of Elkton, March 2016-March 2017



## Public Survey and Outreach

The Elkton Pedestrian Plan utilized a thorough and extensive public outreach process to develop recommendations that best represent the community's needs for becoming a more walkable community. Outreach methods included a public survey, outreach events, two public workshops, distributing flyers, a session at Elkton Middle School, and promoting the plan via internet, mail, and radio.

### Methodology

The steering committee developed a public survey to garner feedback on walking in Elkton and to help develop recommendations for improving the pedestrian network. The survey included questions about respondents' location and age group, how often they walk in Elkton, their top destinations in town, opinions on walkability and safety, and suggestions for improvement. The survey was available both on paper and online, via SurveyMonkey.



To publicize the Elkton Pedestrian Plan and encourage responses to the survey, the steering committee participated in outreach events, including a visit to the Elkton Acme, a public workshop at the Elkton Library, and Elkton's annual Fall Fest. At each of these events, residents, workers, and visitors had the opportunity to ask questions about the planning process, view plan materials, and take the survey, or take a flyer home with information on taking the survey online. A Facebook page and a page on WILMAPCO's web site were also created to share updates on the plan and promote events.



After these outreach events, the steering committee found that some neighborhoods were less represented than others, based on respondents who chose to share where they live. The committee mailed flyers to a random selection of households and apartments in those neighborhoods. This encouraged more responses, resulting in a total of 135 survey responses between July and October 2017, including responses from all neighborhoods of Elkton as well as other towns in the region.

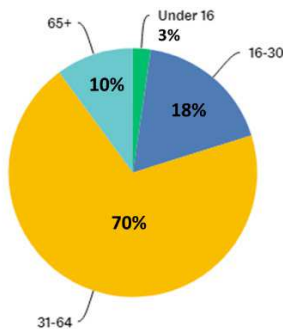
Based on the survey results, the steering committee developed a map of draft recommendations that were proposed by survey responses. To garner feedback on these recommendations, a second public workshop was held on January 17, 2018 in Elkton's Town Hall. This workshop was promoted online, by distributing flyers, and on radio. Visitors to the workshop viewed the plan materials that had been created so far and shared their thoughts on the draft recommendations. Their feedback largely supported and reinforced the recommendations that had already been made.

## Results

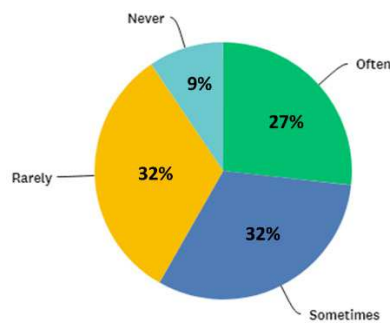
83% of responses to the public survey were from Elkton residents. Other responses came from areas such as North East, Baltimore, and Newark and Dover in Delaware. The majority (70%) of respondents were in the 31-64 age group, with a fair number of responses from young adults and seniors. The majority of respondents said they walk to get around Elkton at least sometimes. Only 9% of respondents said they never walk to get around Elkton.

Pedestrian infrastructure improvements are likely to encourage Elkton residents and visitors to walk more to get around town. 56% of respondents said they would walk more if the pedestrian network was improved, 31% were not sure, and only 13% said they would not walk more.

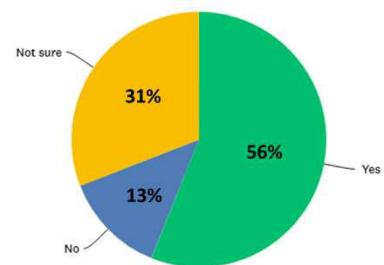
What is your age group?



How often do you walk to get around Elkton?



If Elkton had an improved pedestrian network, would you walk more to get around?

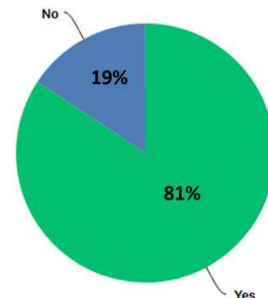


The word cloud below shows the top destinations mentioned by survey respondents. Destinations in larger font were mentioned more frequently. This question did not specify mode of transportation, and as a result, it includes destinations that may be considered walkable and others that may be more automobile dependent. Pedestrian infrastructure improvements may be beneficial for residents to access each of these destinations.

What are your top destinations in Elkton?



Are you concerned about personal safety when walking in Elkton?



The majority of respondents said that they are concerned about personal safety while walking in Elkton. They were also asked to share reasons why they choose not to walk or feel unsafe walking in Elkton. The largest category of responses related to concerns about crime and personal safety. Many respondents felt that criminal activity occurred too often in Elkton and would discourage walking. The second largest

category was lack of infrastructure; many respondents felt that incomplete sidewalks, unsafe crossings, and other issues with the pedestrian network made walking feel unsafe. Other reasons for not walking in Elkton included a preference to drive, concerns related to homeless people, distance between home and other destinations, and unsafe traffic conditions.

Survey respondents were then asked to share recommendations for improving the pedestrian network. Responses included recommendations such as completing gaps in the sidewalk network, adding mixed-use paths, improving crossings, encouraging more compact and walkable development, and improving pedestrian access to specific areas. The final recommendations are explained in detail in the Prioritized Recommendations section.

