



Appendix A – Task 1 Report

Maryland Route 272 Corridor Plan
Task 1 Report
Identify Issues, Opportunities, and Constraints

November 2024

Table of Contents

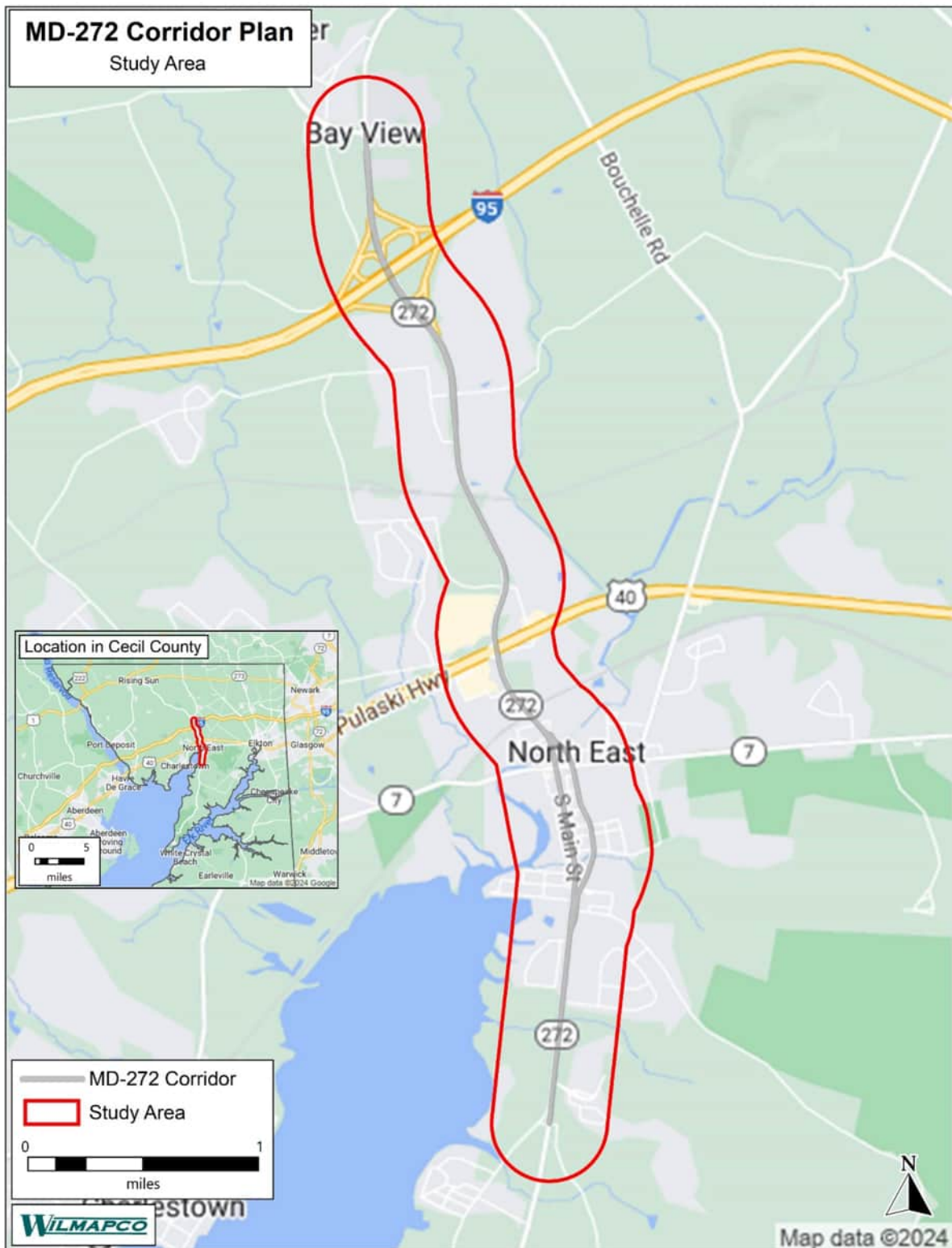
Introduction.....	3
Demographics	5
Land Use and Zoning.....	7
Land Use/Land Cover.....	7
Zoning.....	9
Biodiversity Conservation Network.....	11
Historic Properties.....	13
Transportation Conditions	15
Functional Class	15
Road Ownership.....	17
Transit and Nonmotorized Facilities.....	19
Bicycle Level of Traffic Stress.....	21
Traffic Volumes	23
Seasonal Traffic Volumes	25
Speed Limits	27
85 th Percentile Speeds	29
85 th Percentile Speeds Compared to Speed Limits.....	31
Crashes.....	33
Planned Transportation.....	35

Introduction

The Maryland Route 272 Corridor Plan (MD-272 Plan) will examine transportation improvements to the MD-272 corridor, bounded on the north by the Joseph Biggs Memorial Highway (MD-274) and on the south by Shady Beach Road and Hance Point Road. Development of the MD-272 Plan will be a community-driven process aimed at enhancing transportation connectivity, safety, and accessibility.

This report highlights existing demographics, transportation, and land use conditions in the study area, which includes approximately a one-quarter mile radius of the MD-272 corridor between MD-274 and Hance Point Road. The study area boundaries are shown on the following page.

When viewing this report on a computer, you can set the view setting to two pages side-by-side to view maps and associated analysis on the same screen.



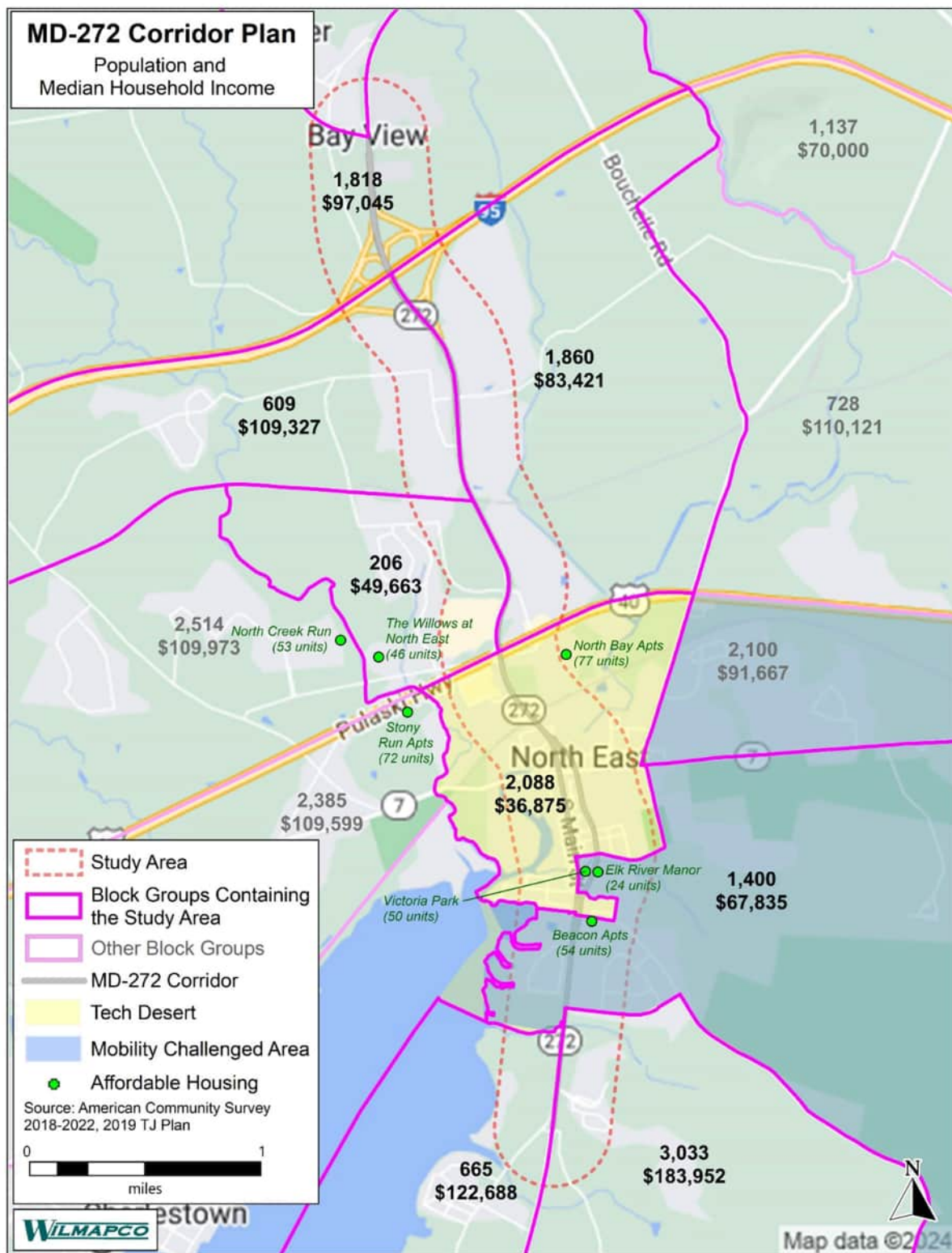
Demographics

Demographic data was analyzed for the eight Census block groups that contain the study area. According to the 2018-2022 American Community Survey, 11,679 people live within this area of approximately 34.5 square miles (excluding water). Median household income ranges from \$36,875 in downtown North East to nearly \$184,000 on the southeast end of the corridor. Income levels are generally higher further from North East.

These block groups are 86% non-Hispanic White, 8% non-Hispanic Black, 2% Hispanic or Latino, and about 4% other or mixed race. 13% of the population is aged 65 or older. 16% of people and 13% of households are below the poverty line. The unemployment rate is 5.8%, and 93% of those aged 25 or older have attained a high school diploma or GED.

71% of workers drive alone to work, 10% carpool, 12% work from home, 3% walk, and about 4% use other modes. 8% of households do not have access to a motor vehicle. About 11% of the population has a disability.

As identified in the 2019 Transportation Justice (TJ) Plan, the study area does not contain any WILMAPCO-defined food deserts, nor is it an area with limited English proficiency. A small portion of the study area is part of a moderate Mobility Challenged (MC) area. A portion of the study area south of US-40 is part of a tech desert, which is an area with low computer and low internet access. The study area contains three affordable housing developments, and four more are just outside the study area, which were identified as moderate Environmental Justice areas in the 2019 TJ Plan.



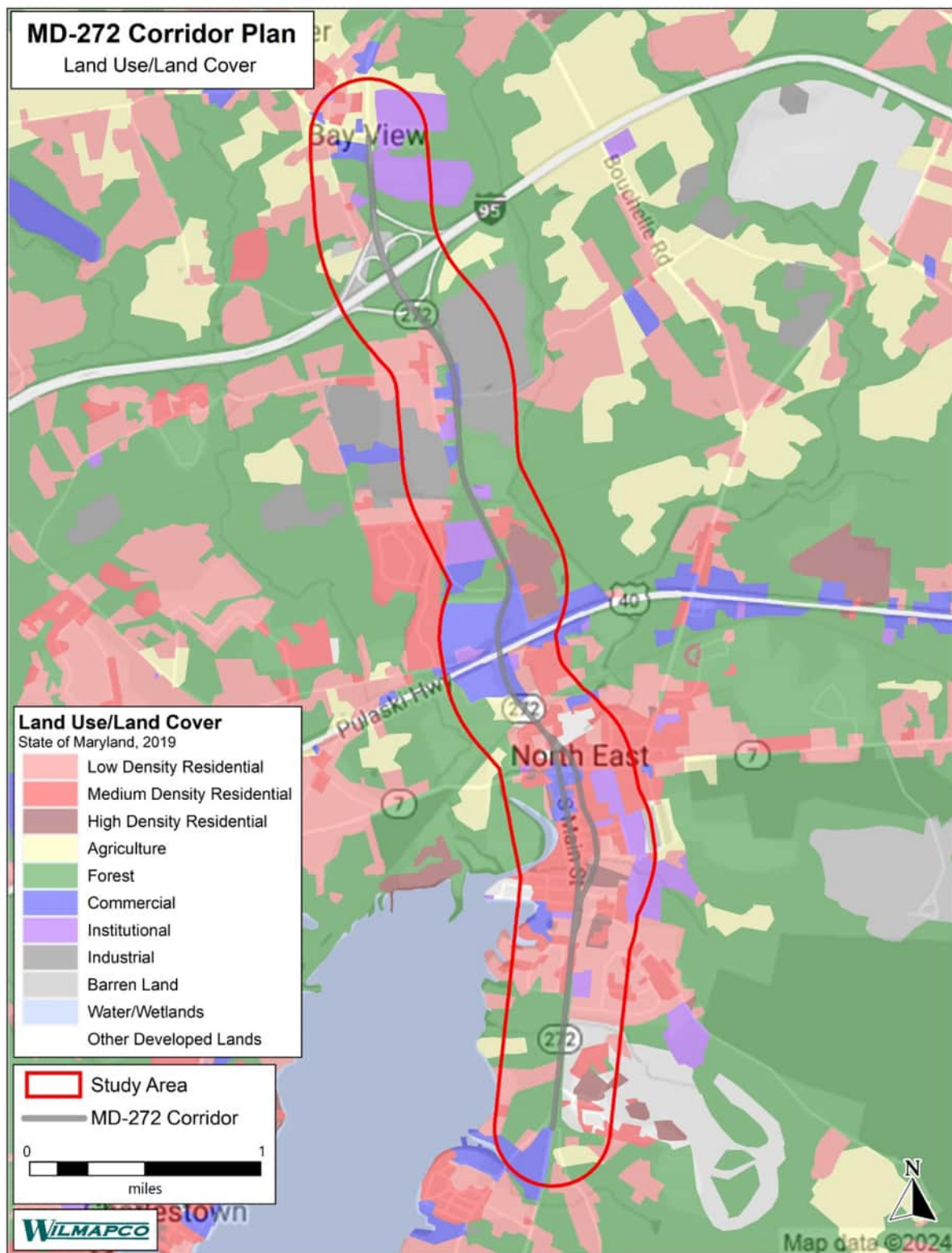
Land Use and Zoning

Land Use/Land Cover

Central North East contains a mixture of low- and medium-density residential and commercial land uses. US-40 is primarily lined with commercial businesses. Directly south of North East is primarily low-density residential, and the south end of the corridor is mostly undeveloped.

Between US-40 and I-95, the corridor is lined with a mixture of uses, including residential, industrial, and institutional. Cecil College is located north of I-95 on the east side of MD-272, as well as Bayview Elementary School. The west side of MD-272 on the north end of the corridor contains low-density residential, agriculture, and commercial land uses.

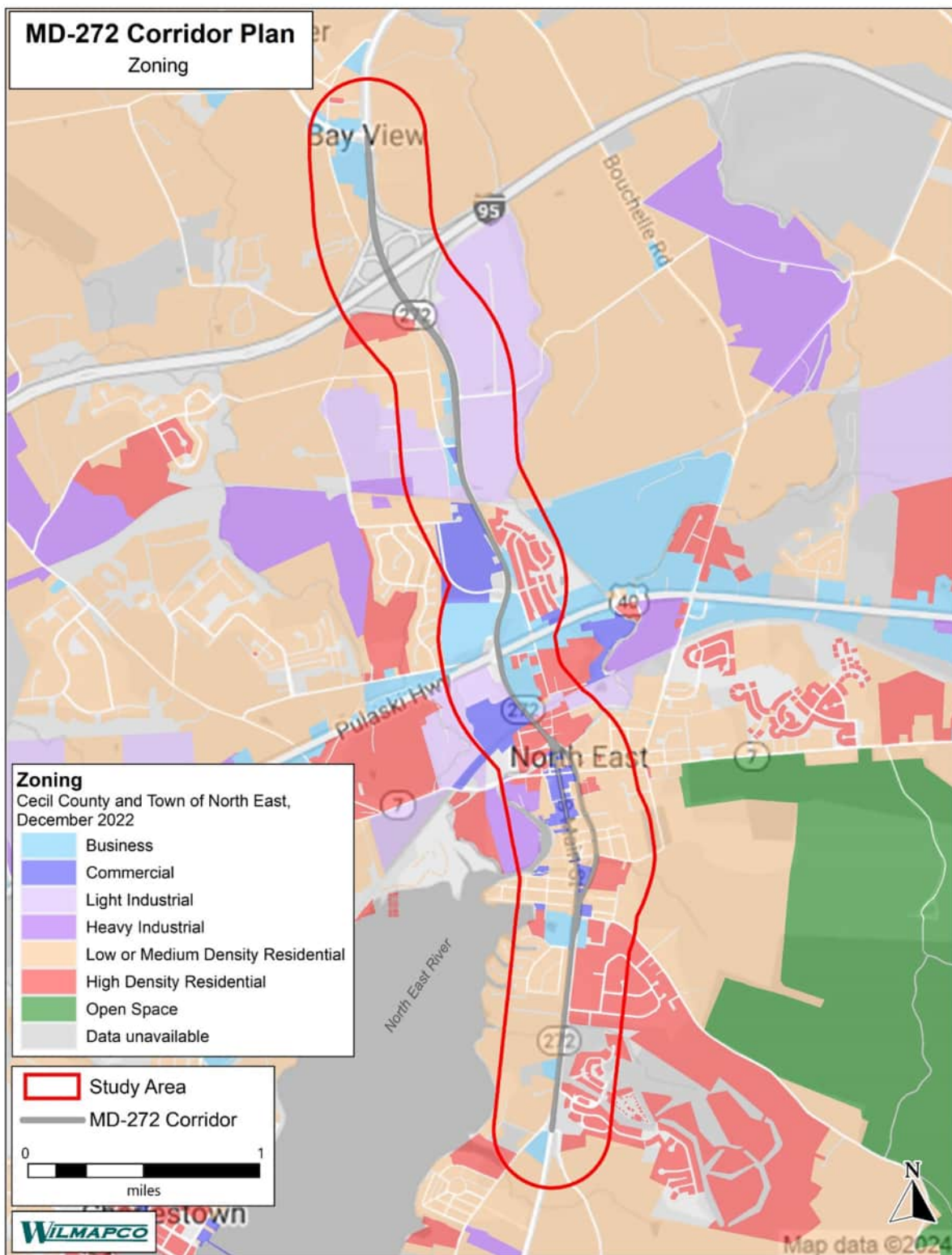
The land use data shown on the map is from 2019. A site visit in 2024, in addition to Google Maps and aerial images, has confirmed that there have been no major changes to land use in the study area.



Zoning

Central North East contains a mixture of low- to high-density residential and commercial zoning. US-40 is primarily lined with business commercial zoning, as well as light industrial zoning near the southwest corner of US-40 and MD-272. The corridor south of North East is zoned low- to medium-density residential on the west side and low- to high-density residential on the east side of the corridor.

Between US-40 and I-95, the corridor is lined with light industrial, low- to medium-density residential, and commercial zoning. North of I-95, the corridor is primarily lined with low- to medium-density residential zoning, as well as business commercial zoning on the west side of the corridor.



Biodiversity Conservation Network

The Maryland Department of Natural Resources' Biodiversity Conservation Network (BioNet) identifies and prioritizes areas for terrestrial and freshwater biodiversity conservation.¹ The North East River and its tributaries are in Tier 1, which is considered critically significant for biodiversity conservation. While there are large Tier 3 and Tier 4 areas just outside the study area, it otherwise does not contain many conservation areas. Some land along the MD-272 corridor is in Tier 5, significant, while a small portion of land on the south end of the corridor is in Tier 3, considered highly significant.

¹ https://dnr.maryland.gov/wildlife/Documents/BIONET_FactSheet.pdf



Historic Properties

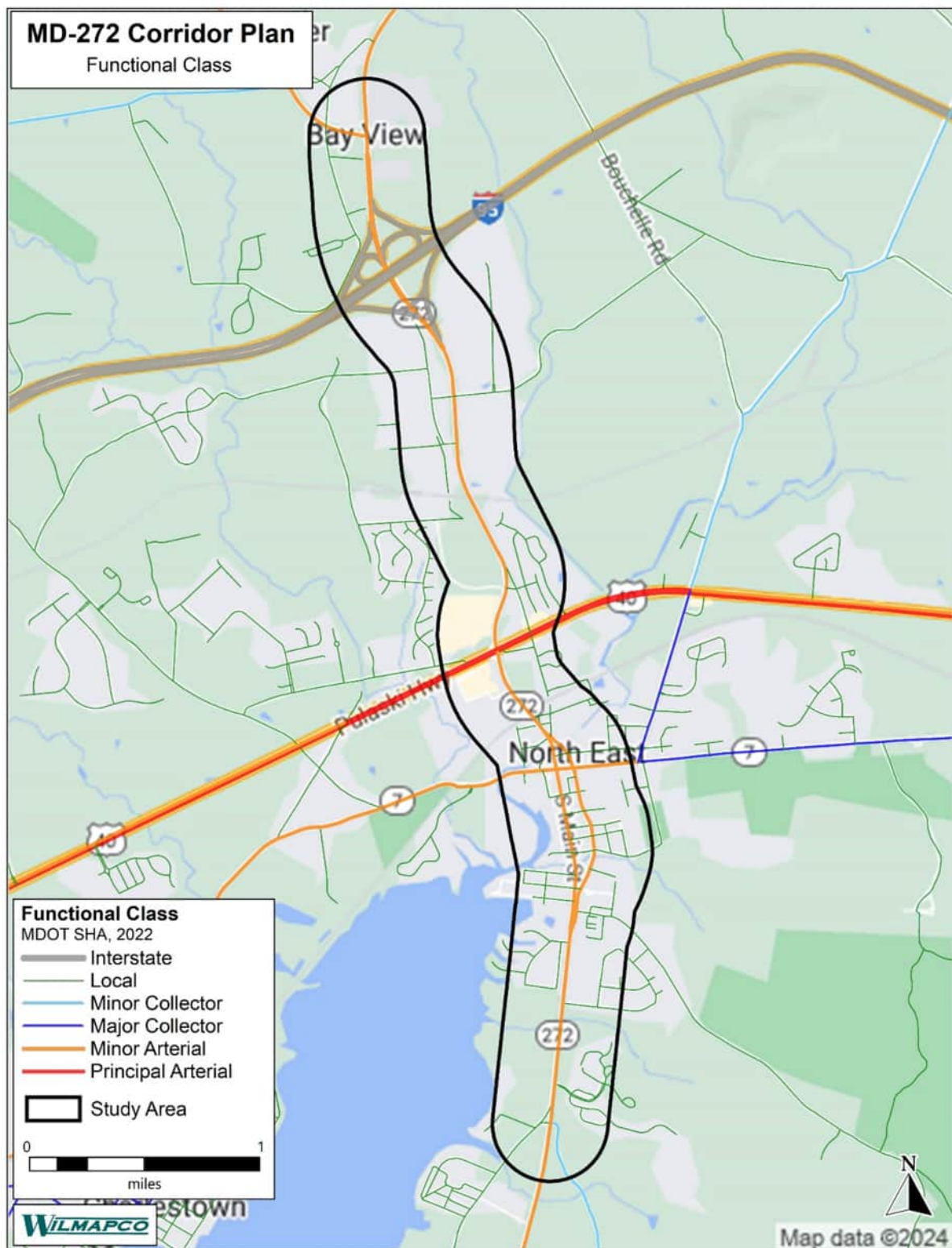
The town of North East is home to many registered historic properties, and most of central North East is contained within its own historic district. These historic properties include several historic houses, churches, and a hardware store. On the west side of MD-272 north of US-40 is the location of the North East Nazarene Camp, which was an outdoor religious gathering place. The MD-272 bridge over the railroad north of US-40 is also registered historic.



Transportation Conditions

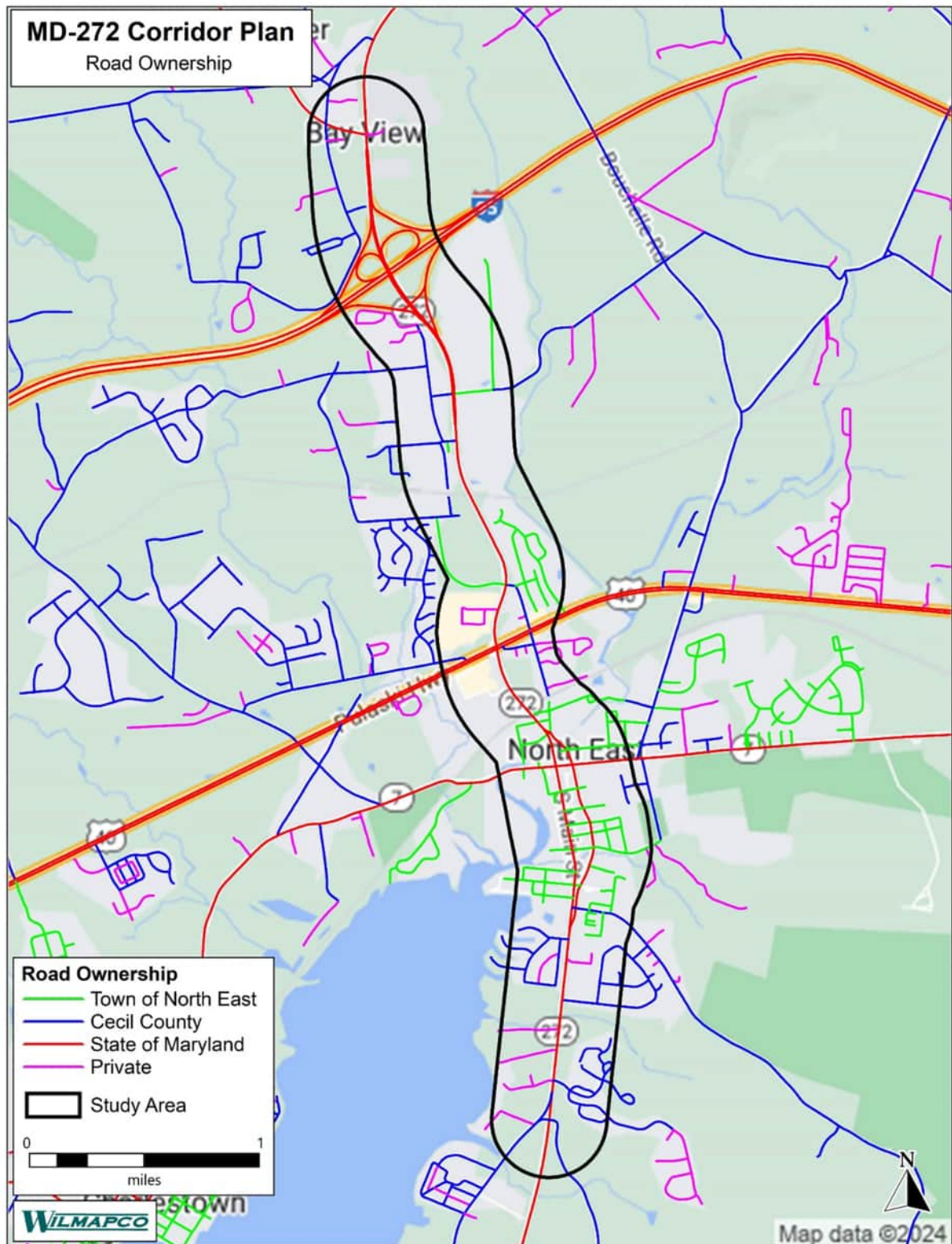
Functional Class

MDOT SHA identifies the functional class of all public roadways within the state. MD-272 is classified as a minor arterial. US-40 is a principal arterial. MD-7 west of and through North East is a minor arterial, but it is a major collector east of town. Aside from I-95, all other roadways in the study area are local roads.



Road Ownership

MD-272 and MD-7 are owned and maintained by the State of Maryland. The state also maintains US-40 and I-95. Most local roads within North East municipal boundaries are owned by the town. Most local roads south of North East and on the west side MD-272 between US-40 and I-95 are owned by Cecil County, excluding private drives.

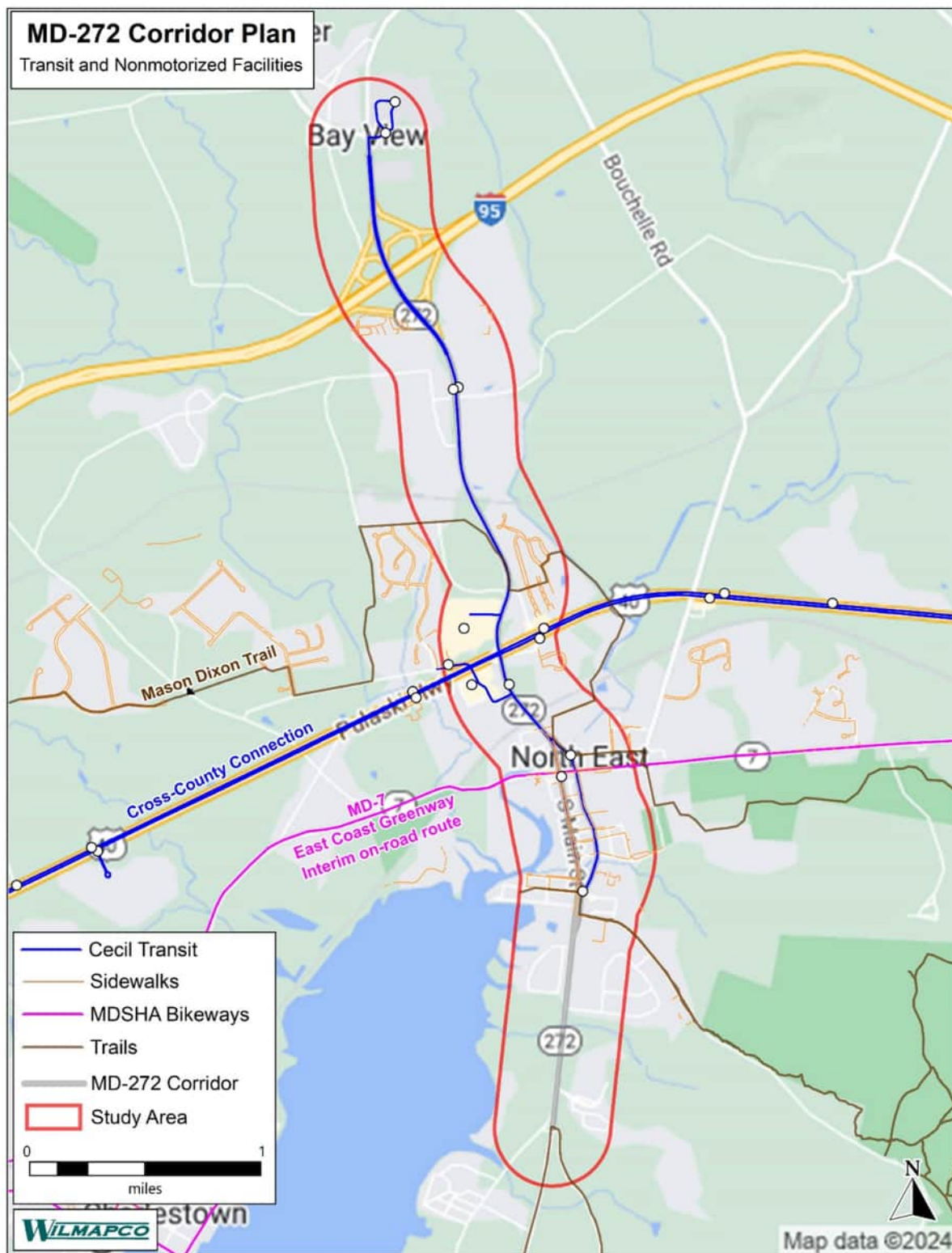


Transit and Nonmotorized Facilities

The study area is served by Cecil Transit's Cross-County Connection bus route, which connects Perryville, North East, and Elkton, primarily along US-40. Within the study area, the route makes several stops along US-40, in central North East, and north of town on MD-272, including at Cecil College. The route includes a stop at the Perryville MARC station, where riders can transfer to MARC trains.

The Mason Dixon Trail continues east-west through the study area, though much of the trail is unmarked. The Maryland State Highway Administration has identified MD-7 as a state bikeway, though it has no dedicated bicycle facilities and inconsistent shoulders. As shown on page 22, MD-7 is considered medium stress for biking (LTS 2) through North East, but outside of town it is considered high stress for biking (LTS 4).

Central North East mostly contains complete sidewalks. Otherwise, most roadways in the study area do not have sidewalks, except for some residential developments.



Bicycle Level of Traffic Stress

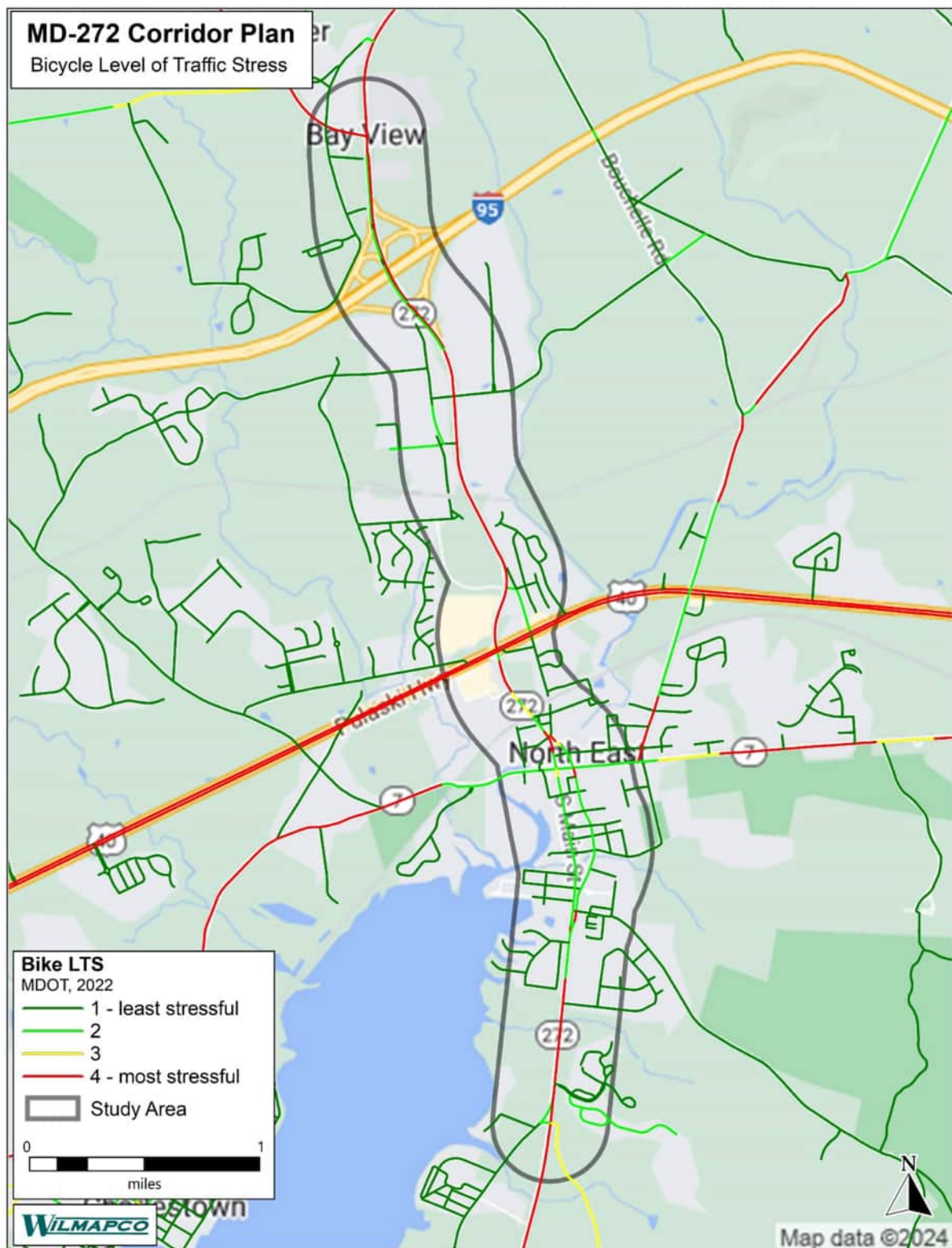
Bicycle level of traffic stress (bike LTS) is a measure of how stressful roads are for bicycling, based on infrastructure conditions including traffic speeds, traffic volumes, the number of lanes, and the presence of dedicated bicycle facilities. In 2022, MDOT developed its own bike LTS methodology, giving each road segment in Maryland a bike LTS score ranging from 0 (least stressful) to 4 (most stressful), with a score of 5 given to roads that prohibit bicycle access, such as interstate highways.

MDOT LTS Scale		
LTS	Target Audience	Bicycle Facility Types
0	All ages and abilities	Rail-trails, shared-use path
1	Almost everyone	Protected bikeways, sidepaths
2	Interested but concerned	Bike lanes, bike boulevards
3	Enthusied and confident	Bike lanes, shared lanes, shoulders
4	Strong and fearless	No bike facility or bike lane on a major roadway
5	Bicycle Access Prohibited	Bicycle access is prohibited by managing roadway agency

LTS 0 is limited to trails and other paths that prohibit motor vehicles, which are not present in the study area. I-95 is LTS 5. As such, the map shows LTS 1 through 4.

Nearly all residential streets in the study area were identified as LTS 1; light traffic and slower speeds make these streets comfortable for almost everyone. Through the town of North East, most of MD-272 and MD-7 were identified as LTS 2, though some portions are more stressful. Outside of town, most of MD-272 and all of US-40 were identified as LTS 4. High speeds and traffic volumes with no dedicated bike facility make these corridors only comfortable for strong and fearless riders. High stress arterial roads limit the ability for people to comfortably and safely bike for transportation outside of their neighborhoods.

Bike LTS can also be used as an indicator for pedestrian level of comfort; streets that are comfortable for biking are generally also comfortable for walking. Comparing the maps on pages 20 and 22, nearly every segment identified as LTS 3 or 4 lacks sidewalks. The safety of crossing or walking along these arterials serves as a major barrier to walking for transportation.



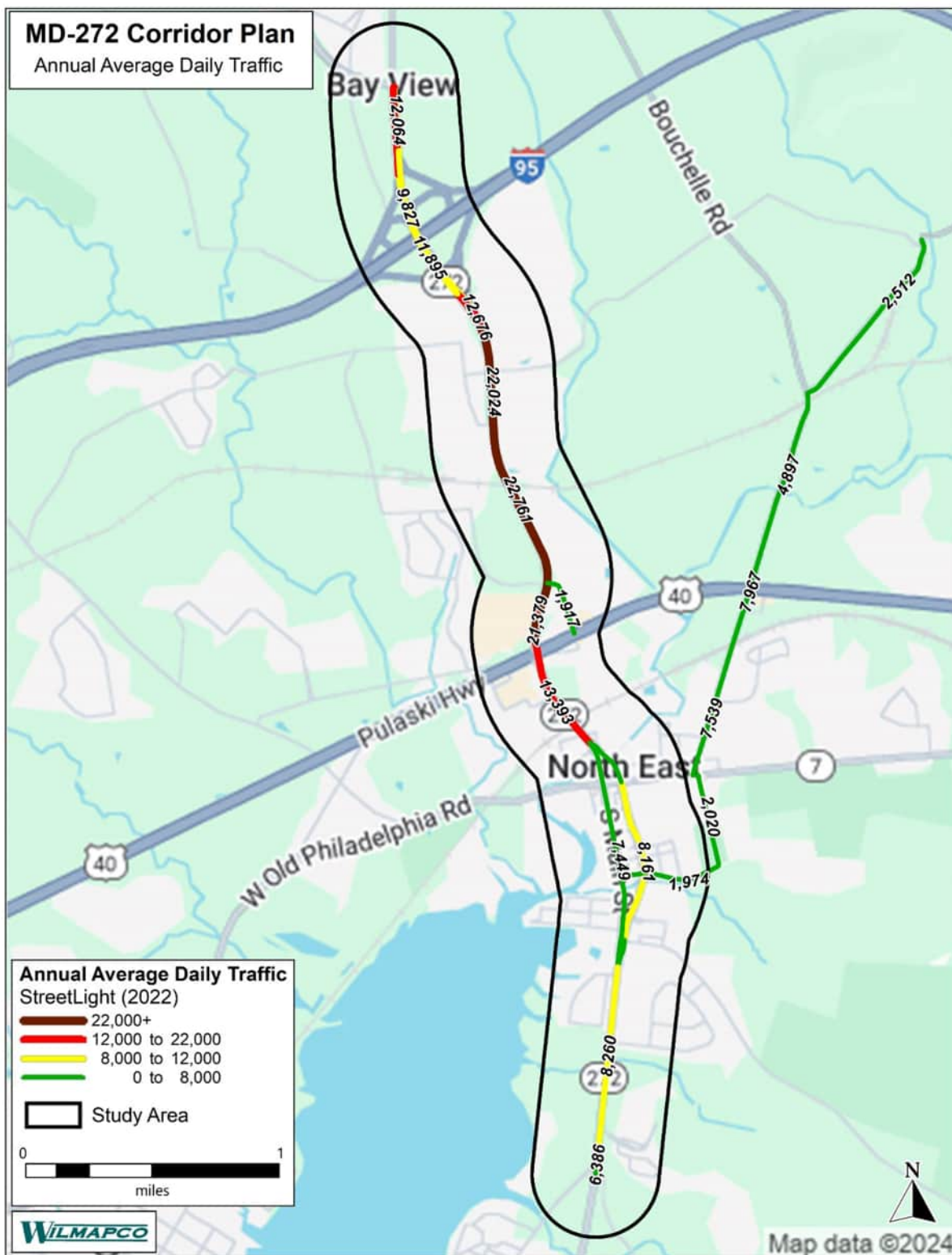
Traffic Volumes

Traffic data recorded by StreetLight² shows that traffic volumes on MD-272 are relatively low through the town of North East, with higher volumes north of town, especially between US-40 and I-95.

On an average day in 2022, MD-272 carried over 22,000 vehicles between I-95 and US-40. The significantly lower traffic (9,000 to 12,000) on the I-95 overpass indicates that most traffic on MD-272 is connecting between these two highways and is not local traffic.

Through North East, MD-272 consists of Main Street and Maudlin Avenue as a north/south pair. On an average day in 2022, Main Street carried fewer vehicles (7,500) than Maudlin Avenue (8,200). Though it has twice the capacity (two travel lanes), traffic was not significantly higher on Maudlin Avenue. Traffic volumes were generally lower on MD-272 south of town.

² http://wilmapco.org/data/StreetLight_DataSourcesMethodologyWhitePaper_Dec2022.pdf



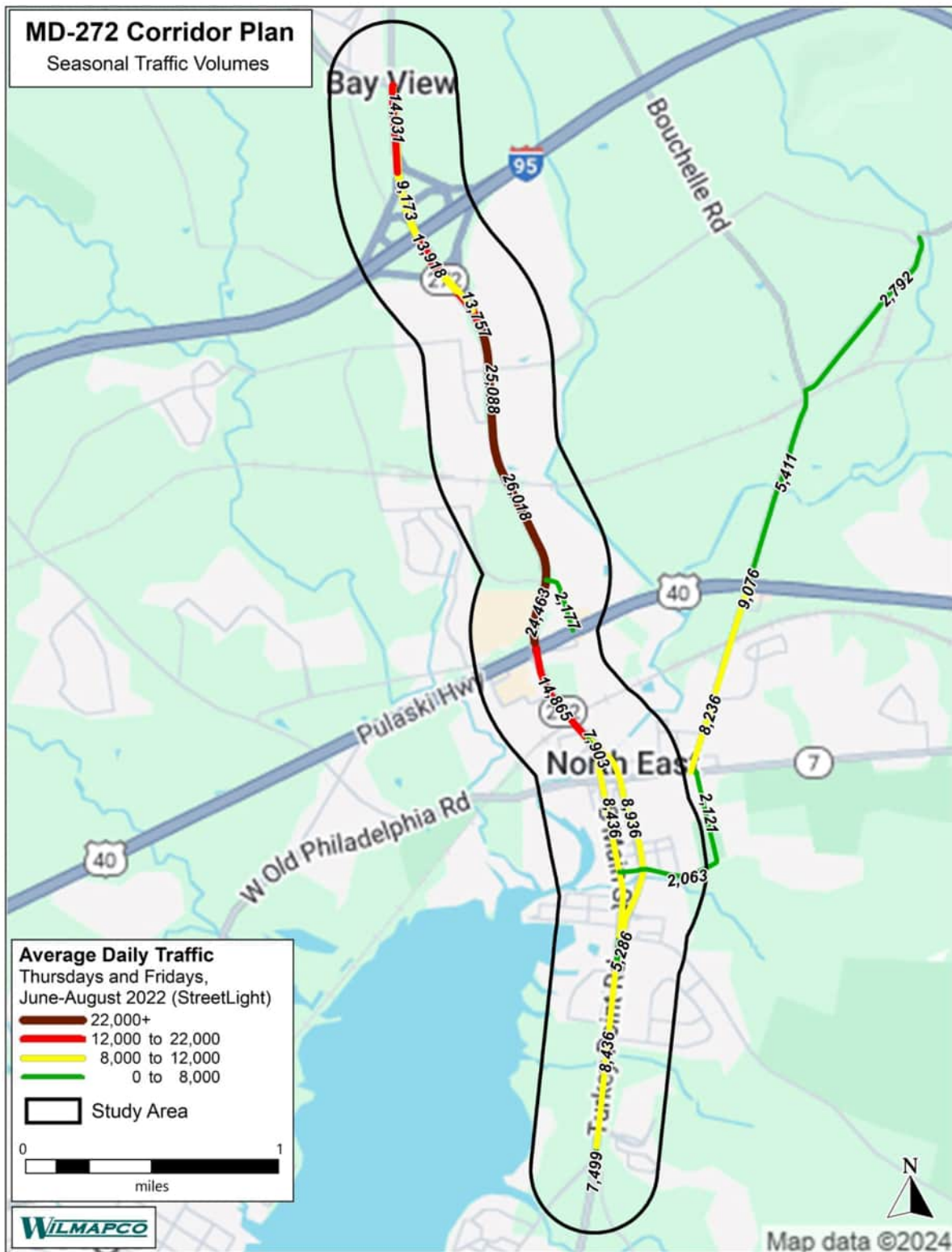
Seasonal Traffic Volumes

On Thursdays and Fridays in June through August 2022, traffic volumes were on average 13% higher for all recorded segments compared to 2022 as a whole. Volumes were higher for all segments, ranging from 5% to 19% higher during this busy period.

