



Town of North East Bicycle Feasibility Study

A Roadmap for a Safe and Connected Bicycle Future

February 5, 2026



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Chapter 1: Introduction

Purpose of the Study

The Town of North East, Maryland, is a growing community with a historic downtown, scenic waterfront, and vibrant neighborhoods. As the town continues to evolve, there is an increasing need to provide safe, efficient, and equitable transportation options that support both local mobility and regional access. Among these, bicycle connectivity stands out as a key element in creating a healthier, more sustainable, and more livable community.

This feasibility study seeks to explore the potential for improved bicycle infrastructure within the town limits of North East, primarily focusing on areas south of US Route 40, where residential neighborhoods, schools, parks, and businesses are concentrated. The study aims to develop proposals based on current conditions and gaps in connectivity for both on-street and off-street bicycle routes that can enhance access, safety, and overall mobility for cyclists of all ages and abilities.

Importance of Bicycle Connectivity

Bicycle infrastructure plays a critical role in fostering sustainable transportation and improving quality of life. A well-connected bike network can:

- Enhance public health by promoting physical activity.
- Reduce traffic congestion and vehicle emissions, supporting environmental goals.
- Improve equity and access by providing affordable transportation options.
- Strengthen local economies by increasing accessibility to commercial areas and supporting tourism.
- Improve safety by providing designated, protected space for cyclists.

For a small town like North East, enhancing bicycle connectivity can also reinforce the town's character by encouraging active transportation, supporting recreation, and improving access to the town's unique assets such as the North East River, the downtown district, and nearby trails.

Project Scope and Points of Interest

The scope of this study is focused on areas located south of US Route 40, within the incorporated limits of the Town of North East. Key points of interest identified for improved bicycle connections include Elk Neck State Forest, local schools, the community park, the nature reserve, the central business district, essential public facilities such as the police station and library, as well as local and regional trails. These destinations represent critical nodes in the community where enhanced bicycle access can significantly support recreation, education, commerce, and public services. By focusing on strategic connections to these locations, the study aims to lay the groundwork for a more connected and bicycle-friendly transportation network.



Chapter 1 - Introduction

Project Objectives

The project aims to identify feasible on-street and off-street bicycle routes that can serve both transportation and recreation purposes, while improving overall in-town connectivity and safety for cyclists. This study will:

- Evaluate current infrastructure and identify existing conditions for cyclists.
- Engage with local stakeholders and community members to understand needs and priorities.
- Identify opportunities and constraints for bicycle facility development.
- Propose a network of recommended on-street and off-street bicycle facilities.
- Provide a foundation for future planning, funding, and implementation efforts.

By developing a thoughtful and practical approach to bicycle connectivity, this project aims to support North East's broader goals of sustainability, safety, accessibility, and quality of life for all its residents and visitors.

This study is organized into five chapters. *Chapter 1 – Introduction* outlines the purpose, scope, and objectives of the study. *Chapter 2 – Existing Conditions* examines the current state of the project area, including relevant data and background information. *Chapter 3 – Recommended Improvements* presents proposed bike paths based on the analysis of existing conditions and recommendations from Federal Highway Authority Bike Selection Guide. *Chapter 4 – Public Outreach* details the engagement efforts and feedback received from the community and stakeholders through the survey and the online interactive map. Finally, *Chapter 5 – Phasing Plan and Implementation* outlines a strategic approach for executing the recommended improvements over time, including timelines, priorities, and potential funding sources.



Chapter 2: Existing Conditions

Overview

Understanding the existing conditions within the Town of North East is essential for identifying opportunities and constraints to developing a connected and functional bicycle network. This chapter provides assessment of the current infrastructure, transportation environment, and the barriers that currently limit bicycle mobility in the town, particularly south of US Route 40, the primary focus area of this study.