### Student Outreach

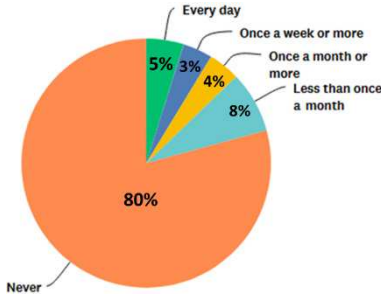
After analyzing the results from the public survey, the steering committee found that very few children under 16 shared their feedback on walking in Elkton. The steering committee reached out to Elkton Middle School (EMS) to give students the opportunity to share their thoughts. In February 2018, WILMAPCO held a session with a small group of students at EMS. The students learned about the elements of a walkable community and the Elkton Pedestrian Plan. They were then asked to share if there are any places they feel unsafe walking in Elkton, if there are any places they would like to walk to but cannot, and any suggestions for improvement.



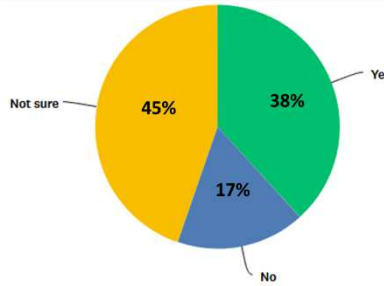
Students in this group said that the places where they feel unsafe walking include the middle school, the Elkton Library, Union Hospital, Meadow Park, the Gilpin Manor neighborhood, the Big Elk Mall, and Route 40. Places they would like to walk to, but cannot, include the middle school, Meadow Park, Walmart, the library, and businesses along Route 40. When asked for suggestions for improvement, the students suggested adding bike lanes, adding and repairing sidewalks where needed, improving crossings, improving access to Meadow Park, making Route 40 safer, and adding streetlights and trees.

In addition, EMS students took a shortened version of the public survey during classes. 391 students from 6<sup>th</sup>, 7<sup>th</sup>, and 8<sup>th</sup> grades completed the survey. The results of that survey are shown on the following page.

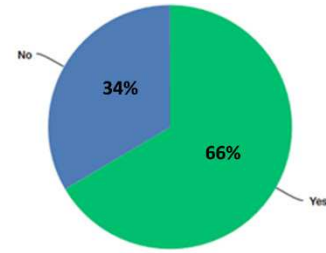
How often do you walk to school?



If Elkton had a better pedestrian network, would you walk more?



Are you concerned about personal safety when walking in Elkton?

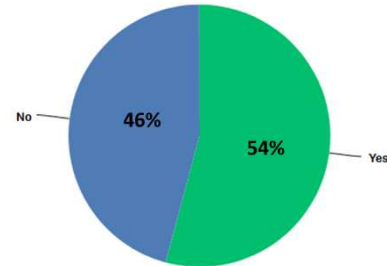


Nearly 80% of students said they never walk to school. However, 5% said they walk every day, and about 15% said they walk at least occasionally. When asked if they would walk more if the pedestrian network was improved, 38% said they would walk more, 17% said they would not, and 45% were not sure. However, they were less concerned about personal safety while walking in Elkton. 66% said they felt unsafe while walking, and 34% said they did not. For those who felt unsafe while walking, the most common reason was concerns about traffic safety, followed by the perception of crime. Students’ top destinations in town differed from adults’ responses. More frequently mentioned destinations included restaurants and stores, parks and recreational facilities, and the library. 54% of students felt that destinations they would like to go to are within walking distance.

Where do you like to go in Elkton?

Royal Farms Elk Lanes McDonalds Dollar Tree School Plaza Wawa  
 Chick Fil Elkton Main Street Walmart Neighborhood  
 House Movies Park Basketball Stores Walnut Hill  
 Library Room YMCA Baseball Fields Places Restaurants Mall Town

Do you feel that places you want to go in Elkton are in walking distance?



When asked to share their recommendations for improving the pedestrian network, the most common recommendations were adding sidewalks and crosswalks where they are missing and improving crossings, especially crossings along Route 40. Students recommended improving access to Meadow Park, Elkton Middle School, and Patriots Glen. Other recommendations included adding more lighting, widening and improving the condition of sidewalks, and lowering speed limits or adding speed bumps to reduce traffic speeds.

The map on the following page shows the mappable infrastructure recommendations that were proposed by survey respondents throughout the public outreach process. The recommendations were identified as high, medium, or low priority based on their location in the Pedestrian Prioritization map. Within these categories, they are ordered based on their prioritization score, which is shown in parentheses. The recommendations’ prioritization scores were closely correlated with how frequently they were recommended by outreach participants. In the following section, recommendations are listed in order of priority.

# Elkton Pedestrian Plan

## Infrastructure Recommendations Proposed By Survey Respondents

July-November 2017

### High Priority

1. Complete sidewalks and add bike lanes along Bridge Street (9)
2. Add sidewalks or mixed-use path along Howard Street (9)
3. Add sidewalks or mixed-use path along Delaware Ave bridge (9)
4. Improve pedestrian access to and through Meadow Park (9)
5. Improve pedestrian access to Big Elk Mall (9)
6. Complete sidewalks or add mixed-use path along Route 40 (9)
- C1. Bridge Street and Howard Street (9)
- C2. Route 40 and Bridge Street (9)
- C3. Route 40 and Whitehall Road (7)

