

Section 9. Implementation

The transportation system is just one of many aspects that must be carefully planned to maintain and enhance the quality of living in Cecil County. The Cecil County Bicycle Plan is intended to capture the vision of future improved bicycling conditions. This document should also serve as a guide that allows the County and its Towns to provide an efficient and reliable multimodal transportation system to residents and visitors. This section provides a variety of actions which should be undertaken over time. Implementation at both the County and local level requires a concerted effort between Cecil County, the eight incorporated Towns, SHA, and many others. Developing key partnerships is also an important element of implementation, as different entities may perform different roles such as network development, maintenance, and promotion.

Implementation will also require a formal body to champion alternative transportation and look after the affairs of bicycling in the County and provide advice to elected officials. The ad hoc committee formed to develop this Plan is a good place to start for a variety of stakeholders interested in raising awareness of bicycling issues. Having a formal board creates a sense of ownership and ensures that the plan has advocates. An advisory committee for each Town may pose difficulty with staff resources and sustaining participation. The best process is establishing a county-level advisory committee, where each Town has a representative, key organizations are present, and citizen advocates are welcome. Further, without underlying policies that are supportive of multimodal transportation, plan implementation may be difficult. Strengthening policies can help overcome common obstacles such as available funding. Cecil County and its Towns should focus on policy initiatives that focus on funding and strengthening interagency cooperation.

The following pages present a summary of the Plan's goals, strategies, and actions for Cecil County and the Towns to carry out in a cooperative partnership with other state and regional agencies. These actions include both infrastructure and non-infrastructure.

9.1 Summary of Recommendations

Goals, Strategies, Actions	Short-term (2013-2016)	Medium-term (2017-2020)	Long-term (2020-2040)
Goal 1: Planning/Engineering - Develop a coordinated bicycle network that is attractive, accessible, convenient, and provides intermodal connections.			
Strategy 1.1 Provide well designed, well-marked, and maintained on- and off-street bicycle routes.			
Actions:			
1. Work with SHA, County Public Works, and Towns to install signs and pavement markings and pave shoulders, where feasible, along the bicycle network.	X	X	X
2. Work with SHA, County Public Works, and Towns to ensure signal timing accounts for cyclists on state and local roads.	X	X	X
3. Work with SHA, County Public Works, and Towns to identify scheduled road improvement projects which may be modified to include bicycle facilities.	X	X	X
Strategy 1.2 Provide connectivity to county, regional, and national bicycle routes.			
Actions:			
1. Work with MDOT and local jurisdictions as the East Coast Greenway and Cecil County Greenways are developed and signed throughout the County.	X	X	X
2. Work with municipalities to support the development and implementation of the countywide bicycle plan to provide connectivity between the Town and county.	X	X	X
Strategy 1.3 Integrate bicycling with public transit facilities and services.			
Actions:			
1. Work with local jurisdictions, Cecil County Transit, and DART where applicable, to examine and incorporate bicycle access during the decision making process when improvements to existing and new bus stops are planned.	X		
2. Require new and redevelopment plans to include bicycle elements, including the future redevelopment of train station areas and planned TODs.	X		
Strategy 1.4 Provide adequate and secure bicycle parking at all major trip destinations.			
Actions:			
1. Install and/or require bicycle parking at major destinations and activity sites and expand bike parking further when demand increases.	X		
2. Work with Cecil County Transit and SHA to provide bicycle racks at key bus stops.	X		
3. Add bicycle supportive language to existing County and the Towns zoning ordinance and other bicycle-friendly actions to encourage and facilitate non-motorized travel, that is supported by existing or future development.	X		