Aerial view of Downtown North East looking south along MD 272

Study Area Context

The study area consists primarily of land within the municipal boundaries of the Town of North East, focusing on the area south of US40 (Pulaski Highway). This section of the town includes:

- Downtown North East, centered on Main Street
- Residential neighborhoods surrounding downtown
- Public amenities such as North East Elementary School, North East Community Park, and the public library
- Waterfront access along the North East River
- Retail and service businesses, primarily along Main Street and South Main Street
- Key corridors including MD 272 (Mauldin Avenue) and Mechanics Valley Road



Chapter 2 - Existing Conditions

This mix of land uses generates a range of trip types including school commutes, errands, recreational rides, and access to employment or shopping. These could be well served by improved bicycle infrastructure.

Roadway Network and Bicycle Infrastructure

Road Classifications and Traffic Conditions

The roadway network in North East includes a mix of:

- State highways: US40, MD7, and MD272 are state-maintained roads with moderate to high traffic volumes and vehicle speeds.
- Local town streets: Streets such as Main Street, Church Street, and Cherry Street provide access to residential areas and the downtown core.
- Collector roads: Mechanics Valley Road and Irishtown Road function as connectors between neighborhoods and destinations.

Many of these roads are narrow, two-lane facilities with limited shoulder width, minimal pavement markings, and scarce dedicated bike lanes. High vehicle speeds, particularly on MD272 and US40, create a challenging environment for cyclists, especially those who are less experienced or riding for utilitarian purposes. Referencing SHA's *Four Types of Riders*, the following are the typical groups the population falls in, certainly within North East as well:

1. No Way, No How

- represents that portion of the population that will not ride, no matters the circumstance. Whether due to indifference or inability, about a third of the U.S. population fall into this category.

Strong and Fearless

- cyclists will ride no matter the conditions. This group, about 7% of the population, is represented by experienced cyclists with a high-tolerance for traffic interaction.

Enthusied and Confident

- riders are comfortable using bike lanes, shared-use paths and are used to riding in some traffic . This group also represents 7% of the population.

Interested but Concerned

- riders would bike more often if a safe bikeway was available that had little or no traffic interaction. Since this group represents half of the U.S. population, its important to understand how existing conditions and proposed projects can encourage more Marylanders to ride bikes, especially for short-distance trips.



Chapter 2 - Existing Conditions

The following maps show bicycle level of stress, speed limits, and annual average daily traffic levels respectively.