### Medium Priority

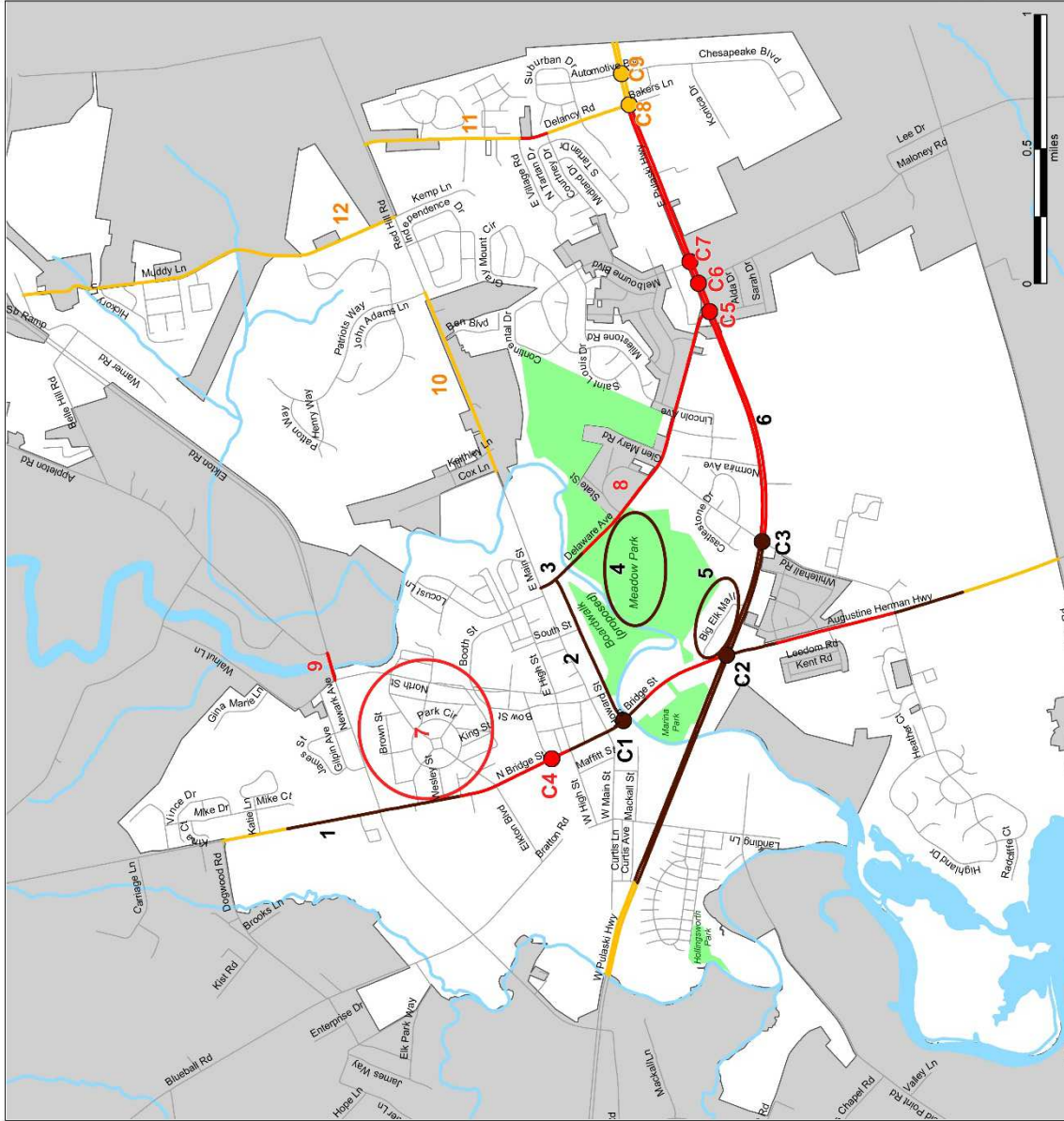
7. Add sidewalks in Elkton Heights (6)
8. Add sidewalks or mixed-use path along Delaware Avenue (5)
- C4. Bridge Street and Railroad Avenue (5)
- C5. Route 40 and Delaware Avenue (5)
- C6. Route 40 and Maloney Road (5)
- C7. Route 40 and Melbourne Boulevard (5)
9. Add sidewalks on Elkton Road from North Street to Appleton Road (4)

### Low Priority

10. Add sidewalks on Red Hill Road (3)
11. Add sidewalks on Delancy Road (3)
- C8. Route 40 and Delancy Road (3)
- C9. Route 40 and Automotive Boulevard (2)
12. Add sidewalks on Muddy Lane (1)

Priority is based on pedestrian prioritization score (in parentheses), a technical scoring process that determines which areas are likely to have greater pedestrian activity based on factors such as proximity to businesses, schools, parks, and other destinations.

"C" indicates improvements to crossings.



## Prioritized Recommendations

The following recommendations offer a variety of opportunities that work towards the goal of the Elkton Pedestrian Plan: to identify necessary improvements to the town's pedestrian network and support making Elkton a more walkable community. These recommendations are organized into two categories: Town-Wide Recommendations and Road Improvements. All of the recommendations presented in this Plan were derived from public outreach, and they are prioritized based on how frequently they were recommended as well as the pedestrian prioritization process.

**Town-Wide Recommendations** include completing sidewalks, upgrading curb ramps to meet ADA standards, marking crosswalks, improving lighting, resuming passenger service to the Elkton Train Station, and encouraging mixed-use and infill development. Recommendations in this category have benefits that extend beyond their immediate area. These recommendations increase the safety and comfort of walking, improve access for those with disabilities, encourage more people to walk as a mode of transportation, and enhance public safety.