Goals, Strategies, Actions	Short-term (2013-2016)	Medium-term (2017-2020)	Long-term (2020-2040)
4. Strengthen existing County and the Towns bicycle parking ordinance including bicycle rack design guidelines that incorporate key considerations for design and placement, and off-site provisions in alternate locations.	x		
5. Formalize a Bicycle Rack Program which allows the County to share the cost to purchase and install racks with local businesses within unincorporated areas.	x		
Strategy 1.5 Incorporate bicycle elements into planning activities and development.			
Actions:			
1. Incorporate the Bicycle Plan into the Transportation Element of the County's next Comprehensive Plan.		x	
2. Update County and the Towns zoning ordinance and subdivision regulations with language that requires bicycle accommodations when feasible and connects to the countywide bicycle network (when feasible require these accommodations to connect with existing and planned transit service).		x	
3. Consider bicycle facilities in design review procedures.	x		
Strategy 1.6 Develop an implementation plan and schedule.			
Actions:			
1. Review staff resources required for implementing the bicycle plan, including representation on a formal county bicycle advisory committee.	x		
2. Establish an inter-departmental and inter-agency bicycle plan advisory committee.	x		
3. Establish a dedicated funding stream using a portion of the Public Works and Parks and Recreation Departments' capital budget for the implementation of bicycle improvements on county owned roads.	x		
4. Create an annual budget for bicycle improvements and explore alternative funding sources.	x		
5. Establish a formal Bicycle Advisory Committee to assist with the ongoing implementation of the bike plan, address matters relating to bicycling and to raise public awareness on bicycling issues.	x		
Goal 2: Education -Provide effective information regarding bicycling techniques and motor vehicle operations.			
Strategy 2.1 Utilize and publicize the availability of existing bicycle safety instructional materials available from MDOT to educate Cecil County residents on effective bicycling lessons.			
Actions:			
1. Disseminate literature promoting appropriate bicycle laws, safety tips, bike commuting, etc.	x		
2. Support bicycle safety checkpoints facilitated by bike advocates, transportation staff, police officers, and volunteers.		x	

Goals, Strategies, Actions	Short-term (2013-2016)	Medium-term (2017-2020)	Long-term (2020-2040)
Strategy 2.2 Form partnerships with public schools, Cecil College, bicycle clubs and advocacy groups, social service agencies and health departments and other state agencies to assist in providing bicycle education.			
Actions:			
1. Support the County Parks, Recreation Department, and other local institutions such as the Board of Education and local Universities, to spearhead a bicycle education program that encompasses riding and commuter skills, and bike maintenance.		X	X
2. Support the County Health Department and local public institutions to integrate bicycling into their existing health and wellness initiatives.		X	

Goal 3: Encouragement - Increase bicycle usage by establishing a positive image of bicycling in the community that will foster bicycle-oriented lifestyles and businesses.			
Strategy 3.1 Support cycling programs and events to promote bicycling for transportation, recreation, fitness, and tourism.			
Actions:			
1. Formally support bicycling by adopting May Bike Month and Bike to Work Week through a resolution. Promote Bike to Work Month and Week through various local media.	X		
2. Work with the Cecil County Department of Tourism to promote bicycle tourism countywide and identify economic development opportunities.	X	X	X
3. Support and promote local Bike and Boat programs.	X		
Strategy 3.2 Involve the community in the planning and implementation of the bicycle plan.			
Actions:			
1. Invite residents to participate on the county or local bicycle advisory committees.	X		
2. Support online participatory mapping for residents to document their bicycling concerns that will help guide maintenance spot treatments for Public Works and SHA.	X	X	
3. Increase public awareness by using County government website to provide bicycle information, maps, and other resources.	X	X	X

Goal 4: Enforcement - Provide enforcement of traffic laws related to bicycling.			
Strategy 4.1 Effectively enforce laws that impact bicycle safety to reduce crashes and violations against bicyclist.			
Actions:			
1. Request that the Cecil County Police Department strengthen their enforcement for the rules of the road and target both cyclists and motorists.	X		
2. Request that the Cecil County Police Department reinforce statewide safety education strategies that target all users.	X		

Goals, Strategies, Actions	Short-term (2013-2016)	Medium-term (2017-2020)	Long-term (2020-2040)
3. Request that the Cecil County Police Department use resource and enroll in training courses regarding bike laws and safety available through MDOT, the National Highway Traffic Safety Administration, and others.	x		
4. Use data to identify high bicycle crash locations, and request county and local enforcement agencies patrol these areas.	x		

Goal 5: Evaluation - Periodically examine and quantify the plan's implementation progress and make adjustments where necessary

Strategy 5.1 Establish a countywide bicycle advisory committee to monitor the plan's performance measures prepare an annual report on implementation progress.

Actions:

1. Maintain a comprehensive inventory of proposed bicycle improvements and progress made on these improvements at both the countywide and local level.	x	x	x
2. Develop a list of performance measures based on the plan's goals.	x		
3. Monitor performance measures annually and update the bicycle master plan every six to ten years.	x		
4. Utilize a prioritization process to quantitatively evaluate projects that gives adequate weight to non-motorized improvements.	x		