Between I-95 and US-40, MD-272 carried about 25,000 daily vehicles on Thursdays and Fridays in summer 2022, or 14% more than the year's average. At the I-95 overpass, MD-272 carried 9,000 to 14,000 vehicles, up to 17% above average.

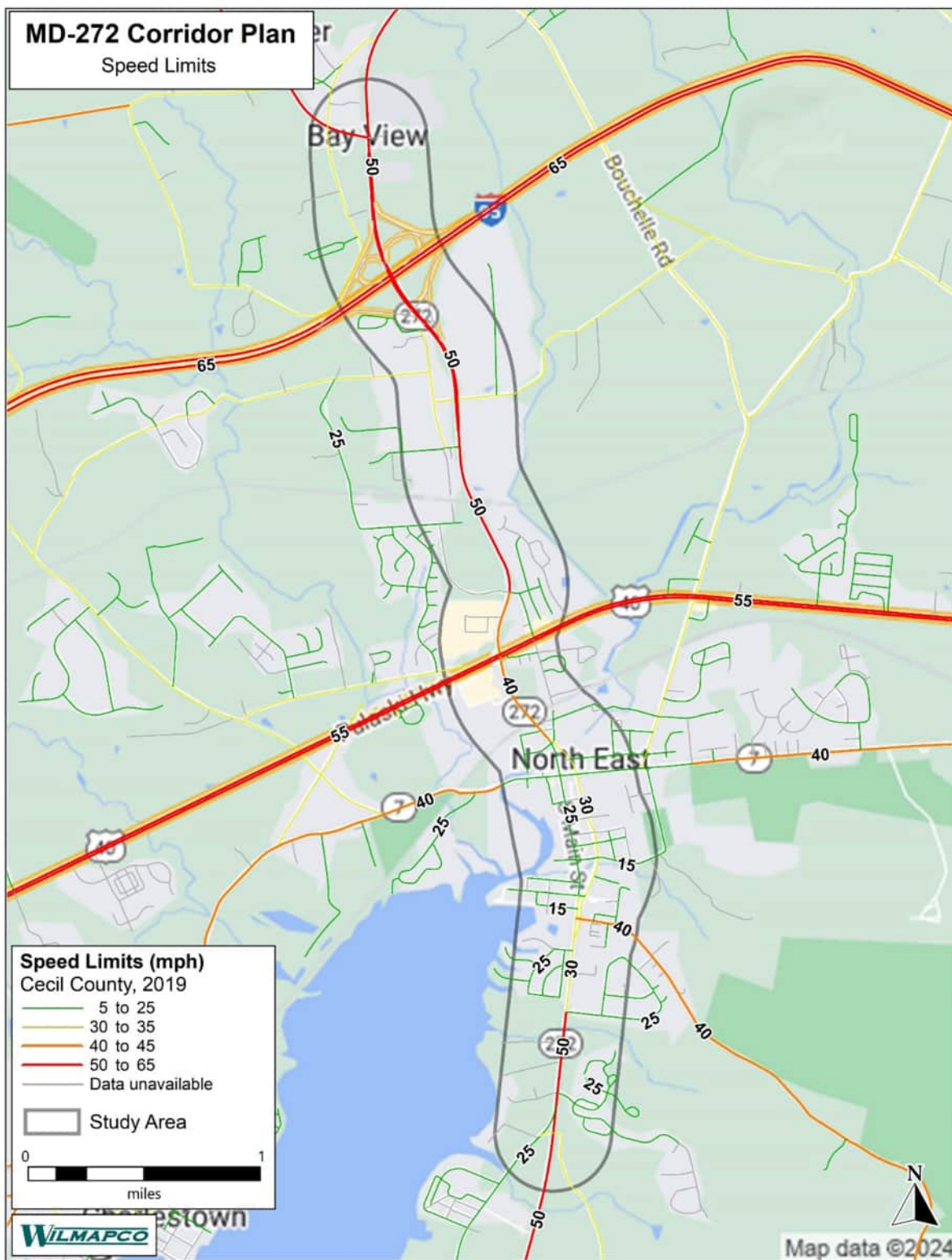
Through North East, Main Street carried about 8,400 vehicles, and Maudlin Avenue carried 8,900, both about 10% higher than the average day in 2022. South of town, volumes ranged from 7,500 to about 8,400 vehicles.

Other recorded corridors, including Thomas Avenue, Rogers Road, and Mechanics Valley Road, all carried greater volumes during summer Thursdays and Fridays than 2022 averages.



Speed Limits

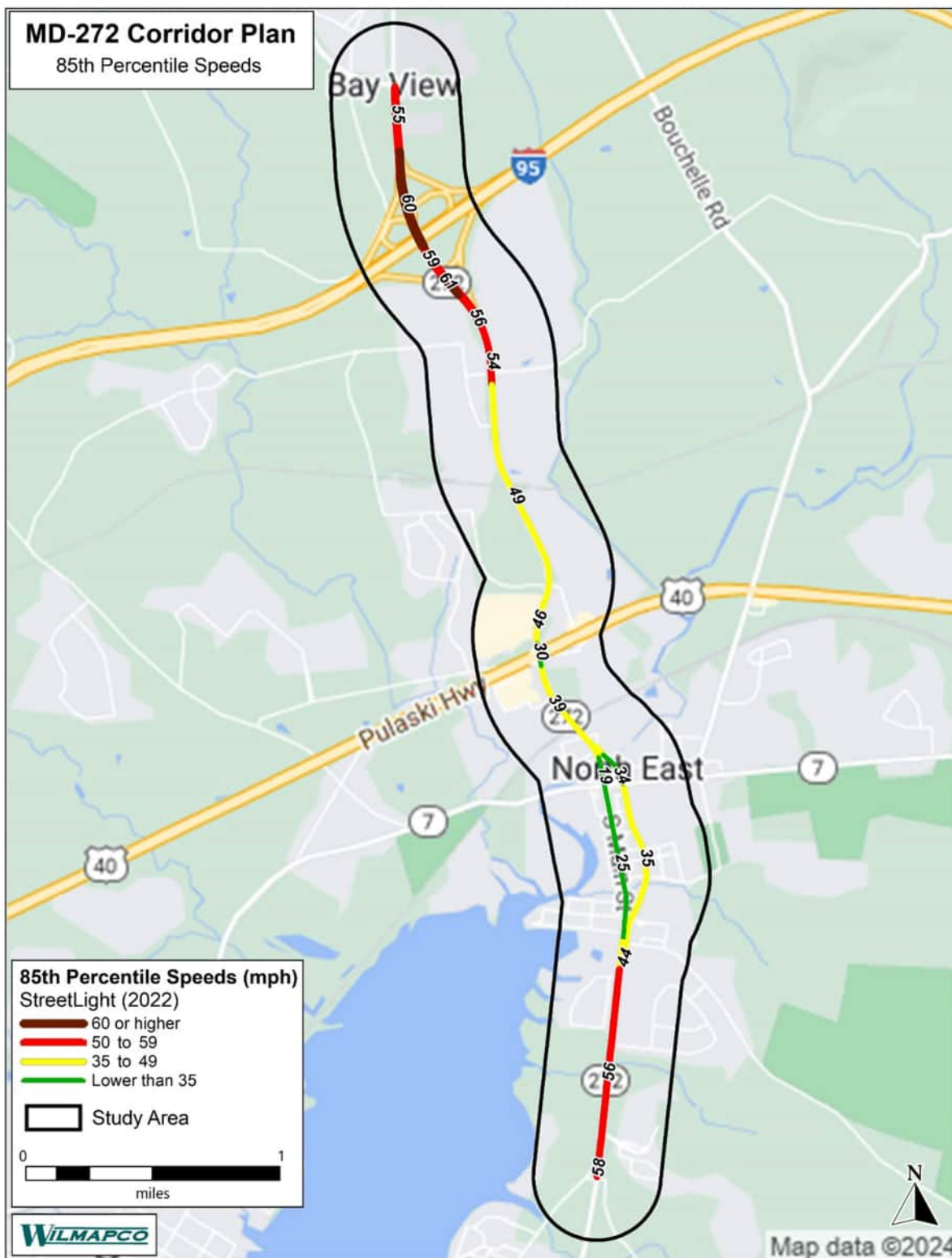
Posted speed limits are 65 mph on I-95, 55 mph on US-40, and 50 mph on MD-272 north of Gateway Drive (the first intersection north of US-40). From Gateway Drive to the MD-272 bridge over Amtrak, the speed limit is 40 mph. It then reduces to 25 mph on Main Street and 30 mph on Maudlin Avenue, and it rises to 50 mph south of town. The speed limit of MD-7 is 25 mph through town and 40 mph outside of town. Speed limits on residential streets range from 15 to 25 mph.



85th Percentile Speeds

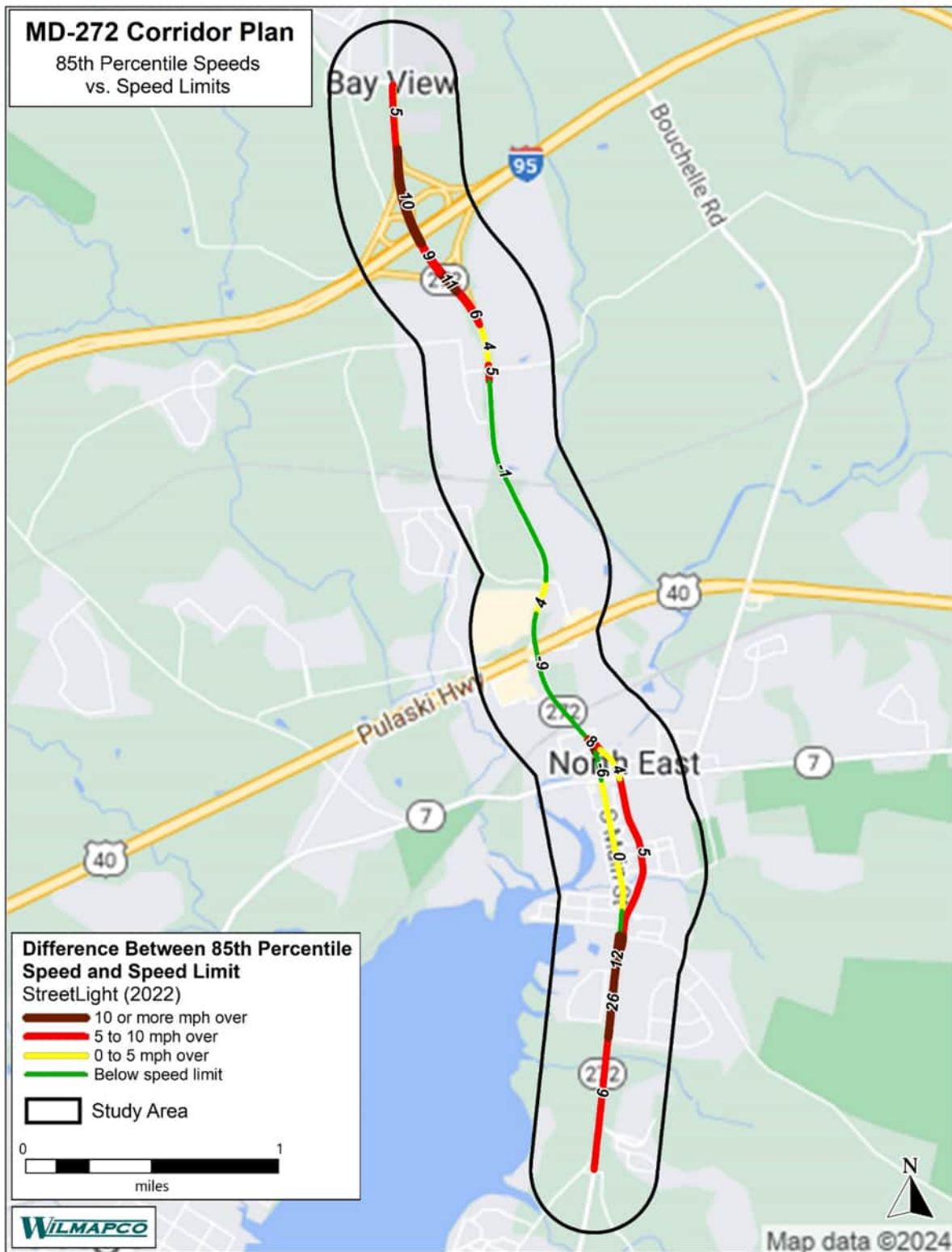
85th percentile speed is the speed at or below which 85% of vehicles travel on a given segment.

In 2022 in the study area, 85th percentile speeds on MD-272 were highest through the I-95 interchange, ranging from 54 to 61 mph. Between I-95 and US-40, most traffic traveled just below 50 mph. Speeds lowered considerably crossing US-40 (about 30 mph). Through town, most traffic moved at about 25 mph on Main Street and 35 mph on Maudlin Avenue, closely matching speed limits. South of town, speeds rose considerably to 58 mph.



85th Percentile Speeds Compared to Speed Limits

In 2022, 85th percentile speeds matched the speed limit on Main Street and were 5 mph over on Maudlin Avenue. North of town, speeds were below or close to the speed limit on MD-272, except for near the I-95 interchange, where most traffic exceeded the speed limit by 5-11 mph. South of town, most traffic exceeded the speed limit. The speed limit was most exceeded between Susquehannock Boulevard and School House Lane at 26 mph over.



Crashes

In 2023, a total of 127 vehicle crashes were reported in the study area, 42 of which resulted in injury. Of those, 71 crashes occurred on MD-272 and 20 resulted in injury. Fortunately, there were no traffic-related fatalities in the study area in 2023.

The intersection of US-40 and MD-272 had the largest density of crashes, with 29 crashes resulting in 6 injuries. The second most severe crash cluster was on MD-272 between Peninsula Drive and just south of the I-95 interchange, where 17 crashes occurred resulting in 6 injuries. 12 crashes with 4 injuries occurred at the I-95 interchange. Reported vehicle crash data is compiled from all enforcement agencies by the Maryland State Police.³

³ <https://mdsp.maryland.gov/Pages/Dashboards/CrashDataDownload.aspx>



Planned Transportation

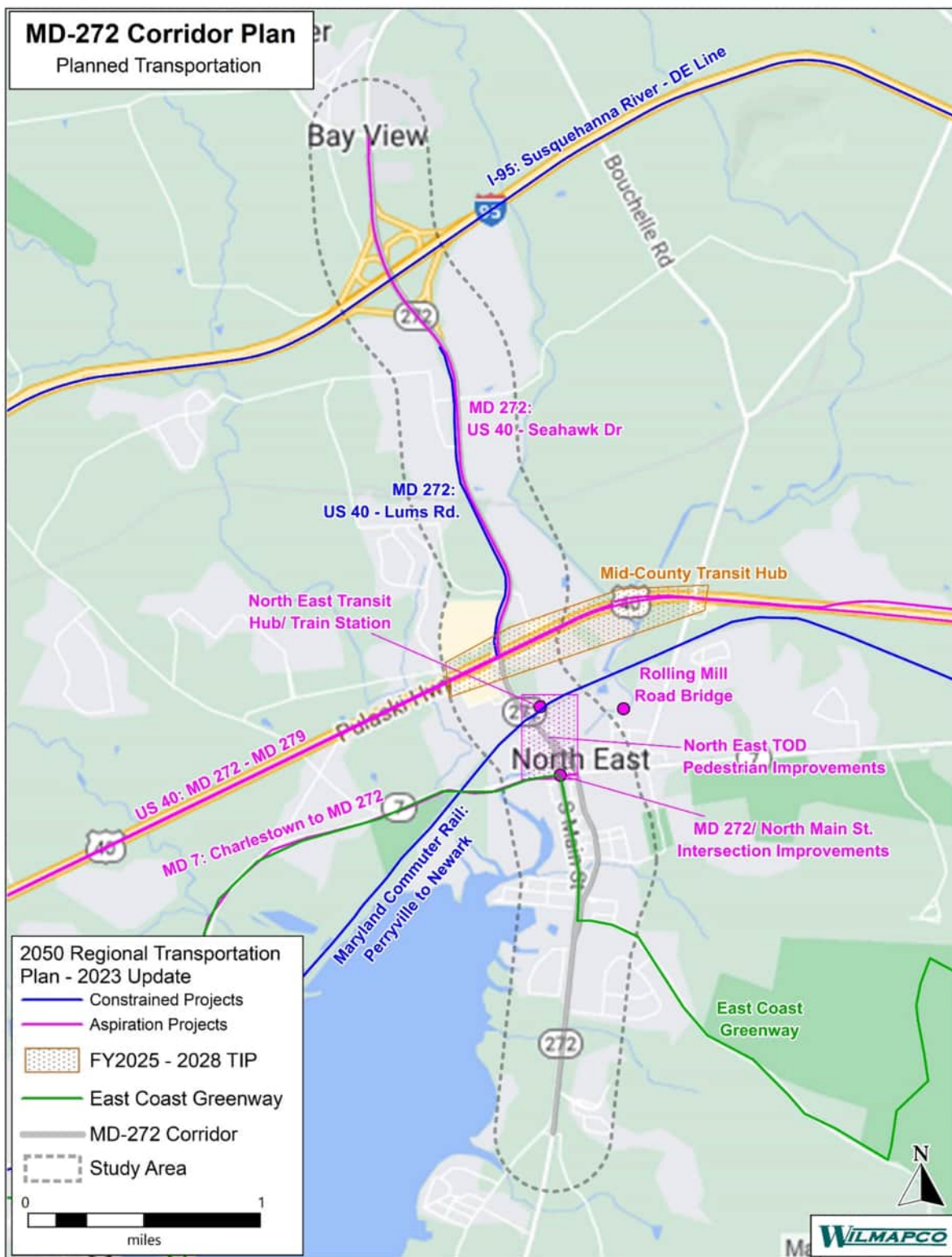
WILMAPCO's 2050 Regional Transportation Plan – 2023 Update (RTP) includes several constrained (funding identified) and aspirational (no funding identified) projects in the study area. The East Coast Greenway interim on-road route passes through the study area on MD-7; the plan for this section of the greenway is to turn south on Main Street and east through Elk Neck State Forest towards Elkton. Amtrak currently passes through the study area. An extension of the MARC Penn Line would connect Perryville, MD to Newark, DE on the same tracks, including a potential station in North East, though that project is aspirational. Improvements to MD-272 between US-40 and Lums Road, as well as I-95 through the study area, are expected to be funded.

The RTP includes several more aspirational projects in the study area, including pedestrian and intersection improvements in central North East, as well as improvements to US-40, MD-7, MD-272 (from US-40 to Seahawk Drive), and the Rolling Mill Road Bridge.

The Cecil County Mid-County Transit Hub is included in the FY2025-2028 TIP, but it is not funded for those fiscal years. Its location on the map is approximate.

Project descriptions are listed below.

Project	Description
RTP Constrained Projects	
East Coast Greenway	Phase 1 and Phase 2 implementation in Cecil County
I-95: Susquehanna River – DE Line	Major roadway expansion, congestion reduction, safety improvements
MD 272: US 40 – Lums Road	Major roadway improvements, congestion reduction, safety improvements
Maryland Commuter Rail: Perryville to Newark	Expand MARC commuter rail
RTP Aspirational Projects	
MD 272: US 40 – Seahawk Drive	Urban divided highway reconstruct
North East Transit Hub/ Train Station	Train station or transit hub
US 40: MD 272 – MD 279	Divided highway reconstruct
MD 7: Charlestown to MD 272	2 lane reconstruction
Rolling Mill Road Bridge	2-lanes with sidewalks
North East TOD Pedestrian Improvements	Streetscape improvements and improved pedestrian connectivity
MD 272/North Main St Intersection Improvements	Traffic calming and improved pedestrian connectivity
FY2025-2028 TIP	
Mid-County Transit Hub	Multimodal transit hub with waiting areas and pedestrian/bicycle connectivity





Appendix B – Maintenance Recommendations

MD 272 Corridor Study Recommended Maintenance Action Items

Intersection No. 1: MD 272 (Northeast Rd.) at MD 272 (Biggs Hwy.) and Seahawk Dr.

Reset Knocked-Down Route Marker Assembly (M1-4, M3-4, M6-1) on SE Corner	
Trim Vegetation around Yield Sign (R2-1) on EB Approach to MD 272	
Replace HPS Luminaire with LED Luminaire on SW Corner	

Intersection No. 2: MD 272 (Northeast Rd.) at I 95 Exit 100 Ramp

Remove the Existing Abandoned Transformer Base and Foundation on the right side of the Exit 100 Ramp LT Approach to the Signal. Presents an Offroad Hazard.	
--	--

MD 272 Corridor Study Recommended Maintenance Action Items

Remove the Existing Abandoned Transformer Base and Foundation on Right side of EB MD 272 after the Signal



Reset Overhead Sign and use Bracket to Mount to Signal Mast Pole



Intersection No. 3: MD 272 (Northeast Rd.) at Lums Rd.

Replace bent Alternate Merge (W4-2(3)) Sign.



Replaced Faded No Parking (R7-1(1)) on NB 272 North of Intersection on Right Side.



MD 272 Corridor Study Recommended Maintenance Action Items

Replace HPS Luminaire with LED in NW Corner on Utility Pole.



Intersection No. 4: MD 272 (Northeast Rd.) at Gateway Dr.

Replace Cracked Speed Limit Sign (R2-1) on NE Corner



MD 272 Corridor Study Recommended Maintenance Action Items

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.



Intersection No. 5: MD 272 (Northeast Rd.) at NE Plaza

Remove "New" Plaque (W16-15P) from Advanced Signal Sign (W3-3) on NE Corner



Repair or Replace W-beam Traffic Barrier on NW Corner



MD 272 Corridor Study Recommended Maintenance Action Items

Intersection No. 6: MD 272 (Northeast Rd.) at US 40 (Pulaski Hwy.)

Replace Pulaski Hwy. and Northeast Rd. Street Sign (D3-1) Sign Assembly in SE Corner



Refresh Crosswalk Pavement Markings on the West Leg of the Intersection



MD 272 Corridor Study Recommended Maintenance Action Items

Intersection No. 7: SB MD 272 (Main St.) at MD 7 (E. Cecil Ave.)

Install Crosswalk Instruction Plaque (R10-3(1)) on Pedestal Pole in SE Corner.



Replace faded Crosswalk Instruction plaque with new Standard Crosswalk Instructions Plaque (R10-3(1)) on NE Corner.



MD 272 Corridor Study Recommended Maintenance Action Items

Replace faded Crosswalk Instruction plaque with Standard Crosswalk Instructions Plaque (R10-3(1)). Replace non-functioning pushbutton



Remove Anchor Bolt Covers or Install New Ones for Mast Pole on SW Corner. Replace faded crosswalk sign with Standard Crosswalk Instructions Plaque (R10-3(1)).



MD 272 Corridor Study Recommended Maintenance Action Items

Intersection No. 8: NB MD 272 (S. Mauldin Ave.) at MD 7 (E. Cecil Ave.)

Replace Faded No Right Turn (R3-1) for EB Approach on Mast Pole in NE Corner



Replace faded Crosswalk Instruction plaque with Standard Crosswalk Instruction Plaque (R10-3(1)).



MD 272 Corridor Study Recommended Maintenance Action Items

Install Standard Crosswalk Instruction Plaque (R10-3(1)).



Reset Overhead Street Sign (D3-1) on Mast Arm facing NB Approach on NE Corner so it is parallel with mast arm



Intersection No. 9: MD 272 (Turkey Point Rd. / S. Mauldin Ave.) at Irishtown Rd.

MD 272 Corridor Study Recommended Maintenance Action Items

Refresh Crosswalk Pavement Markings on South and East Leg.
 Consider Installing Continental Crosswalks



Replace missing Irishtown Rd. Street Sign (D3-1) on existing U-Channel Signpost in SE Corner.





Appendix C – Concepts



**WALLACE
MONTGOMERY**

ENGINEERS-PLANNERS-SURVEYORS-CONSTRUCTION MANAGERS
4999 LOUISE DRIVE, SUITE 104
MECHANICSBURG, PA 17055
717.590.1400 Tel / 717.766.3507 Fax
www.WallaceMontgomery.com

**MD 272 (NORTH EAST ROAD)
CECIL COUNTY**

DRAFT - WORK IN PROGRESS

**MD 274
INTERSECTION IMPROVEMENTS**

SCALE

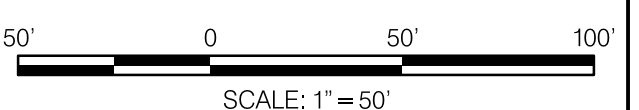


EXHIBIT: 2.1



**WALLACE
MONTGOMERY**

ENGINEERS-PLANNERS-SURVEYORS-CONSTRUCTION MANAGERS
4999 LOUISE DRIVE, SUITE 104
MECHANICSBURG, PA 17055
717.590.1400 Tel / 717.766.3507 Fax
www.WallaceMontgomery.com

**MD 272 (NORTH EAST ROAD)
CECIL COUNTY**

**MD 272 IMPROVEMENTS
I-95 RAMPS**

SCALE

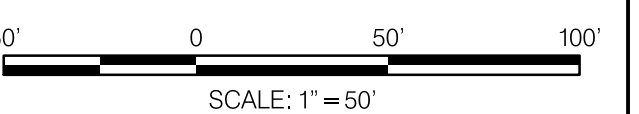
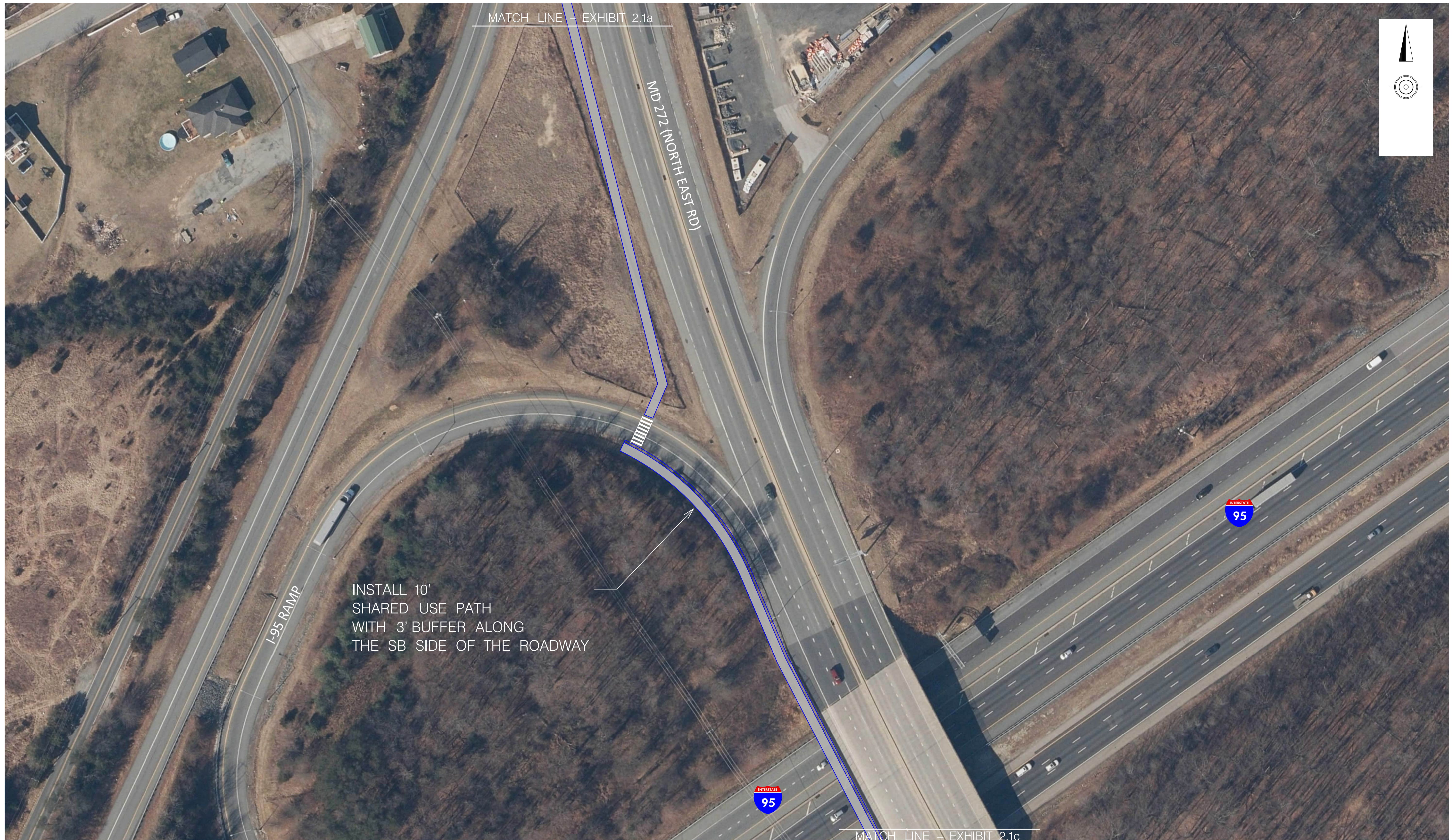


EXHIBIT: 2.1a



**WALLACE
MONTGOMERY**

ENGINEERS-PLANNERS-SURVEYORS-CONSTRUCTION MANAGERS
4999 LOUISE DRIVE, SUITE 104
MECHANICSBURG, PA 17055
717.590.1400 Tel / 717.766.3507 Fax
www.WallaceMontgomery.com

**MD 272 (NORTH EAST ROAD)
CECIL COUNTY**

**MD 272 IMPROVEMENTS
I-95 RAMPS**

SCALE

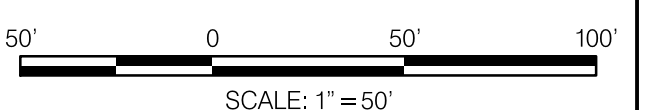
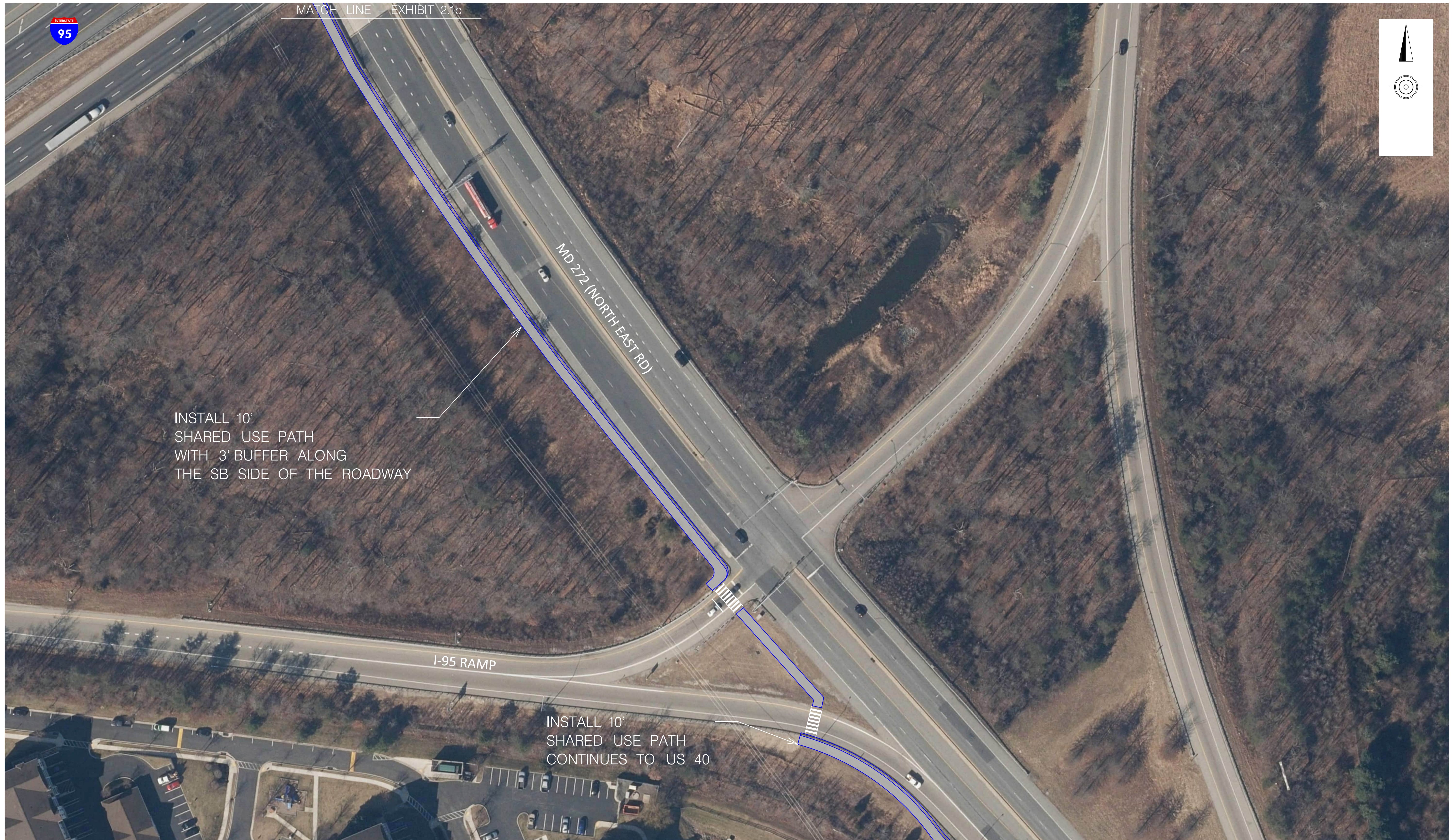
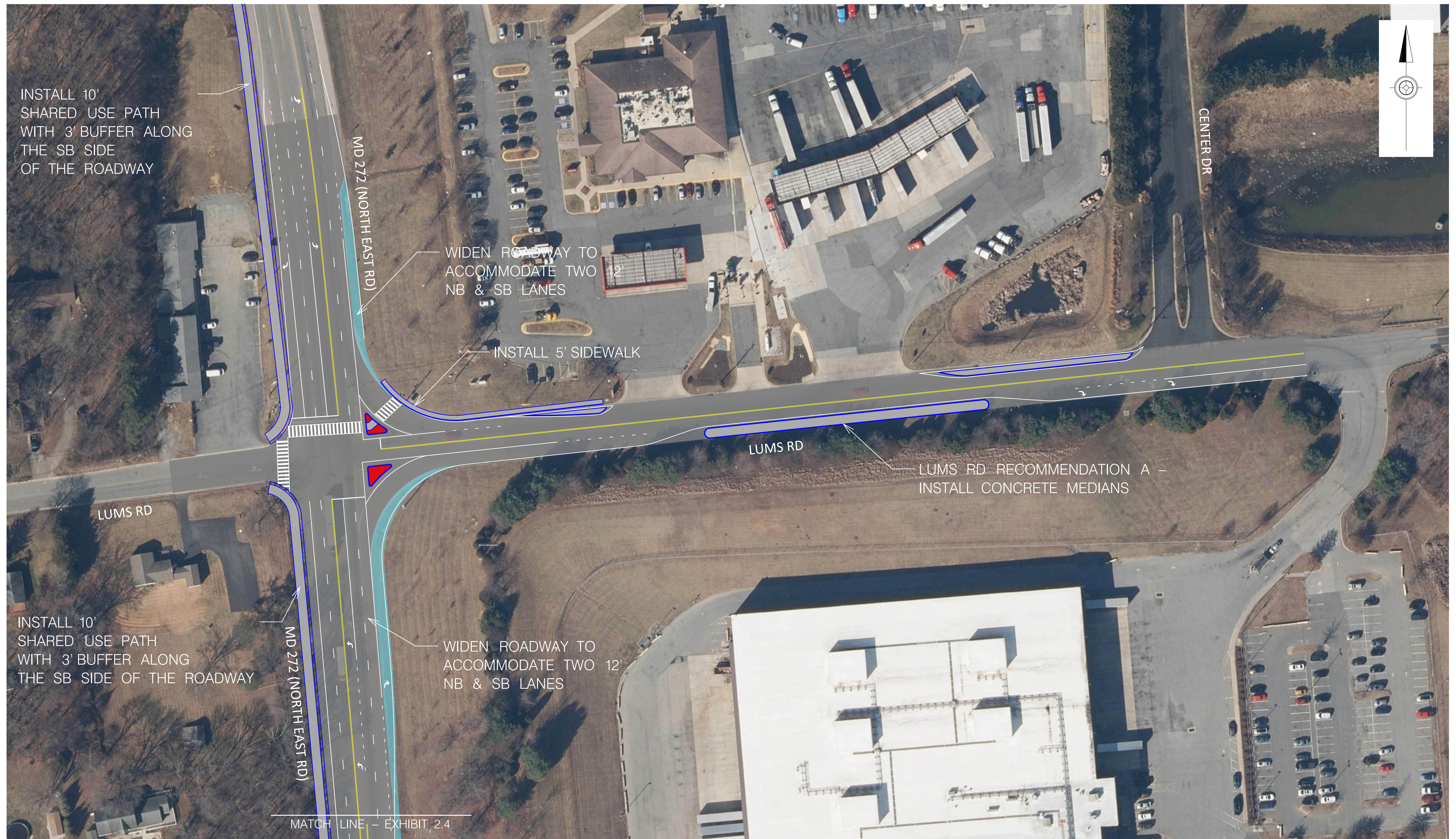


EXHIBIT: 2.1b







**WALLACE
MONTGOMERY**

ENGINEERS-PLANNERS-SURVEYORS-CONSTRUCTION MANAGERS
4999 LOUISE DRIVE, SUITE 104
MECHANICSBURG, PA 17055
717.590.1400 Tel / 717.766.3507 Fax
www.WallaceMontgomery.com

**MD 272 (NORTH EAST ROAD)
CECIL COUNTY**

DRAFT - WORK IN PROGRESS

**MD 272 & LUMS ROAD
IMPROVEMENTS**

SCALE

50' 0 50' 100'

SCALE: 1" = 50'

EXHIBIT: 2.3



**WALLACE
MONTGOMERY**

ENGINEERS-PLANNERS-SURVEYORS-CONSTRUCTION MANAGERS
4999 LOUISE DRIVE, SUITE 104
MECHANICSBURG, PA 17055
717.590.1400 Tel / 717.766.3507 Fax
www.WallaceMontgomery.com

**MD 272 (NORTH EAST ROAD)
CECIL COUNTY**

DRAFT - WORK IN PROGRESS

**MD 272
IMPROVEMENTS**

SCALE

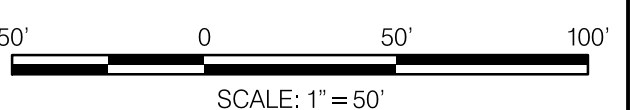
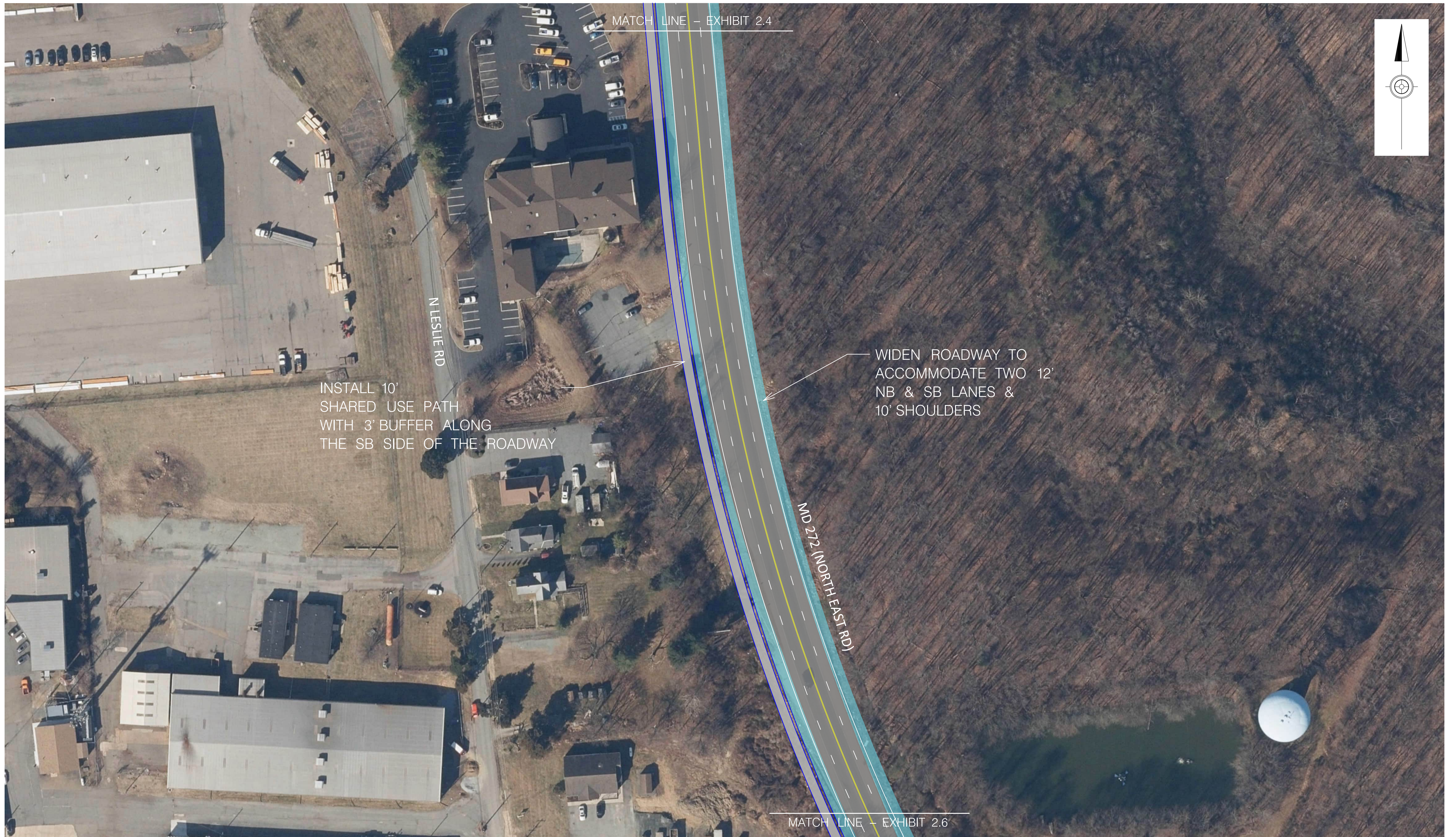


EXHIBIT: 2.4



**WALLACE
MONTGOMERY**

ENGINEERS-PLANNERS-SURVEYORS-CONSTRUCTION MANAGERS
4999 LOUISE DRIVE, SUITE 104
MECHANICSBURG, PA 17055
717.590.1400 Tel / 717.766.3507 Fax
www.WallaceMontgomery.com

**MD 272 (NORTH EAST ROAD)
CECIL COUNTY**

DRAFT - WORK IN PROGRESS

**MD 272
IMPROVEMENTS**

SCALE

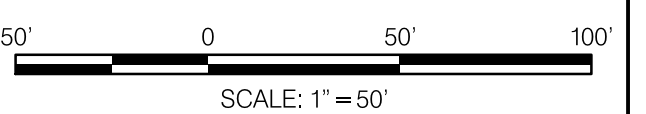


EXHIBIT: 2.5



**WALLACE
MONTGOMERY**

ENGINEERS-PLANNERS-SURVEYORS-CONSTRUCTION MANAGERS
4999 LOUISE DRIVE, SUITE 104
MECHANICSBURG, PA 17055
717.590.1400 Tel / 717.766.3507 Fax
www.WallaceMontgomery.com