**Road Improvements** offer detailed enhancements to specific roads, crossings, and other geographic locations, including Bridge Street, Howard Street, Delaware Avenue, Meadow Park, Big Elk Mall, Route 40, Elkton Heights, Elkton Road, Red Hill Road, Delancy Road, and Muddy Lane. The recommendations are listed in order of priority. Listed on the top-right corner of each page are their priority scores and locations in the map shown on page 20. Enhancements to these areas include completing sidewalks, adding bike lanes or mixed-use paths, building park trails, traffic calming measures, redesigning intersections, and making connections between different types of pedestrian infrastructure.

## Town-Wide Recommendations

### 1) Complete or repair existing sidewalks

The results of the ADA Evaluation show that there are many gaps in Elkton's sidewalk network. Outside of downtown Elkton, few neighborhoods have complete sidewalks, and many sidewalks are incomplete and disconnected. These gaps discourage walking for those with multiple transportation options, and they pose a significant safety hazard for those who must rely on walking. Sidewalks should be built and upgraded in order of their priority in the Pedestrian Prioritization map. Completing the sidewalk network will encourage more to walk, improve safety, and support more walkable development patterns.



### 2) Install or upgrade curb ramps to meet ADA standards

The results of the ADA Evaluation show that nearly all of the intersections in Elkton do not meet current ADA requirements for curb ramps, and many curb ramps are missing entirely. In addition to posing mobility and safety challenges for people with disabilities, this discourages people of all abilities from walking. Smooth and clearly marked transitions from the sidewalk to the street level help guide pedestrians to safe crossing locations and make walking more comfortable. Curb ramps should be installed and upgraded in order of their priority in the Pedestrian Prioritization map.



### 3) Mark crosswalks

Pedestrians may legally cross at any intersection, unless signage states otherwise. However, the overwhelming majority of intersections in Elkton do not have painted road markings to indicate where it is safe and legal to cross. As of March 2017, only 21 intersections in Elkton had marked crosswalks. Marked crosswalks help direct pedestrians to safe and legal crossings, make pedestrians more visible, and indicate to drivers and cyclists locations where pedestrians are likely to cross. Images on this page contain examples of different types of crosswalk markings. Markings can be as simple as two parallel lines (second image from top). However, high-visibility crosswalks (third and fourth images) are preferred, consisting of patterns such as stripes or bricks.



#### 4) Improve lighting

Many survey respondents said that insufficient street lighting made them feel unsafe while walking at night. To improve lighting, pedestrian-scale street lights that illuminate the sidewalk, trail, or other walking areas are recommended, rather than larger street lights that primarily illuminate the roadway. Pedestrian-scale lighting (such as the bottom image on the previous page) encourages more people to walk for transportation at all hours by creating a more comfortable and safe walking environment. Better lighting can also encourage businesses to stay open later, inviting more foot traffic. An inventory of existing street lights can help identify areas with insufficient lighting. Improvements should be prioritized based on location in the Pedestrian Prioritization map.

#### 5) Resume passenger service to the Elkton Train Station

Previous studies completed in Elkton have recommended resuming passenger service to the Elkton Train Station. Most notably, the Elkton Transit-Oriented Development Plan provides a guide for future development based on the vision of resuming passenger rail, with a primary recommendation called “Train to Main”, which envisions a walkable corridor from the train station to Main Street. This goal continues to be supported by the Town of Elkton, the steering committee, and public feedback. While the Elkton Train Station is one specific location, the impacts of passenger rail would extend throughout downtown Elkton and beyond. The train station would be a generator of pedestrian activity, and thus it was used as a technical scoring factor in the Pedestrian Prioritization process. The station would provide additional transportation options for residents, workers, and visitors from towns and cities as far as Baltimore, Philadelphia, and beyond. Increased pedestrian activity would require pedestrian infrastructure improvements. It may also influence future development by encouraging the development of businesses, offices, and housing within walking distance of the train station.

Planning efforts are underway to support resuming passenger train service in Elkton. In 2017, WILMAPCO completed a ridership analysis of a potential extension of the MARC Penn Line from Perryville, Maryland to Newark, Delaware, making a stop in Elkton feasible. If MARC trains are extended to Newark, passengers could transfer directly between MARC and SEPTA trains and travel as far as Philadelphia. In addition, passengers could transfer to Amtrak’s Northeast Corridor line, which runs from Washington, D.C. to Boston.



MARC Penn Line train at Halethorpe Station.



The planned “Train to Main” corridor.

### 6) Encourage mixed-use and infill development

In developing a walkable community, destinations that are varied and close by are just as crucial as high quality streets and sidewalks. Many survey respondents said that there are not enough destinations within walking distance to encourage them to walk, especially outside of downtown Elkton. Destinations that are far apart, have single uses (such as a standalone grocery store or office building), and have parking in front of the building make walking difficult and time consuming, encouraging people to drive instead. This type of automobile-oriented development is common in Elkton, especially along Route 40, which is dominated by single-use businesses separated by parking lots.

To encourage more people to walk, it is important that land uses are built in a way that is comfortable, convenient, and safe for walking. Mixed-use development places multiple types of destinations, such as housing, offices, retail, and parks, within close walking distance of each other, or even within the same building. Infill development promotes walking by developing on underutilized land, such as parking and vacant lots.



A street with mixed-use development.



Infill development on a small lot between houses.

## Road Improvements

See the map on page 20 for project locations.