Left: Aerial view - Looking north along MD 272 at US 40

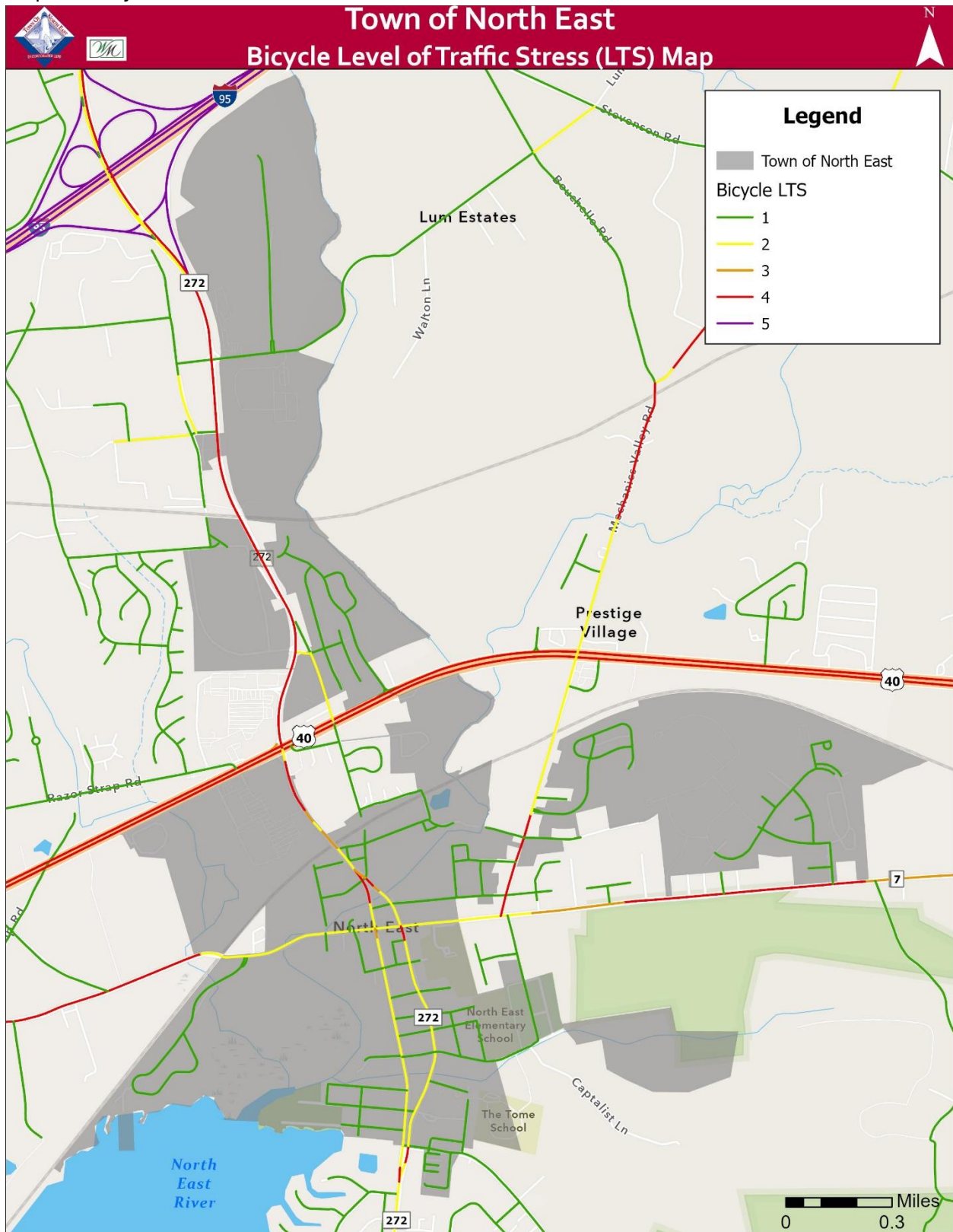
Right: West Old Philadelphia Road (Route 7) over North East Creek looking east