**MD 272 (NORTH EAST ROAD)
CECIL COUNTY**

DRAFT - WORK IN PROGRESS

**MD 272
IMPROVEMENTS**

SCALE

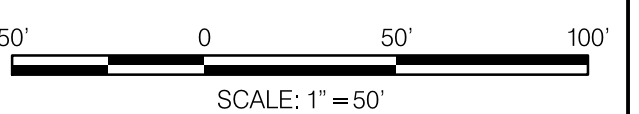
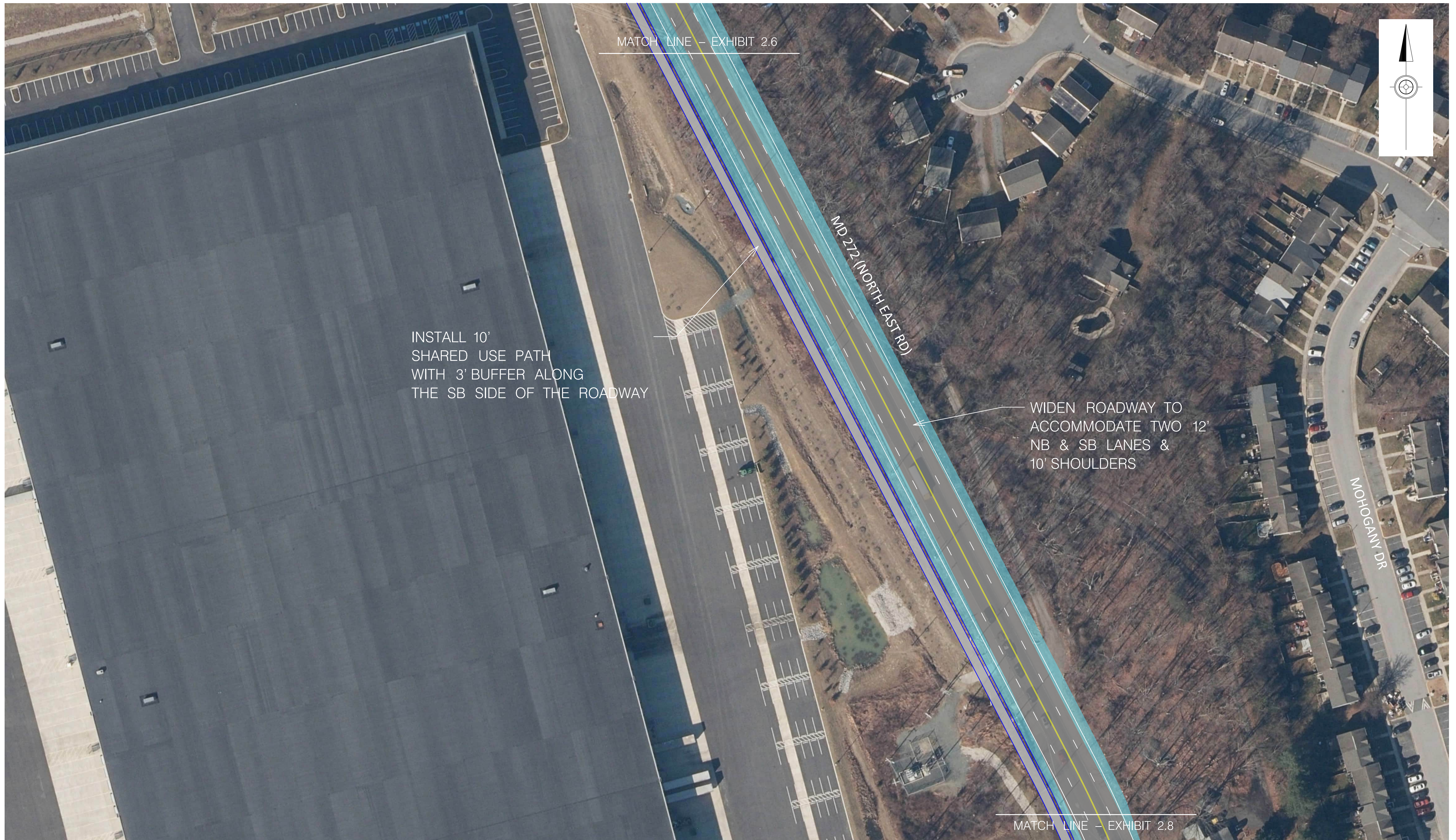


EXHIBIT: 2.6



**WALLACE
MONTGOMERY**

ENGINEERS-PLANNERS-SURVEYORS-CONSTRUCTION MANAGERS
4999 LOUISE DRIVE, SUITE 104
MECHANICSBURG, PA 17055
717.590.1400 Tel / 717.766.3507 Fax
www.WallaceMontgomery.com

**MD 272 (NORTH EAST ROAD)
CECIL COUNTY**

DRAFT - WORK IN PROGRESS

**MD 272
IMPROVEMENTS**

SCALE

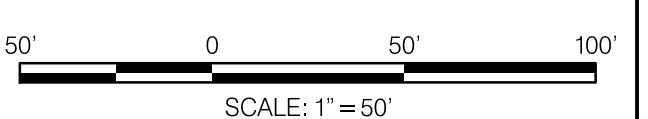


EXHIBIT: 2.7



**WALLACE
MONTGOMERY**

ENGINEERS-PLANNERS-SURVEYORS-CONSTRUCTION MANAGERS
4999 LOUISE DRIVE, SUITE 104
MECHANICSBURG, PA 17055
717.590.1400 Tel / 717.766.3507 Fax
www.WallaceMontgomery.com

**MD 272 (NORTH EAST ROAD)
CECIL COUNTY**

DRAFT - WORK IN PROGRESS

**MD 272
IMPROVEMENTS**

SCALE

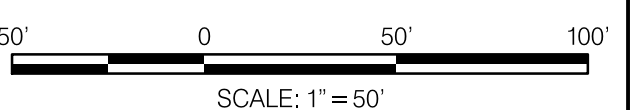
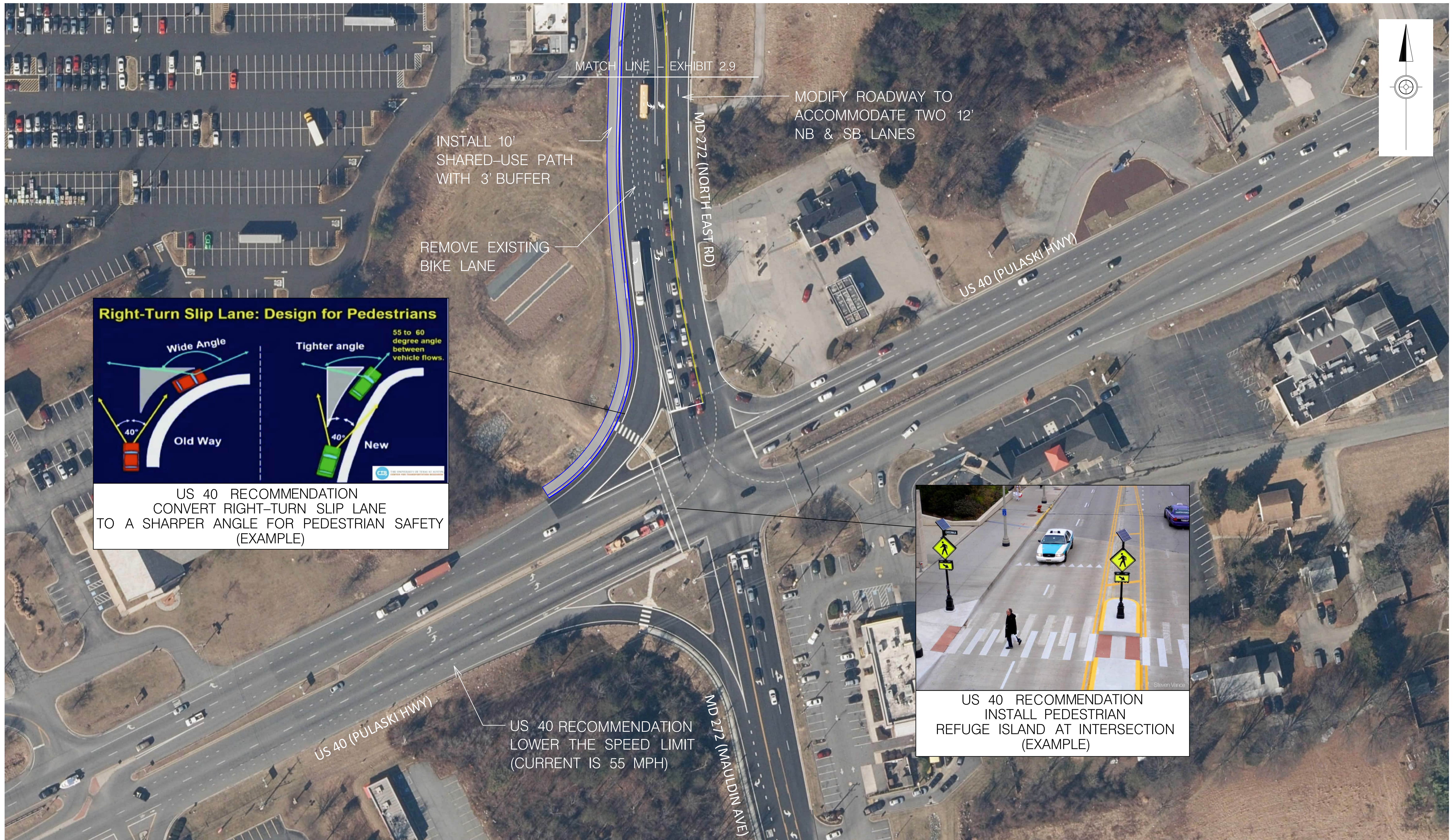


EXHIBIT: 2.8





**WALLACE
MONTGOMERY**

ENGINEERS-PLANNERS-SURVEYORS-CONSTRUCTION MANAGERS
4999 LOUISE DRIVE, SUITE 104
MECHANICSBURG, PA 17055
717.590.1400 Tel / 717.766.3507 Fax
www.WallaceMontgomery.com

**MD 272 (NORTH EAST ROAD)
CECIL COUNTY**

DRAFT - WORK IN PROGRESS

**MD 272 & US 40
INTERSECTION IMPROVEMENTS**

SCALE

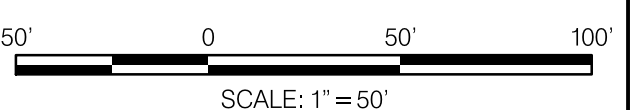


EXHIBIT: 2.10



Appendix D – Questionnaire

Federal Highway Administration - Planning and Environmental Linkages Questionnaire https://www.environment.fhwa.dot.gov/env_initiatives/pel/pel_quest.aspx

	Topic	Section Reference	Comments
1.	Background:		
a.	Who is the sponsor of the PEL study? (state DOT, Local Agency, Other)	Chapter 1, Background Section	Wilmington Area Planning Council (WILMAPCO), the Metropolitan Planning Organization for the region
b.	What is the name of the PEL study document and other identifying project information (e.g. sub-account or STIP numbers, long-range plan, or transportation improvement program years)?	Chapter 1, Background Section	MD 272 Corridor Plan (MD 272 Plan)
c.	Who was included on the study team (Name and title of agency representatives, consultants, etc.)?	Chapter 1, Background Section	Karen Adair - North East Elementary School, Rich Baker - MDOT SHA District 2, Michael Berth - Cecil County EMS, Joe Bunk - Cecil College, Stephen Yates - Town of North East Police Department, Sandy Maruchi-Turner - Cecil County Office of Economic Development, Richard Martin - North East River Yacht Club, Stacey Dahlstrom - EPR, Megan McRay - Cecil County Chamber of Commerce, Chris Reno - Bike Maryland, Ben Allen - SHA Regional Planner, Bob Thomas - 911 National Memorial Trail Alliance, Sarah Gambolati - Elk Neck State Park, Deanna Perkins - Cecil County Public Schools, Jessica Worley - Cecil County Chamber of Commerce, Major George Stanko - Cecil County Sheriff's Office, Betsy Vennell - Town of North East, Charles Helm - Cecil County Public Schools, Melissa MacKenzie - Town of North East, Stephen O'Connor - Cecil County Land Use & Development Services, Daniel Paschall - East Coast Greenway Alliance, Shawn Kiernan - MDOT SHA, Walt Beaupre - Cecil College, Michael Steimer - Wallace Montgomery, Bill Swiatek - WILMAPCO, Jeff Isaacs - North East Fire Company, Jake Thomson - WILMAPCO, Nichole Wiley - Wallace Montgomery, Tigist Zegeye - WILMAPCO, Wayne Martin - Wallace Montgomery
d.	Provide a description of the existing transportation facility within the corridor, including project limits, modes, functional classification, number of lanes, shoulder width, access control and type of surrounding environment (urban vs. rural, residential vs. commercial, etc.)	Chapters 2, 3 and 4	MD 272 from MD 274 to Hance Point Road/Shady Beach Road is classified by the Maryland Department of Transportation State Highway Administration (MDOT 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. 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.
e.	Provide a brief chronology of the planning activities (PEL study) including the year(s) the studies were completed.	Chapter 1, Planned Development Phases Section	Fall 2024 - Summer 2025
f.	Are there recent, current, or near future planning studies or projects in the vicinity? What is the relationship of this project to those studies/projects?	Chapter 2, Land Use and Planning Context Sections; Chapter 3, Pedestrian Facilities; Chapter 4, Muddy Lane Concepts	Coordination with ongoing Comprehensive Plan update and North East Bicycle Feasibility Study, Transit Oriented Development Plan, North East Comprehensive Plan, Cecil County Comprehensive Plan.
2.	Methodology Used:		

a.	What was the scope of the PEL study and the reason for completing it?	Chapter 1, Study Purpose Section	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.
b.	Did you use NEPA-like language? Why or why not?		NEPA-like language was used throughout the process to allow for an easy transition into preliminary design and NEPA documentation.
c.	What were the actual terms used and how did you define them? (Provide examples or list)	Acronyms Section	PASTE FROM WORD DOC
d.	How do you see these terms being used in NEPA documents?		The terms used in the PEL document included both NEPA language and NEPA-like language that will be used to inform the NEPA process. - The vision, goals, and needs will help to define the project's purpose and needs in preliminary design. - Possible solutions will be the basis for the range of alternatives. - Solution evaluation and screening will be the basis for the alternatives analysis.
e.	What were the key steps and coordination points in the PEL decision-making process? Who were the decision-makers and who else participated in those key steps? For example, for the corridor vision, the decision was made by state DOT and the local agency, with buy-in from FHWA, the USACE, and USFWS and other resource/regulatory agencies.		Key coordination points in the PEL study process using in the decision making included: community visioning and public survey number 1, outcome of seven steering committee meetings, outcome of land use workshop, outcome of two youth surveys, outcome of public meeting 2 (concept alternatives) and public survey number 2, outcome of final public meeting (preferred alternatives) and public comment period. Participants who provided input in the study process included: members of the public and officials from the following: Wilmington Area Planning Council (WILMAPCO), the Town of Elkton, Cecil County, Maryland Department of Transportation, Cecil Transit, Amtrak, Cecil County Public Schools, Cecil County Chamber of Commerce and East Coast Greenways.
f.	How should the PEL information be presented in NEPA?		The PEL final report will be a foundation document for NEPA and will be included as a reference in the technical file. Data gathered, information learned, and key decision points will be the basis of the next steps in preliminary design.
3.	Agency Coordination:		
a.	Provide a synopsis of coordination with Federal, tribal, state and local environmental, regulatory and resource agencies. Describe their level of participation and how you coordinated with them.	Chapter 1, Background Section and Chapter 5, Steering Committee Section	
b.	What transportation agencies (e.g. for adjacent jurisdictions) did you coordinate with or were involved during the PEL study?	Chapter 1, Background Section and Chapter 5, Steering	MDOT SHA, Cecil County Land Use and Development Services, and WILMAPCO
c.	What steps will need to be taken with each agency during NEPA scoping?		NEPA scoping requirements for many of the site specific projects within the study area will require FHWA and MDOT SHA coordination to initiate the environmental review process. Purpose and Need statements will be developed for FHWA review and concurrence.

	a. Provide a synopsis of your coordination efforts with the public and stakeholders.	Chapter 5	Public outreach was gathered through two separate public surveys – administered both online and via paper copies distributed at the public workshops. 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 second survey was also administered online as well as paper copies distributed upon request. The survey 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. 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, and East Coast Greenways. Members met monthly to discuss feedback from public meetings, public surveys, potential design ideas and concerns from any feedback received. On November 19th, an in-person public workshop was held in reference to the MD 272 Corridor Plan. This workshop allowed citizens and stakeholders to review the project scope, provide feedback, and ask questions about the project in general. A total of 40 people attended the first public meeting. A second public workshop was held on April 29th, at the North East Fire Hall. The workshop was attended by 97 citizens 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 an effort to ensure that concerns and ideas were heard from the businesses and residents along Mauldin Avenue as well as Main Street, two separate 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. 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 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 and traffic solutions presented.
5.	Purpose and Need for the PEL Study:		
	a. What was the scope of the PEL study and the reason for completing it?	Chapter 1, Project Limits Section and Study Purpose Section	
	b. Provide the purpose and need statement, or the corridor vision and transportation goals and objectives to realize that vision.		1. Pedestrian and Cyclist Infrastructure: Develop a well-connected pedestrian and cyclist network, including sidewalks, crosswalks, bike lanes, and shared-use paths, to promote active transportation and improve safety for non-motorized road users. 2. Safety Enhancements: Improve safety along the corridors by roadway reclassification, redesign, and reconstruction and by providing continuously accessible pedestrian facilities and proper bicycle facilities along the corridors and between key destinations. Implement traffic calming measures and safety countermeasures such as pedestrian refuge islands to reduce vehicle speeds and enhance safety for pedestrians and cyclists. Reduce the frequency and severity of crashes along the corridors, at major intersections and at the Royal Farms driveway on Delancy Road by reducing conflicts and managing vehicle speeds. 3. Connectivity: Provide transportation network connections through roadway realignments that increase options for routes of travel and facilitate walking and bicycling. Continue to advance the different options for the railroad crossing at Muddy Lane without inducing additional vehicles to avoid the I-95 toll at the Maryland/Delaware border. 4. Intersection Improvements: Implement signal timing adjustments, geometry improvements, provide dedicated turning lanes or roundabouts at key intersections to improve safety, traffic flow and reduce congestion.
	c. What steps will need to be taken during the NEPA process to make this a project-level purpose and need statement?		MDOT SHA will go through supplemental scoping efforts leading into a full NEPA analysis. The information in the PEL report will be used as a starting point to develop a project-level purpose and need statement. MDOT SHA will obtain further input from local stakeholders and environmental agencies to help focus the purpose and need of a NEPA analysis.
6.	Range of Alternatives:		

a.	What types of alternatives were looked at? (Provide a one or two sentence summary and reference document.)	Chapter 4 and Appendix C	
b.	How did you select the screening criteria and screening process?		The criteria were selected in direct response to the established goals and objectives, which tie directly to the stated transportation problems.
c.	For alternative(s) that were screened out, briefly summarize the reasons for eliminating the alternative(s). (During the initial screenings, this generally will focus on fatal flaws.)	Chapter 4	None of the concepts evaluated in the PEL were eliminated due to fatal flaws. However, some were identified within the text as higher priority or more promising solutions based upon public feedback and engineering judgement.
d.	Which alternatives should be brought forward into NEPA and why?	Chapter 6	
e.	Did the public, stakeholders, and agencies have an opportunity to comment during this process?	Chapter 6	Multiple public meetings were held and public surveys were distributed to gather knowledge on the opinions and desires of community members. Meetings and surveys were advertised on WILMAPCO's project site, social media, and the Town of Elkton's website. It was also important to the town, WILMAPCO, the county, and the entire team to keep the input of the youth walking to and from school and businesses along the project corridors. WILMAPCO attended two "Teen Night" events hosted by the North East Library to allow for teens to provide feedback on their concerns as well as any ideas for addressing issues along MD 272.
f.	Were there unresolved issues with the public, stakeholders, and/or agencies?		The main issues were all resolved. But, certain members of the public had personal issues based on their own desires that were not resolved. Coordination will continue with the public to resolve any new issues that arise in the future and ensure that any questions or concerns continue to be addressed.
7.	Planning Assumptions and Analytical Methods:		
a.	What is the forecast year used in the PEL study?	Chapter 3	The forecast year for the long-term improvements is 2050.
b.	What method was used for forecasting traffic volumes?	Chapter 3	A conservative estimate of the average VMT growth rate per year in Cecil County was used to predict future traffic volumes. This was a constant growth rate of 1.5 percent per year that will ultimately be compounded and it is consistent with growth rates approved in multiple traffic impact studies conducted for the town.
c.	Are the planning assumptions and the corridor vision/purpose and need statement consistent with each other and with the long-range transportation plan? Are the assumptions still valid?		Yes
d.	What were the future year policy and/or data assumptions used in the transportation planning process related to land use, economic development, transportation costs, and network expansion?	Chapter 3	It was assumed that there would be a constant, compounding growth rate across the entire study period. It was also assumed that the planned developments in and around the Town of Elkton would be built.
8.	Environmental Resources (wetlands, cultural, etc.) Reviewed. For each resource group or group of resources reviewed, provide the following:		
a.	In the PEL study, at what level of detail was the resource reviewed and what was the method of review?	Chapter 2	Desktop surveys using available GIS data sources, coordination with local agencies and stakeholders to gather information about existing environmental resources within the study area.

b.	Is this resource present in the area and what is the existing environmental condition for this resource?		
c.	What are the issues that need to be considered during NEPA, including potential resource impacts and potential mitigation requirements (if known)?		Potential for impact and mitigation strategies were not identified during this study. Resources were identified, and will require further investigation, including field reviews and assessments for the various preferred alternatives to determine if impacts will occur, and if so to what level, as more details about limit-of-disturbance are identified during preliminary design. In some situations, multiple alternatives were brought forward to continue to evaluate potential resource impacts.
d.	How will the planning data provided need to be supplemented during NEPA?		Several natural resources are known to occur within the project limits and will be used as the basis for determining detailed studies that will be conducted during NEPA. Completed field surveys and subsequent documentation will be used to coordinate and inform agencies to determine the level of potential effects the project may have on a resource and what, if any, mitigation will be required.
9.	List environmental resources you are aware of that were not reviewed in the PEL study and why. Indicate whether or not they will need to be reviewed in NEPA and explain why.		Based on available desktop data sources and research, there are no unreviewed environmental resources. Field reviews, delineations, and surveys would need to be conducted to identify impacts or use of specific resources more accurately.
10.	Were cumulative impacts considered in the PEL study? If yes, provide the information or reference where the analysis can be found.		Cumulative impacts were not considered during this study.
11.	Describe any mitigation strategies discussed at the planning level that should be analyzed during NEPA.		The only strategy discussed during the planning level was avoidance of resources.
12.	What needs to be done during NEPA to make information from the PEL study available to the agencies and the public? Are there PEL study products which can be used or provided to agencies or the public during the NEPA scoping process?		This study document will be made available to the agencies and public once it is completed. Access to the study will be available during the scoping of the individual projects for anyone interested in understanding how and why decisions were made.
13.	Are there any other issues a future project team should be aware of?		During NEPA scoping, further coordination with stakeholders needs to occur. Coordination will need to continue with local jurisdictions, such as the Town of Elkton and Cecil County. Also, it must be a goal to continue coordinating with all organizations and groups with specific interests or connections to the project.



Appendix E – Public Outreach Materials

Public Meeting Summary

April 29, 2025

Location: North East Fire Hall
Nort East, MD 21901

Summary



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.

All public meeting materials as well as a video presentation for those who missed the meeting can be found here: [MD-272 Corridor Plan | WILMAPCO](#)

Public Meeting Summary

June 30th, 2025

Location: North East Fire Hall
North East, MD 21901

Summary

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.

All public meeting materials as well as a video presentation for those who missed the meeting can be found here: [MD-272 Corridor Plan | WILMAPCO](#)

Public Meeting Summary

November 19th, 2024

Location: Cecil Public Library 485 Mauldin Avenue
Nort East, MD 21901

Summary

On November 19th, an in-person public workshop was held in reference to the MD 272 Corridor Plan. This workshop allowed citizens 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 displayed for the public to write any comments they had on specific areas of MD 272.

A total of 40 people (not including staff) attended the meeting. All public meeting materials as well as a video presentation for those who missed the meeting can be found here: [MD-272 Corridor Plan | WILMAPCO](#)

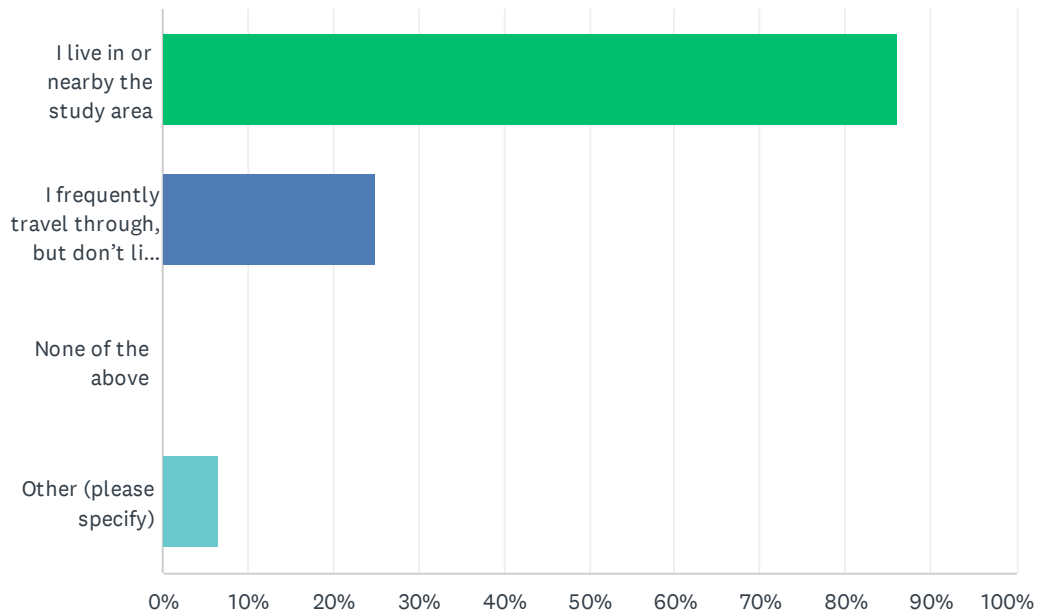
Key concerns and comments heard included:

- 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.



Q1 Please check all that apply:

Answered: 181 Skipped: 2



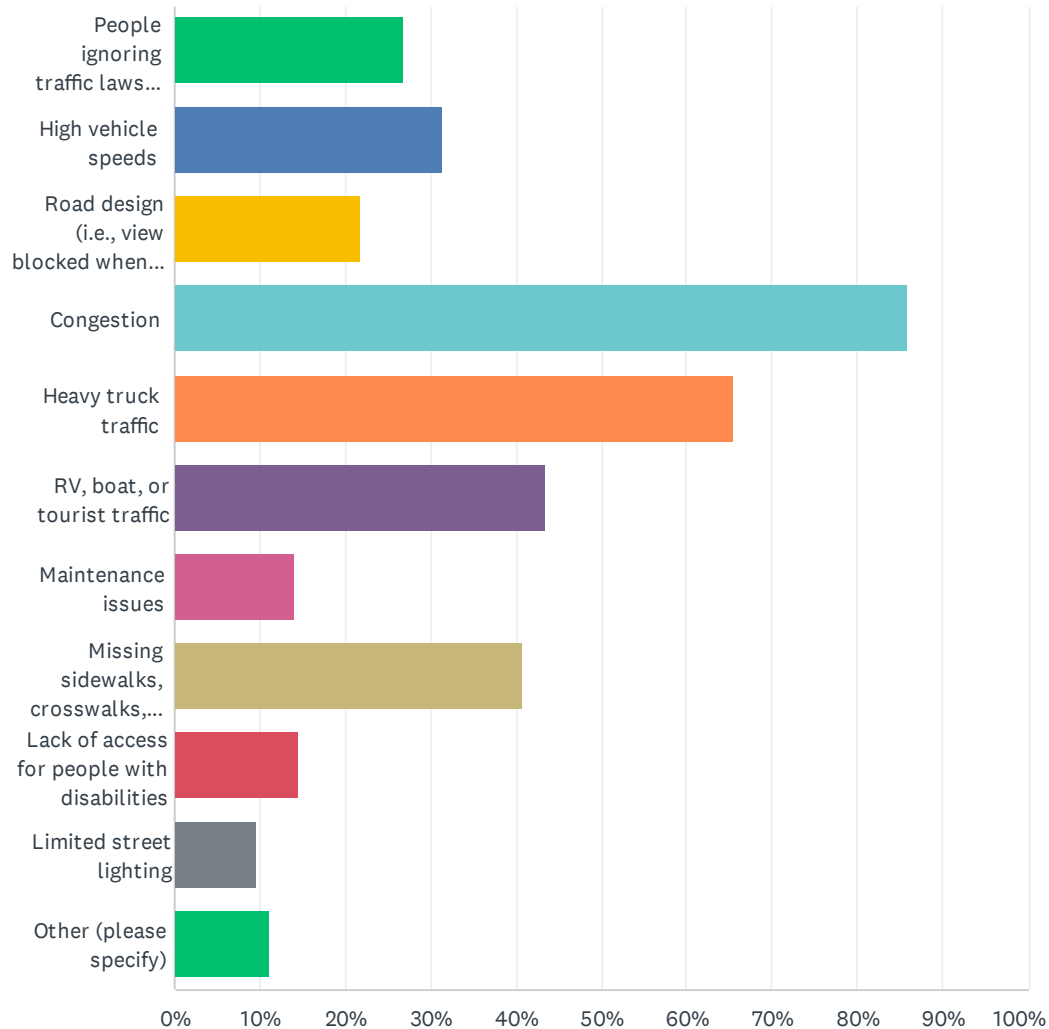
ANSWER CHOICES	RESPONSES	
I live in or nearby the study area	86.19%	156
I frequently travel through, but don't live in the study area	24.86%	45
None of the above	0.00%	0
Other (please specify)	6.63%	12
Total Respondents: 181		

#	OTHER (PLEASE SPECIFY)	DATE
1	I own a business in the study area.	12/3/2024 1:08 PM
2	There is a popular regional Boy Scout camp that I visit that is outside of the study area but requires driving south through the study area to reach.	11/29/2024 11:13 AM
3	Work and have family hear	11/22/2024 3:38 PM
4	Prefer no change	11/22/2024 3:34 PM
5	I work in the travel area	11/22/2024 9:56 AM
6	Travel at least 2 times a day.	11/19/2024 12:00 PM
7	Former North East resident	11/17/2024 11:10 PM
8	I teach at the middle school, my children attend the middle school, and my children play ball for North East Little League so I am driving this route daily each week.	11/17/2024 8:46 PM
9	I live part time in the study area	11/15/2024 3:40 PM
10	I also work with the study area	11/15/2024 1:40 PM

11	I live on Dr Carr Road.	11/14/2024 9:45 PM
12	I am the Director of Transportation for Cecil County Public Schools.	11/12/2024 11:18 AM

Q2 What are your top traffic concerns in Study Area A: From Cecil College to the railroad bridge? (Select more than one option, if applicable)

Answered: 179 Skipped: 4



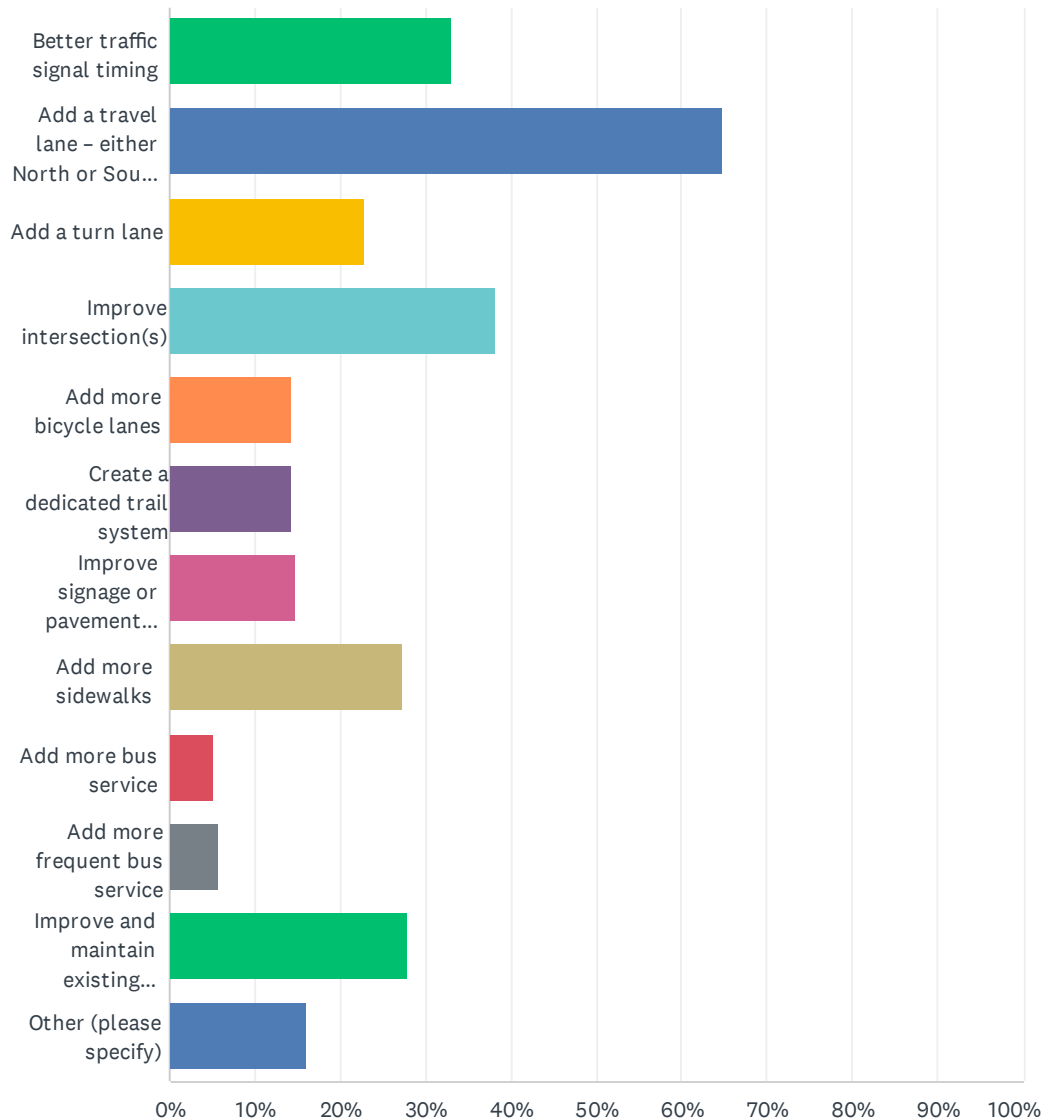
ANSWER CHOICES	RESPONSES	
People ignoring traffic laws (i.e., distracted, drunk, or aggressive driving)	26.82%	48
High vehicle speeds	31.28%	56
Road design (i.e., view blocked when turning)	21.79%	39
Congestion	86.03%	154
Heavy truck traffic	65.36%	117
RV, boat, or tourist traffic	43.58%	78
Maintenance issues	13.97%	25
Missing sidewalks, crosswalks, bike lanes, or pathways	40.78%	73
Lack of access for people with disabilities	14.53%	26
Limited street lighting	9.50%	17
Other (please specify)	11.17%	20
Total Respondents: 179		

#	OTHER (PLEASE SPECIFY)	DATE
1	Road is a mess. From I95 3 lane neck to 1 across the railway bridge. Intersection north of railway bridge is dangerous with truck traffic and poorly thought out infrastructure. South of railway bridge road expands to five lane and a bicycle lane around a blind curve. Treacherous turns into warehouse and walmart. Mixing bowl of lanes at rt 40 junction. A total mess.	11/29/2024 11:46 AM
2	Please widen 272 to four lanes from PA to McDonalds. No more tucking back down then widening out. Thanks!	11/23/2024 7:38 AM
3	Sidewalks are needed in this area but speed control is needed in this area also or will be very dangerous for pedestrians.	11/22/2024 3:57 PM
4	No problems with this area. Wouldn't want anything to change in this area.	11/22/2024 3:38 PM
5	Prefer no change	11/22/2024 3:34 PM
6	Too many red lights too close together.	11/22/2024 6:26 AM
7	Summer and weekend traffic is also a major concern. Also, when traveling south on 272 from Cecil College, people coming off 95-N exit ramp and merging onto 272 S very often DO NOT yield, but rather simply merge. Very dangerous.	11/20/2024 8:55 PM
8	You could do a bypass from 40 to Town Road easy there's a lot of state property owned in the area of East Cecil and eastbound 40 there is state property for Route seven E. Town	11/20/2024 5:32 AM
9	need 2 lanes south and 2 lanes north it this area	11/18/2024 6:03 PM
10	Better timing for the lights along 272. Traffic backups are currently unavoidable around the p.m. hours heading across 40	11/18/2024 12:41 PM
11	Entry lane from 274 to 272 is very narrow and unprotected by a barrie	11/17/2024 7:01 PM
12	2 lanes merging to one past the Walmart light	11/17/2024 6:19 PM
13	No turning lanes	11/17/2024 5:16 PM
14	Very poor intersection design at route 40. Drivers are often confused and many people ignore lane paint.	11/17/2024 4:52 PM
15	Need 4 lane bridge over railroad—4 lanes from 40 all the way to I95, probably need to make Mauldin Ave 2way	11/15/2024 9:08 PM
16	"Bridge traffic" in the evenings from Route 40 going into town.	11/15/2024 4:28 PM

17	2 left Turn lanes to route 40 East are confusing. Far right lane can turn into left turn lane	11/14/2024 9:47 PM
18	No sidewalk between the CSX bridge and the entrance to the warehouse complex. Very dangerous for pedestrians.	11/14/2024 9:45 PM
19	Need more lanes	11/14/2024 9:45 PM
20	At times the road width becomes narrow (CSX railroad overpass bridge) and emergency services has difficult time navigating this road when responding to emergencies. At times Route 272 and Route 40 can flood and cause issues with the flow of traffic. The exit ramp from I-95 to Route 272 North is very difficult to "Yield" to oncoming traffic and little room to gain speed onto Route 272. Improve the intersection of Route 272 and Route 274 and into Cecil College. At this intersection to turn left from Route 272 South into Cecil College, the left turn lane is very difficult to swing into Cecil College.	11/12/2024 11:24 AM

Q3 Which of the following improvements would you recommend for Study Area A: From Cecil College to the railroad bridge (Select more than one option, if applicable)

Answered: 176 Skipped: 7



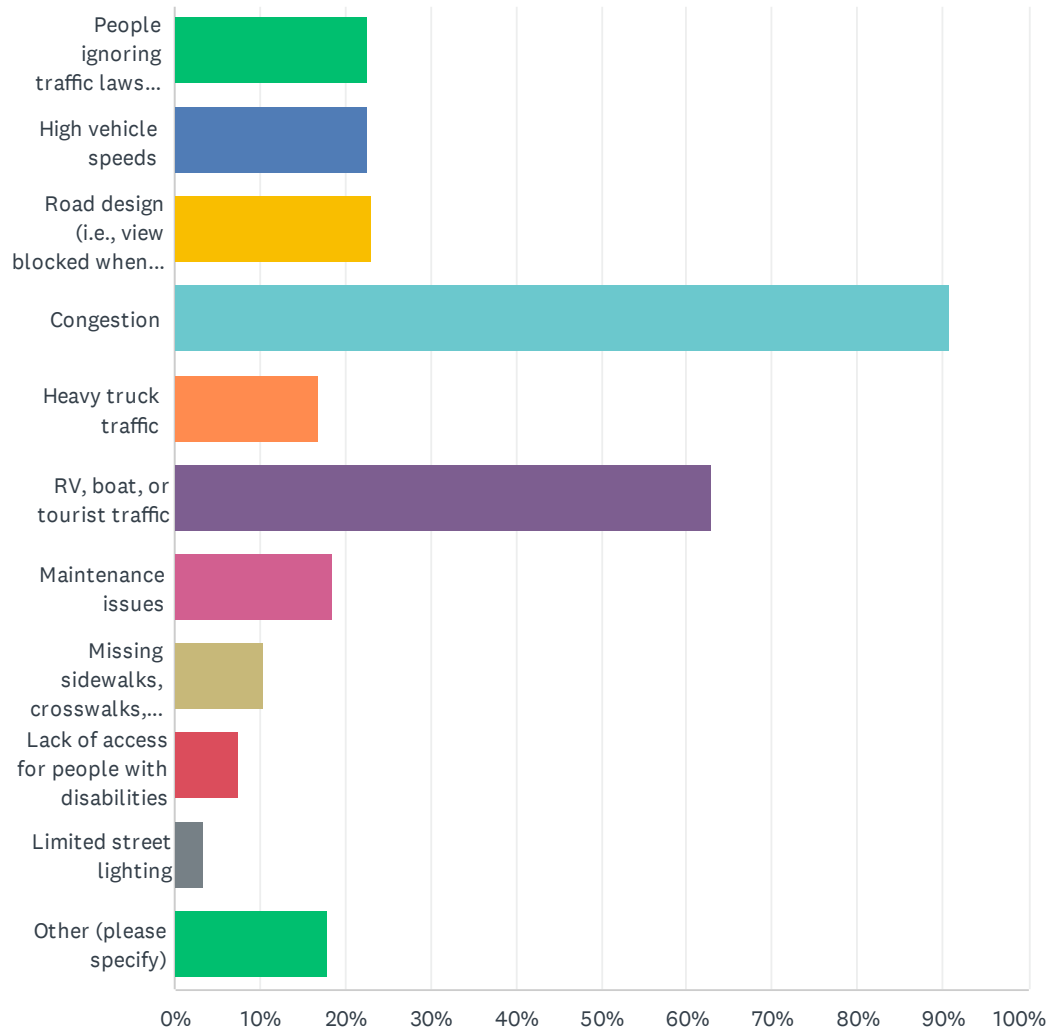
ANSWER CHOICES	RESPONSES	
Better traffic signal timing	32.95%	58
Add a travel lane – either North or South bound	64.77%	114
Add a turn lane	22.73%	40
Improve intersection(s)	38.07%	67
Add more bicycle lanes	14.20%	25
Create a dedicated trail system	14.20%	25
Improve signage or pavement markings	14.77%	26
Add more sidewalks	27.27%	48
Add more bus service	5.11%	9
Add more frequent bus service	5.68%	10
Improve and maintain existing facilities	27.84%	49
Other (please specify)	15.91%	28
Total Respondents: 176		

#	OTHER (PLEASE SPECIFY)	DATE
1	Adding another lane will not help congestion because the traffic has to filter to one lane at the bridge.	12/3/2024 1:08 PM
2	Fix what you have. No more growth.	11/29/2024 11:46 AM
3	Seems like a lot of folks walking, so I guess add sidewalks. Definately get the lights timed from the college to McDonalds.	11/23/2024 7:38 AM
4	Merge lane needed southbound 272 coming off 95	11/22/2024 8:00 PM
5	No problems with this area. Wouldn't want anything to change in this area.	11/22/2024 3:38 PM
6	Prefer no change	11/22/2024 3:34 PM
7	Improve lighting for pedestrians add sidewalk for pedestrians especially over railroad bridge	11/22/2024 12:54 PM
8	Widen the train bridge for more lanes. The bridge is a bottle neck.	11/22/2024 6:26 AM
9	He	11/21/2024 12:57 PM
10	Improve/expand the small railroad overpass on 272 S (between the Flying J truck stop and Walmart); it is currently a bottleneck area with little shoulder.	11/20/2024 8:55 PM
11	Merging off 95 needs a longer yield lane. People yield improperly and haphazardly cross over 2 lanes to get to truck stop turn lane	11/20/2024 1:39 PM
12	Do Not allow any major developments south of the railroad bridge! People visit here to see the water and green spaces! Eco tourism is important and needed for our youth!	11/20/2024 6:05 AM
13	Reconnect Main street extended with a second bridge over the Amtrak as a truck restricted route. This would alleviate some of the traffic from the bottleneck at the bridge as well as connect pedestrian traffic from the large apartment communities into the town.	11/19/2024 9:39 PM
14	Connect more roads besides just 272 that go through	11/19/2024 8:41 AM
15	Ok	11/18/2024 3:28 PM
16	A pedestrian bridge would keep pedestrians from getting struck here all the time. It's so dangerous.	11/18/2024 8:39 AM