### 1) Bridge Street

**Map Location: 1**  
**Priority Score: 9**

Improvements to Bridge Street (MD-213) were some of the most frequently mentioned recommendations from public outreach, including completing sidewalks along the length of the street and adding bike lanes. Bridge Street contains sidewalks from Elkton Boulevard to Howard Street, but they do not meet the minimum ADA width requirement. From Howard Street to Route 40, there is a fully compliant sidewalk on the east side and a narrow sidewalk on the west side. North of Newark Avenue (MD-279), where the street becomes Singerly Road, there is a short stretch that contains complete and compliant sidewalks.

The street's pedestrian prioritization score is highest from High Street to the Marina Plaza, south of the Big Elk Creek. This stretch should be upgraded first with fully ADA compliant sidewalks and curb ramps. From the Marina Plaza to the intersection with Route 40, Bridge Street's pedestrian prioritization score is lower, but upgrades should also be prioritized here to improve pedestrian connections to Route 40 and the Big Elk Mall.



Bridge Street between Main and Cathedral Streets, looking north.

Another area of concern is the bridge over the railroad tracks, between Railroad Avenue and Elkton Boulevard. This bridge contains one narrow sidewalk on the west side. Pedestrian access is necessary on the east side of the bridge to better connect to downtown Elkton and the train station, if service is resumed. Because this is a bridge, there is no grass to walk on in lieu of a sidewalk, so the narrow sidewalk on the west side is the only option. This sidewalk should be upgraded to meet ADA requirements.



Bridge Street crossing over the railroad tracks, looking north.

The bridge contains unused shoulders for most of its length that are used as through lanes (to make room for a turn lane) on both ends of the bridge. The shoulder on the east side could be repurposed as a sidewalk, sidewalk and bike lane, or a mixed-use path. A mixed-use path may be the best option, as it would serve the needs of both pedestrians and cyclists while protecting them from traffic. To extend bicycle infrastructure through the remainder of Bridge Street, a road diet should be considered. Many stretches of Bridge Street may have excess road width that could be repurposed for sidewalk upgrades and bike lanes or a mixed-use path.

## 2) Bridge Street Intersections

Map Locations: C2, C1, C4  
Priority Scores: 9, 9, 5

The intersection of **Bridge Street and Route 40** is a high traffic volume, signalized intersection. Route 40 is a divided highway with a total of seven lanes, lending to long crossing distances and high traffic speeds that endanger pedestrians and cyclists. In the northeast corner of this intersection, the proposed mixed-use paths along Bridge Street and Route 40 should connect to form a continuous path. The traffic islands on the northwest and southeast corners should be upgraded to pedestrian refuge islands, including curb ramps and marked crosswalks connecting to sidewalk improvements on those corners. High-visibility, striped crosswalks should be painted in all four directions, connecting pedestrian refuge islands to sidewalks and mixed-use paths. There are currently brick-paved median refuge islands where the median of Route 40 reaches the intersection. These should be expanded to meet the proposed crosswalks, and curb ramps should be installed. These islands will provide a place to wait for traffic to stop while crossing Route 40. Due to the total length of these crossings, a leading pedestrian interval (LPI) is recommended in all directions. An LPI is an adjustment to the traffic signal timings, which turns on the pedestrian “Walk” signal for a few seconds before the green light turns on for motor vehicles. This gives pedestrians a head start in crossing the intersection, increasing their visibility and the time allotted to cross the street. Installing an LPI would require a traffic study as well as the installation of pedestrian “Walk” signals and countdown timers.



Route 40 and Bridge Street, looking east from the northwest corner.



Aerial view of Route 40 and Bridge Street.

The intersection of **Bridge Street and Howard Street** is controlled by traffic signals and lacks crosswalk markings and curb ramps. This intersection can be improved by painting high-visibility striped crosswalks across all three crossings. ADA-compliant curb ramps should be installed at the western end of both crosswalks that cross Bridge Street. The crosswalk that crosses Howard Street should serve as a continuation of the sidewalk or proposed mixed-use path along the east side of Bridge Street. If funding allows, this crosswalk should be raised to form a continuous path, which would calm traffic from turning vehicles and improve the visibility of pedestrians and cyclists. The sidewalk on the southeast corner of the intersection should be expanded to form a close to 90-degree bend. This will calm turning traffic, improve visibility, and provide space to install ADA-compliant curb ramps in both directions, as well as a connection between the proposed mixed-use paths on Bridge Street and Howard Street.



Howard Street at Bridge Street, looking west.



Aerial view of Bridge Street and Howard Street.

**Bridge Street and Railroad Avenue** is a three-way, signalized intersection that lacks marked crosswalks and has only two curb ramps, in the northeast and southeast corners. Similar to Bridge Street and Howard Street, this intersection can be improved by painting high-visibility striped crosswalks across all three crossings. ADA-compliant curb ramps should be installed at the western end of both crosswalks that cross Bridge Street. The sidewalks on the northeast and southeast corners should be expanded to form nearly 90-degree angles. This would calm turning traffic, reducing the distance to cross Railroad Avenue, and improve the visibility of pedestrians and cyclists using the proposed mixed-use path along Bridge Street as well as the existing sidewalk along Railroad Avenue.



Bridge Street and Railroad Avenue, looking northeast.



Aerial view of Bridge Street and Railroad Avenue.