Chapter 2 - Existing Conditions

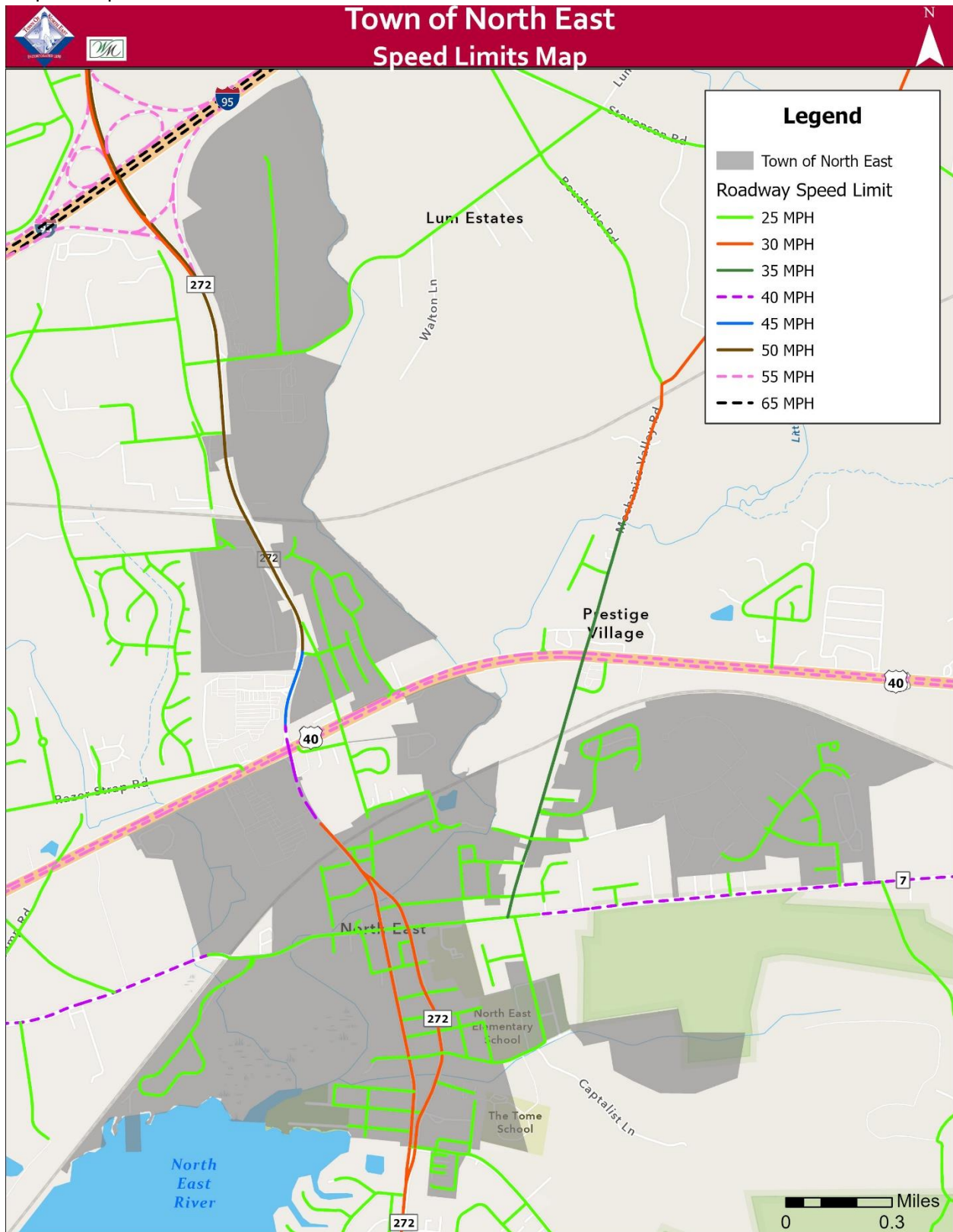
Map 2-1. Bicycle Level of Traffic Stress