17	Fix the bottle neck at the truck stop. Both directions traffic is horrible.	11/18/2024 5:27 AM
18	Less development of commercial buildings/companies etc.	11/17/2024 8:46 PM
19	2 continued lanes North bound	11/17/2024 6:19 PM
20	Add traffic light	11/17/2024 5:16 PM
21	Implementation of truck enforcement, limiting truck travel to certain times, and stopping any further development.	11/17/2024 2:42 PM
22	I suppose the cost would be prohibitive, but there really needs to be an additional lane in both lanes from 40 to Lums Lane. If only one can be added, it should be southbound from Lums to the Walmart. Better signage as you approach the Walmart (southbound) would help direct traffic to appropriate lanes.	11/15/2024 5:41 PM
23	N/A	11/15/2024 4:28 PM
24	I love the idea of trails and bike lanes but it would just become a thoroughfare for the substantial homeless population in this area. It would likely be unsafe for pedestrian use.	11/14/2024 9:31 PM
25	Road needs to be widen. Add another lane going both ways	11/14/2024 8:22 PM
26	The truck traffic from 95 to the surrounding warehouses combined with the timing of the lights causes non stop back ups thru all of the lights on 272	11/14/2024 8:14 PM
27	Once cars exit I 95 ramp east, everyone tries to speed up and pass cars knowing that the lanes go from 2 to 1. Then in front of the new warehouse to the Walmart shopping center, the right lane is too short to turn into Walmart and backs cars up. Then lanes leading up to the Rt 40&272 intersection the lanes are confusing as to where you need to be to turn left, go straight or maneuver to right the right turn lane.	11/13/2024 11:21 AM
28	Improve the over pass over the CSX railroad over pass to allow for emergency services to navigate traffic. Involving Cecil County Department of Emergency Services (Fire, EMS, emergency management and law enforcement partners) in the process of this project (other than North East) as this project impacts county areas outside the local town limits of North East.	11/12/2024 11:24 AM

Q4 What are your top traffic concerns in Study Area B: Downtown North East? (Select more than one option, if applicable)

Answered: 173 Skipped: 10



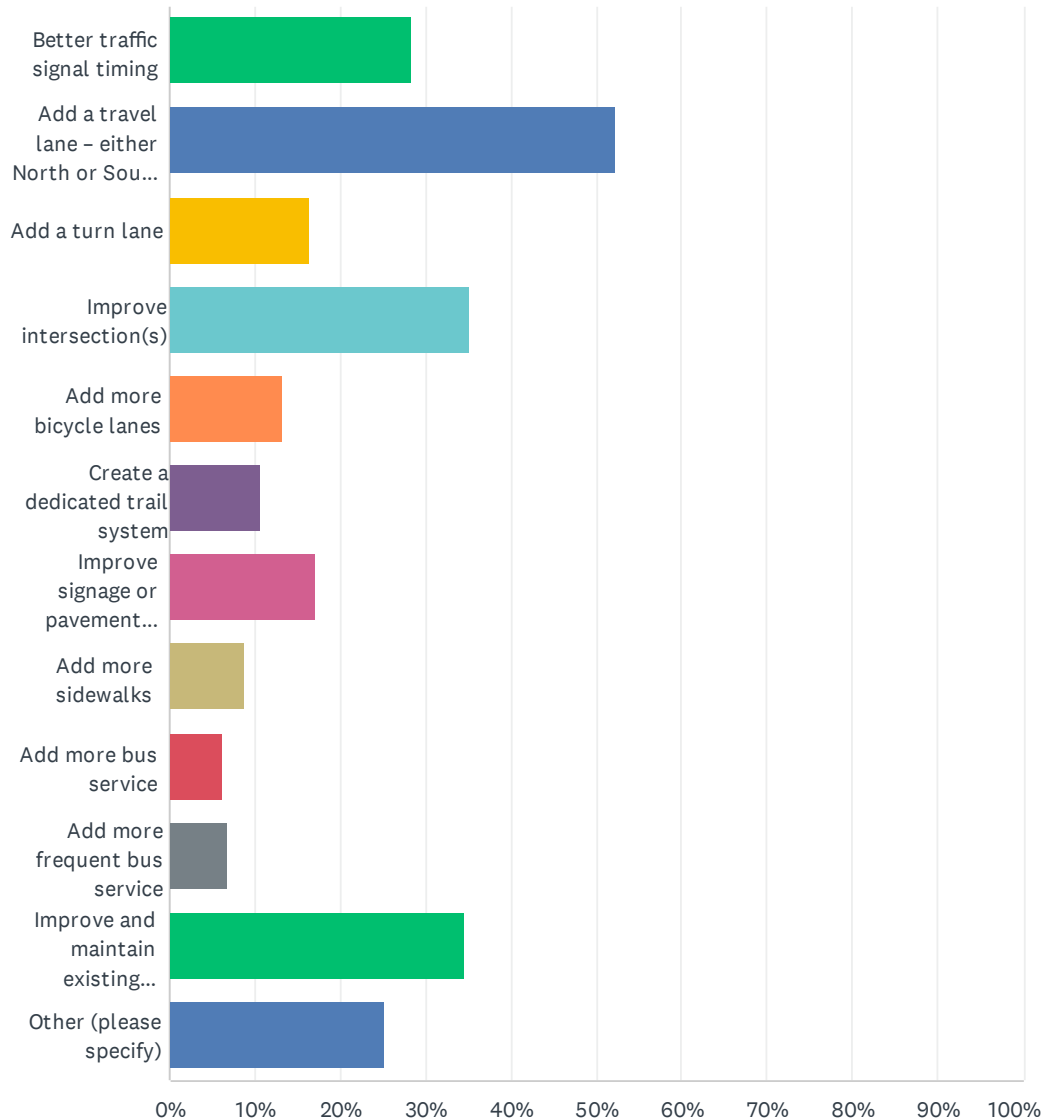
ANSWER CHOICES	RESPONSES	
People ignoring traffic laws (i.e., distracted, drunk, or aggressive driving)	22.54%	39
High vehicle speeds	22.54%	39
Road design (i.e., view blocked when turning)	23.12%	40
Congestion	90.75%	157
Heavy truck traffic	16.76%	29
RV, boat, or tourist traffic	63.01%	109
Maintenance issues	18.50%	32
Missing sidewalks, crosswalks, bike lanes, or pathways	10.40%	18
Lack of access for people with disabilities	7.51%	13
Limited street lighting	3.47%	6
Other (please specify)	17.92%	31
Total Respondents: 173		

#	OTHER (PLEASE SPECIFY)	DATE
1	Too much main street congestion on weekends and summer. We can deal with current volume. Please no more construction.	11/29/2024 11:49 AM
2	The 35mph speed limit sign located on Main street just past Beach street increases traffic speed leaving town and increases tailgaters and aggressive drivers making it a challenge for people slowing down to turn onto Walnut Street, Cherry Street, the VFW parking lot and Iroquois Drive. I would like to see this signagr relocated further out of town.	11/24/2024 7:47 PM
3	the curent 35mph speed limit sign located at Brach Street Nd Main Street increases traffic speed behind turning vehicles on to WalnutSt, Cherry St the VFW parking lot And Iracois Drive. I would like to see this signage moved further down RT 272	11/24/2024 7:37 PM
4	Need a By-Pass around North East, like Mechanics Valley/Capitalist Lane. Need Mauldin to be two way. Southbound has a choice at the bottom of the bridge, Business (Town) or Express (Mauldin).	11/23/2024 7:44 AM
5	Create a bypass for the town going south.	11/22/2024 4:00 PM
6	No problems with this area. Wouldn't want anything to change in this area.	11/22/2024 3:38 PM
7	Prefer no change	11/22/2024 3:34 PM
8	People who can't parallel park. They stop traffic for way too long. Open up Mauldin Avenue as a two way street to bypass Main St. Congestion for locals just trying to get home.	11/22/2024 6:29 AM
9	Quit allowing major building on our already overcrowded town especially in areas like Irishtown Road and further towards turkey point. Otherwise widen roads or create more safe access to those areas. Our Schools and current Infrastructure are also not equipped to handle this extra flow of people either. Currently we are not equipped in many areas for this kind of development.	11/20/2024 2:30 PM
10	Unmarked pedestrian areas for crossing streets in North East. Few times do vehicles actually stop at signage for pedestrian cross walks.	11/20/2024 1:16 PM
11	traffic works fine now, adding any new developments will ruin the traffic flow and ruin the charm of our town!	11/20/2024 6:05 AM
12	Need to widen the road from flying J down	11/20/2024 5:33 AM
13	The most annoying are people picking up/dropping people off at woody's. There should be a sign:No Stopping	11/19/2024 8:32 PM

14	Not many options for roads in or out of town. Way too much traffic now.	11/19/2024 2:22 PM
15	AMTRAK train bridge, unfortunately was rebuilt as 1 lane both directions. This is an issue and delays traffic movement. Main street and Mauldin Ave should be redesigned/ as 2 lanes from Pulaski Hwy throughout 272. Provide more parking within the town.	11/19/2024 11:06 AM
16	people stopping to let people out, people that don't know how to park,	11/18/2024 6:07 PM
17	NEED 2 LANES SOUTHBPUND THRU TOWN. ONLY HAVE 1 SIDE OF ROSD FOR PARKING	11/18/2024 3:30 PM
18	Street parking is very needed through town, however, parallel parking stops traffic, as does passenger discharge in front of restaurants.	11/18/2024 1:07 PM
19	general lack of parking especially if parking is removed to make main st two lanes	11/18/2024 12:40 PM
20	Timing of the light always seems off. People are waiting for the opposite side side to go and it turns out that they have a red light.	11/17/2024 8:44 PM
21	None	11/17/2024 6:19 PM
22	1. Traffic light timing with long lines going into town 2. One-lane traffic causing wait times as people are looking to park, parking, as I am driving all the way thru	11/17/2024 5:28 PM
23	Sidewalks end after Irishtown rd	11/17/2024 5:20 PM
24	One way in one way out of town	11/17/2024 3:07 PM
25	add a southbound turn lane along main street north of Cecil Ave. This would remove parking along that block but would help relieve congestion at the intersection.	11/15/2024 5:51 PM
26	N/A	11/15/2024 4:29 PM
27	So hard to see well enough to safely turn onto Main Street from a side street downtown	11/15/2024 1:42 PM
28	The Irishtown Road intersection is poorly designed, unsafe, and fling to get MUCH worse once the new middle/high school opens.	11/15/2024 10:41 AM
29	We want the tourism not more truck traffic nor warehouses 🙄	11/14/2024 11:37 PM
30	People not obeying crosswalks and randomly crossing Main Street.	11/14/2024 8:13 PM
31	At times the roads can become very tight and limit emergency services access to North East town roads. Heavy traffic conditions and traffic is unable to move to the side of the road to allow emergency vehicles to pass traffic when responding to emergencies. Limited side walk width and during special events, traffic can become very congested and heavy pedestrian traffic. Does not make the event fun when there area lots of traffic and pedestrians moving about at the exact same time.	11/12/2024 11:32 AM

Q5 Which of the following improvements would you recommend for Study Area B: Downtown North East? (Select more than one option, if applicable)

Answered: 159 Skipped: 24



ANSWER CHOICES	RESPONSES	
Better traffic signal timing	28.30%	45
Add a travel lane – either North or South bound	52.20%	83
Add a turn lane	16.35%	26
Improve intersection(s)	35.22%	56
Add more bicycle lanes	13.21%	21
Create a dedicated trail system	10.69%	17
Improve signage or pavement markings	16.98%	27
Add more sidewalks	8.81%	14
Add more bus service	6.29%	10
Add more frequent bus service	6.92%	11
Improve and maintain existing facilities	34.59%	55
Other (please specify)	25.16%	40
Total Respondents: 159		

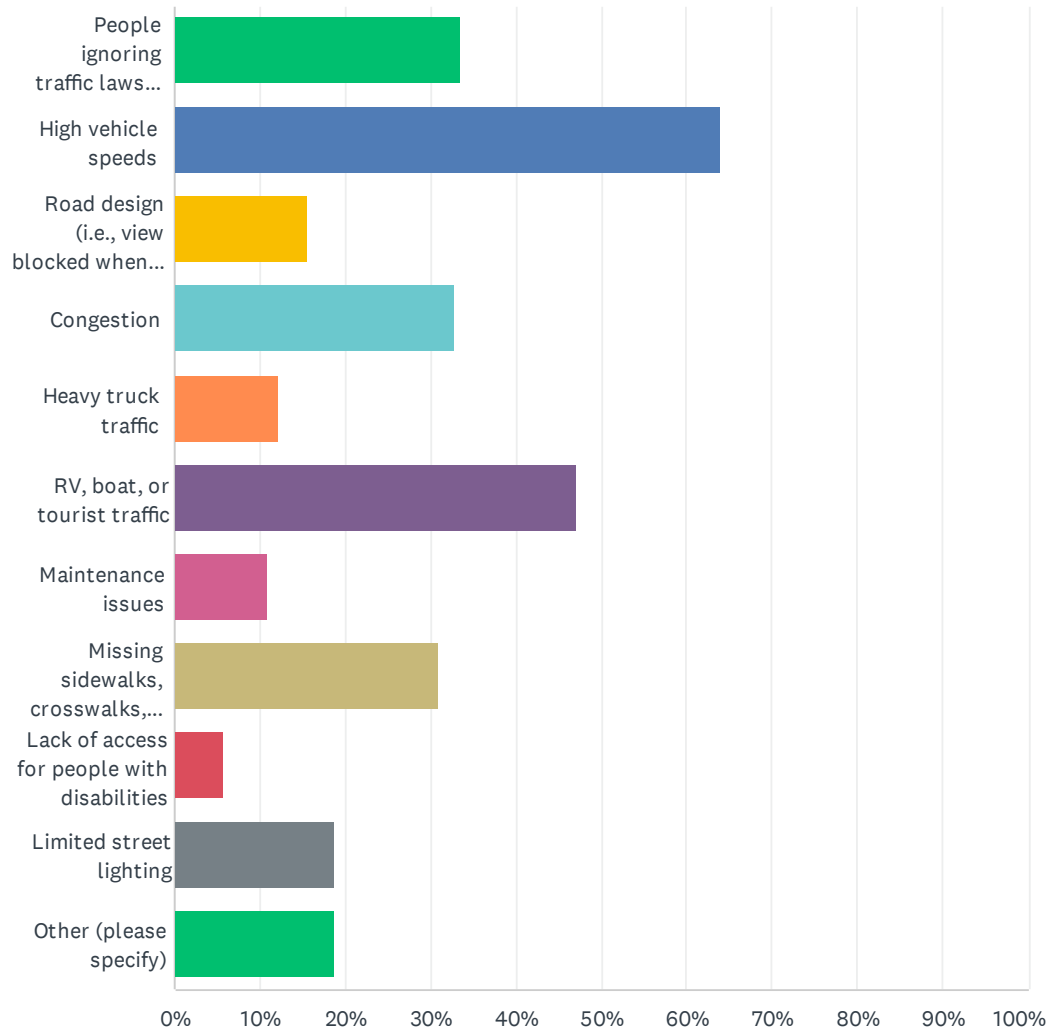
#	OTHER (PLEASE SPECIFY)	DATE
1	bypass	12/4/2024 4:41 PM
2	The right southbound parking on 272 should be converted to a bike lane. The left northbound lane on 272 should be converted to diagonal street parking which would replace the southbound parking that would be converted to a bike lane. A bike lane should be marked on 272 northbound. 272 northbound needs traffic calming as there are several schools very close by and many students use it to go to and from school. There is no good reason for two northbound lanes on 272.	12/1/2024 12:50 PM
3	No more high density residence plans. We are at a saturation point for existing infrastructure.	11/29/2024 11:49 AM
4	Pedestrian Crossing at cross walks only	11/23/2024 1:07 PM
5	Put light at Main/Cecil Ave on a demand control. Light changes with no cars coming. Finish paving 6 spots on Main St that were skipped this summer.	11/23/2024 7:44 AM
6	Create a bypass going south.	11/22/2024 4:00 PM
7	No problems with this area. Wouldn't want anything to change in this area.	11/22/2024 3:38 PM
8	Prefer no change	11/22/2024 3:34 PM
9	timing for traffic lights for people traveling south bound on 272	11/22/2024 12:55 PM
10	Add an additional road / bypass south of town	11/22/2024 6:51 AM
11	Same as previous answer.	11/22/2024 6:29 AM
12	Consider making S Mauldin Ave 2 ways rather than only northbound.	11/20/2024 8:58 PM
13	Quit doing major building on our already overcrowded town in areas like Elk neck. Otherwise widen roads or create more safe access to those areas. Our Schools are not equipped to handle this extra income of people either. Currently we are not equipted in many areas for this kind of development.	11/20/2024 2:30 PM
14	Make S Maudlin 2 directional to alleviate Main St congestion. It can handle it and would require minimal changes.	11/20/2024 1:43 PM
15	No more developments beyond the VFW	11/19/2024 9:41 PM

16	I would love to someday see all the power lines mess be buried. It would make such an improvement. Also the Dollar General is a real eye sore when entering main st. There are 2 other DG's within 2 miles.	11/19/2024 8:32 PM
17	Add more parking areas	11/19/2024 4:07 PM
18	Add more connecting roads	11/19/2024 8:41 AM
19	Make one 272 north bound lane a southbound lane creating a North East bypass for southbound Turkey Point traffic. Make all cross streets one-way so people do not take the bypass southwards to then turn into town. The post office, town park, and VFW cross streets remain two-way. Route 7 remain two-way. The southbound bypass at Rte 7 would need an additional turn lane for the people who skip the initial southbound bypass. Clearly indicate the bypass and North East lanes from Rte 40 to the railroad bridge. Create a larger turn lane for Irishtown Road on both north and southbound 272.	11/18/2024 10:36 PM
20	Parking on the sides of the street in downtown NE southbound adds for heavy traffic due to all the stop and go.	11/18/2024 7:43 PM
21	The last thing this area needs is more signage/lights. People don't drive through here as it is. They stop and gawk. Adding a second lane southbound and removing parking on one side of the street would be helpful. Or you could just stop the over-development so that existing roads could handle the traffic.	11/18/2024 7:43 PM
22	Don't think an improvement is possible since it's only one lane in and one lane out. Would really need two lanes both ways to help with summer traffic.	11/18/2024 4:55 PM
23	Shift south bound traffic onto Mauldin Avenue and north bound traffic onto Main Street.	11/18/2024 1:07 PM
24	This area of North East becomes a congested mess each day two to the number of residence traveling through town. When you compound that with boat traffic/tourism it's an overtraveled congested area along main Street. We do not need additional housing in large communities to the south of town as The existing infrastructure cannot handle things as they are	11/18/2024 12:57 PM
25	A way to bypass town, if needing to just get to the other side of town.	11/18/2024 10:37 AM
26	I think there needs to be a bypass that goes around main st. Widen the north route to make it a dedicated bidirectional 272	11/18/2024 7:25 AM
27	I'm not sure there is a fix for the one way traffic in town, without destroying the character of the town.	11/18/2024 5:29 AM
28	None. Leave it as is	11/17/2024 6:19 PM
29	There needs to be a bypass of Main Street. It is hard to get through at certain times of day.	11/17/2024 4:53 PM
30	Create a bypass so those residents who live south of Irishtown rd don't have to deal with traffic created in the one way streets/tourist traffic in North East.	11/17/2024 3:36 PM
31	Town is not set up for heavy traffic, summer time is the worst	11/17/2024 3:07 PM
32	Enforce speed limit and pedestrian laws.	11/17/2024 2:43 PM
33	Remove the street parking on both sides of southbound 272 as you approach the traffic light at Rt 7 and add 2 turn lanes.	11/16/2024 12:56 PM
34	2way traffic on mauldin	11/15/2024 9:09 PM
35	N/A	11/15/2024 4:29 PM
36	We have noticed that there has been a significant increase in traffic in the past few years, resulting in more vehicles bypassing Main Street and using Mechanics Valley Rd & Cemetery Lane. This is mainly due to the congestion, which is particularly evident during the summer season. Although we understand that this may not be directly related to your current study, we kindly request that you consider this issue. The situation is worsening, and the presence of a 4-way stop at this intersection is causing numerous problems for the local residents.	11/15/2024 11:16 AM
37	This area in particular is horrible, an idea would be to make Mauldin two direction as a business by pass, which would ease congestion through town. And allow those that live past town to not be caught in congestion and parking daily.	11/15/2024 6:47 AM

38	I feel The town of north East does a great job itself.	11/14/2024 11:37 PM
39	Not listed is cemetery road, I believe that creating more of a bypass around town using cemetery road will help the congestion especially during the summer	11/14/2024 9:06 PM
40	Some of the alleys off of North Main and Mauldin Avenues are very tight and has issues with emergency services access to local areas in town. Improve roads to consider better storm water control. Parts of town are known to flood or have nuisance flooding.	11/12/2024 11:32 AM

Q6 What are your top traffic concerns in Study Area C: South of Susquehannock Blvd? (Select more than one option, if applicable)

Answered: 155 Skipped: 28



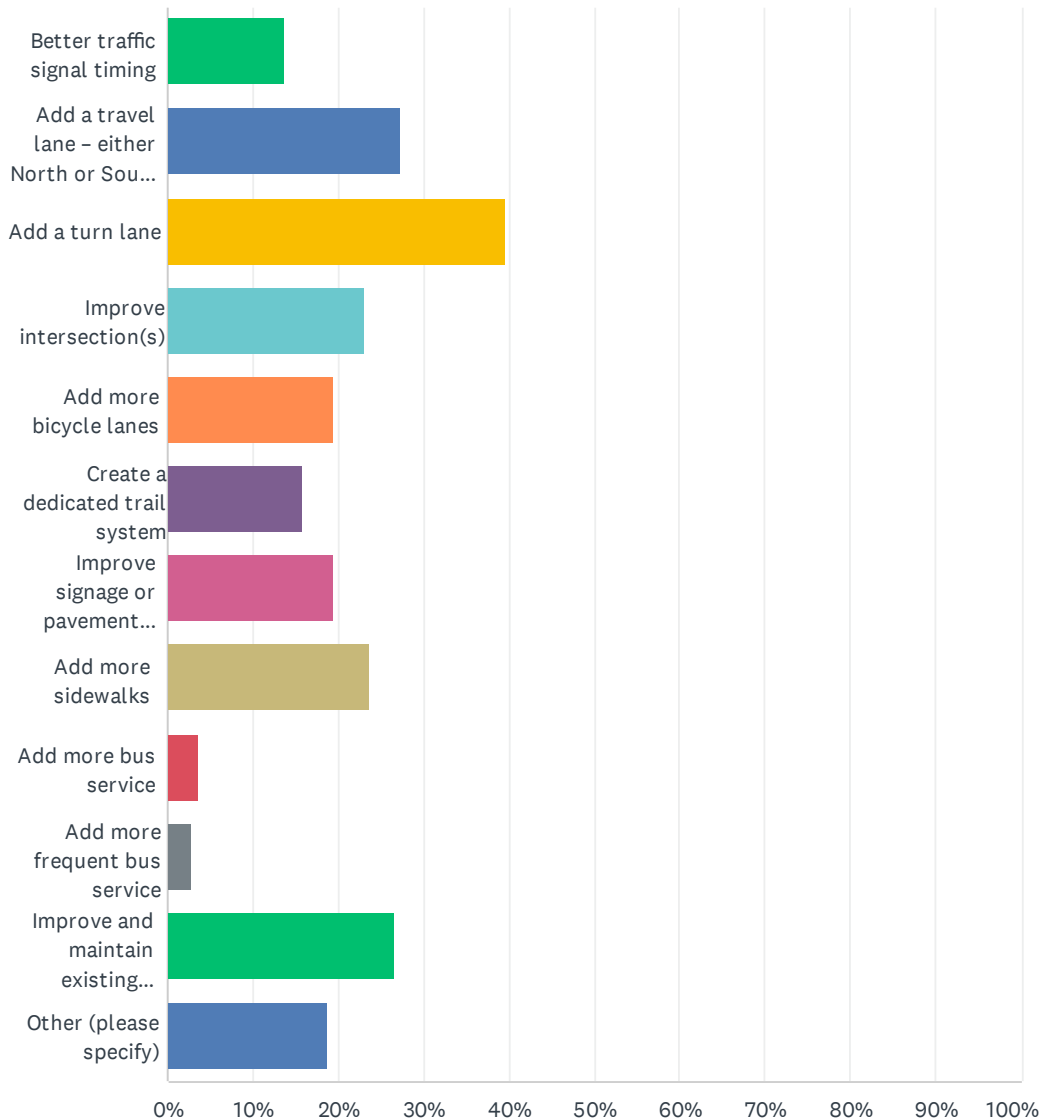
ANSWER CHOICES	RESPONSES	
People ignoring traffic laws (i.e., distracted, drunk, or aggressive driving)	33.55%	52
High vehicle speeds	63.87%	99
Road design (i.e., view blocked when turning)	15.48%	24
Congestion	32.90%	51
Heavy truck traffic	12.26%	19
RV, boat, or tourist traffic	47.10%	73
Maintenance issues	10.97%	17
Missing sidewalks, crosswalks, bike lanes, or pathways	30.97%	48
Lack of access for people with disabilities	5.81%	9
Limited street lighting	18.71%	29
Other (please specify)	18.71%	29
Total Respondents: 155		

#	OTHER (PLEASE SPECIFY)	DATE
1	Limit passing on the shoulder as there are many pedestrians and cyclists using this stretch of 272. Lower the speed limit to 35 mph.	12/1/2024 12:52 PM
2	Passing zone and turning area against traffic are in conflict. Poor lane markings. Need sidewalks for pedestrians. Very dangerous stretch of road.	11/29/2024 11:57 AM
3	Seems good now, but implement changes if golf course is developed before allowing them to develop.	11/23/2024 7:47 AM
4	Wouldn't want anything to change	11/22/2024 3:39 PM
5	No issue with the road way. Only problem will be more unnecessary developments and more unnecessary congestion added to the area.	11/22/2024 6:32 AM
6	Multiple neighborhoods and side roads/driveways off the main 272 which makes for difficult turning w/oncoming or opposing traffic as well as people behind coming up quickly or aggressively while you are waiting to turn, etc. Many people love to run/walk on the shoulder, but it's not safe.	11/20/2024 9:03 PM
7	Quit doing major building on our already overcrowded town in areas like Elk neck. Otherwise widen roads or create more safe access to those areas. Our Schools are not equipped to handle this extra income of people either. Currently we are not equipped in many areas for this kind of development.	11/20/2024 2:33 PM
8	Again, leave the trees! These trees bring in the tourist needed to sustain our main street businesses!	11/20/2024 6:05 AM
9	I hear the cars and motorcycles race most weekends late or in the middle of the night. Also I would love to ride my bike but it's way too dangerous with others verrying onto the shoulder when going around someone turning left.	11/19/2024 8:35 PM
10	cars parked on Main st near Walnut street that block the view of cars coming on Main st.	11/19/2024 4:13 PM
11	Traffic light added at intersections of Chesapeake Club Dr. and Shady Beach Road. There have been several accidents (as well a fatal accidents) at both intersections. High Seep on this road as well as shoulder is constantly used as a passing lane (at high speed) to get around those slowing down or stopped to turn off of Turkey Point Road. The shoulders are used by walking pedestrians, bikers etc. and is unsafe.	11/19/2024 11:15 AM
12	Nonel	11/18/2024 10:39 PM

13	No problems in this section.	11/18/2024 7:46 PM
14	There are no concerns on this section of road.	11/18/2024 7:46 PM
15	people coming out of School House lane,Chesapeake Club Dr, and Shady Beach Rd DO NOT STOP!!!! they pull right out in front of you all the time!!!!	11/18/2024 6:13 PM
16	While riding southbound on 272, those turning on schoolhouse Lane and Shady Beach as well as The former golf club/community often veer to the right while trying to turn left. I know this is a function of bad driving, but it's commonplace and sets up a Bad situation as people leave town and accelerate.	11/18/2024 1:01 PM
17	no issue	11/18/2024 10:14 AM
18	Proposed construction of apartments and homes would result in a huge increase in the number of cars throughout the entire survey area.	11/17/2024 8:25 PM
19	No turning lanes No stop lights	11/17/2024 5:20 PM
20	None	11/17/2024 2:43 PM
21	No problems here. Leave alone	11/15/2024 9:10 PM
22	People like to ride bikes, walk and jog but it doesn't seem safe.	11/15/2024 4:31 PM
23	Future development adding too much traffic.	11/15/2024 1:43 PM
24	Turn lanes needs for those turning left onto Shady Beach Rd and Chesapeake club Dr. Cars pass fast in the shoulder.	11/14/2024 9:50 PM
25	Hance point bear off needs a traffic circle or some type of caution lights for ppl turning out of west shady beach rd.	11/14/2024 9:28 PM
26	Residents of the golf course community fail to stop at the stop sign leading onto 272.	11/14/2024 9:06 PM
27	Hances Point Rd exit merge too dangerous.	11/14/2024 8:57 PM
28	Better turn lane into St Jude's church.	11/13/2024 11:22 AM
29	At times, roads can narrow limiting emergency services accessibility. Recommend involving Cecil County Emergency services (law enforcement, fire, EMS and emergency management) partners as this project is outside of the town limits of North East. At times, heavy traffic and special town events makes the flow of traffic very difficult to move in and out of town. Consider the fact that new developments is in the planning and designing phase that would use Route 272 in this area. Factor in for heavy truck, equipment traffic related to home building/construction throughout the next few years in the area of School House Lane and Chesapeake Club Drive.	11/12/2024 11:45 AM

Q7 Which of the following improvements would you recommend for Study Area C: South of Susquehannock Blvd? (Select more than one option, if applicable)

Answered: 139 Skipped: 44



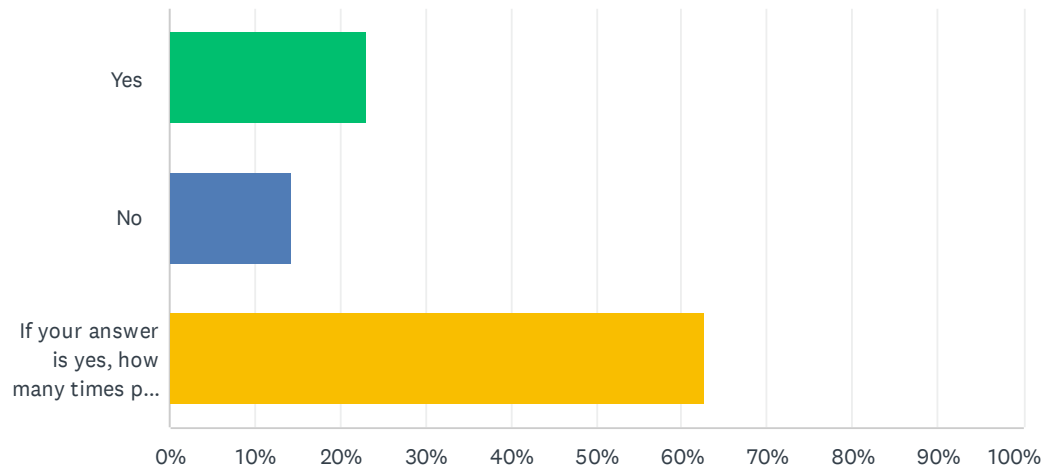
ANSWER CHOICES	RESPONSES	
Better traffic signal timing	13.67%	19
Add a travel lane – either North or South bound	27.34%	38
Add a turn lane	39.57%	55
Improve intersection(s)	23.02%	32
Add more bicycle lanes	19.42%	27
Create a dedicated trail system	15.83%	22
Improve signage or pavement markings	19.42%	27
Add more sidewalks	23.74%	33
Add more bus service	3.60%	5
Add more frequent bus service	2.88%	4
Improve and maintain existing facilities	26.62%	37
Other (please specify)	18.71%	26
Total Respondents: 139		

#	OTHER (PLEASE SPECIFY)	DATE
1	Improve current issues. No new development. Bring back the golf course!!!	11/29/2024 11:57 AM
2	Add lighting at intersections	11/29/2024 11:05 AM
3	It really is fine for now. Very few wrecks. Maybe keep 25 mph til Catholic Church.	11/23/2024 7:47 AM
4	Wouldn't want anything to change	11/22/2024 3:39 PM
5	Stop high density development.	11/22/2024 6:32 AM
6	Quit doing major building on our already overcrowded town in areas like Elk neck. Otherwise widen roads or create more safe access to those areas. Our Schools are not equipped to handle this extra income of people either. Currently we are not equipped in many areas for this kind of development.	11/20/2024 2:33 PM
7	Traffic light at busy intersections	11/20/2024 1:18 PM
8	None of the above! Do NOT allow any further development causing the loss of the old growth forests needed to sustain life on Earth!	11/20/2024 6:05 AM
9	More police presence to stop the racing	11/19/2024 8:35 PM
10	More roads connected	11/19/2024 8:42 AM
11	None	11/18/2024 10:39 PM
12	Reduce speed limit from town until Hance Pt	11/18/2024 10:10 PM
13	Add streetlights at neighborhood entrances.	11/18/2024 7:46 PM
14	Add street lights and a pedestrian/bicycle lane on one side so that cars can't pass into the lanes	11/18/2024 7:46 PM
15	Solid no passing lines in front of homes with driveways	11/18/2024 1:08 PM
16	Heading a turn lane for those exit still left. Might provide some safety. The intersection of hance's Point and Shady Beach is especially dangerous with those turning on Shady Beach.	11/18/2024 1:01 PM
17	More speed enforcement	11/17/2024 8:25 PM

18	Enforcement of laws	11/17/2024 7:04 PM
19	Turn it into two traveling lanes per direction (I.e., a 4 lane road with turning lane in the middle) at least through to Shady Beach rd	11/17/2024 3:37 PM
20	None	11/17/2024 2:43 PM
21	NA	11/15/2024 4:31 PM
22	Add a bit of lighting at some of the residential turns off of 272	11/14/2024 11:39 PM
23	Hances point road bear off needs some type of new intersection That bear off is to dangerous	11/14/2024 9:28 PM
24	Create intersection without exit ramp merge, including stop light at Rt 272 and Shady Beach Rd. Eliminate Hances Point Rd exit ramp/ merge.	11/14/2024 8:57 PM
25	Recommend involving Cecil County Emergency services (law enforcement, fire, EMS and emergency management) partners as this project is outside of the town limits of North East. onsider the fact that new developments is in the planning and designing phase that would use Route 272 in this area. Factor in for heavy truck, equipment traffic related to home building/construction throughout the next few years in the area of School House Lane and Chesapeake Club Drive. Consider a traffic study for heavier traffic related to new residential construction projects. Perhaps, allow for signs for "two-lane" roads to allow for more traffic to flow in and out of town. Currently, this road and points south is a main route leading directly to Turkey Point area and tourist areas south.	11/12/2024 11:45 AM
26	Lower the speed limit until after the Hances Point / Shady Beach Rds intersection	11/12/2024 11:17 AM

Q8 If you travel southbound on the Route 272 corridor, south of Route 40, do you pass through the center of North East to travel to your destination?

Answered: 161 Skipped: 22



ANSWER CHOICES	RESPONSES	
Yes	22.98%	37
No	14.29%	23
If your answer is yes, how many times per week do you travel this route?	62.73%	101
TOTAL		161

#	IF YOUR ANSWER IS YES, HOW MANY TIMES PER WEEK DO YOU TRAVEL THIS ROUTE?	DATE
1	30+	12/4/2024 4:44 PM
2	3	12/3/2024 1:24 PM
3	7-10	12/3/2024 12:18 PM
4	4 to 5	12/1/2024 12:53 PM
5	4	11/29/2024 11:49 AM
6	5	11/29/2024 10:29 AM
7	14	11/26/2024 8:02 PM
8	12 to 24	11/24/2024 7:52 PM
9	10	11/23/2024 2:10 PM
10	5	11/23/2024 11:37 AM
11	5	11/23/2024 11:18 AM
12	12	11/23/2024 9:54 AM
13	20+	11/23/2024 9:47 AM
14	20	11/23/2024 9:06 AM

MD Route 272 Corridor Plan 2025 Survey #1

SurveyMonkey

15	50, I live there.	11/23/2024 7:55 AM
16	7	11/22/2024 4:07 PM
17	Approx. 14 times per week	11/22/2024 3:42 PM
18	2-4	11/22/2024 11:51 AM
19	2	11/22/2024 10:05 AM
20	2	11/22/2024 9:38 AM
21	Too many to count	11/22/2024 7:34 AM
22	5	11/22/2024 7:08 AM
23	Almost daily	11/22/2024 6:40 AM
24	20 times	11/20/2024 9:12 PM
25	10	11/20/2024 3:48 PM
26	2-3 times weekly	11/20/2024 1:19 PM
27	at least 7	11/20/2024 6:05 AM
28	9	11/19/2024 9:45 PM
29	Everyday. I live on Beech St, just off Main St.	11/19/2024 8:40 PM
30	At least 28	11/19/2024 5:50 PM
31	2	11/19/2024 5:15 PM
32	7-10	11/19/2024 4:30 PM
33	Everyday	11/19/2024 2:25 PM
34	5 - 10. I often avoid this round to take a back road (Mechannis Valley road to Cemetary road.	11/19/2024 11:19 AM
35	5	11/19/2024 8:44 AM
36	2	11/19/2024 7:12 AM
37	1-2	11/19/2024 5:32 AM
38	5-7	11/18/2024 10:57 PM
39	15 - 20 times weekly	11/18/2024 10:27 PM
40	10	11/18/2024 9:54 PM
41	5	11/18/2024 9:47 PM
42	5	11/18/2024 9:43 PM
43	6-10	11/18/2024 8:49 PM
44	10	11/18/2024 8:48 PM
45	20	11/18/2024 7:51 PM
46	30. Multiple times a day.	11/18/2024 7:50 PM
47	Every day.	11/18/2024 6:15 PM
48	1-2 times	11/18/2024 5:26 PM
49	3-5 times/week	11/18/2024 5:15 PM
50	1-2	11/18/2024 5:03 PM
51	6-8	11/18/2024 3:07 PM
52	7 or more	11/18/2024 1:08 PM

MD Route 272 Corridor Plan 2025 Survey #1

SurveyMonkey

53	10	11/18/2024 1:07 PM
54	20-25+	11/18/2024 11:42 AM
55	3-4 times	11/18/2024 10:15 AM
56	5	11/18/2024 9:22 AM
57	7	11/18/2024 7:30 AM
58	20	11/17/2024 11:07 PM
59	10	11/17/2024 11:02 PM
60	10	11/17/2024 10:02 PM
61	4	11/17/2024 9:07 PM
62	5-7	11/17/2024 8:52 PM
63	3	11/17/2024 8:31 PM
64	15-20	11/17/2024 8:29 PM
65	Once or twice a month	11/17/2024 7:07 PM
66	Multiple times daily	11/17/2024 6:22 PM
67	Everyday	11/17/2024 5:34 PM
68	40	11/17/2024 5:25 PM
69	5	11/17/2024 4:56 PM
70	15-20	11/17/2024 3:39 PM
71	5	11/17/2024 3:13 PM
72	6+	11/17/2024 2:49 PM
73	3-5	11/17/2024 2:45 PM
74	10	11/17/2024 2:01 PM
75	3	11/17/2024 9:57 AM
76	Twice	11/16/2024 3:54 PM
77	5	11/16/2024 9:35 AM
78	10	11/15/2024 9:11 PM
79	4	11/15/2024 6:03 PM
80	one to two times	11/15/2024 5:53 PM
81	Varies	11/15/2024 1:45 PM
82	10	11/15/2024 12:46 PM
83	Daily	11/15/2024 11:25 AM
84	3-5	11/15/2024 11:07 AM
85	Daily	11/15/2024 11:03 AM
86	Daily, at least	11/15/2024 10:46 AM
87	5	11/15/2024 9:16 AM
88	12-15	11/15/2024 6:58 AM
89	At times, 1 or 7 times a month	11/14/2024 11:41 PM
90	10	11/14/2024 10:49 PM

91	At least 5 days a week, 12+ trips	11/14/2024 9:55 PM
92	3-5	11/14/2024 9:54 PM
93	3	11/14/2024 9:52 PM
94	10	11/14/2024 9:29 PM
95	5	11/14/2024 9:23 PM
96	7 days a week, at least twice a day	11/14/2024 9:12 PM
97	5	11/14/2024 6:03 PM
98	1-2	11/14/2024 5:45 PM
99	5	11/14/2024 4:29 PM
100	6	11/13/2024 12:22 PM
101	Several times per week	11/12/2024 11:19 AM

Q9 Are there any specific area destinations you wish there was better connectivity by car, bike, walking, or bus? Tell us the destination and how you would like to reach it. (For example, "I'd like to bicycle from my home to Downtown North East."

Answered: 80 Skipped: 103

#	RESPONSES	DATE
1	pedestrian access from local schools to downtown	12/4/2024 4:44 PM
2	It would be wonderful if there was a safer option to bike and/or walk from our house to downtown North East. We never do because it seems so dangerous with so many people not abiding by traffic laws.	12/4/2024 3:17 PM
3	Residents who live past downtown North East (Irishtown Road, Schoolhouse Lane, Chesapeake Club Drive, Shady Beach Road and further south to Elk Neck) need an alternative routes to their homes.	12/3/2024 1:24 PM
4	No	12/3/2024 12:18 PM
5	Charlestown to North East along RTE 7.	12/1/2024 12:53 PM
6	No	11/29/2024 11:14 AM
7	Biking to town but traffic congestion	11/29/2024 10:29 AM
8	a bike lane on Main Street	11/24/2024 7:52 PM
9	No	11/23/2024 11:18 AM
10	Coming in and out of the town of North East. Single lane through town for all the traffic long delays and once the car past the vfw. It turns in the autobond	11/23/2024 9:54 AM
11	I'd like a bypass road from Shady Beach road or the Golf Club north around town to destinations north of town.	11/23/2024 9:47 AM
12	bike lanes or paths needed	11/23/2024 9:06 AM
13	There are more and more folks walking on Turkey Point Road. If you make a walking lane, please make it with some vertical barrier to the 60 mph traffic.	11/23/2024 7:55 AM
14	Wouldn't want anything to change in this area	11/22/2024 3:42 PM
15	wider sidewalks	11/22/2024 12:58 PM
16	N/A	11/22/2024 10:05 AM
17	I live off of 272 south of Downtown and just beyond the study area. I am a runner and see a lot of other runners who run through the study area and beyond along the shoulder, since there is nowhere else to go. There are many times that I feel unsafe because of people's excessive speeds, and there isn't really much room for me to keep myself safe. I would love to be able to ride my bike and run with my children in their jogging stroller safely up and down route 272 utilizing bike trails and dedicated sidewalks away from traffic. With our state parks and forests throughout the North East area, it would significantly benefit the area by having sidewalks and trails that connect them to Downtown North East. I can definitely see countless people taking advantage of the beautiful scenery by running, walking or riding their bikes on sidewalks or dedicated paved trails. I definitely would!	11/22/2024 7:34 AM
18	Way too much congestion for safe bicycle travel. Time and place for everything. That's why I-95 doesn't have a bike lane.	11/22/2024 6:40 AM
19	I would love to bike from my home on the outskirts of town into Downtown North East.	11/20/2024 9:12 PM

MD Route 272 Corridor Plan 2025 Survey #1

SurveyMonkey

20	From North East Isles to downtown needs sidewalks	11/20/2024 3:48 PM
21	I avoid downtown North East certainly during spring and summer due to traffic issues. Would like to be able to go more often by car.	11/20/2024 1:52 PM
22	No.	11/20/2024 11:42 AM
23	no	11/20/2024 6:05 AM
24	I would love to bike or walk to the little league fields but walking or biking on the shoulder is way too dangerous	11/19/2024 8:40 PM
25	NA	11/19/2024 5:50 PM
26	Walking down 272 into the town of North East is very dangerous due to no sidewalks and the speeding cars.	11/19/2024 2:25 PM
27	Connect mechanics valley through or the existing right of way just east (away from middle school) of of that	11/19/2024 8:44 AM
28	Turkey Point, by bike or walking	11/19/2024 5:32 AM
29	I would like to ride my bike from Chesapeake Club to downtown North East	11/18/2024 10:27 PM
30	Coming out of town	11/18/2024 9:54 PM
31	I'd love more bike friendly roads all over Cecil County.	11/18/2024 9:43 PM
32	Parking area to walk or bike to town, or trolley with dedicated lane	11/18/2024 9:29 PM
33	I'd like to bicycle from my home to downtown North East	11/18/2024 7:51 PM
34	I would like to bicycle.	11/18/2024 7:50 PM
35	None	11/18/2024 5:03 PM
36	North East Isles to town no sidewalk. 190 units and people walk into town but no sidewalks	11/18/2024 3:32 PM
37	No. Just heavy traffic	11/18/2024 3:07 PM
38	Any bicycle paths along 272 to Turkey Point lighthouse should be off the road. With the inclines and limited vision, bicyclists are in a very dangerous position along 272	11/18/2024 1:07 PM
39	some sort of park and ride for downtown might make sense if parking on main street is taken away to make more travel lanes	11/18/2024 12:47 PM
40	There are no bike routes through town. You must bike in the street. Not safe for families.	11/18/2024 11:42 AM
41	no	11/18/2024 10:15 AM
42	The intersection of rt 40 and 272 is NOT pedestrian friendly	11/18/2024 9:22 AM
43	The route 40 intersection is NOT pedestrian friendly.	11/18/2024 8:43 AM
44	Biking/walking from Charlestown to downtown North East on Rt 7. I would never allow my children to walk or bike this road.	11/18/2024 7:33 AM
45	I would like to ride my bike from my home in Bayview to downtown North East.	11/18/2024 5:37 AM
46	Need another entry point to the North East Plaza (Walmart, shopping area). Too many vehicles trying to enter by one traffic signal.	11/18/2024 1:02 AM
47	I'd like 272 to be more accessible to runners & bikers headed to and from town	11/17/2024 9:46 PM
48	Walkability to downtown North East, bike lanes	11/17/2024 9:43 PM
49	I don't know how you would do it but a second lane through town would be great.	11/17/2024 9:07 PM
50	No	11/17/2024 8:29 PM
51	No	11/17/2024 7:07 PM
52	Sidewalks	11/17/2024 6:22 PM
53	Home-Driving out of my home the main part of North East has two lanes while coming home I	11/17/2024 5:34 PM

	have to drive the signal lane through town. I would like an easier way to bypass if needed.	
54	I'd like walking and biking paths from my home to town center. More streetlights south of Irish town road Turning lanes	11/17/2024 5:25 PM
55	North East High School really needs more than one option to get to Route 40. The bottleneck is very bad when school lets out. This will get worse as the new, bigger building is completed.	11/17/2024 4:56 PM
56	Would like safer travel areas for walkers and bikers between Shady Beach and town.	11/17/2024 3:41 PM
57	I would like a bypass road created to avoid the one way roads in downtown.	11/17/2024 3:39 PM
58	Would like to travel through the town of North East in less than 15 minutes. One way in on a Friday or Saturday is nerve racking!	11/17/2024 3:13 PM
59	No	11/17/2024 2:46 PM
60	Trolley from NE shopping center parking lots to downtown NE and other tourist areas	11/17/2024 2:01 PM
61	Cecil Ave to NE Isles needs better walking paths -perhaps a sidewalk	11/17/2024 9:57 AM
62	I'd like to walk or bike from North East Isles to downtown North East.	11/16/2024 11:17 AM
63	I'd like to bicycle from south of the town of North East to town.	11/16/2024 9:35 AM
64	I like to bike from Downtown North East to North East Isles Drive.	11/16/2024 8:46 AM
65	a sidewalk over the NE River on Cecil Ave is really needed.	11/15/2024 5:53 PM
66	The bridge over the north east creek, route 7, needs to be wider with a shoulder/bike lane	11/15/2024 5:04 PM
67	I would like to have a sidewalk along Cecil Ave. West of 272.	11/15/2024 3:46 PM
68	Would love for town to be bike friendly but that could be a challenge.	11/15/2024 1:45 PM
69	We frequently walk from our residence to Downtown North East and to the town park. It would be greatly appreciated if Cecil Ave could have improved sidewalks from the Mechanics Valley Rd & Cemetery Lane area to downtown. The current sidewalks have overhanging trees that obstruct walking and are in a state of disrepair. Thank you.	11/15/2024 11:25 AM
70	I'd like to be able to bicycle down red toad Road to Route seven and then into North East	11/15/2024 11:07 AM
71	I would simply like to get home in a relatively decent amount of time, I live on Shady beach, the rip through North East town will most times be 10-15 minutes. Additional development will only exasperate the issue.	11/15/2024 6:58 AM
72	Bike lanes and trail systems down 272 are nice in principal, and I would love to see a safe way to bike or walk to town from Cecil College, but there's is a substantial issue with homeless addicts living in the center of the study area, near the intersection with route 40, traveling up to Lum's Road/Flying J truck stop. A trail network would just extend this problem area by giving them easier access to a larger area. Without significant efforts to remove this population or increase safety, I doubt such amenities would be utilized.	11/14/2024 9:46 PM
73	Cycling from south of North East to North of town is not a safe venture due to a lack of bike lanes & people driving in the existing bike lanes North of Rt 40. Thw general disregard for cyclist safety in the community makes it difficult to feel safe cycling in the North East area	11/14/2024 9:12 PM
74	Sidewalks from Lums rd to north east plaza	11/14/2024 9:10 PM
75	The traffic heading in and out of downtown is horrendous for those that live south of town. We live off Hances point road and not having a way around main street is very time consuming! Why can't parking be removed off Main Street and Main Street becomes a 2 lane road with NO STOPPING. Or consider making maudlin into a north/south one lane road each way? Especially in summer. The traffic is awful.	11/14/2024 8:19 PM
76	no	11/14/2024 6:03 PM
77	No	11/14/2024 5:45 PM
78	When the schools let out downtown North East is totally stopped and slow with school. Later people coming home from work the traffic backs up downtown to route 40.	11/14/2024 4:29 PM

79	walking and bicycle to the North East Park. Better, wider road access to the North East Park. Better sidewalks and crosswalks for pedestrians in the town of North East for shops, food and events.	11/12/2024 11:54 AM
80	No	11/12/2024 11:19 AM

Q10 Are there any specific locations within the study area that you feel are unsafe or inefficient traveling by car, bike, walking, or bus? Please specify location, streets, or intersections; and tell us about your concerns at each location and if they happen at a specific time of year or time of day.