### 3) Howard Street

**Map Location: 2**  
**Priority Score: 9**

Howard Street runs parallel to East Main Street, from Bridge Street to Delaware Avenue. The street has sidewalks in two locations: on the south side from Bridge Street to Bow Street, and on the north side from South Street to Delaware Avenue. Both stretches of sidewalk are partially ADA compliant and require upgrades. Many survey respondents recommended completing the sidewalks or adding a mixed-use path along Howard Street, especially to connect to Meadow Park, the Big Elk Creek, and other recreation facilities.



Howard Street near the baseball fields, looking east.

Pedestrian and bicycle access can be improved by upgrading the sidewalk on the south side and extending it as a trail for the remainder of Howard Street. From the end of the sidewalk to Delaware Avenue, the south side of Howard Street has a shoulder that is partially paved. This area may be upgraded to contain both a shoulder for motor vehicles and a trail. Ideally, the trail should be paved to ensure that it is ADA compliant. The trail should be delineated from the shoulder, and signs and/or markings should indicate that it is a trail in order to direct pedestrians and cyclists to use it. In the middle stretch of Howard Street, this area is used as parking for the recreation facilities. These parking spaces could be moved further south to make room for the trail, or the trail could be routed around the parking spaces.

As an example, the image on the right shows Horticultural Drive in Philadelphia. This road contains one travel lane in each direction, similar to Howard Street, and uses remaining right-of-way for a mixed-use path that connects pedestrians and cyclists to destinations in Fairmount Park. The path includes openings at intersections and driveways, with crosswalks to demarcate the path and alert drivers of pedestrians and cyclists.



Horticultural Drive in Fairmount Park, Philadelphia, from the perspective of a trail user.

#### 4) Delaware Avenue

**Map Locations: 3, 8**  
**Priority Scores: 9 (bridge), 5 (road)**

Delaware Avenue (MD-7) is a two-lane road that runs southeast from East Main Street to Route 40. The road roughly parallels South Bridge Street, connecting downtown Elkton to Meadow Park, the Colonial Ridge neighborhood, and the Route 40 commercial corridor. Just south of Howard Street, Delaware Avenue crosses over the Big Elk Creek on a narrow two-lane bridge that lacks sidewalks or shoulders. Improving pedestrian access on the Delaware Avenue bridge and the remainder of the road, especially to connect to Meadow Park, were frequently mentioned recommendations.



The Delaware Avenue bridge over the Big Elk Creek.



Delaware Avenue along Meadow Park, facing southwest.

Constructing a pedestrian bridge on Delaware Avenue across the Big Elk Creek has long been one of the Town of Elkton's goals to improve pedestrian access and safety in this area. However, progress had been stalled because the pedestrian bridge would fall within the Federal Emergency Management Agency's (FEMA) floodplain zone. In February 2018, FEMA revised the flood map in response to an application from the Town of Elkton, thereby permitting construction of the bridge. As Delaware Avenue is a state-owned road, the Town of Elkton is working with the Maryland State Highway Administration to plan and seek funding for the pedestrian bridge.

The pedestrian bridge should be built on the southwest side of Delaware Avenue to facilitate connections with Meadow Park. Along nearly the entire length of Delaware Avenue, right-of-way exists on the southwest side of the road to build a trail. This trail would connect directly to the proposed trail along Howard Street and potential pedestrian/bicycle improvements along the north side of Route 40. If funding allows, the existing sidewalk on the west side of Delaware Avenue between Main Street and Howard Street may be upgraded to a trail or ADA-compliant sidewalk. If funding limits trail construction to a portion of Delaware Avenue, the high-priority area from Howard Street to the southeast end of Meadow Park should be built first.

The proposed Delaware Avenue pedestrian bridge and trail will improve pedestrian and bicycle access and safety between and through downtown Elkton and Meadow Park. This may encourage more people to visit the park and downtown Elkton, which could have an added benefit of deterring crime by increasing presence of trail users. The trail would form connections to a town-wide trail and pathway network, including the planned off-road route of the East Coast Greenway.

5) Meadow Park and Big Elk Mall

Map Locations: 4, 5  
Priority Score: 9

Meadow Park and Big Elk Mall were the two most frequently suggested areas for pedestrian access improvements in Elkton. Due to their proximity to downtown Elkton and the Route 40 commercial corridor, both are located in high pedestrian priority areas. They are bounded by Howard Street to the north, Delaware Avenue to the east, South Bridge Street to the west, and Route 40 to the south. All four of these roads are recommended for pedestrian and bicycle improvements in the Elkton Pedestrian Plan. Those recommended improvements will facilitate walking and biking to and through Meadow Park and the Big Elk Mall.

In addition to improvements along roads, constructing additional trails within Meadow Park and the undeveloped areas surrounding it would create more direct off-street connections. The East Coast Greenway Feasibility Study proposed part of its planned off-road route through Meadow Park, along the Big Elk Creek. This route, shown below, should be completed first. Additional trail connections could provide both recreational and transportation benefits. For example, a trail connection from the East Coast Greenway route and the existing loop road within Meadow Park, heading south to the rear of Big Elk Mall, would create a more direct pedestrian and bicycle connection between downtown Elkton and the Big Elk Mall. This may require coordination with the property owner of Big Elk Mall. If connecting directly to the Mall property is not possible, the trail could instead connect to proposed improvements along Bridge Street and/or Route 40. This would take pedestrians and bicyclists more directly to the front entrances of businesses, rather than traveling through the Big Elk Mall parking lot.



