

Cecil County Bicycle Plan (CCBP) Advisory Committee Meeting Notes

September 12, 2011

Attendees

David Bush, Citizen Advocate
Steve Carr, Maryland Department of Natural Resources
Rob Chirnside, Cecil County Health Department
Tony DiGiacomo, Cecil County Office of Planning and Zoning
Robert Gaston, Elk Neck Trials Association
Tamika Graham, WILMAPCO
Dave Gula, WILMAPCO
Danielle Haslup, Cecil County Department of Parks and Recreation
Michael Jackson, Maryland Department of Transportation
Dustin Kuzan, Maryland State Highway Administration
Doris Miklitz, Citizen Advocate
Jeanne Minner, Town of Elkton
Joe Mitchell, WILMAPCO PAC/ Citizen Advocate
Chris Rodgers, URS
Betsy Vennell, Town of North East
Michelle Williams, Maryland Transit Authority

Bicycle Network Assessment

Ms. Graham guided the committee through a handout that summarized the details of Task #3 listed in the scope of work. She noted that staff included additional points for existing conditions based on observations from a site view. Bicycle and pedestrian crash data were presented. However, the group agreed to remove pedestrian crashes as it not appropriate to discuss within a plan that is exclusive to bicyclists' needs. Mr. Jackson suggested including a variety of crash characteristics such as wrong way riding, age, and gender of bicyclists involved in the collisions. Mr. DiGiacomo suggested examining the correlation of bicycle crashes with the county's identified congested corridors.

The 2011 BLOC model input and Tier 1 and 2 segments of greatest needs were compared with the 2002 results from the statewide bicycle and pedestrian plan. Mr. Rodgers suggested overlaying the bicycle crash data with the BLOC results. Other changes included changing map symbols, clarity with state versus county roads that were included, and adding Priority Preservation Areas to the criteria for Tier 1 and 2 roadways. Mr. Gaston noted that several roads that were identified as Tier 2 (i.e. MD 273) are where many cyclists are already riding and improvements along those corridors may be easier to implement than Tier 1 roads. Overall, the group came to the agreement that there is a need for balance between recreational/scenic routing and utilitarian trips. Everyone also agreed that steering bicyclists away from certain roads is not

a comprehensive, long-term approach; in the long-term, roads that are more challenging presently should be improved to achieve complete streets.

Issues, opportunities, and constraints were broken out into categories of corridors, intersections, and bridges and discussed. Some included the MD 222/275 corridor near the I-95 interchange, the Hatem Bridge, and major intersections of US 40. Mr. Gula summed the countywide needs which included visual cues for motorists, way-finding for bicyclists, and improving transit integration. Mr. Jackson requested that more emphasis be given the education, encouragement, and enforcement in the needs summary. Mr. Carr emphasized the County's opportunistic position with becoming more bicycle-friendly. Based on revenues from other Maryland trails, he attested to the benefits Cecil County could reap from connecting recreational, cultural, and historic resources and encouraging bicycle tourism.

Ms. Graham wrapped up the Task # 3 summary with the criteria used to determine selected routes. Overall, broad considerations include safety, route, directness, and accessibility. Countywide bikeways and local bikeways were then addressed using additional factors such as access to destinations of countywide significance, cross-jurisdictional connectivity, and linkages to transit services. The group suggested creating a more robust map of points of countywide significance, and include MD 282 onto the map of on-road countywide bikeways.

Public Workshop and Outreach

Mr. Gaston shared that the Wilmington Trails Club and Cecil College hosts three county bike rides every year. These events can be used to interview members on their bicycling experiences and to comment on the draft plan.

The County will follow up with WILMAPCO on the best location and time to host a public workshop. It is being planned to correspond with a formal presentation to the Cecil County Commissioners.

Trail Updates

As discussed during the previous meeting, Mr. Gula stated there are efforts underway to construct portions of the C&D Canal Greenway Trail in Delaware. That has led to growing interest to continue the trail across the state line into Cecil County to reach Chesapeake City. In response, there was a meeting held in Chesapeake City with a wide variety of Maryland and Delaware stakeholders to identify next steps to move the Maryland portion of the greenway forward. During that meeting, Maryland stakeholders felt it was a good idea to discuss proposed plans for the greenway during public outreach and workshops for the Cecil County Bicycle Plan.

Elk Neck Trails Association (ENTA) is working to close trail gaps in the County and has support from state parks. ENTA needs county and state expertise with overcoming hurdles beyond funding, such as easement negotiations and trail head parking. The Elk Neck Trails network would benefit from priorities established for both on- and off-road segments in the bike plan.

Other Business

None