Answered: 107 Skipped: 76

#	RESPONSES	DATE
1	car during the summer time heading into town is a nightmare	12/4/2024 4:44 PM
2	I would say from the North East store, where 272 and Hances Point Rd splits all the way to Susquehannock is unsafe. As soon as drivers leave town they speed down 272 and they disregard traffic laws especially when it comes to passing turning vehicles. There are so many turns into neighborhoods or private homes maybe the speed limit should be reassessed or there need to be turning lanes implemented.	12/4/2024 3:17 PM
3	Traffic does not slow down between Route 7 (Cecil Avenue) from Mechanics Valley Road to Mauldin Avenue even though it is a residential area and a school zone.	12/3/2024 1:24 PM
4	The area between the flying J off I-95 to the 40/272 intersection is too clogged with trucks and vehicles during peak times. Also, getting through north east during peak season south of 40 is a nightmare and can take up to 20 minutes	12/3/2024 12:18 PM
5	Southbound 272 through North East.	12/1/2024 12:53 PM
6	All 3 zones are unsafe and inefficient.	11/29/2024 11:59 AM
7	Improve lighting at McKinneytown Rd intersection.	11/29/2024 11:14 AM
8	Main/7, Main and Mauldin, Main and side streets yoy can't see to turn left	11/29/2024 10:29 AM
9	Relocate 35mph speed limit sign at Beach Street further out of town.	11/24/2024 7:52 PM
10	narrow bridge over north east creek on route 7	11/23/2024 2:10 PM
11	downtown is already congested with a lot of pedestrian traffic. Adding to that will make getting in an out of town a disaster	11/23/2024 11:37 AM
12	Vision is limited when vehicles are parked on shoulders- eg when trying to turn out of The Harbors	11/23/2024 11:18 AM
13	On 272 from the flying J all the way past the NE ball fields	11/23/2024 9:54 AM
14	The Susquehannock Blvd./272 intersection has visibility issues coming from Susquehannock turning north. Also, speed and traffic volume issues when trying to access 272 - especially in summer months with traffic to and from marinas/popular destinations south of the split. There also needs to be turn lanes onto Susquehannock Blvd.-traffic moves well over the speed limit bearing down on those making turns from both northbound and southbound onto or out of Susquehannock.	11/23/2024 9:47 AM
15	Absolutely, can not see to pull onto Main from Wallace. Need spaces blocked with vertical rods on the north side of that intersection like the south side has for some reason. Plus, there is a fire hydrant there, and cars still park to get coffee.	11/23/2024 7:55 AM
16	Section A is very dangerous for pedestrians. Speeds need to be reduced.	11/22/2024 4:07 PM
17	Wouldn't want anything to change in this area	11/22/2024 3:42 PM
18	southbound 272 through North East, with pedestrians walking across the street.	11/22/2024 12:58 PM
19	Each segment of 272 is dangerous for pedestrian and bicycle traffic.	11/22/2024 11:51 AM
20	I work at the comfort inn 1 center dr suite 3, the intersection at 272 and Lums road could use	11/22/2024 10:05 AM

crosswalks and sidewalks in the area. With the truck stop right here there are lot of truckers and travelers as well who cross the street at this intersection. Also truckers get stuck in the area for whatever reason and tend to walk to walmart which is super dangerous for them.

21	As I'm sure most respondents note- Main St going through North Est is very narrow and vehicles coming from side streets are sometimes hard to see	11/22/2024 9:38 AM
22	I think that the intersection where Russel Street, N Main Street and Mauldin Avenue meet right in front of the town sign is horrendous. There is no safe place to cross the street there. That could definitely use some improvement!	11/22/2024 7:34 AM
23	Parallel parking on Main Street without a bypass on Mauldin Ave. It's HIGHLY inefficient. More parking for downtown and high flow on Mauldin Ave would solve this entire section.	11/22/2024 6:40 AM
24	NORTH EAST is a resort town. Summers are always crowded and also holidays.	11/21/2024 1:10 PM
25	Turning left into De La Plaine neighborhood off 272 S, there is no turning lane and cars often swerve around us onto the shoulder.	11/20/2024 9:12 PM
26	272 towards turkey point there are a lot of people speeding. There is no area for people to safely walk/bike.	11/20/2024 2:37 PM
27	The new Nazarene camp Td red light is dangerous coming up on it. It trips even when a vehicle is turning right on red, stopping cross traffic for no reason. Pedestrians crossing over in this area is dangerous with it not well lit and there's no sidewalk once they cross.	11/20/2024 1:52 PM
28	Rt. 40 and Rt. 272 North of Rt.40 are not safe for bike traffic.	11/20/2024 11:42 AM
29	no	11/20/2024 6:05 AM
30	Coming from anywhere north of 40 by bike or walking isn't safe.	11/19/2024 9:45 PM
31	I would like to walk or ride my bike from the community park down the peninsula towards Turkey Point but there is no sidewalk.	11/19/2024 8:58 PM
32	Yes this whole section c corridor. And it's anytime of any day.	11/19/2024 8:40 PM
33	Intersections in town are hard to see when crossing by car. 50 mph is too fast just outside of town limits on 272 going south, shouldn't be 50 mph until after Shady Beach Road intersection. Too many turn offs for traffic to be going so fast.	11/19/2024 5:50 PM
34	No	11/19/2024 5:15 PM
35	Like to bike but cars don't appreciate that I have to ride in the car lane.	11/19/2024 4:30 PM
36	Route 272 south of the town of North East	11/19/2024 2:25 PM
37	All of Turkey point road, both directions. South Main Street and Mauldin Ave.	11/19/2024 11:19 AM
38	Going to either shopping plaza on both sides of 40 (Walmart and Food Lion) is extremely dangerous on foot, there are a lot of people who have to walk who are forced to just walk along highways and across them	11/19/2024 5:32 AM
39	Rte 40 to Cecil College. Inefficient and unsafe at times, mainly rush hours. Southbound is not as bad with the merge lane for southbound 272 at Flying J. Northbound is worse. Turn lanes for Flying J need lengthening. Northbound marking for 272 and Biggs highway needs to begin earlier. Non-locals struggle with getting into the proper lane. Cecil College needs better turn lanes onto and off-of 272 northbound.	11/18/2024 10:57 PM
40	There is too much traffic congestion through North East Main Street, extending down Turkey Point Road. Vehicles travel at ridiculously high speed and have caused or almost have caused accidents with the people who are turning into Chesapeake Club.	11/18/2024 10:27 PM
41	All three areas are currently unsafe for cyclists and pedestrians.	11/18/2024 9:43 PM
42	There is no safe waking or biking outside of town	11/18/2024 9:29 PM
43	Congestion downtown caused by discharge or pickup of passengers which blocks traffic causing backups out to the railroad bridge or further, occurs frequently evenings and weekends, worse in summer months.	11/18/2024 8:48 PM
44	Rt 40 to downtown North East is an area I try to avoid at all times every day because the	11/18/2024 7:51 PM

	traffic has gotten so bad. I take the long way around to get to my home instead.	
45	Yes	11/18/2024 7:50 PM
46	Lighting at night in the park would likely provide additional safety for those individuals in the park past dusk.	11/18/2024 5:26 PM
47	None that I know of	11/18/2024 5:03 PM
48	From N E Isles to town	11/18/2024 3:32 PM
49	Traffic turning onto N 272 from Chesapeake Club Drive pull out in front of 50 MPH+ traffic. Very unsafe.	11/18/2024 1:08 PM
50	272/Shady Beach/Hances Point intersection can be dangerous with cars turning left on Shady Beach. Some cars go around others do not and if there's a car waiting on Henson's point to turn on to 272 North. There's quite a few near misses there each time.	11/18/2024 1:07 PM
51	the intersection at food lion/the rail road bridge should have a light	11/18/2024 12:47 PM
52	Cars excessively speeding on Rt-272 past the VFW. Shoulder is not safe for biking or running during the day. There are no lights at night in any side road.	11/18/2024 11:42 AM
53	All traffic is backed up from Main Street to route 40 every evening there could be a travel lane to by pass people trying to parallel park on Main street	11/18/2024 9:22 AM
54	272 and 40 intersection is dangerous	11/18/2024 8:43 AM
55	crossing rt 40 any time of day. is there even a crosswalk? I wish my kids could bike to the library from rt 7	11/18/2024 7:33 AM
56	Luma Rd to Rogers Rd during rush hours is a mess, especially the railroad bridge area.	11/18/2024 7:30 AM
57	The massive amount of rush hour traffic caused by the bottle neck at the truck stop. Also traveling the opposite direction the three quick succession stoplights, cause back ups for people traveling into North East.	11/18/2024 5:37 AM
58	Going into the North East Plaza (Walmart plaza) off 272. Dangerous intersection. High speed coming southbound toward turning traffic	11/18/2024 1:02 AM
59	272 south of Irish town is dangerous. No sidewalks. Improper passing lines in street. No turn lanes. Speeding	11/17/2024 11:07 PM
60	Entrance to Chesapeake Club Pkwy	11/17/2024 11:02 PM
61	All of them (especially Section C) could be safer for all aforementioned travel alternatives	11/17/2024 9:46 PM
62	Intersection of Chesapeake Club Parkway and 272. Dangerous to make a left turn into the Fairway Villages development off of 272. Cars travel at high speed, use shoulder to pass turning vehicles, sometimes pedestrians walk along the shoulder. Site of a recent motorcycle accident.	11/17/2024 9:43 PM
63	Need a dedicated right turn lane from 272 north onto rt 40.	11/17/2024 8:29 PM
64	Route 272 and 274 intersection and exiting i95 and turning left at the traffic light, numerous times vehicles pay no heed to the light while driving south on 272	11/17/2024 7:07 PM
65	We need sidewalks	11/17/2024 6:22 PM
66	I do think walking on the side of the road especially in the evening/dark is unsafe as people consistently pass a turning vehicle on those side areas.	11/17/2024 5:34 PM
67	Route 242 below Irish town road and heading to lighthouse. Road is a safety risk. Poor lighting. No street lights. No turn signals. No bike or walking lanes. Deadly road.	11/17/2024 5:25 PM
68	The entire stretch from Lums Road to Route 40 is woefully inadequate. Too many trucks, too little lanes, and very poor design of intersection.	11/17/2024 4:56 PM
69	All of downtown North East which I avoid at all cost because of it	11/17/2024 4:16 PM
70	Yes between shady beach and town is terribly unsafe. People passing on shoulder endangering walkers and bikers.	11/17/2024 3:41 PM

71	In section A, between rte 40 and the right turn only lane across from the warehouse. People are always flying up the turn lane to pull in front of the traffic in the straight lane. Could this be widened so there are two northbound lanes from rte 40 to the Flying J?	11/17/2024 3:39 PM
72	Just getting through town on a weekend is not fun!	11/17/2024 3:13 PM
73	Yes, walking from the north east park, across turkey point, and up Irish town road is unsafe because people drive too fast.	11/17/2024 2:46 PM
74	Turning onto Main St by post office and near boat school. Better light timing to alleviate Main St traffic.	11/17/2024 2:01 PM
75	NE Isles to downtown Main Street, unsafe to walk to downtown	11/17/2024 9:57 AM
76	Downtown area	11/16/2024 3:54 PM
77	It is currently unsafe to walk or bike across the historic bridge connecting North East Isles with downtown North East.	11/16/2024 11:17 AM
78	We are VERY concerned about turning into our neighborhood (which is off of rt 272) - the cars don't even slow down while whizzing past us on the shoulder (1 foot from our car). Catastrophe waiting to happen!	11/16/2024 9:35 AM
79	Route 7 from 272 to North East Isles Drive	11/16/2024 8:46 AM
80	The alternate merge south of Lums Rd on 272 is unsafe because people don't know how to navigate it.	11/15/2024 6:54 PM
81	No	11/15/2024 6:03 PM
82	Many people cross Rt. 40 and Rt. 272 at the intersection, and it is very unsafe. This includes families with children. A pedestrian bridge would help improve safety.	11/15/2024 4:38 PM
83	Cecil Ave. west of 272 is dangerous for pedestrians and bicyclists	11/15/2024 3:46 PM
84	Bridge area and generally the area south of Lums Rd to the new intersection.	11/15/2024 3:23 PM
85	Turning from side streets onto Main Street	11/15/2024 1:45 PM
86	272 North East town and South. blind intersections; failure to STOP at intersections; speed;	11/15/2024 11:03 AM
87	There isn't enough room to bike down Main Street North East.	11/15/2024 10:46 AM
88	Route 40 North, there is no pedestrian walkways/travel paths	11/15/2024 9:16 AM
89	Every area A,B,C is dangerous by walking, or bike, limited access, no crosswalks, few dedicated bike or walking areas. The intersections at Rt40 and the Walmart shopping center are extremely dangerous.	11/15/2024 6:58 AM
90	272 at railroad bridge at night closer to rising Sun. Not the bridge into actual town	11/14/2024 11:41 PM
91	Left turn into Chespeak Club (south bound) poses danger	11/14/2024 10:49 PM
92	I walk main street weekly with a friend. The railroad bridge has a shoulder but cars go so fast it doesn't always feel safe.	11/14/2024 9:55 PM
93	Lums Rd. To Route 40 is a heavy bottleneck, especially with the new cross-dock warehouses popping up everywhere. It gets very congested by car, and is unsafe to travel on foot. The 4 traffic lights in this area and stop and go traffic are common areas for vehicle collisions, along with the intersection at Biggs Hwy. vehicles turning right from Biggs have their own lane, but frequently stop (instead of yielding) or are hit by cars merging across the intersection.	11/14/2024 9:46 PM
94	South of Rt 40	11/14/2024 9:12 PM
95	Bottle necking at the rail road bridge on 272.	11/14/2024 9:10 PM
96	Rt 272, Hances Point Rd and Shady Beach Rd intersection. Very dangerous for residents and Little League baseball field kids.	11/14/2024 8:58 PM
97	I live on West Shady Beach. Traffic that bear right onto Hance point road are going very fast. Speed limit sign of 25 mph is located just south of West Shady Beach rd. I feel that bear off	11/14/2024 8:36 PM

onto Hance point road should be closed. Traffic should make a right onto Shady beach then a left onto Hance point road. A traffic light at shady beach rd and 272 would also be great.

98	100% Main Street is dangerous because almost ALL pedestrians do not follow safety laws and cross in the cross walk. Force walkers to use an overpass to the other side of the road versus crossing and slowing traffic. The parking on mainstreet is a huge issue.	11/14/2024 8:19 PM
99	From Flying J light thru every light on 272, always backed up traffic, too many trucks, not enough lanes. One lane into town stops traffic on 272 at the 40 light all summer long	11/14/2024 8:17 PM
100	the area (272)between rt40 and the 95 exits. The intersection at flying J is very dangerous. I needs dedicated turn arrows. The section of road (272) in front of Chesapeake Club dr. could use a stop light. There is a lot of traffice going in and out of that area.	11/14/2024 6:03 PM
101	Crossing Mauldin Ave.	11/14/2024 5:45 PM
102	The intersection of route 272 and Chesapeake Club Drive is not safe turning into or out of the development.	11/14/2024 4:29 PM
103	Traveling by bike is not safe going through town. Cars are parked on both sides of the one way street. Not much room for a bicyclist to get through.	11/13/2024 8:22 PM
104	Sunday mornings turning left pinto St Jude parking lot.	11/13/2024 11:23 AM
105	Business district- downtown North East; North East Station parking lot	11/12/2024 8:56 PM
106	unsafe, behind Wal-Mart area.	11/12/2024 11:54 AM
107	Between	11/12/2024 11:22 AM

Q11 Are there specific locations within the study area you enjoy traveling by car, bike, walking, or bus? Please specify location, streets, or intersections; and tell us about what you enjoy.

Answered: 63 Skipped: 120

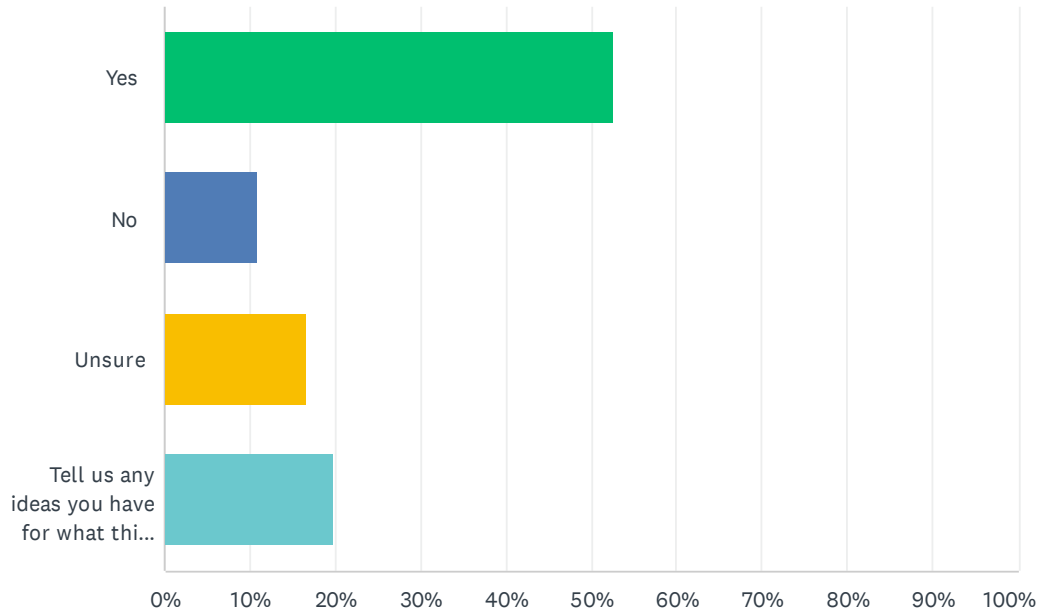
#	RESPONSES	DATE
1	love downtown north east and 272 heading out to turkey point	12/4/2024 4:44 PM
2	No	11/29/2024 11:14 AM
3	I enjoy walking and biking into town.	11/24/2024 7:52 PM
4	walking from susquehannock thru the town of north east	11/23/2024 2:10 PM
5	From The Harbors to Bay Boat Works for example	11/23/2024 11:18 AM
6	Early morning!! (5-6 AM) minimal traffic	11/23/2024 9:54 AM
7	We reside on Susquehannock Blvd.. We've been here over 25 years. We moved here to enjoy the whole area/be away from the congestion north and east of here.	11/23/2024 9:47 AM
8	Love travel in our golf cart, but that is likely a lofty dream to be accomodated.	11/23/2024 7:55 AM
9	Any place I like to go is fine the way it is. We don't want any changes or development that takes away any scenery at all.	11/22/2024 3:42 PM
10	Yes, 272 in downtown North East.	11/22/2024 11:51 AM
11	N/A	11/22/2024 10:05 AM
12	I am a distance runner and enjoy running up and down 272 as long as there are shoulder lanes available. These shoulder lanes cut off just beyond NEFC Company 44. I enjoy being able to run all of the way to the intersection of 272 and 40 and back up to my street (or beyond that). I take advantage of going through the town park, and frequently take my daughter there.	11/22/2024 7:34 AM
13	I enjoy driving down Main Street late at night when no one is trying to remember how to parallel park from drivers ed days.	11/22/2024 6:40 AM
14	West Cecil Ave. needs major help from Main St. to the North East Isles community. Sidewalks and/or shoulders/bike lanes need to be expanded down that stretch of road to enable walking/biking more safely.	11/20/2024 9:12 PM
15	See above.	11/20/2024 3:48 PM
16	North East expecially through town is never enjoyable. There is not enough parking and it takes forever to get through town as it is always congested.	11/20/2024 2:37 PM
17	N/A	11/20/2024 11:42 AM
18	All of the areas! I moved here in 2017 precisely for the beautiful trees and water! The old growth forest and the wildlife that inhabit it are the tourist attraction that people come here for. Without it, we are simply another concrete and asphalt nightmare! Dont destroy it!	11/20/2024 6:05 AM
19	Around the park or in my neighborhood only	11/19/2024 8:40 PM
20	NA	11/19/2024 5:50 PM
21	No	11/19/2024 5:15 PM
22	The strip of road after the main street of North East, heading towards Turkey Point is beautiful and a great drive	11/19/2024 5:32 AM
23	We have Turkey Point and other parks to enjoy walking and biking. I do not think 40 and 272 north of 40 would make any person's enjoyable to walk/bike list. Road noise and exhaust are	11/18/2024 10:57 PM

	something to get through, not be in. North East and southbound 272 out of North East is a place many locals walk/bike.	
24	I wish all study areas were safely accessible by bicycle	11/18/2024 10:27 PM
25	Walking the downtown area	11/18/2024 9:29 PM
26	Section A and B. 40 to the end of downtown NE southbound. Traffic is so bad all the time.	11/18/2024 7:50 PM
27	Cherry and Walnut Street going toward the park	11/18/2024 5:26 PM
28	I enjoy walking to North East Park	11/18/2024 5:15 PM
29	The town of North East	11/18/2024 5:03 PM
30	From ne to elk neck can be a nice drive	11/18/2024 3:07 PM
31	I absolutely love North East Main Street, but it's difficult to get there right now because of congestion. I'm scared about if they build the apartments they're threatening south of town—how will traffic work then? I already add 10-15 minutes to my travel time to get downtown at dinner time during the week.	11/18/2024 12:47 PM
32	I enjoy walking through down town. It is safer than riding bikes. Also enjoy the park area.	11/18/2024 11:42 AM
33	I love walking through the town of North East, just hate sitting in traffic for 1/2 mile to get home	11/18/2024 9:22 AM
34	North east Main Street. The scenic drive to Turkey point.	11/18/2024 8:43 AM
35	I enjoy downtown north east but rush hour traffic makes it miserable.	11/18/2024 7:33 AM
36	From Irish town Rd South is a nice drive.	11/18/2024 7:30 AM
37	We enjoy walking in the town of North East. Section A is not safe to walk or bike.	11/18/2024 5:37 AM
38	Driving through North East toward Turkey Point. No issues	11/18/2024 1:02 AM
39	Entire area.	11/17/2024 11:07 PM
40	Section C going out of town is a very peaceful area. It's a nice drive, bike ride, walk, etc	11/17/2024 9:46 PM
41	Driving through downtown North East.	11/17/2024 8:29 PM
42	Walk to town	11/17/2024 6:22 PM
43	Not really	11/17/2024 5:34 PM
44	I can get where I need to by car. There are not safe biking or walking lanes to get from my neighborhood to north East town center.	11/17/2024 5:25 PM
45	I enjoy Main Street North East, but it would be best to get traffic away from that street.	11/17/2024 4:56 PM
46	Between Shady Beach and downtown.	11/17/2024 3:41 PM
47	There is no time driving through NE that would be enjoyable!	11/17/2024 3:13 PM
48	We enjoy going into the downtown area to shop and fine. We enjoy biking but there aren't any really safe areas to bike for a distance.	11/16/2024 9:35 AM
49	Walking and biking from 272 to North East Isles Drive.	11/16/2024 8:46 AM
50	No	11/15/2024 6:03 PM
51	I enjoy the town park	11/15/2024 3:46 PM
52	South of town is fine but development could change that.	11/15/2024 3:23 PM
53	Enjoy walking all around town.	11/15/2024 1:45 PM
54	No crosswalks on any intersections south of VFW e.g. marina, corner of Shady Beach,	11/15/2024 11:03 AM
55	Actually none, I travel most by car, and the travel time to get from Shady Beach to the college during rush hours, or on weekends. Can be 20+mins to travel 4 miles, and that is in both directions.	11/15/2024 6:58 AM
56	Down town north east- leave it alone! We do not want the charm of our town ruined. Consider	11/14/2024 10:49 PM

	using cemetery road and making part of Malduin go south and merge with town traffic	
57	I love grabbing coffee at CBCC downtown and walking to NE park.	11/14/2024 9:55 PM
58	I like traveling through town by car and south toward Turkey Point. North of Route 40 is ugly, congested, and industrial. I would love to see that area both expanded (to reduce congestion/traffic) and cleaned up/improved/made more scenic. This is often the first impression of the area when travelers exit off 95, and right now, the first impression is a truck stop, a liquor store, a warehouse, and a strip mall riddled with homeless addicts.	11/14/2024 9:46 PM
59	No, it's too congested & drivers do not pay attention.	11/14/2024 9:12 PM
60	No	11/14/2024 8:19 PM
61	I drive south on 272 (further than the study area) everyday. It is a nice drive.	11/14/2024 6:03 PM
62	Downtown North East. Classic downtown feel.	11/14/2024 5:45 PM
63	Add more bus stops. Currently, Cecil Transit only travels along Route 40 from Glasgow, Delaware to a little bit into Havre de Grace, Maryland. Cecil Transit does not go into the town of North East.	11/12/2024 11:54 AM

Q12 Do you think a walking/bicycling trail better linking the Town of North East to the North East River is a good idea?

Answered: 156 Skipped: 27



ANSWER CHOICES	RESPONSES	
Yes	52.56%	82
No	10.90%	17
Unsure	16.67%	26
Tell us any ideas you have for what this trail system could look like:	19.87%	31
TOTAL		156

#	TELL US ANY IDEAS YOU HAVE FOR WHAT THIS TRAIL SYSTEM COULD LOOK LIKE:	DATE
1	You can walk down street to river. No need.	11/29/2024 11:59 AM
2	Depends on where the river access will be. There is already access south of the RR bridge and at the town park.	11/29/2024 11:14 AM
3	from main street to the park	11/23/2024 2:10 PM
4	A trail from the area along the creek from the town park to at least Church Street would enhance the boater usage of the town dock facilities and access to businesses in town.	11/23/2024 9:47 AM
5	Depends - do you want more people to come? Is South Turkey Point going to be developed - then you better start getting ready for it. I like things the way they are, but I'm old.	11/23/2024 7:55 AM
6	If the trail system has cameras for protection.	11/22/2024 4:07 PM
7	A walking and or cycling trail connecting Town of North to the North East Park or an extended trail system connecting Cecil College to Town of North East.	11/22/2024 11:51 AM
8	I think that the Kent Island South Trail in Stevensville is a brilliant idea that the trail system in	11/22/2024 7:34 AM

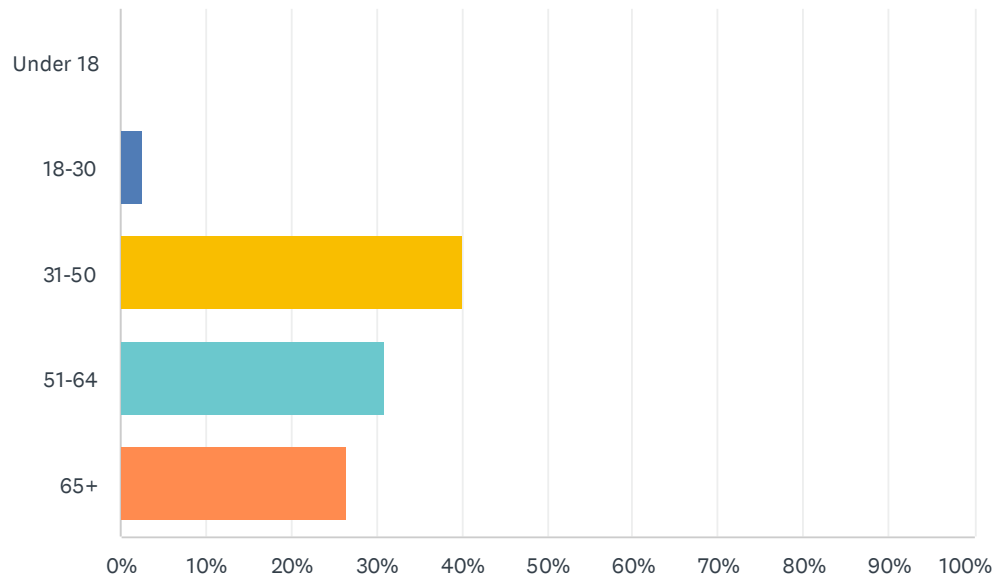
North East could look like. It runs along Route 8 which is a very similar road to 272. We just moved to North East from southern Kent Island and frequented this trail more times than I could count. It was incredibly safe, and it was always full of walkers, runners and bikers. It is all paved and allowed for enjoyment for all! I think if this trail started at the town park and followed down 272, potentially connected to the state park, it would allow for a safe mode of transportation for all whether by foot or bike. It could even be utilized for races! I know that the town hosts a triathlon event and this could be a great place to have people participate without interfering with traffic.

9	This survey seems to have leading questions implying you already have your ideas and want to mold the survey responses to support them. Less development is needed. I bet this response won't get read at the meetings. Stop spending tax money on needless "improvements" (ie. Walking trails, bike trails) and focus on traffic congestion.	11/22/2024 6:40 AM
10	You should contact David Bartoo from the State of DE. He is recently retired from their trail department. He was the chief trail designer for many years. He would have great ideas!	11/20/2024 9:12 PM
11	Boardwalk type with benches and lighting along NE creek to the town park.	11/20/2024 11:42 AM
12	There are enough sidewalks already!	11/20/2024 6:05 AM
13	I worry about what this will do to the local wildlife. Ducks, geese, otters, birds, fish, etc. Also another big concern is littering.	11/19/2024 8:40 PM
14	It won't be used	11/19/2024 8:44 AM
15	It should be well lit with benches, trash cans and decently paved.	11/19/2024 5:32 AM
16	I guess, why? It's not like the town of North East is actually on the river. The only public access area is the park. And you can easily ride a bike or walk to it now.	11/18/2024 7:51 PM
17	Paved walking path to the park and also around the park. The gravel path currently there is often times difficult to navigate when older and walking with a cane or in a wheelchair	11/18/2024 5:15 PM
18	It is easily walkable now	11/18/2024 3:07 PM
19	Yes, I think anything encourages our community to take advantage of the natural geography of this area is good for all. A biking path that could be off of the main road would provide safety.	11/18/2024 1:07 PM
20	A lot trail perhaps following the creeks path. Well lit.	11/18/2024 11:42 AM
21	I think it's a good idea but on Bay club Pkwy, there's a bike trail. So many cars park on the trail that it can't be used and noone gets ticketed.	11/17/2024 10:02 PM
22	This would mean more traffic in town.	11/17/2024 3:13 PM
23	The town has little to no parking now. Adding a trail system would not help those that of us that live in the area. Leave that to the park system a few miles down the road. To many people cross that 50 mph road on without looking already.	11/17/2024 2:49 PM
24	We need to market downtown North East as a waterfront destination to bring-in more tourists and families throughout the year. Having more paths and trails from the Town to the River is an important part of that.	11/16/2024 11:17 AM
25	Lane for bikers and one for walkers	11/15/2024 11:03 AM
26	Yes, within the confines of town from the golf course to the park.	11/15/2024 9:16 AM
27	Unsure - a trail network would be nice but crime/homelessness would need to be addressed before I'd feel safe using it.	11/14/2024 9:46 PM
28	Hard pack, self healing limestone has been the most effective in rail trail use & would apply best in town, if erosion mitigation can happen	11/14/2024 9:12 PM
29	It would be nice if the bike path went down 272 and down Hances point. Currently it is dangerous for residents to walk and bike from town to Hance point rd.	11/14/2024 8:19 PM
30	It should also provide easy access to Main Street for shopping and dining.	11/14/2024 4:29 PM
31	Yes, additionally could add a flood mitigation project to improve storm water management reducing known nuisance flooding in the area. If considering a walking trail, perhaps, including a land buffer to act as a barrier to reduce flooding issues. Could add bicycle racks at some	11/12/2024 11:54 AM

stores to park bicycles or a general area to store bicycles. Consider the new evolving change for electric vehicles. Consider involving Cecil County Parks and Recs for some ideas for a walking trail if the trail was to go outside the town limits of North East.

Q13 What is your age?

Answered: 155 Skipped: 28



ANSWER CHOICES	RESPONSES	
Under 18	0.00%	0
18-30	2.58%	4
31-50	40.00%	62
51-64	30.97%	48
65+	26.45%	41
TOTAL		155

Q14 Which neighborhood or development do you live in, or please provide the nearest intersection.

Answered: 139 Skipped: 44

#	RESPONSES	DATE
1	Greenbank	12/4/2024 4:44 PM
2	Chesapeake Club Development	12/4/2024 3:18 PM
3	Cecil and Mauldin Avenue	12/3/2024 1:25 PM
4	Chesapeake Club Golf Course	12/3/2024 12:19 PM
5	Charlestown MD.	12/1/2024 12:54 PM
6	Fairway Village	11/29/2024 12:00 PM
7	Villages of Elk Neck	11/29/2024 11:16 AM
8	De la plaine	11/26/2024 8:03 PM
9	Main St and Cherry St	11/24/2024 7:54 PM
10	north east harbors. left turn from this area onto 272 is becoming increasingly difficult.	11/23/2024 2:13 PM
11	North East Harbours	11/23/2024 1:09 PM
12	The Harbours, Mauldin rd and Irishtown rd	11/23/2024 11:38 AM
13	The Harbors area	11/23/2024 11:20 AM
14	Harbors	11/23/2024 9:54 AM
15	The Harbours-Susquehannock Blvd. at Rt. 272.	11/23/2024 9:50 AM
16	North East Harbors	11/23/2024 9:07 AM
17	The Harbours on the water next to the marina.	11/23/2024 7:56 AM
18	RT 272 and Shady Beach Rd	11/22/2024 4:09 PM
19	Work near Cecil Woods and off Racine School Road & stay quite often on McKinneytown Road.	11/22/2024 3:44 PM
20	Lakeside	11/22/2024 12:59 PM
21	Charlestown Crossing	11/22/2024 11:52 AM
22	I work at 272 and lums rd. I also have family that lives in a area behind walmart off of 272	11/22/2024 10:07 AM
23	BayView	11/22/2024 9:40 AM
24	Cara Cove	11/22/2024 7:34 AM
25	Charlestown crossing	11/22/2024 7:09 AM
26	Main Street	11/22/2024 6:41 AM
27	The Harbors	11/22/2024 4:20 AM
28	I live by the Boy Scout camp and when I TRAVEL 272 towards town, I usually go around it and out mechanics Road to Route 40.	11/21/2024 1:17 PM
29	1) North East Isles (off W Cecil Ave) 2) Family in De La Plaine (off School House Lane)	11/20/2024 9:14 PM
30	Off 272 on Hance Point Road	11/20/2024 1:21 PM

MD Route 272 Corridor Plan 2025 Survey #1

SurveyMonkey

31	Live Off Rt 272, South of the study area.	11/20/2024 11:46 AM
32	Chesapeake Club	11/20/2024 6:06 AM
33	Augusta Loop Courts of Mallory Way	11/20/2024 5:39 AM
34	Timberbrook	11/19/2024 9:45 PM
35	Beech Street	11/19/2024 9:00 PM
36	110 Beech St	11/19/2024 8:42 PM
37	Saginaw Circle & Rt. 272	11/19/2024 5:50 PM
38	Timberbrook	11/19/2024 5:16 PM
39	West Shady Beach Road	11/19/2024 4:32 PM
40	Whitaker Woods	11/19/2024 4:17 PM
41	Chesapeake Club Fairway Links	11/19/2024 11:35 AM
42	By mechanics valley and east cecil	11/19/2024 8:44 AM
43	Charlestown	11/19/2024 5:33 AM
44	Shady Beach Road	11/18/2024 10:58 PM
45	Chesapeake club - Ridge Run Road	11/18/2024 10:29 PM
46	Harbours	11/18/2024 9:55 PM
47	Irishtown Rd	11/18/2024 9:48 PM
48	Hances Point Road & 272	11/18/2024 9:45 PM
49	Red toad and 40	11/18/2024 9:30 PM
50	McKinneytown Road	11/18/2024 8:49 PM
51	Irishtown and Maryland	11/18/2024 8:48 PM
52	Mechanics Valley/Deans Bank Rd	11/18/2024 8:39 PM
53	Chesapeake Bay Club	11/18/2024 7:53 PM
54	Chesapeake Bay Club	11/18/2024 7:52 PM
55	6 Acers, Just past the ball fields on 272	11/18/2024 6:19 PM
56	Cherry Street and 2nd Avenue in North East	11/18/2024 5:27 PM
57	Cherry Street and Rt. 272	11/18/2024 5:16 PM
58	Old Field Point Road	11/18/2024 5:03 PM
59	Thomson Estates	11/18/2024 4:18 PM
60	N E Isles	11/18/2024 3:32 PM
61	Hmm. Live between rt 7 and 40. About half a mile from downtown	11/18/2024 3:09 PM
62	First house on 272 S past Shady Beach Road	11/18/2024 1:11 PM
63	Chesapeake Isle	11/18/2024 1:07 PM
64	South Stream in Elkton	11/18/2024 12:48 PM
65	The Harbors	11/18/2024 11:43 AM
66	Pleasant Hill	11/18/2024 10:16 AM
67	Rt 272 and Elk River Manor Dr	11/18/2024 9:23 AM
68	Perryville	11/18/2024 8:44 AM

MD Route 272 Corridor Plan 2025 Survey #1

SurveyMonkey

69	Cool Springs HOA	11/18/2024 7:34 AM
70	Elkneck Rd	11/18/2024 7:33 AM
71	Bayview (section A)	11/18/2024 5:39 AM
72	Fairway Villages	11/17/2024 11:08 PM
73	Tournament Circle	11/17/2024 10:04 PM
74	Along the bounds of Section C of the survey	11/17/2024 9:47 PM
75	Chesapeake Club Parkway and 272, Fairway Villages development	11/17/2024 9:44 PM
76	Bradfield	11/17/2024 9:08 PM
77	Hances Point /Shady Beach rd Grandview	11/17/2024 8:32 PM
78	Hances Point rd and plum creek rd	11/17/2024 8:30 PM
79	272 & 273	11/17/2024 7:07 PM
80	Del la plaine	11/17/2024 6:23 PM
81	Fairway Villages	11/17/2024 5:34 PM
82	Fairways - Chesapeake club	11/17/2024 5:26 PM
83	Rising Sun, MD; however, I work in North East.	11/17/2024 4:57 PM
84	Charlestown	11/17/2024 4:16 PM
85	On irishtown rd	11/17/2024 3:57 PM
86	Chesapeake Club Club	11/17/2024 3:43 PM
87	Tomax Lane, off Old Field Point Rd, but my son attends NEMS and I drive him to and from school every day.	11/17/2024 3:41 PM
88	Timberlane Drive, Irishtown Road	11/17/2024 3:15 PM
89	Old york estate. Shady beach rd.	11/17/2024 2:50 PM
90	Old york estates off of shady beach road	11/17/2024 2:47 PM
91	Rising Sun	11/17/2024 2:46 PM
92	Chesapeake Bay Club	11/17/2024 2:01 PM
93	NE Isles	11/17/2024 9:59 AM
94	Fair Hill	11/16/2024 3:56 PM
95	North East Isles	11/16/2024 12:59 PM
96	North East Isles	11/16/2024 11:18 AM
97	Chesapeake Club	11/16/2024 9:36 AM
98	North East Isles Community	11/16/2024 8:48 AM
99	Chesapeake Isle, by the Turkey Point Lighthouse	11/16/2024 6:26 AM
100	Shady Beach Road	11/15/2024 10:13 PM
101	Wheatley Road	11/15/2024 6:55 PM
102	West and South Main	11/15/2024 6:04 PM
103	North East Isles	11/15/2024 5:55 PM
104	North East Isles	11/15/2024 5:06 PM
105	Hance Point	11/15/2024 3:58 PM
106	North East Isles	11/15/2024 3:47 PM