Chapter 2 - Existing Conditions

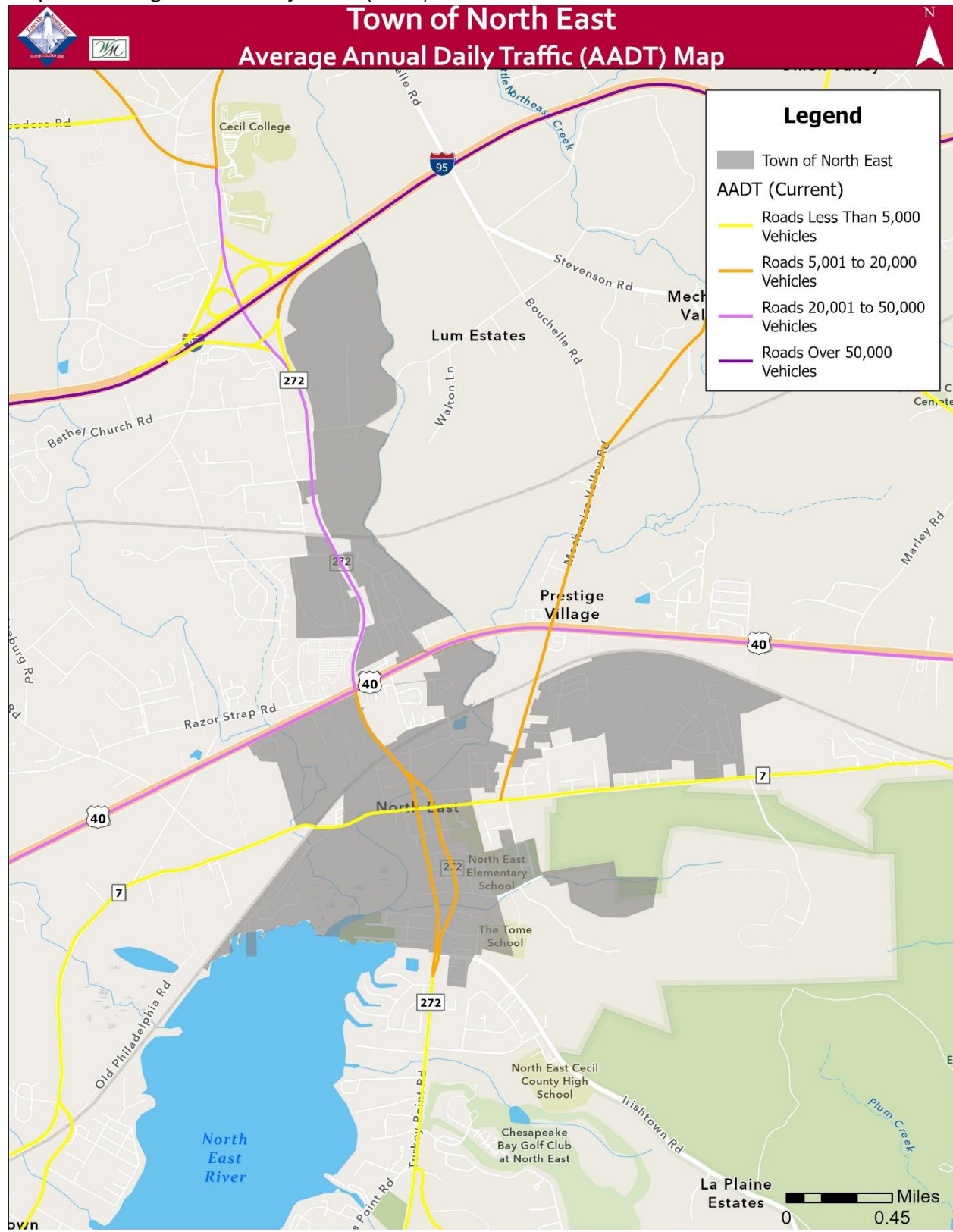
Map 2-2. Speed Limits





Chapter 2 - Existing Conditions

Map 2-3: Average Annual Daily Traffic (AADT)





Chapter 2 - Existing Conditions

Existing Bicycle Facilities

At present, the Town of North East has minimal dedicated bicycle infrastructure. Key observations include:

- Limited bike lanes on major or minor roads within the study area.
- No shared lane markings on local streets.
- Limited off-street paths; the only significant multi-use path is in North East Community Park, which serves recreational users rather than providing transportation connections.
- Sidewalks exist in some areas but are inconsistent, narrow, and not intended for bicycle use.
- Limited designated bike parking facilities, racks, or public repair stations in the downtown area.



Bike Rack at City Hall – the Town needs more racks and bicycle parking facilities



Chapter 2 - Existing Conditions

Regional and Local Trail Connections

Although the Town of North East, Maryland does not currently have a comprehensive off-road trail network within its limits, it is strategically located near several significant regional and national trails that offer strong potential for future connectivity. Inside town, the North East Community Park Loop remains the primary dedicated path for walking and biking. It serves as a key recreational asset for families, residents, and visitors, and provides a natural anchor point for future trail extensions into and through the town.