## 6) Route 40

Map Location: 6  
Priority Score: 9

Route 40 is a federal highway that passes from east to west through Elkton just south of downtown and Meadow Park. The portion of the highway in Maryland is maintained by the Maryland State Highway Administration. The highway is primarily a high-speed automobile route and serves as an alternative to Interstate 95. However, unlike I-95, Route 40 also serves pedestrians, cyclists, and bus riders. In Elkton, the highway is a commercial corridor.



Route 40, facing west, near Whitehall Road.

Businesses are mostly automobile-oriented, featuring curb cuts and large parking lots, in contrast to the more walkable, street-facing businesses on Main Street.

The pedestrian prioritization score for Route 40 ranges from very high, closer to Bridge Street, to low near the town boundaries. The density of businesses is the largest factor in these scores. While a few businesses have built sidewalks as part of their construction, the majority of Route 40 lacks sidewalks or any form of pedestrian infrastructure. Pedestrian crossings are infrequent, require crossing several lanes of traffic, and rarely have crosswalks or curb ramps. Route 40's pedestrian-hostile design and lack of adequate pedestrian infrastructure was a major concern expressed by public outreach participants.

Filling sidewalk gaps on both sides of Route 40 should be a high priority, especially between Bridge Street and Delaware Avenue, which has the highest density of businesses. Sidewalks should ensure connections to other sidewalks, proposed mixed-use paths, and bus stops. This will help create a connected pedestrian network and ensure safe and convenient pedestrian access to Bridge Street, Delaware Avenue, Meadow Park, and downtown Elkton in addition to destinations along Route 40.

If right-of-way allows, the sidewalk on the north side of Route 40 should be upgraded to a mixed-use path. A mixed-use path will safely accommodate bicyclists in addition to pedestrians. Constructing a path on the north side will facilitate connections to the Big Elk Mall, Meadow Park, downtown Elkton, and the proposed mixed-use path along Bridge Street.



An example of a mixed-use path along Delaware Route 9, just outside of Wilmington.

## 7) Route 40 Intersections

**Map Locations: C3, C5, C6, C7, C8, C9**

**Priority Scores: 7, 5, 5, 5, 3, 2**

In addition to Bridge Street (discussed on page 26), Route 40 intersects with several local and state roads as it passes through Elkton. Each of these intersections poses a significant safety hazard for pedestrians, requiring crossing four to seven lanes of traffic. In particular, the intersections of Route 40 with Whitehall Road, Delaware Avenue, Maloney Road, Melbourne Boulevard, Delancy Road, and Automotive Boulevard were recommended for improvement.

Nearly all crossings along Route 40 lack marked crosswalks. Each crossing should be painted with high-visibility striped crosswalks to improve the visibility of pedestrians and alert drivers of crossing locations. Crossings that lead directly to bus stops (Whitehall Road, Maloney Road, and Delancy Road) should be prioritized. If the proposed mixed-use path on the north side of Route 40 is built, crosswalks on the north side of Route 40 should connect directly to the mixed-use path. Due to the distance required to cross Route 40, pedestrian countdown timers should be installed. Where countdown timers are installed, leading pedestrian intervals (LPIs, described on page 26) should be considered to give pedestrians a head start while crossing, increasing their visibility and safety.

At each intersection, there are brick-paved median refuge islands at the ends of the median. These should be expanded to meet painted crosswalks and include ADA-compliant curb ramps, providing a place for pedestrians to wait while crossing the roadway. At corners, bump-outs, also known as curb extensions, should be considered. Bump-outs provide an extension of the pedestrian space into the shoulder or parking lane. These reduce crossing distances, make pedestrians more visible, calm traffic, and prevent use of the shoulder for through traffic.



An example of a bump-out.

The intersection of Route 40 and Delaware Avenue poses an additional safety hazard. For drivers heading west on Route 40, there is a slip lane east of the intersection to facilitate exiting the highway onto Delaware Avenue. A traffic study should be conducted to determine the feasibility of closing the slip lane and isolating all turns to the 90-degree intersection. This would be a significant safety improvement for people walking and biking on the north side of Route 40. This area could be repurposed for the proposed mixed-use path and/or sidewalk construction. If the elimination of the slip lane is not feasible, providing a safe crossing of the slip lane would be necessary. Signage should require yielding to pedestrians in the crosswalk. A rumble strip, speed hump, or raised crosswalk may be considered to calm traffic and improve visibility of the crosswalk.



The Delaware Avenue slip lane on Route 40, facing west.

## 8) Elkton Heights

**Map Location: 7**  
**Priority Score: 6**

Elkton Heights is a residential neighborhood located just north of downtown Elkton. The neighborhood received medium to high pedestrian prioritization scores, as it is within close walking distance to businesses, schools, Meadow Park, bus stops, the East Coast Greenway route, and the planned train station. The neighborhood is relatively dense and walkable, and it has narrow streets that discourage high speed traffic, improving the safety of walking. In addition, speed bumps on Park Circle help to calm traffic. In the center of the neighborhood is a public green space within walking distance to all of its residents. However, the neighborhood lacks sidewalks, curb ramps, or any other form of pedestrian infrastructure.

Building sidewalks in Elkton Heights would pose significant challenges. Due to limited street width, property acquisition or the removal of on-street parking would be required. Sidewalks would be a significant change to the neighborhood's character and may face resident opposition. Construction costs may be prohibitive, and pedestrian safety benefits would be minor relative to the costs. As an alternative to building sidewalks, a context-sensitive approach that encourages sharing streets between pedestrians, cyclists, and motorists may be more effective at enhancing safety and access for all users.