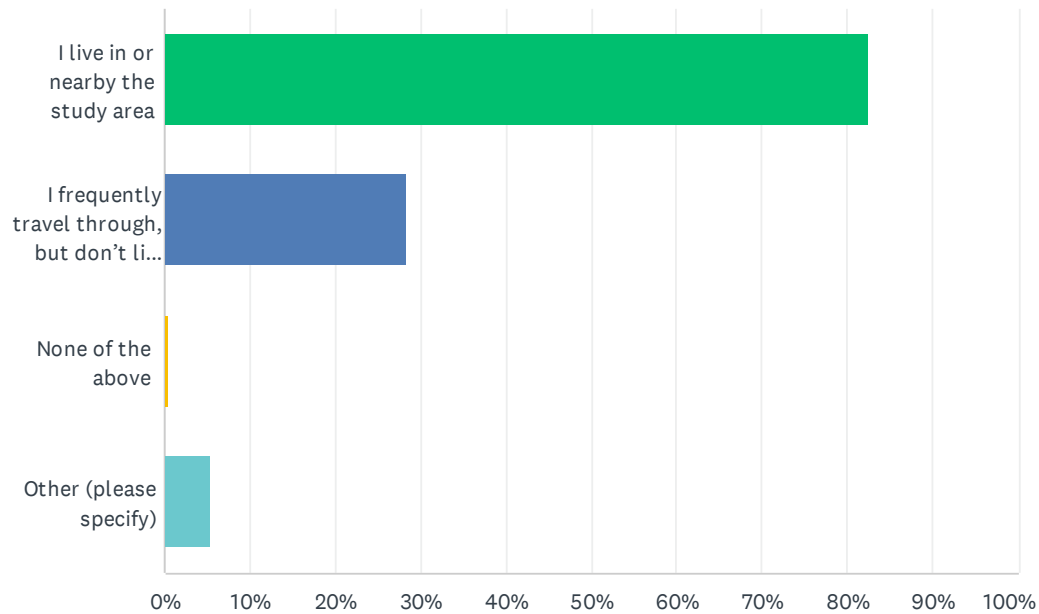
MD Route 272 Corridor Plan 2025 Survey #1

SurveyMonkey

107	I live just north of the college but travel through the area in question almost daily.	11/15/2024 3:24 PM
108	North East Isles	11/15/2024 12:47 PM
109	Near Mechanics Valley Rd & Cecil Ave	11/15/2024 11:26 AM
110	Whitaker Woods — nearest intersection is Red Toad Road	11/15/2024 11:09 AM
111	Hance Point Road 272	11/15/2024 11:08 AM
112	We own two properties on East Cecil Avenue in downtown NE.	11/15/2024 10:48 AM
113	Chesapeake Isle, Racine Rd and route 272	11/15/2024 9:17 AM
114	Shady beach at Rt272	11/15/2024 6:59 AM
115	Tailwinds lane and 272	11/14/2024 11:43 PM
116	272 near Hearts Church	11/14/2024 10:50 PM
117	Shady Beach Rd	11/14/2024 9:56 PM
118	I live on Dr Carr Road. Lums Estates. We use the 272, Lums Road intersection daily.	11/14/2024 9:56 PM
119	Tomax Farms	11/14/2024 9:55 PM
120	Bayview area Near Biggs Hwy/272/Cecil College.	11/14/2024 9:48 PM
121	West shady beach rd	11/14/2024 9:30 PM
122	Timberbrook	11/14/2024 9:24 PM
123	South of town near Elk Neck State Park	11/14/2024 9:13 PM
124	Railroad rd and north main st ext	11/14/2024 9:10 PM
125	West Shady Beach Rd	11/14/2024 9:00 PM
126	West Shady Beach rd	11/14/2024 8:39 PM
127	Hance point road and kermagrin way	11/14/2024 8:20 PM
128	Gateway Dr at Nazarene Camp Rd	11/14/2024 8:19 PM
129	Chesapeake Isle	11/14/2024 6:08 PM
130	Blairs Shore	11/14/2024 5:46 PM
131	Duck Harbour	11/14/2024 4:37 PM
132	Chesapeake Club	11/14/2024 4:30 PM
133	Timberbrook	11/13/2024 8:24 PM
134	Hance point and 272	11/13/2024 12:23 PM
135	Rts. 272/273	11/13/2024 11:25 AM
136	Meadow Run	11/12/2024 8:56 PM
137	W cecil ave	11/12/2024 2:43 PM
138	I work and frequently travel in the area. My employees travel these roads multiple times a day.	11/12/2024 11:24 AM
139	Jethro St, North East	11/12/2024 11:19 AM

Q1 Please check all that apply:

Answered: 222 Skipped: 3



ANSWER CHOICES	RESPONSES	
I live in or nearby the study area	82.43%	183
I frequently travel through, but don't live in the study area	28.38%	63
None of the above	0.45%	1
Other (please specify)	5.41%	12
Total Respondents: 222		

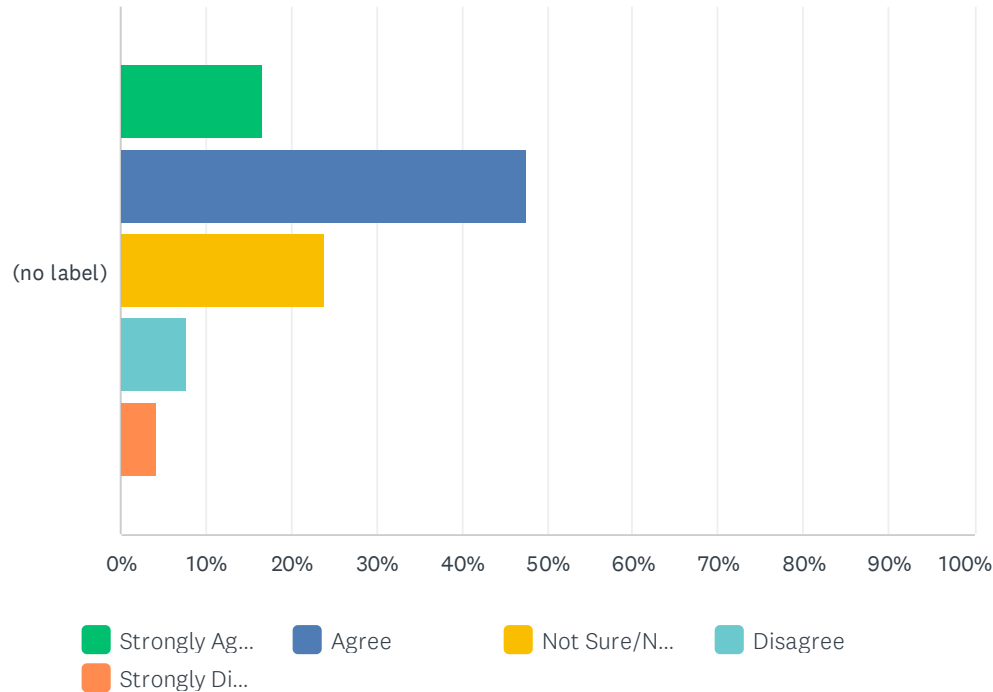
#	OTHER (PLEASE SPECIFY)	DATE
1	Traffic is horrible	6/5/2025 6:33 PM
2	This is my main excess route as I live in the study area.	5/29/2025 10:51 AM
3	Cecil County Sheriff's Office	5/19/2025 12:32 PM
4	I work to plan and advocate for the East Coast Greenway in the corridor.	5/19/2025 11:01 AM
5	Travel thru, but not regularly	5/10/2025 1:01 AM
6	My company has an office on Main Street in North East.	5/6/2025 2:51 PM
7	work in North East	5/5/2025 3:53 PM
8	I have a small business near the study area.	5/3/2025 11:43 AM
9	Lived in North East just above Cecil College for 30+ years. I commute 5 days a week south bound on Rt272 to work from times as early as 7am-2pm and return northbound 4pm-11pm.	5/3/2025 10:46 AM
10	My mom lives here, and I will one day when she passes.	5/2/2025 2:38 PM
11	I live on Hance point road and drive to Elkton daily. These proposed changes would be a	5/2/2025 1:11 PM

HUGE impact to my daily commute.

12	I live on 272, .7 miles below 272 and Shady Beach Intersection	4/29/2025 10:03 PM
----	--	--------------------

Q2 Do these proposed improvements adequately address the concerns mentioned for this intersection?

Answered: 210 Skipped: 15



	STRONGLY AGREE	AGREE	NOT SURE/NEUTRAL	DISAGREE	STRONGLY DISAGREE	TOTAL	WEIGHTED AVERAGE
(no label)	16.67%	47.62%	23.81%	7.62%	4.29%	210	2.35
	35	100	50	16	9		

#	DO YOU HAVE ANY ADDITIONAL COMMENTS ON THIS CONCEPT?	DATE
1	This is not enough we are way pass this.	6/5/2025 6:35 PM
2	the most northern and southern roundabouts not necessary worry about middle one instead of lights as there will be lots of teenage drivers using this route definitely appreciate mor sidewalks and bike spaces	6/4/2025 11:13 AM
3	Was the new Cecil College entrance being built taken into consideration?	5/30/2025 4:20 PM
4	Why wasn't this addressed when this was constructed?	5/29/2025 11:22 AM
5	Depends on length of time to implicate this change.	5/29/2025 10:53 AM
6	What about a round about here?	5/26/2025 6:40 PM
7	Rte 272 is too busy for pedestrian crosswalks at ground level. Recommend pedestrian bridges	5/10/2025 1:02 AM
8	When traffic gets backed up on 272, traffic coming off 95 ramp towards college, have no where to merge.	5/7/2025 5:58 PM
9	This just in NOT a pedestrian area.	5/7/2025 2:11 PM
10	I understand that you want the college students to be able to walk to the gas station, Dunkin donuts and other restaurants in that shopping center, but I personally think it is an accident	5/7/2025 1:39 PM

waiting to happen. Installing crosswalks encourages people to use them, but I do not think traffic will so down and or obey the law like they should.

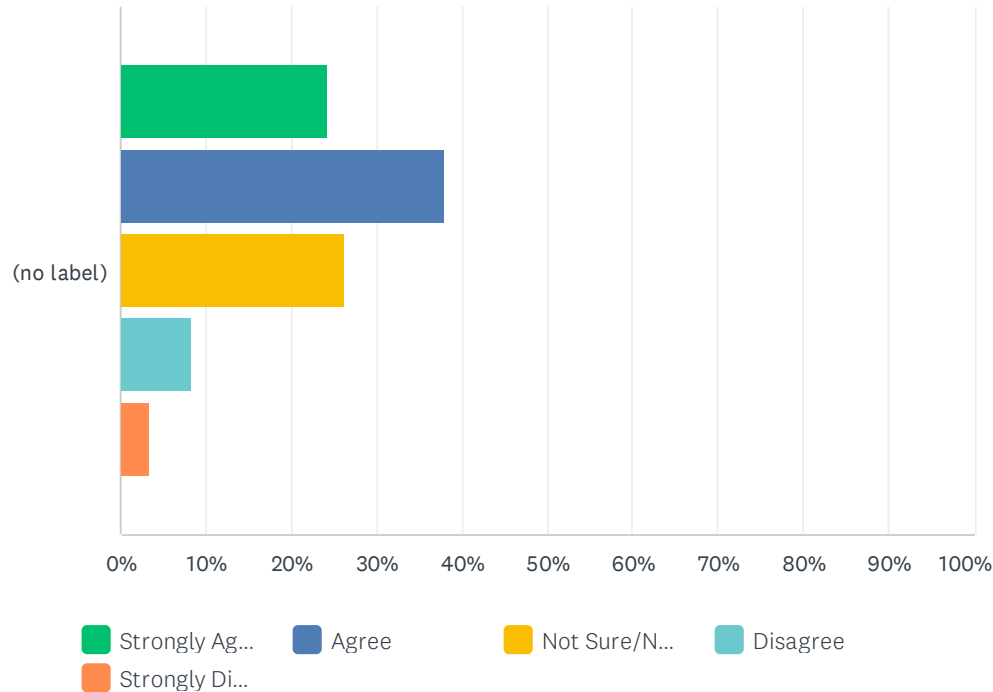
11	Traffic making right turns from 274 to 272 south often stops and backs up the road. The lane continues on south 272 so there should be no traffic stopping or slowing down. There needs to be improvements made so the traffic travelling south on 272 and the traffic turning from 274 to 272 south are separated and both can continue at posted speeds. Any lane changes that are needed (using exit ramps for 95 N or S, turns at Lums Road) can be done further down the road than the 274 intersection.	5/7/2025 9:33 AM
12	There should be no shared path between 274 and i95. this is a high speed truck merge area going to the i95 ramps. there is only a shoulder area just like newark elkton rd. leave it alone	5/7/2025 9:33 AM
13	I'm not sure the dashed lines are going to solve the problems. A long term solution is to widen this intersection and add extra turn lanes.	5/7/2025 8:41 AM
14	Teaching people to actually just YIELD and USE the lane properly would go a long way. People tend to just pull up to the intersection on 274 and sit there rather than turning right into a fully dedicated lane available to them.	5/6/2025 9:47 AM
15	I have NEVER seen a pedestrian at or near this intersection. This would be a poor use of tax dollars.	5/5/2025 10:03 PM
16	Yes. Stop the building in Cecil County. The roads are already overcrowded. That intersection can't handle the traffic. Stop building the warehouses & residential area! We don't need any more upgrades unless you are money hungry or want Cecil to turn into the horrible mess Harford County is currently in.	5/5/2025 1:37 PM
17	The vast majority of this areas issues pertain to car crashes/collisions. There is limited pedestrian traffic. The sidewalk from the college to the shopping center is sufficient. The shared-use path down 272 will invite vagrants, drugs, and crime north from route 40.	5/4/2025 3:46 PM
18	The north bound left lane of 272 turns into a left turn only lane without adequate warning. Then when you try to get over to the right lane, the merging traffic from the I95 exit ramp makes it difficult.	5/3/2025 11:49 AM
19	Sidewalks good and the dashed lines are great. I never required to use the public transit at Cecil College but ADA compliance is fantastic. I think the traffic signaling timing is fine. However, the sun sets in the west making leaving Cecil College hard due to the shinning light in your eyes at traffic light height. Possible secondary light closer to the ground?	5/3/2025 10:53 AM
20	Traffic from Biggs Hwy making right turn onto 272 south needs STOP light. Currently yield. No one yields	5/2/2025 5:32 PM
21	hope the shared use path goes all the way to RT40.	5/2/2025 2:30 PM
22	These improvements seem unnecessary at best.	5/2/2025 1:12 PM
23	The traffic south of town has never been an issues. It's going in and leaving north. I live directly across from the new warehouse and this is the area that desperately needs addressed. Construction needs to be done in the day as the construction on the warehouse and road kept me up many nights when I work early in the morning	5/2/2025 1:02 PM
24	Overhead crosswalks maybe. I'm a first responder and this is one of the worse traffic accident intersections in North East.	5/2/2025 10:26 AM
25	a lot of right turns at those intersections, so recommended have some extra awareness and protection for pedestrians	5/1/2025 2:19 PM
26	A delayed green light may be the solution. It is a dangerous intersection.	4/30/2025 9:29 AM
27	I would think that removing southbound traffic would make a meaningful improvement. Have them come into the area by way of Bouchelle Road and a new By-Pass parallel to Cemetery Road straight to the new circle at Irishtown. The wooded land is there to use. I will refer to this as the Mechanics Valley By-Pass idea.	4/30/2025 6:08 AM
28	The 10' shared use path should be placed on the right side to compliment the proposed 5' crosswalk on the north side of Seahawk Drive. There is no need to put pedestrians on the south side of the intersection as there are no destinations on the south west corner of the picture presented.	4/29/2025 10:12 PM

29 Roundabouts will screw up traffic even more! Parking needs to be moved off main st, widen the RR bridge and continue 2 lane both ways from 95 thru town!

4/29/2025 6:43 PM

Q3 Do you agree or disagree with the approaches shown in these concepts?

Answered: 206 Skipped: 19



	STRONGLY AGREE	AGREE	NOT SURE/NEUTRAL	DISAGREE	STRONGLY DISAGREE	TOTAL	WEIGHTED AVERAGE
(no label)	24.27%	37.86%	26.21%	8.25%	3.40%	206	2.29
	50	78	54	17	7		

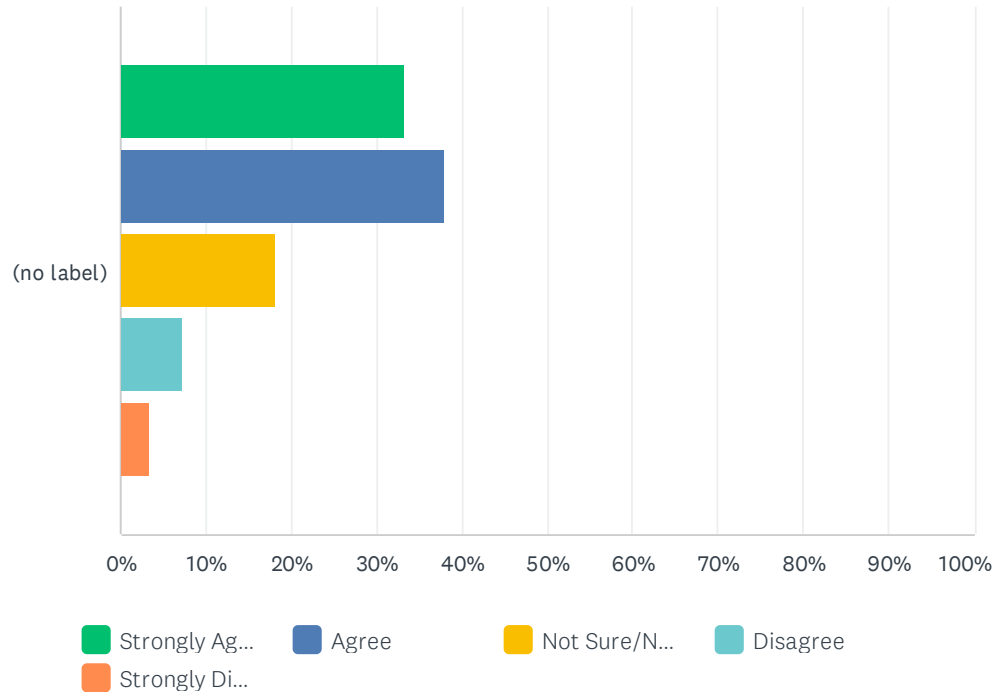
#	DO YOU HAVE ANY ADDITIONAL COMMENTS ON THIS CONCEPT?	DATE
1	There are warehouses that the county approved and they receive trucks hourly what are they supposed to do. The county has approved warehouses every where in the county so your going to have trucks. You have much bigger problems now that summer is here we must include the Pa. Navy every weekend.	6/5/2025 10:24 PM
2	pedestrian crossing/signal not needed	6/5/2025 7:40 PM
3	I have never seen trucks blocking lums road	6/5/2025 6:36 PM
4	Was the exit at Belvedere taken into consideration?	5/30/2025 4:21 PM
5	The congestion that accumulates because the lights are not timed well is an issue also.	5/29/2025 2:50 PM
6	Police enforce truck drivers with violations	5/29/2025 10:52 AM
7	As a former truck driver, they need all the help they can get so I don't agree with the curb. However, all the other proposals I strongly agree with.	5/26/2025 6:42 PM
8	I have never seen trucks parking along this roadway	5/24/2025 12:30 AM
9	If reducing parking you need an alternative	5/23/2025 7:02 AM
10	Before reducing truck parking you need to have an alternative parking area	5/23/2025 6:45 AM

11	Truckers don't listen to rules very well, so you would have to make sure it's not possible for them to park on the road with whatever thing you end up building	5/22/2025 5:21 PM
12	These are truckers trying to avoid being charged for parking. There will simply be more trucker avoiding the lot charge.	5/17/2025 10:39 AM
13	It is already a tight squeeze if heading north at the intersection and a truck turning right from lums. Desperately need sidewalks from rt 40 to lums as i see people walking in roads to get to or from cs warehouse jobs from rt 40. Also cars turning left from 272 North into the hotel/ lumberyards causes cars to swerve onto the right shoulder.	5/17/2025 10:23 AM
14	I never witnessed trucks parking on the side of the road.	5/14/2025 4:11 PM
15	Alternatives for trucks?	5/10/2025 1:03 AM
16	Have police there to ticket them. Substantially tickets will affect their CDL	5/7/2025 2:38 PM
17	The trucks that park along that area are not blocking traffic. They are on the shoulder of the road where no one should be trying to drive. Also, sometimes they park there to access the restaurant because there is no parking available at the truck stop.	5/7/2025 12:42 PM
18	The tractor trailers are already struggling with already tight maneuvering. When you have 2 trucks maneuvering in and out of Flying J's site, traffic backup is a result. Adding the curbs is going to cause and even more narrow situation. If they park in these area's they simply should be fined for parking on a private road. Don't add additional hazardous situations to the area.	5/7/2025 10:31 AM
19	With the amount of warehouses in the area there needs to be more truck parking so this is not an issue. I'd rather have a driver along side the road then endangering others by driving tired.	5/7/2025 9:59 AM
20	Why are trucks parking here? Are there capacity issues at Flying J or any of the warehouses that the trucks are travelling to or leaving from in that immediate area? The trucks need to park somewhere. A suggestion would be to conduct surveys on different days and at different times to determine why the trucks are parking there by speaking to the drivers. If the issues are limited capacity at the truck stop and/or the warehouses, then the team should work with those companies to expand parking to handle the trucks that are parking along the road. The Flying J lot is actually pretty small compared to other trucks stops. Additionally, the state could place the truck services signs on 95 to let drivers know that there are options at both exit 100 and exit 109 for them to use. After improvements are made to provide other options for the trucks that are currently parking along Lums Road, then the curbing and signs could be installed to prevent parking there. Random enforcement should be conducted to address any trucks still attempting to park there. You can't just take away the parking without first providing an alternative. Trucks need to have somewhere to park. 95 is the main travel corridor on the East Coast and a lot of freight moves on it every day. Those drivers need to have safe places to park at for resting/sleeping.	5/7/2025 9:44 AM
21	I don't see Center Drive indicated on the photo, so not sure where that is. I have not experienced any issue as far as trucks parking on Lums. But I do agree that pedestrian signage and crosswalks need installed. Maybe even only allow pedestrian crossing when all ways are on red.	5/7/2025 8:39 AM
22	With so many trucks, concrete barriers just make it more difficult.	5/7/2025 8:11 AM
23	I think there is a larger problem with the back up here for trucks trying to turn into the travel plaza coming off of 95.	5/6/2025 7:33 PM
24	This will solve nothing, and will likely cause even more issues with trucks making a left into the truck stop. What needs to be done (most) at this intersection is to widen the RIGHT turn onto 272 from Lums. What happens now is, trucks take up BOTH lanes rather than proceeding onto 272 North. They incorrectly assume they can't make the turn without going up onto the curb. Make this an apron rather than hard curb/hill, remark the TURN lane to encourage them to proceed and make the turn rather than sitting there holding up both the straight and turn lanes...	5/6/2025 9:50 AM
25	I agree with the curb to prevent trucks. But again, pedestrian traffic in this area is limited and the need for pedestrian paths is not needed in this commercial area.	5/5/2025 10:06 PM
26	Stop building warehouses is a start. Paint curbs as no parking and post no parking as well. Ticket and tow	5/5/2025 1:58 PM

27	Just because a curb is there doesn't mean they won't park there. Why do they park there? Too many trucks trying to access the truck stop or backups at the facilities they are accessing?	5/3/2025 8:49 PM
28	Widening the Northbound lane on 272 before the intersection of Lums Rd NEEDS to happen. Large vehicles take longer to accelerate and force backs up having that second lane will allow hopefully twice as many commuters and freight haulers and prevent that back up to Route 40 that happens every rush hour. I stop to get gas at Flying J frequently and have never seen many trailers parking here or if they do it be much of an issue, personally. Blocking the road up with a extended curb seems like it might exacerbate the issue of trailers parking there not fix it. I disagree with the curb extension.	5/3/2025 11:03 AM
29	Where will the trucks go that are waiting to pull into PFG?	5/2/2025 4:51 PM
30	why do the trucks park there - has that been analyzed with a solution proposed? it's not clear in the statements above.	5/2/2025 2:31 PM
31	Cops just need to do their job and enforce tye no parking there. If you push the curb out and a truck does break down it will be blocking the road. I work right a cross from flying J and I see what goes on here all the time. Flying J needs to redo their entrance exit area as the trucks don't stop for the sign when leaving and trucks will block the whole road waiting to get fuel.	5/2/2025 1:30 PM
32	Vehicles entering from 274 need to be slowed merging onto 272 going toward i95, possibly with an arrow only entry	5/2/2025 12:26 PM
33	Traverse the area daily. There are generally no tractor-trailers parked there. The new exit off 95 will likely alleviate any possible issues anyway.	5/2/2025 12:08 PM
34	If it stays dual lanes all the way to route 40 south	5/2/2025 10:28 AM
35	the curbs will be run over by the trucks making turns into the truck stop or leaving the area and are not a long-term solution	5/1/2025 12:49 PM
36	Agreed but in addition, Post signs for no tractor trailer parking as well. The police and fine the trailers and it will become another way to generate revenue from violating drivers.	4/30/2025 9:32 AM
37	As mentioned on the previous section, the sidewalk and shared path should be on the East Side (college side. High visibility signs and police enforcement is a long term, low impact, low cost solution that utilizes existing resources to solve the truck issue. Similar to the town this is not an infrastructure issue but rather a driver behavior issue.	4/29/2025 10:16 PM
38	I recommend a second truck stop to be built north of 95 with larger capacity for trucks to park and to mitigate truck traffic in only one area. There is more truck traffic between Havre de Grace and Perryville corridor. Because of the distribution facilities a second truck stop could divert more traffic away from 40.	4/29/2025 9:26 PM
39	Recommend a second truck stop to be built north of 95 with larger capacity for trucks to park and to mitigate truck traffic centered in only one area. Truck traffic seems to be increasing along the Route 40 corridor between North East and Havre de Grace/Perryville due to the distribution facilities. Providing a second truck stop could divert the trucks not needing access to Rt 40.	4/29/2025 9:26 PM
40	The presentation & presenter did not have realistic expectations of size of vehicles, ability of drivers & volume of traffic.	4/29/2025 6:44 PM

Q4 Do you agree or disagree with the approaches shown in these concepts?

Answered: 205 Skipped: 20



	STRONGLY AGREE	AGREE	NOT SURE/NEUTRAL	DISAGREE	STRONGLY DISAGREE	TOTAL	WEIGHTED AVERAGE
(no label)	33.17% 68	38.05% 78	18.05% 37	7.32% 15	3.41% 7	205	2.10

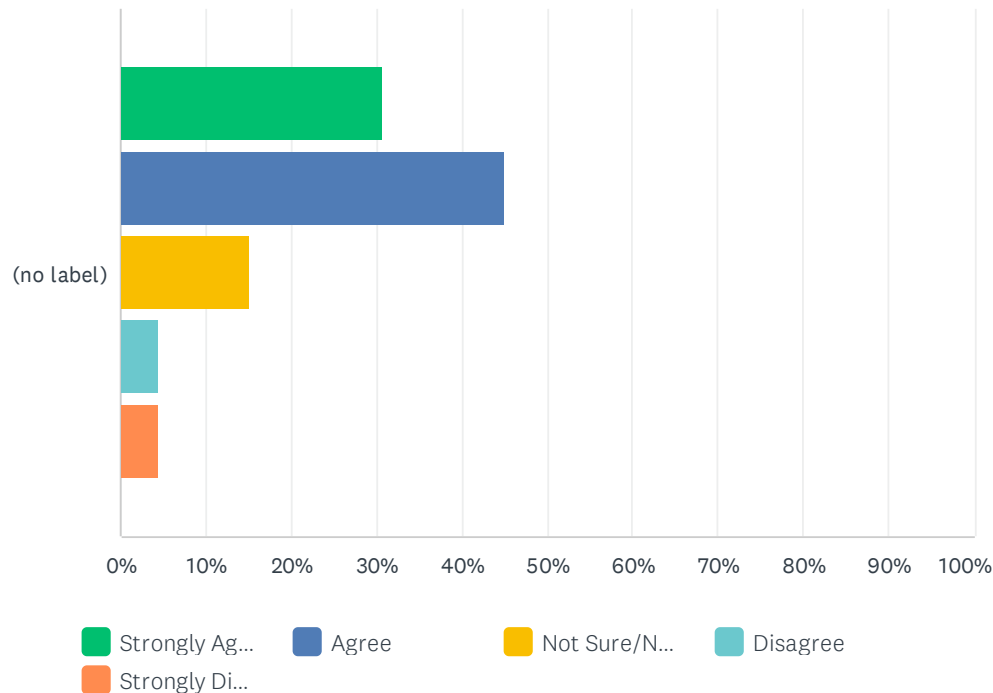
#	DO YOU HAVE ANY ADDITIONAL COMMENTS ON THIS CONCEPT?	DATE
1	You see what traffic is like now on 272 , so factor in construction and total gridlock . This should have happened years ago.	6/5/2025 10:29 PM
2	bridge widening is essential	6/5/2025 7:42 PM
3	Is the existing bridge historic?	6/5/2025 1:48 AM
4	put in a walking bike bridge on its own away from traffic	6/4/2025 2:19 PM
5	But this area truly needs to be widened to four lanes, from Lums Rd to North East Plaza	5/30/2025 2:14 PM
6	Build a pedestrian bridge it will be faster and cheaper. Safer for all involved	5/30/2025 1:50 PM
7	Needs to have 2 lanes, north and south on 272 from the truck stop to Rt. 40.	5/29/2025 1:05 PM
8	Replacement of bridge over railway is needed but needs to be enlarged to at least 2 lanes in each direction for future growth of traffic.	5/29/2025 10:57 AM
9	Major choke point	5/23/2025 7:02 AM
10	This is a major choke point	5/23/2025 6:46 AM
11	As long as it's two lanes on both directions of travel	5/22/2025 5:22 PM
12	The shared use path is great, but widening to four lanes will likely increase speeding and	5/19/2025 11:17 AM

reckless driving outside of the rush hour times when it still might be slower traffic due to congestion. Perhaps a 3-lane configuration and/or other traffic calming measures could be used to slow traffic? Also, consider including a bike/pedestrian facility on the other side of the road in addition to the shared use path for easier connectivity for walking and biking that can help people avoid having to cross a wider, higher speed road.

13	no pedestrian facilities it is too dangerous on that road.	5/17/2025 10:01 PM
14	This bridge should have been replaced long ago. It is a bottleneck on route 272	5/17/2025 10:24 AM
15	The road needs to be widened for 2 lanes each direction	5/15/2025 1:04 PM
16	Shared use path. If you mean bikes and cars, disagree. Bikes and pedestrians, agree	5/10/2025 1:04 AM
17	This area needs to be changed to two lanes on each side. Traffic bottlenecks from traffic trying to get to and from I95 heading from rte. 40.	5/8/2025 6:41 AM
18	Not sure where there is a wooden bridge in this area.	5/7/2025 12:43 PM
19	The bridge should be wide enough to accommodate four lanes as well as a wide lane for bikes/pedestrians. The bike/pedestrian lane needs to be fully separated from the vehicle lanes with a barrier. If there was an accident on the bridge, a vehicle could go into the bike/pedestrian lane and cause serious injuries or death because the bridge is closed off on both sides. A high barrier would have to be constructed - high enough to keep any vehicles from crossing into the bike/pedestrian lane but low enough to allow visibility across the bridge from side to side.	5/7/2025 9:50 AM
20	widen and replace is important but a solid plan for keeping traffic moving during this time or only working at night is critical	5/7/2025 8:40 AM
21	Needs to be 4 full lanes	5/7/2025 8:11 AM
22	They're likely should be pedestrian lanes from the college all the way down to Walmart. There is frequently people walking there and there is definitely a safety issue because there's not enough space and cars are going too fast	5/6/2025 7:35 PM
23	I think this stretch of road needs to be 2 lanes each way to match north and south.	5/6/2025 10:01 AM
24	Lets get real..... how many people on bikes or foot are affected by the lack of 4 lane vs CARS AND TRUCKS..... daily. Make it a true 4 lane from Walmart to the College.... done.	5/6/2025 9:51 AM
25	I agree with a two lane bridge but question the need for pedestrian paths to an area that sees little to no foot traffic.	5/5/2025 10:08 PM
26	Widening this to 4 lanes is the most needed part of this survey.	5/5/2025 7:27 PM
27	The majority of pedestrians using this area on foot are homeless. This will simply allow easier access farther north on 272. Address the homeless/drug issues in the woods surrounding Walmart/Route 40 or this will just spread the problems that come along with this population.	5/4/2025 3:49 PM
28	This addition of lanes will be a huge benefit for continuous traffic flow from 95 to 40.	5/3/2025 8:52 PM
29	I strongly agree for a wider bridge for pedestrians/cyclists. I hope that both N&S bound lanes gain a second lane through the bridge area. Maybe I missed it, but I could not tell if that was the proposed plan.	5/3/2025 11:39 AM
30	The bridge should of been widened when they widen the rest of the road. Emergency vehicles have difficulties getting through with just the 2 lanes.	5/2/2025 1:38 PM
31	I agree as long as the proposal includes this road continuing as a two lane road. Right now it causes a major bottleneck.	5/2/2025 1:15 PM
32	Not familiar with this area	5/2/2025 12:42 PM
33	I'm not familiar with this area, however, pedestrians should always have a safe place to walk.	4/30/2025 9:33 AM
34	A secondary structure for pedestrians is a more economical solution that can be achieved in a shorter time frame unless there are on going efforts or a need to replace the existing structure.	4/29/2025 10:19 PM
35	The bridge needs to be 4 lanes	4/29/2025 6:44 PM

Q5 Do you agree or disagree with this concept?

Answered: 198 Skipped: 27



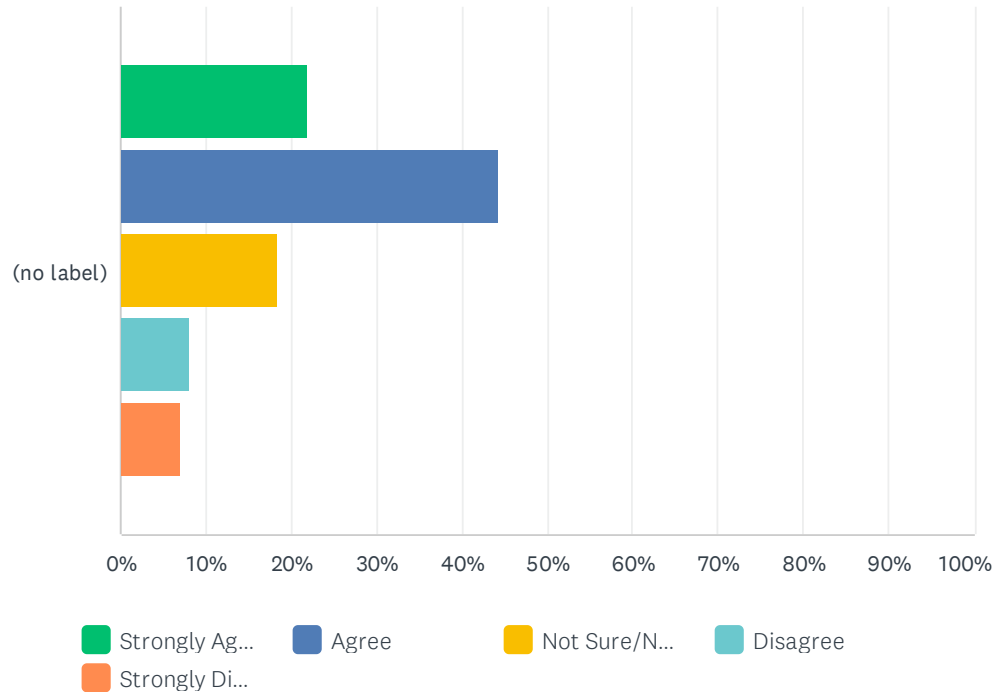
	STRONGLY AGREE	AGREE	NOT SURE/NEUTRAL	DISAGREE	STRONGLY DISAGREE	TOTAL	WEIGHTED AVERAGE
(no label)	30.81% 61	44.95% 89	15.15% 30	4.55% 9	4.55% 9	198	2.07

#	DO YOU HAVE ANY ADDITIONAL COMMENTS ON THIS CONCEPT?	DATE
1	Why in the world would even consider riding a bike this stretch on road .	6/5/2025 10:31 PM
2	But question the width and need for the shared use and buffer.	6/5/2025 7:45 PM
3	Pedestrians in this area are often part of homeless community and tend to congregate at intersections (panhandling and standing). Need to consider this.	6/4/2025 10:24 PM
4	Not sure how removing the turn lanes @ 272/40 will improve traffic flow	5/30/2025 9:26 AM
5	This bike way placement is so confusing as you are coming around the curve towards Walmart entrance. There needs to be better signage, and reconfigured bike lanes	5/30/2025 8:52 AM
6	The ramp off of 95N unto 272 is a "no merge " lane area. This ramp needs to be extended.	5/29/2025 10:53 AM
7	More bike and pedestrian paths!!!!	5/26/2025 6:46 PM
8	They just redid this Maybe extend merge lane	5/23/2025 7:03 AM
9	Really good idea to have the walking/biking path separated from the road a bit	5/22/2025 5:24 PM
10	Many bicyclists don't like to use pedestrian shared-use paths. Current configuration is confusing! Proposed concept is an improvement.	5/20/2025 4:37 PM
11	It is a heavily traveled area which needs turn lanes.	5/20/2025 10:48 AM
12	Shared use path is a great improvement for safety and encouraging new cyclists out on the	5/19/2025 11:18 AM

	path. If there's any way to have a path on the other side as well or at least a sidewalk and bike lane that would be great to further improve bike/pedestrian connectivity and safety.	
13	Anyone who uses the bike lanes especially from gateway to rt 40 is taking their life in their hands. Part of the issue is the entrance to the walmart and it's steep incline and turn especially entering from 272 south. Whoever designed that should be fired.	5/17/2025 10:27 AM
14	The road needs 2 travel lanes in each direction	5/15/2025 1:05 PM
15	Bikes should NOT be on highways	5/7/2025 2:13 PM
16	I am not sure taking land from other businesses is the correct way to go about this.	5/7/2025 12:45 PM
17	This route not only provide us for walkers and bikes. There are also joggers utilizing the same path. For that reason, this pathway should be open to view and be constructed into any treed areas where the parties cannot be seen by the public for safety purposes!	5/7/2025 10:49 AM
18	Going south on 272 from 95 to 40 is down a hill, cars and trucks can build up quite a bit of speed and two lanes will just allow/encourage people to drive even faster. Speed limits should be reduced prior to Gateway Drive with clear signage about the speed reductions and also enforcement should be conducted so there is awareness that these new speed limits are in place and need to be followed. Also, if there is going to be a bike/pedestrian lane along 272 there need to be safe options for people to cross at Lums Road, Gateway Drive/Rogers Road and 40. Push button crosswalks with adequate time for people to cross as well as signage indicating the crosswalks should be clearly posted along 272 north and south.	5/7/2025 9:57 AM
19	The proposed shared use path is sorely needed and makes a lot of sense. The current bike lane should be renamed death lane.	5/7/2025 8:42 AM
20	Lower the speed limit	5/7/2025 8:13 AM
21	I think by if shared path you mean for walkers (and bikers) then this is a good idea.	5/6/2025 7:39 PM
22	Enough with the bikes and walkers..... the rest of us are paying fuel tax to have normal roads to drive on. Just fix the roads.... bikes can ride in a State Park.	5/6/2025 9:52 AM
23	Bike path needs to be placed on both North bound and South Bound lanes. The current concept does not address transitioning to other roadways for cyclist.	5/6/2025 8:53 AM
24	From Gateway Drive to US 40 has significant pedestrian and bike traffic and would benefit from this. But North of that there is little to no pedestrian traffic to justify this expense.	5/5/2025 10:11 PM
25	While I believe to much of this study focuses on bicycle traffic which seems to be nonexistent in this area, I think the best thing to do is get them off the road.	5/5/2025 7:30 PM
26	Strongly opposed to shared use path, particularly if it extends north beyond Lums Rd.	5/4/2025 3:50 PM
27	How many people bike or would bike? Does this truly add value or accessibility?	5/3/2025 8:53 PM
28	4 lanes all the way please!	5/3/2025 11:42 AM
29	Signage or poles need to be installed to prevent vehicles from going straight at light when they are in right turn lane	5/2/2025 5:37 PM
30	Bikes should use shared use as there isn't much foot or bike traffic in this area. Both this intersection and 40 & 272 need a cross walk.	5/2/2025 1:40 PM
31	Poor engineering caused this issue along this stretch. A bike lane in between traffic lanes never made sense.	5/2/2025 12:12 PM
32	I agree that this is a good idea but without knowing the volume of traffic for the shared path I question the value added for an area that is inherently car dependent.	4/29/2025 10:23 PM
33	Who's land are you stealing to do this?	4/29/2025 8:56 PM
34	The pedestrian and bike path definitely needs to be off the road.	4/29/2025 8:38 PM

Q6 Do you feel like these actions would help to improve pedestrian/bicycle safety at this intersection?

Answered: 196 Skipped: 29



	STRONGLY AGREE	AGREE	NOT SURE/NEUTRAL	DISAGREE	STRONGLY DISAGREE	TOTAL	WEIGHTED AVERAGE
(no label)	21.94%	44.39%	18.37%	8.16%	7.14%	196	2.34
	43	87	36	16	14		

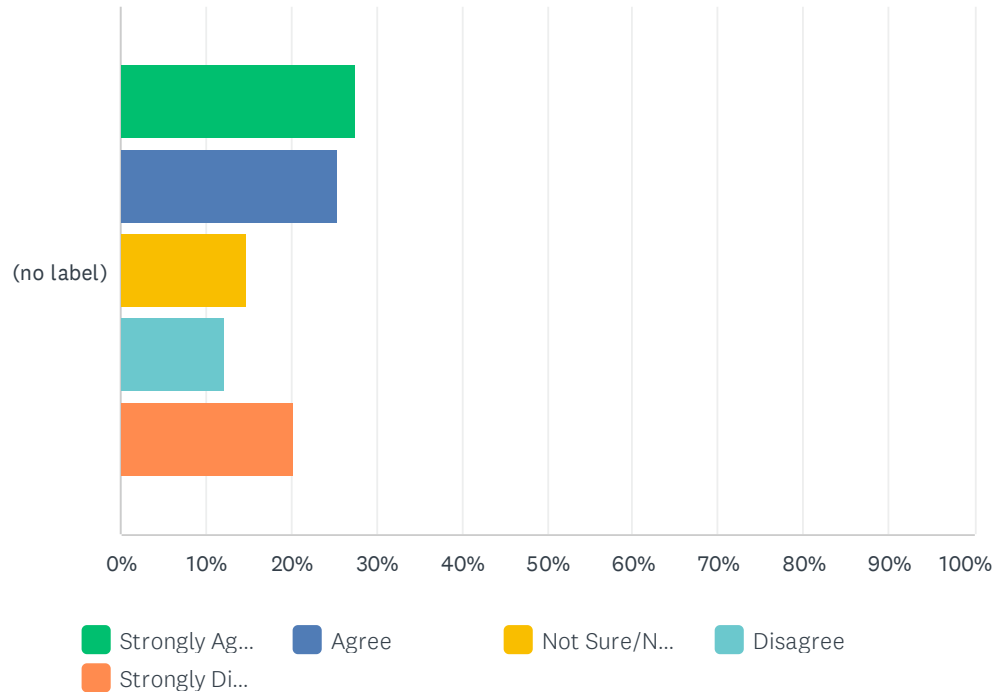
#	DO YOU HAVE ANY ADDITIONAL COMMENTS ON THIS CONCEPT?	DATE
1	Why don't you focus on automobile traffic and leave out the pedestrian and bike crap	6/5/2025 10:33 PM
2	Panhandling in the refuge needs to be addressed or signs added.	6/4/2025 11:23 AM
3	This intersection used to be no turn on red, now you can turn. I almost got hit there by a tractor trailer turning right on red into my turn lane on my green light. Very dangerous. They have to take two lanes to turn and don't bother stopping/slowng and go directly into their turn even when you are turning on a green light. As much as I disliked no turn on red, it certainly is needed for those large trucks	5/30/2025 8:56 AM
4	More protection for pedestrian crossings and a island with a signal that stops all trafic	5/29/2025 10:40 PM
5	More bike/ pedestrian paths!!!!	5/26/2025 6:48 PM
6	This intersection was just rebuilt. Maybe extend merge lane to route 40	5/23/2025 6:48 AM
7	It seems like a good way to facilitate safe foot traffic going to and from the town	5/22/2025 5:25 PM
8	At this point because of heavy traffic at times with big trucks making visibility difficult it is a very dangerous intersection.	5/20/2025 10:49 AM
9	Also problem of exiting walmart and then trying to get in left hand turn land at rt 40.	5/17/2025 10:29 AM
10	Like pedestrian islands. Don't think changing angle will slow drivers much.	5/10/2025 1:05 AM

11	Need elevated pedestrian bridge across rt 40 (like Kirkwd Hwy). Need to close entrance at NE Plaza & remove redlight. Reroute NE Plaza traffic thru Gateway.	5/7/2025 6:04 PM
12	Just build them a sidewalk. Do not restructure vehicles/trucks traffic patterns and speeds!	5/7/2025 2:41 PM
13	Slip lanes account for tractor trailers/large vehicles?	5/7/2025 10:04 AM
14	Definitely need to reduce the speed limit in this area.	5/7/2025 10:02 AM
15	You will cause many more tractor trailer accidents due to the speed they come down the hill. the path needs to be moved as it is to behind the md police and then out to 40	5/7/2025 9:40 AM
16	This is a very busy intersection. A lot more needs done to improve vehicle traffic flow and safety for bikes/pedestrians.	5/7/2025 8:48 AM
17	I don't really understand these recommendations. We need longer delayed green in both directions or better police presence in stopping people from running red lights.	5/7/2025 8:43 AM
18	Same number of lights as there are lanes. The present situation is confusing with extra lights	5/7/2025 8:15 AM
19	I don't know that these are the right improvements, but agree that something needs done	5/6/2025 7:39 PM
20	The last thing that needs to happen at this intersection is to slow traffic down more. I already on a daily basis wait at this light twice coming home from work. My last trip through this area took 12 minutes to turn left off 40 and make it through the gateway driveway drive light. I again feel that way to much attention is being given to the minimal bicycle traffic and the pedestrians who are not going to follow the rules anyway. Go look at any intersection on 40 through Elkton and you will see the lack of adherence by pedestrians to the pedestrian traffic pattern. This is already one of the 2 most congested areas in Cecil County. The absolute last thing this intersection needs is congested with bicycles. Take a different route.	5/5/2025 7:39 PM
21	A funneled turn lane with no merge area will cause motorists to slam on thier brakes causes increased chances of collisions.	5/5/2025 5:07 PM
22	But more is needed to make that intersection safer	5/5/2025 3:58 PM
23	The recent re-routing of the turn lanes from the Walmart intersection to 40 is a disaster for locals and tourists. It's unclear and I've almost been hit several times trying to navigate the lane layout. Additional updates to synchronize lights, merge areas, and pedestrian travel ways would be huge.	5/3/2025 8:55 PM
24	merging is already difficult for tractor trailers turning right from 272 south onto 40 west, so the slip lane might cause traffic to back up in that right lane.	5/3/2025 2:16 PM
25	As much as I dislike the speed reduction, I do believe it might help pedestrian traffic crossing 272. The speed reduction I hope is more for those coming S-bound before the NE plaza. Those headed N-bound are going uphill and slower speed limits for them is a compromise that I believe is not necessary.	5/3/2025 11:52 AM
26	Vehicles making right hand turn onto 272 south have NO signs. No stop or yield. They pull out into lane on 272 & if Vehicle on 272 south is getting on rt 40 west...they are cut off. Vehicles from Plaza are in the lane. They need a right hand turn red light signal	5/2/2025 5:40 PM
27	Driving southbound on 272 becomes very confusing with how the lanes are set up. Drivers unfamiliar with the area do not know how to navigate the intersection. This does not look like much of an improvement.	5/2/2025 3:35 PM
28	The area highlighted should be a side walk that continues all the way to the amtrack bridge with cross walks.	5/2/2025 1:51 PM
29	Although the refuge will likely become a spot for panhandlers. I would like to see no panhandling signs put up.	5/2/2025 1:41 PM
30	you need to bypass 272 all together before or from this point on.	5/2/2025 10:31 AM
31	Allowing for alternative routes into the shopping center as well.	4/30/2025 9:35 AM
32	The intersection at the State Police Barracks is chaotic. It should be closed. Move it west to Chipotle, or even further west to the bus stop where I make a U-turn and come into Food Lion safely.	4/30/2025 6:12 AM

33	Once again this appears as a good idea but I question the value of the investment as the volume of pedestrians seems negligible, the surrounding area is car dependent to begin with. I have lived in the area for a little over 15 years and I rarely encounter pedestrians in these areas. Reducing the speed limit will only aggravate the issue as it is an known issue that people drive below the speed limit in the area; particularly going into the town of North East.	4/29/2025 10:29 PM
34	There needs to be NO ped or bike traffic north of the Amtrak RR bridge, the volume of traffic is not safe for peds or bikes!	4/29/2025 6:45 PM

Q7 Do you like the idea of a roundabout being installed at Russell Street/North Main Street?