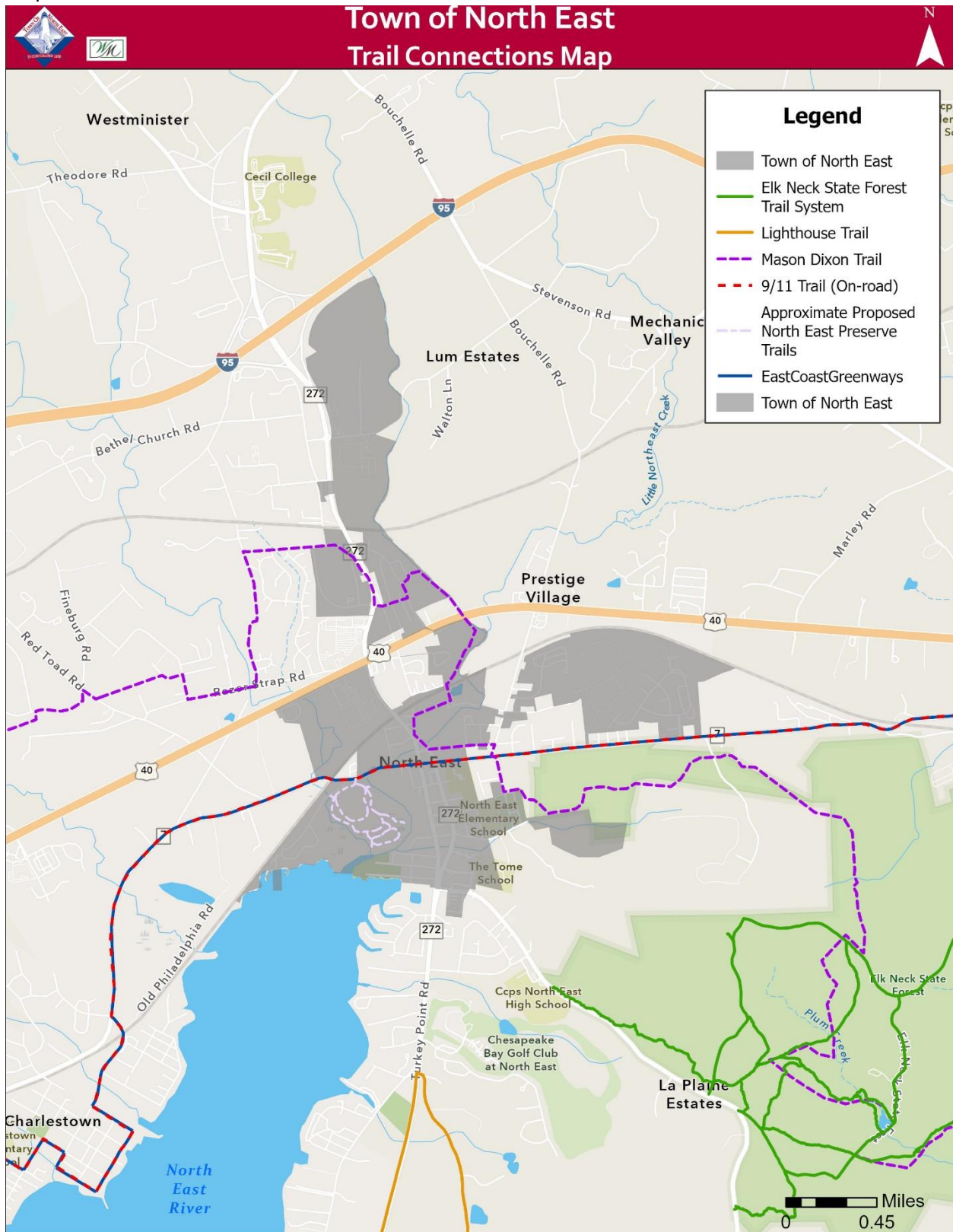
Just outside the town limits, Elk Neck State Park and Elk Neck State Forest offer a network of natural surface trails, including the Turkey Point Lighthouse Trail and the Elk Neck State Forest Trail System. These trails are primarily recreational and not directly connected to the town center. With improved access and infrastructure, these areas could be better integrated into a broader trail system linking natural, residential, and commercial zones.