Shared streets may incorporate a variety of design changes that calm motorized traffic and encourage walking and biking. The National Association of City Transportation Officials (<https://nacto.org/publication/urban-street-design-guide/streets/residential-shared-street/>) provides recommendations for shared street design. Signage at entrances to the neighborhood should indicate that streets are shared or require yielding to pedestrians. Street furniture, such as benches and planters, may be placed along the edge of the roadway or in grass medians. Textured pavers may be used to calm traffic or indicate crossing locations, as an alternative to painted crosswalks.



This shared street in Germany lacks sidewalks, but the textured pavement and street trees calm traffic and invite pedestrians to walk in the street.



Ardentown, Delaware's narrow streets, abundance of greenery, and features such as stones and benches encourage drivers, pedestrians, and cyclists to share the road.

### Additional Road Improvements

Map Locations: 9, 10, 11, 12  
Priority Scores: 4, 3, 3, 1

**9) Elkton Road (MD-279)** lacks sidewalks from North Street to Appleton Road, where it crosses over the Big Elk Creek. The bridge contains shoulder bike lanes, but no pedestrian infrastructure. There are few destinations east of this location, but a safe pedestrian crossing may be necessary to connect to Elkton Middle School on the west side. The existing traffic island may be upgraded to a pedestrian island, and sidewalks may be added on the bridge by shifting the yellow centerline to the concrete median and removing the left turn lane on the east end of the bridge. Alternatively, a barrier may be placed between the shoulder and travel lane, and the shoulder bike lane may be repurposed as a mixed-use path.



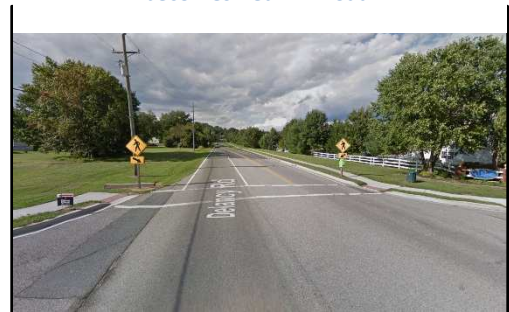
Elkton Road and North Street, facing east.

**10) East Main Street becomes Red Hill Road (MD-281)** where it crosses over the Big Elk Creek. There is a sidewalk on the north side of East Main Street, but it ends west of the bridge, then continues again as a narrow sidewalk on the north side of the bridge. Right-of-way exists for the entire length of Red Hill Road from East Main Street to Patriots Way to fill sidewalk gaps on the north side and widen the existing sidewalk on the bridge. A sidewalk should also be constructed on the south side of the road.



MD-281, facing east, where East Main Street becomes Red Hill Road.

**11) Delancy Road (MD-781)** runs north-south from Red Hill Road (MD-281) to Route 40. The road connects multiple residential neighborhoods and the Route 40 business district, but it lacks sidewalks for most of its length. There is a stretch of sidewalk on the west side from Route 40 to Suburban Drive, where it switches to the east side for a short length. These sidewalks are not ADA-compliant. Right-of-way exists to construct ADA-compliant sidewalks on both sides of Delancy Road for most of its length, including making connections to the residential neighborhoods along the southern half of the road. The southern half received a higher pedestrian prioritization score and should be built first.



Delancy Rd and Suburban Drive, facing north.

**12) Muddy Lane** is a Cecil County road that runs north-south from Red Hill Road (MD-281) to Belle Hill Road, which is adjacent to Elkton Road (MD-279). The road lacks sidewalks for most of its length. There is a narrow sidewalk on the west side of the road along the Glen Creek Apartments property. Extending this sidewalk north to Belle Hill Road could provide connections to additional residential communities, such as The Meadows at Elk Creek and Patriots Glen, as well as the hotels and other businesses on Belle Hill Road.

## Next Steps

The Elkton Pedestrian Plan calls for infrastructure improvements on Town, County, and State roads within Elkton’s boundaries. Implementation of these recommendations will require coordination between these three levels of government in order to ensure that the goals of the Elkton Pedestrian Plan are achieved and to maintain a connected pedestrian network across jurisdictional boundaries. The agency responsible for the construction and maintenance of each recommendation is shown in the charts below.

Note: In these charts, “Town” refers to the Town of Elkton, “County” refers to Cecil County, and “State” refers to the Maryland State Highway Administration. Map ID refers to the project locations shown on page 20. The map on the following page shows the ownership of roads in Elkton.

### Town-Wide Recommendations

Recommendation	Responsible Agencies
Complete or repair existing sidewalks	Town, State
Install or upgrade curb ramps to meet ADA standards	Town, State
Mark crosswalks	Town, State
Improve lighting	Town, State
Resume passenger service to the Elkton Train Station	Town, State, MARC
Encourage mixed-use and infill development	Town, State

### Road Improvements

Recommendation	Map ID (p. 20)	Priority	Responsible Agencies
Bridge Street	1	9	State
Bridge Street Intersections	C2, C1, C4	9, 9, 5	State
Howard Street	2	9	Town
Delaware Avenue	3, 8	9, 5	State
Meadow Park and Big Elk Mall	4, 5	9	Town, State
Route 40	6	9	State
Route 40 Intersections	C3, C5, C6, C7, C8, C9	7, 5, 5, 5, 3, 2	State
Elkton Heights	7	6	Town
Elkton Road	9	4	State
Red Hill Road	10	3	State
Delancy Road	11	3	State
Muddy Lane	12	1	County

# Elkton Pedestrian Plan Ownership of Roads