Answered: 197 Skipped: 28



	STRONGLY AGREE	AGREE	NOT SURE/NEUTRAL	DISAGREE	STRONGLY DISAGREE	TOTAL	WEIGHTED AVERAGE
(no label)	27.41%	25.38%	14.72%	12.18%	20.30%	197	2.73
	54	50	29	24	40		

#	DO YOU HAVE ANY ADDITIONAL COMMENTS ON THIS CONCEPT?	DATE
1	Lot of cost to build and maintain!	6/6/2025 5:34 AM
2	The volume of traffic far exceeds what this roundabout will do. This is not a good idea you are still left with backed up traffic just more angier drivers having to navigate this.	6/5/2025 6:41 PM
3	Roundabouts are enhancements to communities where vehicles are always present...	6/4/2025 10:25 PM
4	There needs to be big sign if this plan is put in place. Lived in North East Area 60+ years. I remember when Main Street was north and south traffic flow. I have witnessed several times this spring someone coming north on main/rt272 and made it all the way to intersection of rt7 and Main Street. I can only see traffic accident at this round about.	6/4/2025 6:26 PM
5	It is going to create a bottle neck coming into and out of town.	6/4/2025 3:29 PM
6	This is an awful recommendation and will further slow summer traffic. This will even disturb the flow of those coming up Mauldin as the circle gets back up from those trying to get around the circle from Mauldin or N Main Extension. Bad Bad bad idea. This will create so much more traffic. Something needs to be done with the light at Philadelphia Road and Main Street before this area is addressed. This area already has very heavy congestion.	6/4/2025 11:25 AM
7	use this intersection multiple times a day and don't see a circle as an improvement	6/4/2025 11:16 AM
8	This will badly impact Mauldin which is seeing increased traffic and be detrimental to the	5/30/2025 4:25 PM

	businesses on Main Street	
9	I am an active volunteer firefighter/EMT at the NEFC. This would be difficult for our large apparatus to navigate.	5/30/2025 3:03 AM
10	There is a semi roundabout and it is always a mess.	5/29/2025 10:43 PM
11	This would be an effective in a big waste of money	5/29/2025 6:04 PM
12	People can't manage roundabouts at red hill road as well as the one in rising sun "Harrisonville rd"	5/29/2025 12:00 PM
13	A decision was made years ago as part of street scape that a roudabout was not wanted.	5/29/2025 11:29 AM
14	Area needs to be wide enough for all types of trailers, Etc.	5/29/2025 11:03 AM
15	I think this solves the traffic light issue of holding up traffic. I do not like taking property from residents nor do I thing S. Mauldin should become a two way road.	5/29/2025 9:26 AM
16	I ONLY Agree is if Mauldin Ave. remains one-way. DO NOT AGREE with two-way traffic on Mauldin Ave. helping to alleviate any traffic concerns in town, only makes them worse and dangerous.	5/27/2025 8:59 AM
17	YES!!!!!! I love roundabouts!!!! And more bike/ pedestrian paths!!!!	5/26/2025 6:50 PM
18	Make the circle 2 lanes	5/23/2025 7:04 AM
19	Roundabout should bev2 lanes wide 1 for continuous traffic,1 for right turn exits	5/23/2025 6:51 AM
20	I think this is a great idea to alleviate traffic. It would be good to come up with a way to make sure that tourism traffic isn't lost in the town. maybe another sign down Mauldin that points to down town north east or something	5/22/2025 5:32 PM
21	I used to live in an area in PA that had congested traffic issues. A few years ago they finished the project and I was able to travel through the area. 4 roundabouts were placed and it made a significant improvement. I feel very strongly that roundabouts will be the best choice for this area. They work very well with the flow of traffic.	5/21/2025 5:01 PM
22	I'm concerned that this might cause more backups heading into town.	5/20/2025 10:50 AM
23	I really don't see this as working to stop all the traffic congestion coming into town.	5/17/2025 10:06 PM
24	The elevation descending off the Amtrak bridge would add significant challenges to class c drivers pulling boat/rv to our resources south of town	5/17/2025 10:44 AM
25	Concerned about rt 272 incline approach to roundabout	5/17/2025 10:30 AM
26	This will cause even more delays getting into town. The roundabout does not solve anything.	5/15/2025 1:06 PM
27	Not worth the expense.	5/14/2025 4:12 PM
28	Need redlight or traffic circle at Lowes entrance on Rt 272. Traffic too fast to pull out unto Rt 272 from Lowes/Library etc.	5/7/2025 6:05 PM
29	This disagrees with the plan to make the bridge 4 lane etc.	5/7/2025 11:02 AM
30	Traffic is at a stand still in this area most of the time. How is this helpful? Seems it would cause more of a delay with people using it incorrectly as we see a lot in this county.	5/7/2025 10:05 AM
31	This is a great idea. It will allow traffic to continue to flow but calm the speeds down and also allow people to safely enter the roadway from Russell Street and North Main Street north of the proposed circle.	5/7/2025 10:05 AM
32	What happens when traffic backs up to the top of the bridge? The roundabout will potentially block traffic going north on 272, if others can't go around the roundabout.	5/7/2025 8:51 AM
33	We already have a nice "gateway" and this plan just seems to provide aggravation for tractor trailers and trucks with large yachts. Scrap this and save money!	5/7/2025 8:44 AM
34	The main issue here is the volume of traffic. The roundabout is not gonna change the amount of traffic coming into Northeast. The arrangement that exists now is not much different than	5/6/2025 7:41 PM

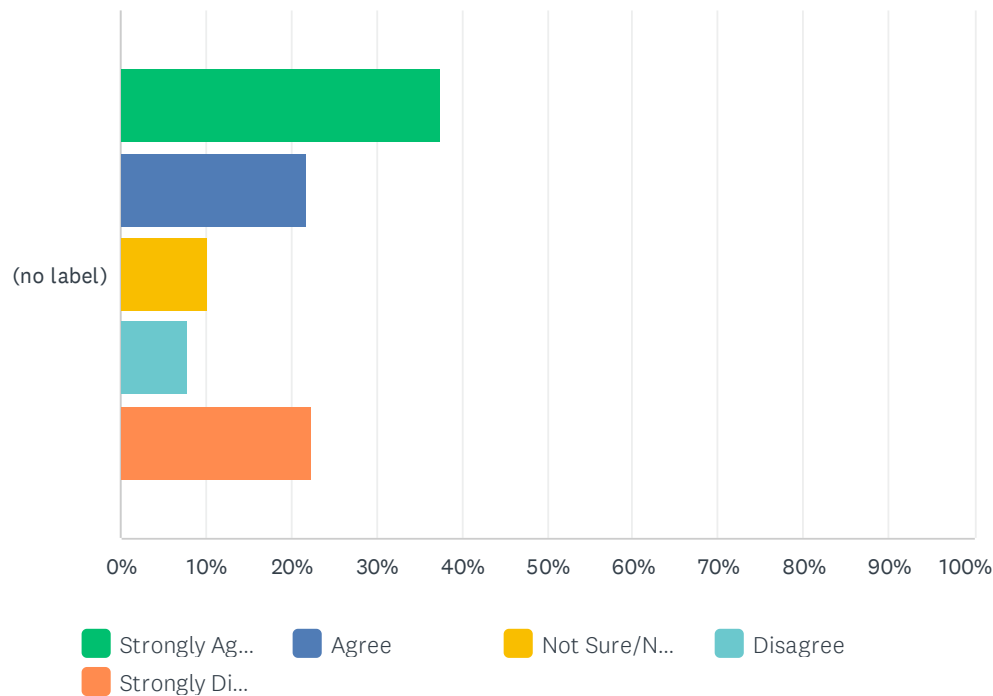
	the traffic circle. The barely noticeable improvement this could make would not be worth the amount of money and time that would be needed to make this circle	
35	Will boat trailers be able to easily navigate the roundabout?	5/6/2025 7:04 PM
36	I don't see this as nearly as big of an issue as the lack of two way traffic on Mauldin. The congestion in this specific area is limited to (mainly) Friday afternoon/evenings. Make two way traffic on Mauldin, traffic flow here is even less of an issues.	5/6/2025 9:54 AM
37	This seems like a waste of money as it does nothing to change the flow of traffic and that area already slows you down do to the tight shoulders.	5/5/2025 7:40 PM
38	How will you educate the public on "How to use a roundabout?" Right away?	5/5/2025 5:15 PM
39	South bound seems like no problem. North Bound will cause the traffic to back up even more on Mauldin at the Cecil intersection. The last minute drivers that rush up the left hand turn lane to then cut off those going straight is already a problem.	5/5/2025 5:10 PM
40	272 Traffic should have priority, by creating a traffic circle it would priority vehicles within the circle when the majority of traffic will be going South and North. By prioritizing traffic within the circle which can include vehicles going to either of the neighborhoods you slow down North and South traffic possibly causing further back up especially heading North as each car slows down when an additional car enters the circle. Many people struggle to use traffic circles and I believe this traffic circle will cause back up especially traffic heading south	5/5/2025 12:35 PM
41	Also turning mauldin ave thru town from a 1 way road to a 2 way to allow traffic entering the town of north east to bypass downtown traffic. A traffic light on E Thomas road would allow cross traffic, residents, and school kids a chance to cross mauldin without having to time the vehicles hurtling down mauldin who routinely are doing double the speed limit.	5/5/2025 11:05 AM
42	I think putting a roundabout will make things worse.	5/5/2025 9:43 AM
43	Yesterday I sat in the traffic coming into town. The current "A" layout allowed cars to cut across the jam going south. If this is a round about it stalls out, no one can cut across and now you are hindering northbound flow.	5/3/2025 8:57 PM
44	Meh, personally 50/50 I could take it or leave it. The town traffic will still be bad, but I suppose those that live in town would be able to have more priority for entering or leaving the 272 thruway.	5/3/2025 11:56 AM
45	u0 I do not feel a roundabout will make an improvement with the traffic. I feel a roundabout will cause more problems.	5/2/2025 6:20 PM
46	If mauldin is flipped to 2 way from it's current 1 way north I assume this roundabout solution would be modified to accommodate a business vs bypass route through the town?	5/2/2025 2:35 PM
47	I've never seen or heard of issues here for larger vehicles. This seems like waste of money along with one at irishtown.	5/2/2025 1:53 PM
48	There needs to be a solution for residents on the other side of North East to get to their home without waiting for 20+ minutes to go down mainstreet. Mauldin needs to be a two lane road. The light at Route 7 is MAJOR ISSUE. This in not addressed to be changed at all. This cause major traffic congestion all the way back to Route 40. A roundabout isn't going to solve that and will back up traffic on Mauldin too.	5/2/2025 1:45 PM
49	A traffic circle there does not resolve the traffic back-ups on the two lane bridge into town. The state owns wooded land on the south side of Rt.7 and east of Cemetery Rd.. That state owned wooded land connects both Rt. 7 and Irishtown Road. A BYPASS ROAD IS THE ONLY VIABLE SOLUTION AND ELIMINATES THE EXPENSE OF POORLY LOCATED, USELESS TRAFFIC CIRCLES NORTH AND SOUTH OF TOWN. THE ISSUE IS THE VOLUME OF TRAFFIC EXCEEDS EXISTING ROADS ABOVE AND THRU TOWN. "FIXING" INTERSECTIONS DOES NOTHING.	5/2/2025 12:23 PM
50	Nobody knows how to use circles. The amount of Friday and Saturday traffic during summer would be backed up out to 40 with one of these!! These are a nightmare. Please no circle!!	5/2/2025 12:21 PM
51	Great idea, and well done. Do it !!	4/30/2025 6:13 AM
52	The issue in this intersection has nothing to do with people speeding but rather people driving too slow (below the posted 25 mph) into town, through town and just past West Street on 272	4/29/2025 10:41 PM

(middle of town) This is a bottle neck created by slow traffic, poor parallel parking etiquette and a lack of parking enforcement. People do not obey the parking space markings further aggravating the congestion. Clear, high visibility speed limit signs and parking enforcement is a low cost, low impact solution that does not require additional right of way and can be achieved in a short term without major challenges. There are roughly 30 parallel parking spaces between Rt 7 and West St. and on most days around 5 PM you can see cars crammed bumper to bumper disregarding the parking spot markings exacerbating the difficulty of parallel parking.

53	This intersection is not the major problem. Mauldin Ave needs to be two ways. Then, this would make a difference.	4/29/2025 9:35 PM
54	Neutral because I don't believe this intersection is the primary issue for North East. I think you could go either way with this. However, if converting Mauldin Avenue into a two-way will happen, then I see a need for this roundabout.	4/29/2025 9:30 PM
55	Who's land are you stealing to do this? This will not help the parking issue. Deal with the parking issue.	4/29/2025 8:58 PM
56	There was also discussion of a traffic light at this spot. That is a terrible idea as well. Rolling down the bridge hill into either of these would be terrible and it came out at tonight's meeting that they had not considered the geometry created by the hill.	4/29/2025 8:48 PM
57	I really like this concept and appreciate the nice gateway to the town! The light at Rt. 7 is a concern to back up the circle, but if the timing can be adjusted based on traffic conditions, then this seems like a viable solution.	4/29/2025 8:40 PM
58	Horrible placement of round about & constant push of pavement causing maintenance issues will prevail. Also NOT fire/rescue vehicle friendly or large tow vehicle friendly.	4/29/2025 6:46 PM
59	Love this	4/29/2025 5:44 PM

Q8 South Mauldin Avenue Research suggests converting a one-way street to a two-way street results in safer streets, slower traffic and benefits to the business community. If Mauldin Avenue was converted to two-way it may promote businesses by making parking easier, create a safer and less congested Main Street. It may allow more flexibility for Main Street such as closing it to traffic during events or festivals to create a pedestrian friendly area. Do you support the idea of converting Mauldin Avenue to two-way?

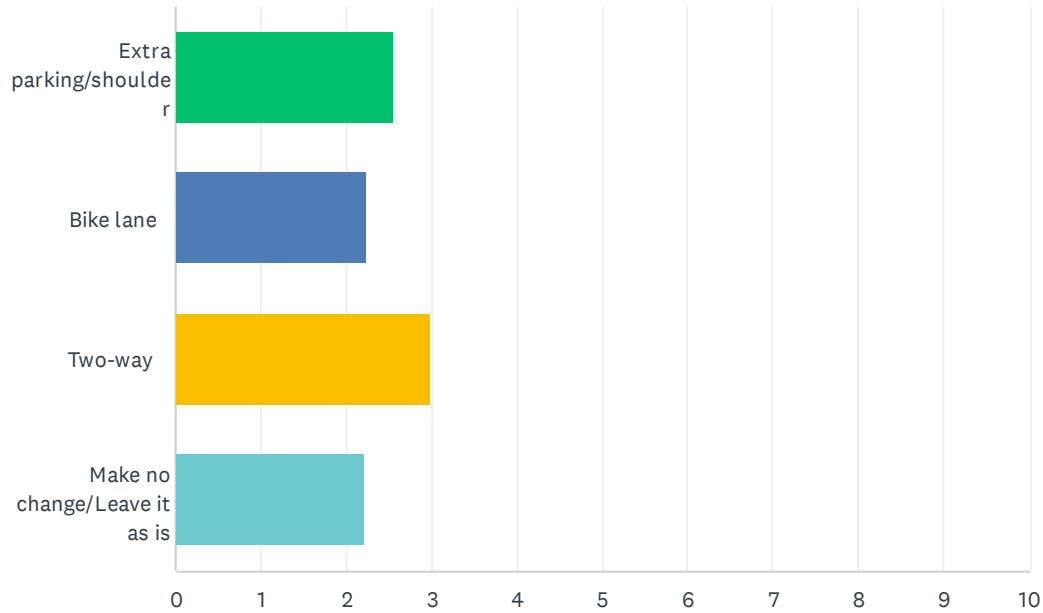
Answered: 165 Skipped: 60



	STRONGLY AGREE	AGREE	NOT SURE/NEUTRAL	DISAGREE	STRONGLY DISAGREE	TOTAL	WEIGHTED AVERAGE
(no label)	37.58% 62	21.82% 36	10.30% 17	7.88% 13	22.42% 37	165	2.56

Q9 Of the three different concepts, rank them in order of most favored to least favored?

Answered: 184 Skipped: 41



	1	2	3	4	TOTAL	SCORE
Extra parking/shoulder	12.57% 23	43.72% 80	31.15% 57	12.57% 23	183	2.56
Bike lane	9.24% 17	30.98% 57	33.15% 61	26.63% 49	184	2.23
Two-way	53.26% 98	13.59% 25	12.50% 23	20.65% 38	184	2.99
Make no change/Leave it as is	25.00% 46	11.96% 22	23.37% 43	39.67% 73	184	2.22

Q10 Do you have additional comments on these concepts?

Answered: 62 Skipped: 163

#	RESPONSES	DATE
1	I agree with the two way option if Main st. is left alone. Also what type of traffic control system would be used on a two way Mauldin Ave?	6/5/2025 1:55 AM
2	Now is the opportunity to do this. It lends to business owners on Main st and enhances the eastern shore flavor of the town as a historic shopping area.	6/4/2025 10:27 PM
3	Those that live through town in the area of Turkey Point/Hance Point need a way to get to the other side of town without having to go through town. It takes FOREVER in the summer.	6/4/2025 2:52 PM
4	No	6/4/2025 2:40 PM
5	Using Mauldin Ave to move from Russell St to Irishtown Rd would help Main St. However, Making Mauldin Ave a single lane out of town will back up traffic during peak exit times tremendously.	5/30/2025 2:21 PM
6	What will ever make the town of north east better for the community better road parking safe place for your family	5/30/2025 6:31 AM
7	make the 95 and 272 a true clover leave and that would eliminate one of the traffic lights	5/30/2025 6:26 AM
8	Two way traffic on Mauldin Ave would bypass the parallel parking hold up on Main street. It's the slow parallel parking parking that backs traffic up between R40 and Cecil Ave.	5/30/2025 5:31 AM
9	Left-hand turn would be a nightmare	5/29/2025 6:07 PM
10	Make the bike pan through town on Main St, it then can join the bike lane on 272 outside of town	5/29/2025 2:36 PM
11	People fly north bound on Mauldin. How about traffic enforcement first before changing everything!	5/29/2025 12:06 PM
12	Leave well enough alone.	5/29/2025 11:32 AM
13	Two way traffic on Mauldin Avenue would be hazardous for those on side streets and require additional traffic problems for our fire company!	5/29/2025 11:09 AM
14	This is not a solution, it is just moving the problem one street over. If you're trying to solve a parking issue then there needs to be alternative parking options and communication/marketing for out of town guests to be aware. As the middle school is being relocated, the best option is for the town to use that for parking and direct traffic down mechanics valley or if the circle is added, direct traffic left to rt 7 (old philadelphia rd). Main street can become handicap parking or metered parking to further encourage people to park in the school parking lot. Did you actually measure how much bike volume we have now?	5/29/2025 9:36 AM
15	Limiting lanes is extremely concerning for emergency vehicles to be able to respond in the appropriate time to 40 and 95. Additionally the current pedestrian crosswalks will need to have FLASHING light systems installed to MAKE traffic in two directions stop. The one at West Street was NOT installed for the school, as I made the request to the state and had it installed. This and ALL crosswalks currently in place on Mauldin Ave. should REMAIN in place and be enhanced with FLASHING indicator signals when you are at the crosswalk.	5/27/2025 9:06 AM
16	Being able to close Main Street during events and festivals is brilliant!	5/26/2025 6:52 PM
17	No	5/23/2025 3:10 PM
18	Having the parking shoulder on the south bound lane may be more beneficial to people wanting to park then walk to Main Street. I recommend looking at other options to expand parking in the downtown area as an aspect of alleviating congestion because people parking on Main Street slow down traffic a lot	5/23/2025 11:52 AM

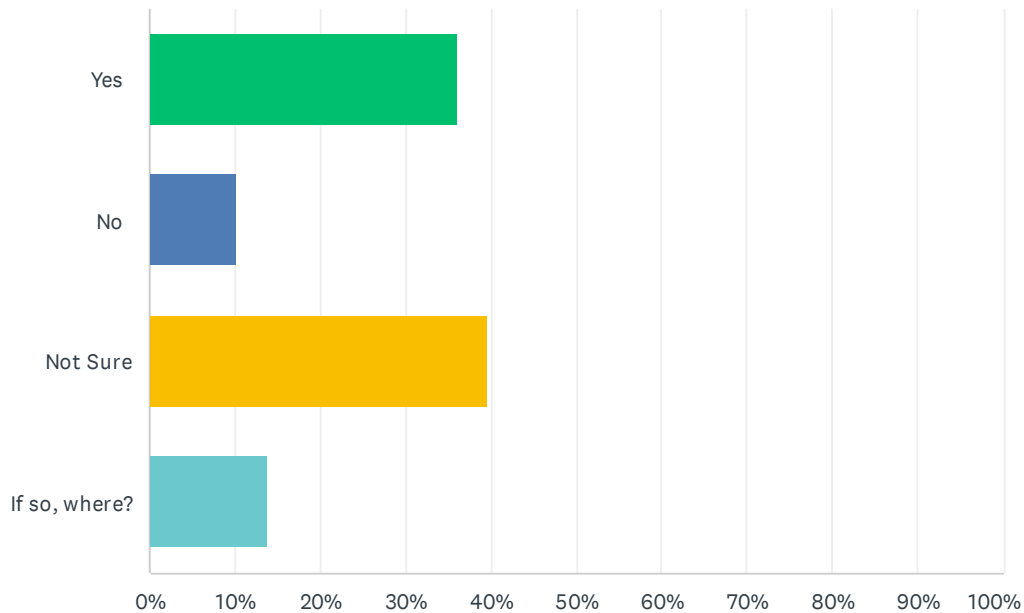
19	Need to allow for left hand turns	5/23/2025 7:05 AM
20	If Mauldin becomes 2 way, left turns will slow/stop traffic regularly	5/23/2025 6:56 AM
21	(Paper copy marked only "Make no change") Two way traffic would cause problems for locals and tourists entering and exiting side streets-making a left turn would be dangerous also there would be accidents from people leaving the town parking lot trying to look at traffic both ways.	5/20/2025 10:54 AM
22	Please also consider ways to create a shared use path for the corridor or short of that at least physically separated bike lanes with physical barriers (planters, concrete curbs, bollards, etc.). Additionally, please consider even short connectors that might last for a distance shorter than the whole corridor but could link into east-west bike/pedestrian routes across town to serve the East Coast Greenway and Mason Dixon Trail between Elk Neck State Forest, downtown North East, and North East Isles.	5/19/2025 11:31 AM
23	I agree with roundabout if Mauldin is 2 way. (This question should be before the round about question).	5/18/2025 2:05 AM
24	DO NOT MAKE THIS TWO WAY TRAFFIC. That would be a nightmare scenario. It would make egress from the peninsula horrible. WHAT WERE YOU THINKING! Even removing a lane for parking or bicycle lane would cause traffic to jam up. THIS SHOULD BE OFF THE TABLE COMPLETELY! If you put parking on both sides line of sight would be worse than it already is. Try making a left onto Main Street from a side road and you'll see what i mean... you cannot see oncoming traffic.	5/17/2025 10:50 AM
25	The fire department needs to have input in this as either of these proposals would have an impact on getting fire trucks and ambulances in and out of the fire station.	5/15/2025 1:08 PM
26	Add a stop sign at E. Thomas Ave. and E. Wallace Ave. at Mauldin Ave.	5/14/2025 4:15 PM
27	Is there enough bike traffic to warrant a dedicated lane?	5/10/2025 1:07 AM
28	Yes, as long as more safety measures are taken for the children walking to school who have to cross this roadway.	5/8/2025 6:46 AM
29	Need highway from Rt40 to bypass rt 272 and bring us out on RT 274 past Highs station. Need traffic circle at Bayview Produce on Rt 274	5/7/2025 6:12 PM
30	I do not agree with any changes. Both Main St and Mauldin require 2 lanes for traffic due to the planned building of the former Fairway Golf course. The town of NE cannot handle the additional traffic this building plan will cause. Parking should not be allowed on Main Street at all. If parking is disallowed, you would automatically have 2 lanes. Walls need to be placed on both curb sides of Main Street to avoid accidental car entry to the sidewalks as happened on Main Street in Delaware causing needless deaths. Divert parking to one specific parking lot within the town. The town needs to be fixed and not band aided.	5/7/2025 11:19 AM
31	Making this road two ways is probably the easiest way to reduce congestion on Main Street and provide an alternative north-south route in case of Main Street events or any type of incidents (fire, vehicle accident, etc).	5/7/2025 10:09 AM
32	install speed hump at Mauldin and West, paint crosswalk and add signage including middle line yellow stanchion due to future parking in Turner Park at end of West	5/7/2025 8:47 AM
33	I live with my young children on south main before Irish town . The traffic out front is very heavy and speeds up in front of my home . With many children outside it makes it very scary . Especially being one of the main roads to head to the north east park . Converting to a two way on Mauldin would limit the cars speeding by leaving town . It is also very difficult to get anywhere/ including my kids to school in the morning trying to pull out off south main in the morning . Being that traffic is slow moving / stopped trying to turn on to Irish town towards the schools . With the new school building it will end up being even more backed up . I also want to point out the speed increases at Wallace from 25 , where many kids leave and walk to and from the park . I strongly hope the speed can be changed to stay at 25 until Irish town road . The cars speed up directly outside my front door where the split starts and is very scary with children outside there .	5/6/2025 10:18 PM
34	I don't think Northeast has enough bikers to dedicate a lane to it. There are already sidewalks for the walkers. This is not a case of If you build it They will come.. All over Maryland and Delaware they've spent all this money for dedicated bike lanes and there's never any bikes in them. That's a lot of money to spend for a very little improvement. It would be better just to	5/6/2025 7:45 PM

	have dedicated parking. Although it seems like there's parking there now that no one uses for Main Street. And two way traffic on Malden would be three lanes coming in and only one going out. So now instead of the backup coming into town, there will be a backup going out of town?	
35	Making Mauldin Avenue 2-way will decrease the number of shoppers at Main st. stores.	5/6/2025 7:08 PM
36	I think if Mauldin becomes two way then the round about at Russell Street should be where the two way starts to keep congestion down on Cecil at Stop and Go in between Main and Mauldin.	5/6/2025 3:10 PM
37	Making Mauldin Ave two way will be detrimental to Main Street businesses. Improve cemetery road as it is already the common shortcut.	5/5/2025 10:16 PM
38	It seems like 2 way traffic will cause more congestion as traffic will now have to stop to access the side streets. The real solution here is a bypass that connects cemetery road with mechanics valley rd and eliminates the most ridiculous 4 way stop in Cecil county where this 2 roads intersect rte 7. I would also like to reiterate that bicycle considerations seem misaligned with reducing congestion. There are other ways for cyclists to get around north east.	5/5/2025 7:47 PM
39	We need more parking for Main Street.	5/5/2025 5:12 PM
40	Technical problem. It wouldn't let me put make no change as "favored". Main St businesses absolutely need pass-by traffic! Solution - add more parking downtown and take parking off Main Street so traffic doesn't keep stopping. Only make Mauldin two-way for special events.	5/5/2025 4:25 PM
41	The focus of this project should be creating a better flow of traffic through choke point areas especially heading South. Adding extra parking to the opposite side of town where traffic is heading North will not assist is moving traffic South through town better. Most people will pick the short cut of parking on Main Street rather than driving around and walking further. The idea of adding additional parking on North bound will not improve Traffic heading South.	5/5/2025 12:41 PM
42	We do not need a Town of North East bypass. This will kill local businesses. We need to keep Mauldin Ave two lanes but also make Main Street two lanes. Remove parking on Main Street and increase public parking/paid parking options.	5/5/2025 12:05 PM
43	Installing a traffic light on Church or E Thomas to allow school kids, residents, and cross traffic some breathing room. Again, people drive thru northeast typically 10 to 20 miles over the speed limit.	5/5/2025 11:11 AM
44	I would like to see Mauldin Ave turned into two lanes of traffic (one-way) for going through North East, and then turn Main Street into one way traffic going from South to North. Like fliplop the current traffic patterns so that there are two lanes to from North to South and one lane to go from South to North.	5/5/2025 9:47 AM
45	Honestly, I usually drive Cemetery Rd when events happen in NE to get around the traffic so no change is fine with me. But having additional parking along Mauldin would allow bikes a safer travel area as people would be forced to drive slower and also free up standard parking along Main St to allow for smoother traffic flow. And to add to that point , we could add more handicap parking spots on Main Street which would require able body individuals to walk a little more from Mauldin Ave to visit their local dinning area of choice or etc. but we all could use more exercise.	5/4/2025 3:10 PM
46	If two-way, how would you address north bound cars stopping the traffic behind them when making a left turn to access Main Street?	5/3/2025 12:02 PM
47	North East needs a parking structure. Nothing you can do with the roads is going to help the parking situation.	5/2/2025 2:01 PM
48	Making Mauldin a two way road is a great idea!! The traffic coming from Turkey point in to North east is already one way and already flows nicely. Making Mauldin a two way road would SIGNIFICANTLY improve the quality of the commute for residents down towards turkey point, hance point, shady beach etc.	5/2/2025 1:52 PM
49	Two way traffic creates crossing issues at each intersection thru town and the opportunity for accidents to occur. The southbound changeover lanes at both the base of the bridge and the southern end of town will also create crossing issues traffic accident opportunities.	5/2/2025 12:33 PM
50	Great idea to get traffic off the shopping district	5/2/2025 12:31 PM
51	no	5/2/2025 8:52 AM

52	Putting Mauldin down to one lane seems illogical when we have a dire need for traffic to be less congested on Main Street. It would likely end up having its own problems getting backed up the way main street does. Offering another way to get to neighboring towns will open up Main St. Many people already take route 7 to cemetery road to east thomas to avoid main st, and main st still gets extremely backed up. Emergency vehicles will have a harder time with only 1 lane I would think and the fire station is right there. It would be nice if a fire truck could go south on Mauldin without needing to go north first and then through main st.	4/30/2025 5:31 PM
53	turning L onto outbound Mauldin from Church Pt Rd will be difficult presently have school crossing guards	4/30/2025 9:10 AM
54	Seriously consider the North East cross roads to be alternating one ways. One going east, the next going west. Make South Mauldin a boulevard with a landscaped island down the middle. Make the shoulder a bike lane with a divider between it and the traffic. Look at https://www.google.com/search?vsrid=CKCbtY7-uKXyChACGAeiJDgxMjM1MDVhLTU5NmQtNGI3Mi05MmZhLTmxMGM4MmQxNTg4Yw&vsint=CAIqDAoCCAcSAGgKGAEGATojChYNAAAAAPxUAAAA_HQAAgD8IAACAPzABELEBGJwCJQAAgD8&udm=26&ins_mode=un&source=ins.web.gisvli&vsdim=177,284&gsessionid=YmxbeQrlrJE4sAKHwdbnF1m4ZCqDe5fA4CDvCoe6zaKO6cbSoFxK6Q&lssessionid=59A2NMmCdXsXksWlYnsnYTKXMACTG_PO_lpVtwT9xb9EaAzbhE7dkQ&ins_surface=19&ins_vfs=e&qsubts=1746009235769&biw=1014&bih=881&ved=0CBIQh6cGahcKEwiwy42Hx_-MAxUAAAAAHQAAAAQBA&tbnid=9rM9BFmbztdd-M&ictx=2	4/30/2025 6:36 AM
55	The way out of town is nearly perfect as is. There are very few instances under normal morning rush hour traffic where this roads back up in town. The issues are the light at the intersection north of 40 and 272 not allowing enough traffic to flow north thus creating a back up. West ST, E. Wallace Ave., E. Roney Ave., E. Church ST., E. Thomas Ave., should all be one way streets into S. Mauldin Ave. This would create additional parking on the sides of the road out of S. Main St. With proper signage this would alleviate the congestion on Main Street.	4/29/2025 10:50 PM
56	There is considerably more traffic southbound into Northeast than northbound. It's never made sense to have two northbound lanes and only one southbound lane. flipping this would ease so much congestion for commuters from south of Northeast to get out of town and back. Problems southbound: People constantly crossing over Main Street by walking not at crosswalks, people not able to properly parallel park often, and cars stopping in the middle of traffic to drop people off instead of parking. Two Way for Mauldin Ave will be best...	4/29/2025 9:38 PM
57	There is considerably more traffic southbound into North east than northbound. It's never made sense to have two northbound lanes and only one southbound lane. Flipping this would ease so much congestion for commuters from south of North east to get out of town and back. The only stoplight in Northeast is north of town. This does not cause traffic northbound, but causes plenty of traffic southbound. In addition, traffic southbound is caused by crosswalks, parallel parkers, drop offs, gawkers, etc. Adding a second southbound lane outside of the main tourist area will also ensure safety of folks on the main street.	4/29/2025 9:36 PM
58	Who's land are you stealing to widen the road? Fix the parking issue. Jusy because you got a grant to improve bike access doesn't mean it should come at the cost of people's property. Add some safety measures to deter speeding, and up police surveillance.	4/29/2025 9:05 PM
59	The core issue is easy to access parking near the downtown shops. With parallel spaces, all traffic needs to stop for cars to park. Better utilization of the existing space, Better signage to those spaces and perhaps fewer parallel parking spaces on main st	4/29/2025 8:55 PM
60	Truth be told, this is my second survey, and it's this question where I changed my answer but not completely. Please see additional comments for explanation.	4/29/2025 8:42 PM
61	This is a dangerous 1 way road, it would be a DEADLY 2 way road	4/29/2025 6:48 PM
62	How would two way traffic affect the roundabout at irishtown?	4/29/2025 5:47 PM

Q11 Would you prefer to see new roadway connections east of Maudlin Avenue to help relieve traffic congestion?

Answered: 194 Skipped: 31



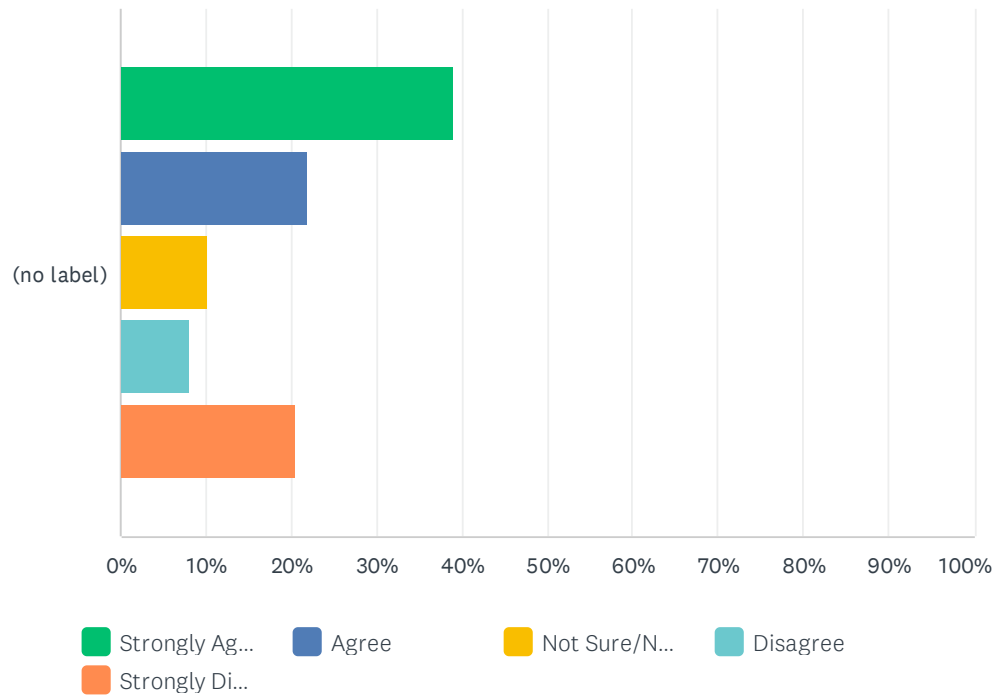
ANSWER CHOICES	RESPONSES
Yes	36.08% 70
No	10.31% 20
Not Sure	39.69% 77
If so, where?	13.92% 27
TOTAL	194

#	IF SO, WHERE?	DATE
1	Two way maldin	6/4/2025 9:23 PM
2	Cemetery to Irishtown connection	6/4/2025 2:52 PM
3	TBD	6/4/2025 1:43 PM
4	I live on east Cecil. How does this effect my home?	6/4/2025 11:28 AM
5	Suggest an alternative not a stop sign on Mechanics valley rd	5/29/2025 10:46 PM
6	Route 7 crossing state lands connecting to Irishtown Road	5/29/2025 11:32 AM
7	What would that look like?	5/29/2025 11:09 AM
8	Cemetery rd currently allows for bypassing most of the traffic on main street	5/29/2025 9:36 AM
9	Lm	5/24/2025 12:39 AM
10	Possibly improve alignment of Mechanic's Valley Road and Cemetery Rd	5/20/2025 4:42 PM

11	Cecil & Mechanics	5/7/2025 6:19 PM
12	At the 4 way stop Rte 7 and mechanics valley	5/7/2025 12:40 PM
13	It is a nice idea but not sure where. Cemetary Road creates a nice way around downtown.	5/6/2025 3:10 PM
14	Improve cemetery road	5/5/2025 10:16 PM
15	Cemetery road as a bypass to get to 40.	5/5/2025 7:47 PM
16	create a different route from Main Street for getting to the high school / middle school property	5/5/2025 4:25 PM
17	North main street.	5/5/2025 11:11 AM
18	Circle along Rt7 between Mechanics Valley Rd & Cemetery Rd might be helpful. However, it would require possible 'Eminent Domain' which I don't fully support. Cemetery Rd seems like the best area to try and improve traffic relief as an alternative for those going around the NE main street area not headed west on Rt 7 or Rt 40.	5/4/2025 3:10 PM
19	Not sure of East... would have been helpful to have a map with this question.	5/3/2025 9:00 PM
20	Mechanics Valley and Cemetery Roads	5/3/2025 12:02 PM
21	If Mechanics Valley Road could somehow be linked to Irishtown Road, a lot of school traffic could be routed that way instead of through town.	5/2/2025 3:37 PM
22	Not sure as to what can be done but putting a round about coming into town and switching up to 2 way traffic on Mauldin will cause confusion and accidents.	5/2/2025 2:01 PM
23	Cemetery Avenue to Irishtown (through Tome) or Cemetery through to Bay Club Parkway or Cemetery all the way through to Shady Beach Road	5/2/2025 1:52 PM
24	Again, a connector road thru the state owned land between Rt.7 and Irishtown Rd. resolves the "thru town" issues.	5/2/2025 12:33 PM
25	rt 7 to irishtown rd	5/2/2025 10:33 AM
26	The Mechanics Valley By-Pass all the way from PA or Warburton Rd to Irishtown Rd	4/30/2025 6:36 AM
27	Promote alternate routes (i.e. Mechanics Valley to Cemetery Road) to the vacant lot on South Mauldin and East Thomas Ave	4/29/2025 9:05 PM

Q12 Do you like idea of a roundabout at Irishtown Road?

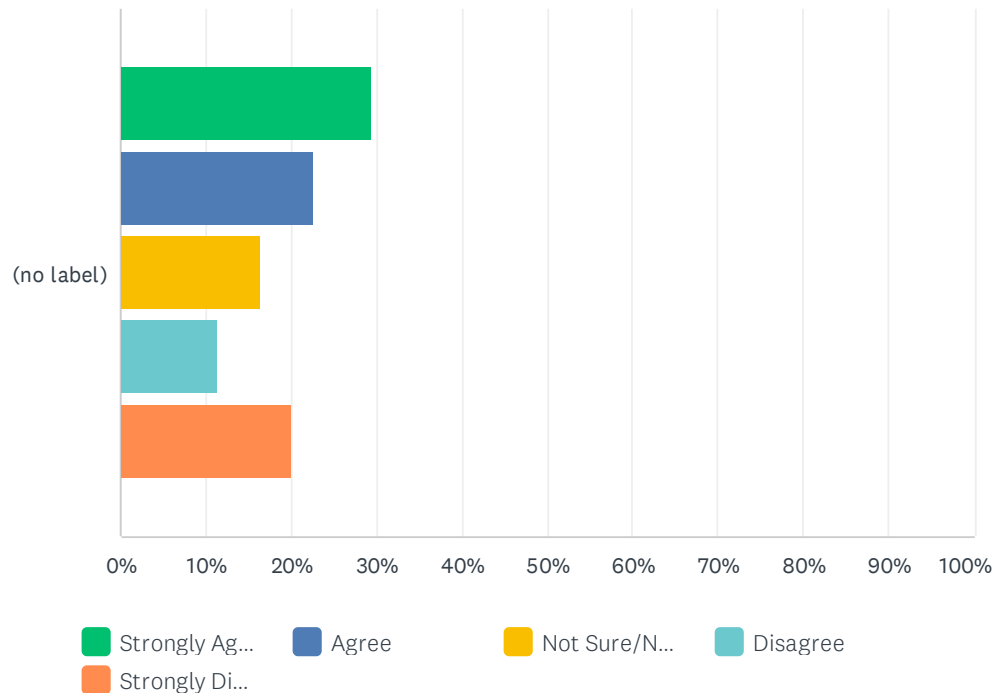
Answered: 195 Skipped: 30



	STRONGLY AGREE	AGREE	NOT SURE/NEUTRAL	DISAGREE	STRONGLY DISAGREE	TOTAL	WEIGHTED AVERAGE
(no label)	38.97% 76	22.05% 43	10.26% 20	8.21% 16	20.51% 40	195	2.49

Q13 Do you like the idea of a roundabout at Shady Beach Road?