Regionally, North East is in proximity to several nationally significant long-distance trails. The Mason-Dixon Trail passes just east of the town and runs through Elk Neck State Forest. Similarly, the planned alignment of the East Coast Greenway is proposed to run through or near Cecil County. Additionally, the September 11th National Memorial Trail, which links the three main 9/11 memorial sites, intersects the East Coast Greenway and includes corridors near North East. Although these trails are not fully developed or connected through the town today, their proximity creates significant opportunities to position North East as a hub for regional trail travel, tourism, and long-distance cycling. Strengthening linkages between these larger trail systems and local infrastructure could greatly enhance the town's mobility options, economic vitality, and recreational appeal. Map 2-4. Trail Connections shows these trails.



Chapter 2 - Existing Conditions

Map 2-4. Trail Connections





Chapter 2 - Existing Conditions

Land Use and Trip Generators

The southern portion of the Town of North East contains a compact, walkable grid, with a concentration of land uses that support short trips. These would be ideal conditions for biking, if appropriate infrastructure were in place.

Key trip generators include:

- Downtown Main Street: A regional destination for dining, shopping, and tourism.
- North East Community Park: A highly used waterfront park that draws residents and visitors.
- Educational facilities: Including North East Elementary School and the Cecil College Elkton Station just outside of town.
- Public institutions: Library, post office, churches, and the town hall.
- Employment and retail centers: Small businesses along Main Street and South Main Street.

These destinations are generally within 1–2 miles of residential neighborhoods, a distance that can be comfortably traveled by bicycle if safe routes are available.

Something to consider as well would be SHA's *Short Trip Opportunity Areas*. These areas identify locations with high potential for walking and biking based on density, employment, and transit access. These designations also make it area to prioritize future safety improvements. Pairing this with SHA's Context Driven Guide, when planning these improvements in the future, would help in the planning of safe, effective multi-modal transportation.

See Map 2-5. Points of Interest Connection below.



Goldspire Dr (currently not accessible)

Right: Route 7 at MD 272 looking east



Left: Connection from Augusta Loop to



Chapter 2 - Existing Conditions

Map 2-5. Points of Interest Connection





Chapter 2 - Existing Conditions

Barriers to Bicycle Connectivity

Despite the compact scale of the town and the proximity of key destinations, several physical and operational barriers currently discourage or prevent safe bicycle travel:

- **High-Speed Roads and Limited Crossings**

US Route 40 and Maryland Route 272 serve as significant barriers to both north-south and east-west bicycle movement within the Town of North East. These major corridors prioritize vehicle traffic, with intersections that offer limited pedestrian and bicycle crossings, long signal cycles, and a lack of dedicated bicycle infrastructure. In addition, narrow bridges, such as the one over North East Creek, further restrict safe passage for cyclists, creating critical gaps in connectivity and deterring bicycle travel across key parts of the town.

- **Disconnected Street Grid and Lack of Wayfinding**

While the downtown street grid in North East is generally navigable for cyclists, the surrounding neighborhoods feature numerous cul-de-sacs and dead-end streets that significantly limit overall connectivity. In some areas, potential routes are either privately owned or unpaved, making them inaccessible or unsafe for bicycle use. Compounding these issues is the lack of a comprehensive wayfinding and signage system to guide cyclists between key destinations or help them identify lower-stress routes. The absence of visible bike infrastructure also means that drivers are not conditioned to expect cyclists on the road, increasing the risk of conflicts and reducing the overall sense of safety for bicycle users.

