

## **Cecil County Bicycle Plan (CCBP) Advisory Committee Meeting Notes**

June 13, 2011

### **Attendees**

Mary Jane Alperin, Town of Port Deposit  
Eric Beckett, Maryland State Highway Administration  
Bob Bennett, Mason Dixon Trail/ Citizen Advocate  
Tony DiGiacomo, Cecil County OPZ  
Stephanie Garrity, Cecil County Health Department  
Robert Gell, Town of Charlestown  
Tamika Graham, WILMAPCO  
Larry Gredlein, Maryland State Highway Administration  
Dave Gula, WILMAPCO  
Michael Jackson, Maryland Department of Transportation  
Dustin Kuzan, Maryland State Highway Administration  
Jeanne Minner, Town of Elkton  
Joe Mitchell, WILMAPCO PAC/ Citizen Advocate  
Chris Rodgers, URS  
Dwayne Shreve, Elk Neck Trails Association/ Citizen Advocate  
Mary Ann Skilling, Town of Perryville  
Sandy Maruchi-Turner, Cecil County Tourism  
Betsy Vennell, Town of North East  
Eric Weis, East Coast Greenway Alliance  
Sharon Weygand, Town of Chesapeake City  
David Whitaker, Maryland Department of Planning

### **Scope of Work**

Ms. Graham shared with the group the genesis of the planning request for the Cecil County Bike Plan, and then guided the group through the scope of work. The planning process will cover six key tasks including: identifying issues, opportunities and constraints; bicycle master planning; and prioritization and implementation. Development of the plan will require active participation from the advisory committee and several public workshops to solicit input from the public and keep them informed. The planning process is expected to take 18 months to complete.

Regarding the public workshops, Mr. Gula stated that since we are dealing with a much larger area, perhaps we break up the county into sections and hold a public workshop per section. He stated that we want to hold the public workshops where people are already gathering, such as festivals or other meetings, as it is much more effective.

## **Presentation**

Ms. Graham presented background information and the plan's purpose. Other presentation material included: the quality of non-motorized planning in Maryland; previous bicycle level of comfort scoring for the county; results from a recent public opinion survey related to bicycling; proposed greenway plans; existing bicycle route designations; and techniques and other social media to reach members of the public.

Mr. Shreve noted that he has been working to establish a Cecil County Cycling Club and invited other members to help with the new initiative.

Mr. Weis inquired about the East Coast Greenway alignment connecting Perryville to Charlestown, via MD 7 parallel to the Amtrak right of way. Ms. Skilling added there was never a plan connection on the north side of the railroad line; it was originally part of the Lower Susquehanna Greenway Trail to travel along MD 7 as an alternative, as it is difficult to travel along the Amtrak line from Perryville to Charlestown. Mr. Gell suggested using Carpenters Point Rd to Mountain Hill Rd and then MD 7, instead of using MD 7 to travel directly onto US 40. He also requested connecting bicycle routes with significant historic sites through the Towns.

Mr. Jackson stated that MDOT and SHA are working to implement US Bicycle Route 1 through Maryland via US 40; this national system would provide more direct routes than the ECG to major metro areas. Additionally, Delaware is working to implement the C&D Canal Trail and this group should examine the impacts it may have on Maryland. Mr. Gula said the state match for the Delaware portion is still being sought out.

## **Discussion of Plan Approach**

Mr. Gula stated that the County and Towns must be in support of the Plan and willing to push the plan forward for implementation. He said WILMAPCO's initial thoughts have been to break the County into various sections and then use the Town's committees to build support and reach the public.

Mr. Jackson suggested a show of hands to determine countywide interest and local interest, of which the majority of the attendees raised their hands for countywide. Overall the group was in support of dividing up the county into sections to manage effectively.

Mr. DiGiacomo suggested collectively looking at the Towns within the County's designated growth areas which have different characteristics compared to Rising Sun or Cecilton, for example. He also acknowledged that the County may have different policies than Towns that are not within the growth areas. The County has also included changes in their ordinance that supports bicycling and walking, but is not in favor of bicycle facilities everywhere in the County

as it does not align with its smart growth and transportation investment policies. Mr. Gredlein stated that there has been some success with bicycle tourism between Cecil, Kent, and Queen Anne's Counties with respect to historic districts and other points of interest.

Mr. Jackson shared the state's initiative to develop a training video for law enforcement on bicycle safety.

Mr. Whitaker suggested using traffic analysis zones (TAZ's) to divide the county, which will allow us to chart changes over the long-term. Mr. DiGiacomo offered looking at the traffic analysis districts (TAD's) as another form of aggregation.

### **Next Steps**

WILMAPCO will work to: solidify the advisory committee and set a future meeting schedule; establish a webpage for the plan; wrap up task #2 and begin work on task #3.

Suggestions for additional advisory committee members included having MdTA, to address crossing the Hatem Bridge; Cecil County College; and Cecil County schools or a district office representative. Mr. Jackson stated that MDOT is working to allow bicyclists to use a travel lane across the bridge and suggests local governments and civics to send in a joint request and letters of support. He also added examples of bicycle education programs and new initiatives of the MVA.

Mr. Rodgers stated the group should keep in mind that there will be nine sets of subdivision regulations to closely examine to ensure consistency with how bicycle facilities are dealt with in new developments. Mr. Kuzan requested the inclusion of language in the regulations that requires developers to provide bicycle connections identified in the plan.

Mr. Gredlein stated the success of this effort largely depends on each jurisdiction adopting their bicycle master plan, which will create needed buy-in from the County, the State, and developers. Mr. Whitaker inquired of details about the adoption process, of which requires approval from each jurisdiction.

Mr. Gula announced we would likely have our next meeting in September.

### **Other Business**

None