Answered: 194 Skipped: 31



	STRONGLY AGREE	AGREE	NOT SURE/NEUTRAL	DISAGREE	STRONGLY DISAGREE	TOTAL	WEIGHTED AVERAGE
(no label)	29.38%	22.68%	16.49%	11.34%	20.10%	194	2.70
	57	44	32	22	39		

#	DO YOU HAVE ADDITIONAL COMMENTS ON THESE CONCEPTS?	DATE
1	I dont see an issue with traffic flow near shady beach	6/6/2025 4:33 PM
2	Who dreams this crap up?	6/5/2025 10:36 PM
3	Unneeded	6/5/2025 7:57 PM
4	Roundabouts in this area are dangerous. People don't know how to use them!	6/5/2025 2:44 PM
5	The Shady Beach intersection is a disaster waiting to happen. A light or traffic circle is needed asap. The speed of cars coming from the south is outrageous.	6/5/2025 2:18 AM
6	The current intersection is dangerous and speeding at this point of 272 is excessive. This should be a priority roundabout!	6/4/2025 10:28 PM
7	Irishtown road should have a red light to help with congestion during 7a-4p. I only hope that traffic is slowed since weekend traffic is in hurry to get to Elk Neck/local boatyards/marinas	6/4/2025 6:31 PM
8	Shady Beach and Hance point 100% need a roundabout. We turn off Hance point road almost every day and get plowed over by traffic coming from the Cara Cove road area. They drive so so fast!	6/4/2025 2:54 PM
9	There should be a light at Irishtown Road that is operated only during school hours much like the light on 272 at Rising Sun High school	5/30/2025 4:28 PM
10	no	5/30/2025 11:59 AM

11	It will make it difficult for our large firefighting apparatus to navigate. These roundabouts will slow these roads down too much.	5/30/2025 3:08 AM
12	Stop at Shady Beach Rd is useless. Traffic using Right from Shady Beach Rd rarely stop.	5/29/2025 10:53 PM
13	I think they would be ineffective in these two areas and a big waste of money	5/29/2025 6:07 PM
14	Still going to get backed up on Irish Town rd	5/29/2025 1:15 PM
15	Traffic light	5/29/2025 12:07 PM
16	What about lights at both of these places to relieve immediate short term issues until a better solution?	5/29/2025 11:12 AM
17	I think we need this. My daughter lives in the developments at the golf course and pulling out of there makes me nervous at times	5/29/2025 11:05 AM
18	When in doubt, more roundabouts!!! (Is the answer) And bike paths!!!	5/26/2025 6:54 PM
19	Irishtown Road seems like an ideal application of roundabout.	5/20/2025 4:43 PM
20	Both areas at high traffic times are dangerous-soo much subdivision growth below Shady Beach.	5/20/2025 10:55 AM
21	Please include in the concept designs space for biking and walking that is physically separated from traffic. There are lots of great examples now built elsewhere -- see this post about the new roundabout guide that includes this traffic-separated bike/pedestrian facility concept: https://www.kittelton.com/ideas/new-guidance-paves-the-way-for-better-bicyclist-experiences-at-roundabouts/	5/19/2025 11:34 AM
22	why not a traffic light?	5/17/2025 10:08 PM
23	People have been blowing through traffic lights. Roundabouts work to slow traffic. Would also like to see one at lower hances point (plum creek area) and rt 272. By the time traffic reaches there they are going at least 70mph if not more and I have NEVER seen any police presence or anyone pulled over.	5/17/2025 10:51 AM
24	I believe the roundabout at Irishtown would be overwhelmed in the Morning with drive and school traffic.	5/17/2025 10:47 AM
25	A stoplight at Irishtown Road and reduced speed limits. Northbound at 272	5/14/2025 4:17 PM
26	These are not high accident locations.	5/9/2025 9:29 AM
27	Block the turn off from 272 to hance point road now and just have access to it via the intersection.	5/8/2025 6:37 AM
28	I can see the roundabout getting backed up when busses are taking children to and from school	5/7/2025 2:46 PM
29	A traffic light is the best solution. I suggest a roundabout be added at Fairway links development as there have been several accidents at this location. Several accidents this year alone. Car's traveling South 272 from Irishtown travel at 50 to 60 miles an hour causing a danger to pull out of this development. The same in the North direction without a traffic light at this development.	5/7/2025 11:30 AM
30	Cross traffic should be prohibited at Dune Drive/Chesapeake Club Drive. And only right in, right out movements if possible. Some type of improvements (connecting the roads) needs to be made in the developments on both sides of 272 so residents and visitors of those developments are able to easily access the traffic circle and reduce the need for traffic making left turns on any of the three roads (272, Dune and Chesapeake Club).	5/7/2025 10:21 AM
31	Adults struggle with the rules on roundabouts - can't imagine kids understanding. As for Shady Beach, just eliminate the right off shoot going south and make it a fourway stop. I've never experienced "congestion" at Shady Beach but we do need to slow down traffic!	5/7/2025 8:50 AM
32	There was a traffic circle at the Rising Sun high school . Why did we just take it out if it was such a great idea? You're gonna put it at an intersection where a bunch of individuals just got drivers licenses and not expect a back up? A traffic light would be less expensive and make more sense. And while you're at it, they could use one at the intersection of walnut and Main Street.. because visibility the intersection is so terrible with parking on main. A traffic light at	5/6/2025 7:51 PM

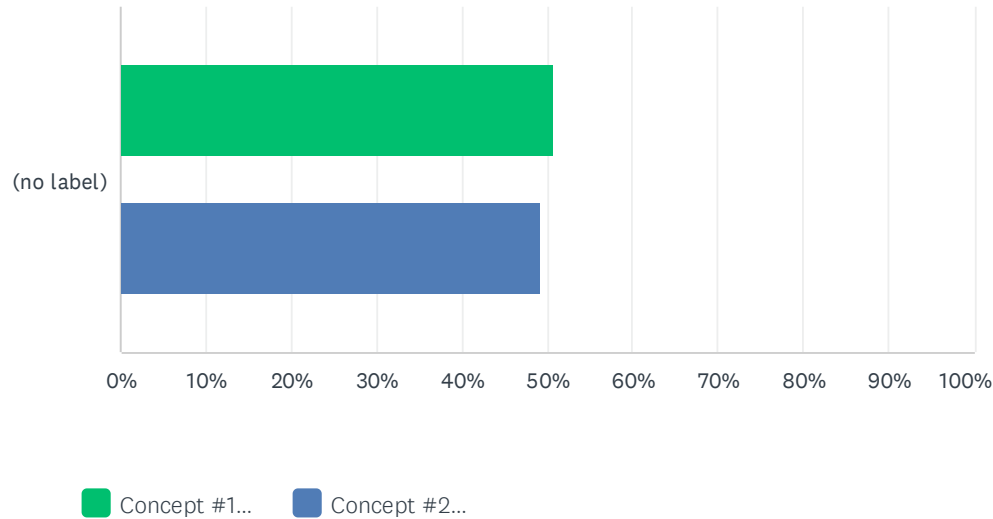
the corner of Irish town and Mauldin Would also be better and could be timed for when schools let out. And come to think of it.. If Mauldin becomes two way.. that would Be terrible when schools let out.

33	This will make it harder for boat trailers to navigate	5/6/2025 7:09 PM
34	Please pave shady beach	5/5/2025 7:53 PM
35	Please do not put another light on this road!!!!!!	5/5/2025 7:49 PM
36	How about making police enforce traffic laws before making these proposals. Perryville seems to have this under control by increasing police visibility and enforcing radar	5/5/2025 2:07 PM
37	I think a majority of the concern of the traffic near Shady beach is further North within the former golf course neighborhood. I don't think a a traffic roundabout is much use so far south. If anything consider a turn lane dedicated South 272 to Shady beach. As well as better merge area for Shady Beach to 272 North. Traffic is so minimal from shady beach or hances point compared to 272 this area could benefit from a traffic light based on vehicle coming from hances point and shady beach using sensor technology rather than a timed light. This can give priority to 272 while providing the minimal traffic from shady beach and hances point right of way opportunities. The light should be blinking red allowing traffic to cross when traffic is light on 272 forShady beach and hances point and after a certain amount of time of a vehicle(s) sitting it provides a green.	5/5/2025 12:51 PM
38	Shady Beach roundabout is unnecessary at this time but with continued growth it will be necessary.	5/5/2025 12:07 PM
39	Make a dedicated walking/biking path on the side of the road that is seperate. When a car is turning the vehicles behind said car simply go around the turning car at 60 miles an hour and as they pass on the shoulder they cant see pedestrians, people walking or cycling. It is very dangerous and people will die as traffic increases.	5/5/2025 11:14 AM
40	I dont think there is any problem with how the traffic pattern is currently for either of these roads.	5/5/2025 9:48 AM
41	I'm not sure of a better alternative but the roundabouts near rising Sun and on 273 have created issues for large trucks and seem to result in more accidents than a typical intersection.	5/4/2025 4:01 PM
42	Those that live off of Shady Beach Rd currently pull out in front of people without coming to a full stop at the sign. Most of the cars I see in that area do not properly signal or use the merge lane that is already provided. I too live off Rt272 north of the town of NE and struggle with merging onto 272 without a merge lane and usually have to wait several minutes to turn some days due to traffic its about patience when living close to such a high traveled Rd. I do not think that a circle is needed to fix the current problem of impatient/reckless drivers.	5/4/2025 3:18 PM
43	Per the session, roundabouts are a 10 year project from today's phase to construction. Anything that can done sooner? Houses and schools are going up over night.	5/3/2025 9:02 PM
44	You should shut down the bare off on to Hance point IMMEDIATELY. Traffic coming off 272 is legally allowed to be going 50mph. Traffic and pedestrian coming out of West Shady beach are unsafe. There is also a bus stop at the end of Shady beach. Make traffic turn right onto Shady Beach then left onto Hance Point. The speed limit on Hance Point is 25mph (which nobody does). By shutting down the bare off it would slow traffic down. We cannot wait for years for this to happen. We need something done immediately. Before someone gets nailed by a vehicle traveling at 50+ mph. You should also put a turning lane into Chesapeake club drive.	5/3/2025 11:28 AM
45	I strongly disagree that a roundabout will improve the traffic issues.	5/2/2025 6:26 PM
46	The only concern is when school gets out in the afternoon. A lot of cars will be getting to the roundabout at the same time.	5/2/2025 3:38 PM
47	There really isn't an issue at Irishtown currently. If the proposal is a light at Irishtown then the roundabout is a better option. A light is not beneficial unless it is a blinking light except during school arrival and dismissal times. As for Hance Point, cars drive extremely fast from Turkey Point towards the town of North East. As a homeowner on Hance Point, it can be challenging to make a left on 272 due to the speed of the other cars and also the oncoming traffic from Shady Beach. A circle would likely remedy the speed issue and help with traffic flow off Hance Point and Shady Beach.	5/2/2025 2:06 PM

48	Shady beach needs a turn lane not a roundabout. As stated earlier I've never seen an issue at Irishtown so dint know why there should be a roundabout there.	5/2/2025 2:02 PM
49	If there's a connector road from Shady Beach Rd. across Irishtown Road to Rt. 7. There's a huge amount of land south of town toward Turkey Point that will someday be developed. Doing patchwork changes in and around town are only temporary solutions. Do it right the first time for long term results.	5/2/2025 12:39 PM
50	I hate circles because nobody knows how to use them. And there are lots of accidents.	5/2/2025 12:26 PM
51	Please consider how the roundabouts affect bikers up and down 272 and the North East Triathlon routes.	4/30/2025 5:36 PM
52	Looks good	4/30/2025 6:36 AM
53	These areas rarely see back ups during normal conditions. Improvements can be made to increase the standby capacity for the left turning lane into Irishtown Rd. for school traffic. The round about at Shady Beach has the potential to cause new delays as drivers are not capable of negotiating round abouts as designed and tend to reduce their speed excessively as seen in Tollgate & MacPhail Mini-Roundabout, Bel Air, MD. Also take into consideration the Convenience store and baseball field traffic which would further aggravate this. Slip lanes and dedicated turn lanes with flexible delineators would improve the intersection and reduce likely hood for accidents. The issue is further north between Rt7 and West St. as addressed earlier in the survey.	4/29/2025 11:02 PM
54	Irishtown road circle: The light is only a blinking yellow light in one direction and does not cause significant delays. The ineptitude of the school crossing guards seem to cause more delays than anything else. Also, the speed limit continues well outside of town, so that should be a deterrent to speeding rather than a circle. Further, you could install a stationary speed camera like they do in Europe to issue tickets automatically to anyone going over the speed limit. this would be a great revenue source for Cecil County. As for the circle at Shady Beach, agree, circles won't really impede the flow of traffic, but will slow it down, which is likely necessary at this stretch of the road where speed limits have increased. Overall, love the concept of circles where there are traffic issues from all four sides. The Irish town Circle only has traffic on one side. This could even potentially be solved by giving that yellow light a green arrow from time to time. Maybe try a traffic light with a green arrow before installing a circle to save potential costs.	4/29/2025 9:42 PM
55	The roundabout will work well to sling shot 18 wheelers back out of town. However and again, who's land are you stealing to do this?	4/29/2025 9:08 PM
56	The only one of these that is a problem that needs address is the shady beach intersection. Although I'm not sure it justifies a roundabout, perhaps a light that defaults to north south green, but cycles if someone pulls into the left turn lane to turn north (from the west) or south (from the east)	4/29/2025 9:00 PM
57	I understand that there will be a light at Irishtown and 272 in the near future once the school is completed. I would be interested to see how that affects the flow of traffic. However, I am an advocate of roundabouts. More details in additional comments.	4/29/2025 8:44 PM
58	Will slow speeds as subdivision entrances and town approaches .	4/29/2025 5:49 PM

Q14 Which concept do you feel best addresses the issues of vehicular speeds and bicycle connectivity?

Answered: 181 Skipped: 44



	CONCEPT #1 - BUFFERED BIKE LANE	CONCEPT #2 - WIDER EDGE LINES OR LONGITUDINAL RUMBLE STRIPS	TOTAL	WEIGHTED AVERAGE
(no label)	50.83% 92	49.17% 89	181	1.49

#	DO YOU HAVE ADDITIONAL COMMENTS ON THESE CONCEPTS?	DATE
1	I am a runner and believe more separation between cars and pedestrian/bikes is better	6/4/2025 10:29 PM
2	We have so many bikes in this area. Please be aware that those driving on 272 do use that shoulder to go around traffic turning on to chesapeake Bay Club Parkway.	6/4/2025 2:55 PM
3	no	5/30/2025 12:00 PM
4	It would be beneficial if there were physical barriers to separate the vehicles from the bike lane. It would be nice if the bike lanes could be raised as well.	5/30/2025 3:11 AM
5	Rumble strips suck on a bike.	5/26/2025 6:55 PM
6	A dedicated bike lane isn't needed as people riding their bikes will ride down the shoulder either way. Neither of these options is really needed, but rumble strips may slightly help with the safety of the shoulder where people may ride a bike	5/23/2025 11:56 AM
7	Please consider adding physical separation along with the buffer with firm vertical barriers like concrete curbs or bollards to separate traffic from cyclists. At the very least even flexible delineators go a long way to provide safety benefits to cyclists. MDOT has used this type of separation to separate vehicular lanes and could apply it to separating cars and bikes. See example of MDOT using the quick curb treatment here on US-40 edge lines just 6 miles south of North East: https://photos.app.goo.gl/YM93bDjg3h54HnUHA	5/19/2025 11:45 AM
8	the roundabout would help at the Irishtown road area which would slow down cars however, putting up a traffic light would be helpful down where shady beach and hance point road come out	5/17/2025 10:10 PM
9	Many people walk or bike this area. Rumble strips may help. I have had people pass me on the shoulder and i worry about bikers and pedestrians.	5/17/2025 10:51 AM

10	When cars are stopped waiting to make a left hand turn cars behind go around them using the shoulder often at a fairly high speed. Not fun for walkers/runners to see a car complete at them.	5/8/2025 6:43 AM
11	No bike lanes. There is too much traffic now and you are permitting another housing development!	5/7/2025 2:18 PM
12	the buffered bike lane would be beneficial for students as the two new schools are coming to the area	5/7/2025 2:11 PM
13	Neither concept is appropriate as vehicles traveling both directions travel a speed of 50 mph or greater often riding the shoulder 6 car lengths before vehicle waiting to turn off 272 simply because they do not want to slow down or come to a stop. MD law state driving on a shoulder is not allowed. This violates MD law as riding on a should 4 or 6 car length at a speed of 50 mph or greater is not passing. The vehicle should come to a stop behind the vehicle waiting to turn. Then proceed once the vehicle completes its turnoff.	5/7/2025 11:59 AM
14	The bike lanes need to be multi-modal to also allow pedestrians to use those lanes as well.	5/7/2025 10:22 AM
15	waste of time and money . this section of 272 is wide enough that they can hold a triatholon every year with hundreds on people running and biking .	5/7/2025 9:52 AM
16	neither will stop cars from passing on the shoulder. Not worth doing this	5/7/2025 9:11 AM
17	How many bikers do you really think are coming? A dedicated lane is a waste of resources.	5/6/2025 7:52 PM
18	I wonder if the neighborhood could move it's entrance to shady beach rd. That is a big neighborhood (Chesapeake Club Dr) with only one entrance	5/6/2025 10:09 AM
19	Both these solutions seem bad. This road is frequented by RVs and trucks pulling wide boat trailers. Reducing the width of the lengths will make a worse situation.	5/5/2025 7:56 PM
20	Both good suggestions but I suspect people are still going to drive into the bike lane to go around stopped cars waiting to turn left (going south) into neighborhoods	5/5/2025 4:29 PM
21	You would dedicated turn lanes and/ or bear around land for the Golf course neighborhood heading south because most people use the shoulder to go around traffic sitting on 272 waiting to cross into the neighbor hood. I think adding a bike lane is pretty useless since very few people bike this area and the shoulder is sufficient as I have biked it in the past. I think either concept is not much useful.	5/5/2025 12:57 PM
22	A 3rd option is better	5/5/2025 11:16 AM
23	I would rather see a bike lane with a median/divider. Having run on this road, the issue is drivers on cell phones veering off the road or aggressive drivers passing on the shoulder. A buffer or doesn't resolve this issue.	5/4/2025 4:03 PM
24	8ft total for a biker/buffered lane? Seems a bit excessive (by a foot) is that so two bikes can travel side by side instead of single file? Is this a agency standard requirement? I do not think reducing the travel width for the cars is needed. But rumble strips are worse please do not add them anywhere, unless its a interstate.	5/4/2025 3:45 PM
25	It's fine the way it is.	5/2/2025 9:11 PM
26	Bike lanes are needed all the way south on 272. A bit disappointing that this plan only addresses a portion of 272.	5/2/2025 2:38 PM
27	I think a bike lane would be great in these areas. We have a ton of bike traffic in this area. My biggest concern would be in the area of bay club parkway where residents are making a left on to Bay Club parkway. Many drivers go in to the shoulder to go around the car that is turning left in to Chesapeake Golf Club.	5/2/2025 2:12 PM
28	I dont really see a difference, both seem like a waste of money	5/2/2025 2:04 PM
29	Neither. We live in the Harbours on Susquehannock Blvd.. The volume of traffic is the issue, which will continue to increase. There are times, especially in spring, summer, and fall where access to 272 is difficult due to volume, plus visibility is somewhat diminished by the uphill access to the main road.	5/2/2025 12:43 PM
30	How many bikes actually travel these roads that they require so many bike lanes???	5/2/2025 12:27 PM

31	100% bike lanes!!!! Many of us already bike/run this road and it is part of the North East Triathlon. They are wide and feel safer than many but a bike lane would help!	4/30/2025 5:40 PM
32	No opinion	4/30/2025 6:37 AM
33	No.	4/29/2025 11:06 PM
34	Rumble strips will not deter anybody.	4/29/2025 9:44 PM
35	I don't think rumble strips will deter anyone. I think adding a turning lane with a shoulder bump out next to the turn would be more helpful.	4/29/2025 9:44 PM
36	I like the visual of the painted buffer lines for both the driver and the cyclist. This could also help manage speed a bit better as well.	4/29/2025 8:52 PM
37	Better visual for drivers and cyclists	4/29/2025 5:51 PM

Q15 Any additional comments / thoughts / concerns?

Answered: 40 Skipped: 185

#	RESPONSES	DATE
1	Too many roundabouts proposed.	6/5/2025 7:57 PM
2	No	6/4/2025 2:44 PM
3	this is an area of high speed and frequent passing which plan would address this best?	6/4/2025 11:22 AM
4	I really do not think that there is a workable solution for Main St. traffic backups. They're a pain, yes. But North East is the only town in Cecil County that potential customers MUST use Main St. to get to their homes, boats and campgrounds, and thus pass be our businesses every time. It is a pain for us who have to put up with it, but it is a tremendous asset that shouldn't be squandered.	5/30/2025 2:28 PM
5	no	5/30/2025 12:00 PM
6	Please see the Cross Island Trail in Stevensville on Kent Island. We would love something like that to run all of the way down Turkey Point Road down to the state park!	5/30/2025 3:11 AM
7	North East is a tourist town! With that comes traffic, don't try to fix something that isn't broken.	5/29/2025 11:36 AM
8	Are there any short term solutions (traffic lights, redirecting, etc.) that can be made while waiting for long term solutions? We need help now as traffic only gets more congested every year!	5/29/2025 11:19 AM
9	Making Mauldin Ave. two way does not alleviate the issue of parking on Main Street or pedestrian crosswalks needing flashing indicators on Mauldin Ave. This is extremely dangerous with the speed of traffic thru town and will only be more difficult with two-way traffic. If parking is considered town at the old Middle School then the crosswalks with indicators are even more important.	5/27/2025 9:13 AM
10	More bike/pedestrian paths and roundabouts!!!!	5/26/2025 6:55 PM
11	Longitudinal rumble strips could also be used with the buffered bike lanes. In either case please provide leave gaps in the rumble strips so cyclists can enter/exit a bike lane (or shoulder) without having to ride over the rumble strips, such as here near the PHL airport: https://photos.app.goo.gl/xd6dJpYu14wSUi4e7	5/19/2025 11:45 AM
12	Other intersections of note are Chesapeake club and schoolhouse lane. A left turn lane at these intersections heading southbound 272 would alleviate swerving onto the shoulder to go around them. And a merge lane northbound 272 would help them get up to speed instead of jamming up northbound cars ADDITIONALLY I HAVE ASKED ABOUT A BYPASS THROUGH THE STATE FOREST WITH NO ANSWER FROM YOU. From your presentation you did not indicate who from the STATE FOREST was on this committee. The name you gave, Sara G, was from the Elk Neck State Park...7 miles away. Please respond to my query. Not sure why no bypass from rt 7 to Irishtown was mentioned. You are not considering all possibilities but seem set on making Mauldin 2 way traffic	5/17/2025 10:51 AM
13	Change the speed limit exiting town southbound through town to 25 mph through Iroquois Drive. (Susquehannock Blvd)	5/14/2025 4:20 PM
14	I'm concerned about the speed at which motorist traveling off of I95 through the Lums Rd. intersection. I live near that intersection and see a lot of motorist speeding up trying to beat the traffic light which causes a lot of accidents at that intersection.	5/8/2025 6:50 AM
15	New houses never should be approved without schools having room for the families!	5/7/2025 2:18 PM
16	Roundabout at Shady beach or Fairway Links development are not conducive. Fatalities are a known fact at each intersection. Traffic lights are the only action that should be taken for these intersections.	5/7/2025 11:59 AM
17	maybe instead of spending money the state and county could be spending fixing other roads	5/7/2025 9:52 AM

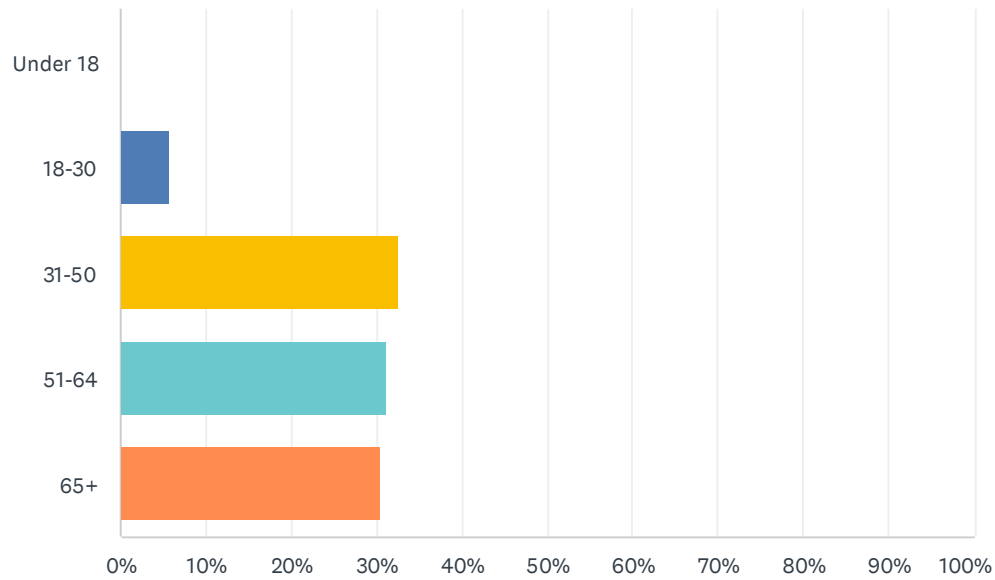
they could put some police on 272 between shady beach and irishtown and start pulling over the people going 80 + mph every day. lower the speed limit to 45 and move on.

18	If the merchants and residents were approached directly and really peel the onion, I think you would find that we don't have a traffic problem but rather a parking problem. The Town needs to step up and work with local businesses and property owners to identify the many opportunities for future parking and then create well-defined signage at the intersection of Route 7 and 272. This would divert many vehicles from the congested part of town if they are just looking for a space. Then take two spaces right in front of Woody's and two more right in front of Steak and Main, take them out of commission, put up no parking signs, and have them be pullover drop off sites for diners so that traffic is not held up while passengers are being dropped off. Establish Turner Park immediately as a parking area, paint cross walks, provide good signage, acquire a six-passenger golf cart with advertising to shuttle people from the parking (only two blocks) to downtown or the waterfront, etc. PARKING PARKING PARKING	5/7/2025 8:57 AM
19	Limit development in the southern portion of Rt 272 to reduce traffic.	5/6/2025 7:10 PM
20	Pedal bikers must have a larger lobby than I would have imagine.... how about spending the time and money on people who are traveling to and from work or leisure activities? Makes more sense to server the masses rather than a niche group of people.	5/6/2025 9:58 AM
21	I like a lot of this but it seems the overall plan here will create longer travel times from gateway to shady beach which is already taking too long. I like the idea buffered bike lanes on 272 south of north east but narrowing the road will only increase congestion. I understand accommodation needs to be made for cyclists but it seems the solution is alternative routes around north east not routes through the most congested areas.	5/5/2025 7:56 PM
22	Traffic light would be an idea. Presently the Stop sign at Shady Beach Road is just a sign. Very few people actually stop if they are going North on 272.	5/5/2025 5:23 PM
23	Enforce traffic laws!!!!	5/5/2025 2:08 PM
24	Yes, we live in Cecil County for a reason. Harford is overrun with homes & businesses. This is the last thing we want here in Cecil County. Hey, county leaders, think, really think about the damage you're doing before you decide to "improve" Cecil County.	5/5/2025 1:48 PM
25	Focus on providing a better flow for traffic heading South on 272.	5/5/2025 12:57 PM
26	Instead of pedestrian on a road, we are talking elderly and children who use this road which is marked at 50 mph which means people go 65 or 70, is move them off the road to a dedicated bike/walking path.	5/5/2025 11:16 AM
27	There is no reason to make any changes to this portion of the road. The problem is going through North East, traveling from North to South on Main Street.	5/5/2025 9:49 AM
28	How many people actually bike this area? What about sidewalks?	5/3/2025 9:03 PM
29	I did not see any mention of the bridge on Rolling Mill Road,	5/2/2025 6:29 PM
30	I would recommend a passing lane on 272 at Bay club parkway going towards Turkey point to help the travelling traffic to go around those turning in to Chesapeake Golf Club.	5/2/2025 2:12 PM
31	Keep truck traffic off the county section of Blue Ball as they are destroying the roadway as they take a short cut while evading tolls on i95 via route 273. The only negative of the Blue Ball roundabout. Roundabouts save lives	5/2/2025 1:00 PM
32	Anything to help the speed on this road. People drive way too fast.	5/2/2025 11:11 AM
33	I support updating our infrastructure appropriately towards logical improvements! Thank you.	4/30/2025 5:40 PM
34	Can you combine concept 1 and 2 rumble strips for alerting drivers they are drifting near pedestrians/ bikers and pedestrians/ bike lane	4/30/2025 9:40 AM
35	The issue of congestion into town has nothing to do with people speeding but rather people driving too slow (below the posted 25 mph) into town, through town and just past West Street on 272 (middle of town) This is a bottle neck created by slow traffic, poor parallel parking etiquette and a lack of parking enforcement. People do not obey the parking space markings further aggravating the congestion. Clear, high visibility speed limit signs and parking enforcement is a low cost, low impact solution that does not require additional right of ways and can be achieved in a short term without major challenges.	4/29/2025 11:06 PM

36	Stationary speed camera would work well here. Europe does this concept very well.	4/29/2025 9:44 PM
37	Additionally, a stationary speed camera would work well here. Borrow the models from Germany and Italy. They do it really well there.	4/29/2025 9:44 PM
38	I wanted to suggest (not that I'm sold on the idea, but curious) two lane southbound on Main St. and keep the 2 lane northbound on Mauldin. Yes, that would mean removing a lane of parking on Main St. But if the Middle School can be used as additional parking, this can compensate for lost spaces. I really like that idea tonight at the meeting. Nice parking solution. So, if there are two lanes southbound through town, then there can be two lanes entering the potential roundabout at Irishtown which can keep the traffic moving southbound in the right lane and left turning in the left lane. I lived in England for years and have seen the benefits of roundabouts first hand. I agree that they are a fantastic way to optimize traffic flow and allow for more safety on the roads. I love the gateway look and feel that they enhance the look and flow in our quaint town.	4/29/2025 8:52 PM
39	All of these options do not account for the summer traffic or emergency response needs of the community. Presentors are VERY out of touch with reality of traffic & vehicle size issues within town.	4/29/2025 6:50 PM
40	Thank you for addressing these important issues. Roundabouts are very effective and strongly support this concept. Once people get familiar with them, it will be fine.	4/29/2025 5:51 PM

Q16 What is your age?

Answered: 190 Skipped: 35



ANSWER CHOICES	RESPONSES	
Under 18	0.00%	0
18-30	5.79%	11
31-50	32.63%	62
51-64	31.05%	59
65+	30.53%	58
TOTAL		190

Q17 Which neighborhood or development do you live in, or please provide the nearest intersection to where you live.

Answered: 182 Skipped: 43

#	RESPONSES	DATE
1	Red Toad rd and Route 7	6/6/2025 7:20 PM
2	Shady beach and 272	6/6/2025 4:35 PM
3	Courts of Mallory way Main entrance comes out on mechanics Valley Road	6/6/2025 5:52 AM
4	272 and 274	6/5/2025 10:37 PM
5	Rt. 274/Calvert Rd.	6/5/2025 8:00 PM
6	I live off of Irishtown Road on a private lane.	6/5/2025 6:45 PM
7	Irishtown	6/5/2025 4:27 PM
8	272/273	6/5/2025 2:46 PM
9	Grandview ... Bayside and Hillcrest	6/5/2025 2:20 AM
10	Mechanics Valley Rd. and Rt. 7	6/5/2025 2:00 AM
11	Turkey point rd and hance point	6/4/2025 10:45 PM
12	North East Heights	6/4/2025 10:30 PM
13	North east	6/4/2025 9:30 PM
14	6 main st	6/4/2025 9:26 PM
15	Route 40 and Cecil Woods Drive	6/4/2025 6:33 PM
16	272 & 273	6/4/2025 6:01 PM
17	Bayview	6/4/2025 3:34 PM
18	Route 40 & 272	6/4/2025 3:32 PM
19	Hance Point	6/4/2025 2:55 PM
20	Fairway links	6/4/2025 2:48 PM
21	Blacksnake Road and Kirk Road	6/4/2025 2:28 PM
22	Charlestown	6/4/2025 1:45 PM
23	mckinneytown and 272	6/4/2025 1:42 PM
24	Cecil Ave across from middle school	6/4/2025 11:30 AM
25	Schoolhouse lane	6/4/2025 11:23 AM
26	Harbours	6/4/2025 11:10 AM
27	NORTH EAST ISLES	6/4/2025 10:14 AM
28	Villages of Longview Racine School Rd & Longview Drive	5/30/2025 10:34 PM
29	Chesapeake Village	5/30/2025 5:13 PM
30	Mauldin and East Wallace	5/30/2025 4:31 PM
31	Chesapeake Bay Golf Club, south of town	5/30/2025 2:29 PM

MD Route 272 Corridor Plan 2025 Survey #2

SurveyMonkey

32	Fair Hill Hunter's Crossing	5/30/2025 11:58 AM
33	Cool Springs	5/30/2025 9:45 AM
34	Bradfield development at the end of Oldfield Point Road. We use south 272 and turn left at Shady Beach Road.	5/30/2025 9:27 AM
35	Charlestown	5/30/2025 9:02 AM
36	North east Ridgely Flores and sides walk to be put from the community to the school on 7	5/30/2025 6:35 AM
37	Rising Sun , MD	5/30/2025 6:30 AM
38	Turkey Point Road and Old Elk Neck Road.	5/30/2025 5:38 AM
39	Turkey Point Road/Cara Cove Road	5/30/2025 3:12 AM
40	Hance Point Rd and Canvasback	5/29/2025 10:57 PM
41	Elk River Manor	5/29/2025 8:23 PM
42	Charlestown, the next town over from North East	5/29/2025 7:25 PM
43	Bridge St & Elkton Newark Rd	5/29/2025 7:25 PM
44	North East Isles	5/29/2025 7:01 PM
45	Northeast Harper's	5/29/2025 6:10 PM
46	Mauldin	5/29/2025 2:55 PM
47	Shady Beach and Rt272	5/29/2025 2:41 PM
48	Shady Beach rd on 272	5/29/2025 1:18 PM
49	Northwoods	5/29/2025 12:08 PM
50	I do not live in town! I'm along time business owner and own a large amount of property in the affected areas. As a lifelong resident I was here when North East was a ghost town and don't want to watch what made this town a better place be altered! Nothing was mentioned regarding additional parking in the town. The lack of property owners/business owners on the committee is a DISGRACE!!!!	5/29/2025 11:44 AM
51	Hance Point Road and Shady Beach Road	5/29/2025 11:20 AM
52	Church and Mauldin	5/29/2025 11:08 AM
53	I live of off of Rte 40. Close to the Wawa. Less than a mile I have lived in North East/Calvert all of my life	5/29/2025 11:07 AM
54	North East Isles	5/29/2025 11:06 AM
55	cecil avenue. rt 7	5/29/2025 11:02 AM
56	Chesapeake Club	5/29/2025 10:38 AM
57	Red Point	5/29/2025 10:30 AM
58	I live on S Mauldin (E Wallace Ave is the side street)	5/29/2025 9:43 AM
59	IRISHTOWN & 272	5/27/2025 3:38 PM
60	corner of S. Mauldin Ave. and West St.	5/27/2025 9:14 AM
61	Rolling Mill In off of N Main Ext.	5/26/2025 6:57 PM
62	Montgomery woods	5/24/2025 12:43 AM
63	Elk Mills, MD	5/23/2025 3:12 PM
64	Fletchwood Rd and Elkton Rd intersection	5/23/2025 11:57 AM
65	Route 7----route 272 intersection	5/23/2025 7:09 AM
66	North East Isles	5/21/2025 5:04 PM

MD Route 272 Corridor Plan 2025 Survey #2

SurveyMonkey

67	Chesapeake Isle (Mowbray Ln), North East, MD	5/20/2025 4:46 PM
68	De La Plaine	5/20/2025 10:57 AM
69	n/a	5/19/2025 11:46 AM
70	North East Isles Drive	5/19/2025 9:55 AM
71	4way stop at Rt 7 and mechanics valley rd.	5/18/2025 2:07 AM
72	North East Heights	5/17/2025 10:10 PM
73	Plum creek rd	5/17/2025 10:52 AM
74	Rolling Mill and North Main - live and work , also work at Irishtown and Mauldin	5/17/2025 10:50 AM
75	Bayview area	5/15/2025 1:09 PM
76	Bayview	5/14/2025 6:32 PM
77	Main Street and Cherry Street	5/14/2025 4:22 PM
78	Timberbrook	5/12/2025 2:27 PM
79	North East Isles	5/10/2025 7:58 AM
80	140 north east isles	5/10/2025 7:52 AM
81	Glen Farms	5/10/2025 1:08 AM
82	Villages of Elk Neck	5/9/2025 3:51 PM
83	Near Sandy Cove	5/9/2025 9:30 AM
84	North East Isles	5/8/2025 9:55 AM
85	7 and 272	5/8/2025 9:13 AM
86	Chesapeake Ridge apartments. I live near the 272 and Lums Rd. intersection.	5/8/2025 6:51 AM
87	Rt 272 and Shady Beach Rd	5/8/2025 6:44 AM
88	Irishtown/Mauldin Ave	5/7/2025 10:16 PM
89	Hances Point	5/7/2025 6:23 PM
90	Pierce Rd and Rt 274	5/7/2025 6:13 PM
91	Shady Beach Hances Point	5/7/2025 3:22 PM
92	Ridgely Forest	5/7/2025 2:47 PM
93	Oldfield Point. You will be moving traffic onto Irishtown and then Old Elk Neck and subsequently, Oldfield. We have too much traffic and people going 60-80 on a 40 mph road now.	5/7/2025 2:21 PM
94	Bayview/ Cecil College area	5/7/2025 2:12 PM
95	Old Bayview Rd	5/7/2025 12:51 PM
96	North East Isles	5/7/2025 12:42 PM
97	Fairway Links Development	5/7/2025 12:00 PM
98	Elkton	5/7/2025 10:23 AM
99	Candlelight Ridge, Route 40 and Red Toad Rd	5/7/2025 10:14 AM
100	old york ct shady beach rd.	5/7/2025 9:54 AM
101	De La Plaine	5/7/2025 9:11 AM
102	North East Isles Community intersection of Route 7 and North East Isles Drive	5/7/2025 8:57 AM
103	Chantilly Manor. 274 and 272	5/7/2025 8:19 AM

MD Route 272 Corridor Plan 2025 Survey #2

SurveyMonkey

104	Cherry street and south Main Street	5/6/2025 10:22 PM
105	Walnut and Main	5/6/2025 7:53 PM
106	Villages of Elk Neck	5/6/2025 7:11 PM
107	Town and Country off Route 40 by the new Dollar General. My office is located on Main Street across from Town Hall.	5/6/2025 3:13 PM
108	Chesapeake Isle. Shady Beach/Hances Point	5/6/2025 10:10 AM
109	North East area, Red Toad RD.	5/6/2025 9:59 AM
110	North East Isles 272 and Rt 7	5/6/2025 9:01 AM
111	Mechanics Valley Road and Route 7	5/5/2025 10:17 PM
112	Duck harbour	5/5/2025 9:09 PM
113	Irishtown Rd / 272	5/5/2025 8:47 PM
114	Irishtown and old elk neck	5/5/2025 7:57 PM
115	Quail nest	5/5/2025 7:56 PM
116	Hances Point	5/5/2025 7:35 PM
117	De la Plaine (272 x School House Lane)	5/5/2025 7:31 PM
118	Hances Point	5/5/2025 7:10 PM
119	Hance Point Rd	5/5/2025 5:25 PM
120	Shady Beach	5/5/2025 5:15 PM
121	272 and old elkneck	5/5/2025 4:35 PM
122	work between Rt 7 and Irishtown section	5/5/2025 4:30 PM
123	Northwoods	5/5/2025 2:09 PM
124	Northwoods	5/5/2025 1:49 PM
125	Elk Neck - Shady Beach and Hances point are closest.	5/5/2025 12:57 PM
126	Red Toad & RT 40	5/5/2025 12:08 PM
127	Irishtown Road @ NEHS	5/5/2025 11:24 AM
128	308 S Mauldin Ave	5/5/2025 11:16 AM
129	Iroquois and 272	5/5/2025 10:53 AM
130	I live on Old Elk Neck Road, the closest intersection is Old Elk Neck and Shady Beach Road. I travel through North East twice a day, every day going to work and coming home from work.	5/5/2025 9:53 AM
131	Rt. 272/274 at Cecil college	5/4/2025 4:04 PM
132	Intersection near Route 272 and Wheatley Road	5/4/2025 3:47 PM
133	The harbors 272 and Irishtown road	5/4/2025 3:32 PM
134	Pine Hills	5/4/2025 1:34 PM
135	The Willows Rt 40 and Razor Strap Road	5/4/2025 10:40 AM
136	Mallory courts/ mechanics valley road	5/3/2025 9:03 PM
137	intersection between 272 and 40	5/3/2025 3:49 PM
138	West Shady Beach and Hance point Road	5/3/2025 11:31 AM
139	Church Point Rd and South Main St	5/3/2025 7:42 AM
140	McKinneytown Road	5/2/2025 9:12 PM

MD Route 272 Corridor Plan 2025 Survey #2

SurveyMonkey

141	Haubors Development	5/2/2025 7:58 PM
142	Rt 272 & rt 274	5/2/2025 5:44 PM
143	North East harbours	5/2/2025 3:58 PM
144	I do not live in North East, but I work at the high school.	5/2/2025 3:39 PM
145	shady beach	5/2/2025 3:21 PM
146	Chesapeake Village Condo Association Ridge Run Rd And Chesapeake Club Drive	5/2/2025 3:01 PM
147	Red Point Road and Rt. 272	5/2/2025 2:50 PM
148	Chesapeake Club Dr	5/2/2025 2:43 PM
149	I live directly on route 272 ~6 miles south of town. I have to navigate these challenges and more daily.	5/2/2025 2:40 PM
150	Howard/Jethro	5/2/2025 2:23 PM
151	cecil avenue /rt 7, tyler estate	5/2/2025 2:14 PM
152	Hance Point Road & Kermagrin Way	5/2/2025 2:12 PM
153	Timberbrook. I've lived here for about 25 years. Every time they make "improvements" they make things worse. The warehouse beside Walmart should of never been built. It's an eyesore and makes traffic worse. 272 needs widened from lums road to rt 40. The turn lane on 272 south onto rogers road is crap and dangerous how they have the lines painted. Roger's road and Timberbrook intersection is full of potholes and hasn't been repaved in years. Traffic from rt40 onto rogers road to avoid the red lights needs addressed. People constantly run the stop signs and when there are accidents in the area it's impossible for residents to get out of the development because people will just sit in the intersection. People leaving the warehouse also block the intersection of 272 so police should be there directing traffic when the employees leave in the evenings.	5/2/2025 2:11 PM
154	Blue Ball and Telegraph	5/2/2025 1:01 PM
155	Courts of Mallory	5/2/2025 12:48 PM
156	Susquehannock Blvd. and Rt. 272. We've resided here over 25 years and the 272 volume and speeds have increased significantly.	5/2/2025 12:47 PM
157	Harbours	5/2/2025 12:40 PM
158	Arundel	5/2/2025 12:28 PM
159	Fairway Villages	5/2/2025 11:12 AM
160	Hance's point rd and 272	5/2/2025 11:11 AM
161	Shady Beach Road and Rt 272	5/2/2025 11:01 AM
162	272 & 40	5/2/2025 10:35 AM
163	State Park Employee, do not live in the area.	5/2/2025 8:55 AM
164	Fairway villages	4/30/2025 10:43 PM
165	Chesapeake Club Fairway Villages	4/30/2025 5:42 PM
166	Fairway village	4/30/2025 9:41 AM
167	100 W Church Point Road Apts/Marina	4/30/2025 9:12 AM
168	The Harbours at Irishtown Road/ VFW	4/30/2025 6:39 AM
169	Bay Club Parkway and 272	4/29/2025 11:54 PM
170	Eagleaire Way and MD 272	4/29/2025 11:07 PM
171	Fairway Villages	4/29/2025 10:45 PM
172	Chesapeake Bay Club	4/29/2025 10:02 PM

173	Fairway villages right off 272.	4/29/2025 9:46 PM
174	Fairway Villages, right off 272	4/29/2025 9:44 PM
175	Irishtown rd. and Mauldin Ave.	4/29/2025 9:42 PM
176	South Mauldin Ave.	4/29/2025 9:11 PM
177	Main st and cecil ave	4/29/2025 9:03 PM
178	Fairway Villages	4/29/2025 8:53 PM
179	Bayview	4/29/2025 8:25 PM
180	Bordering town of NE	4/29/2025 6:51 PM
181	Cara Cove	4/29/2025 6:47 PM
182	Fairway villages	4/29/2025 5:52 PM