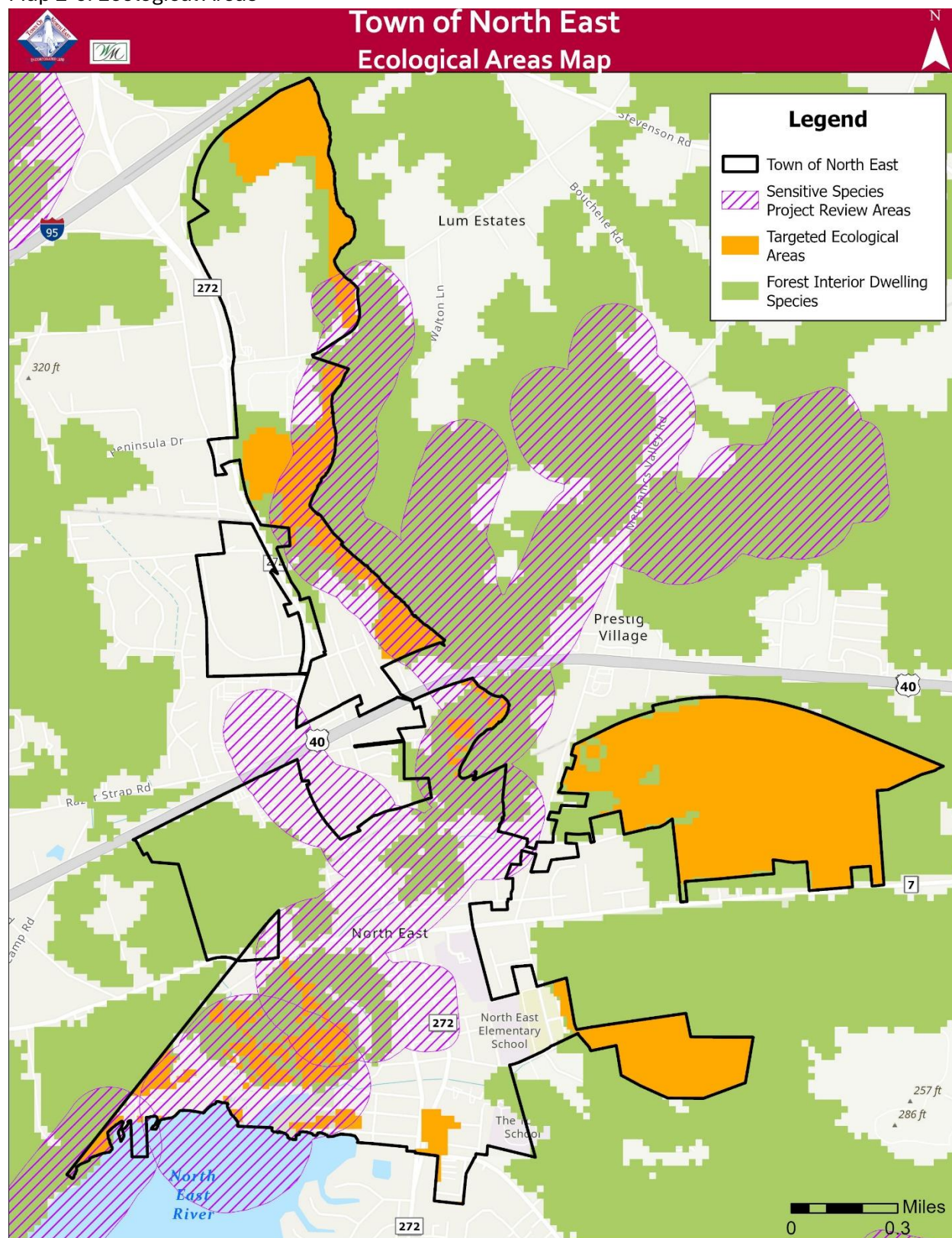
- **Topography and Environmental Constraints**

Although most of the town is relatively flat, the presence of wetlands, creeks, and floodplains, particularly near the North East River, presents design constraints for new off-street trails or crossings. Any proposed off-street routes must account for environmental protection regulations and potential flooding. Maps 2-6, 2-7, and 2-8 show key environmental features in the Town.



Chapter 2 - Existing Conditions

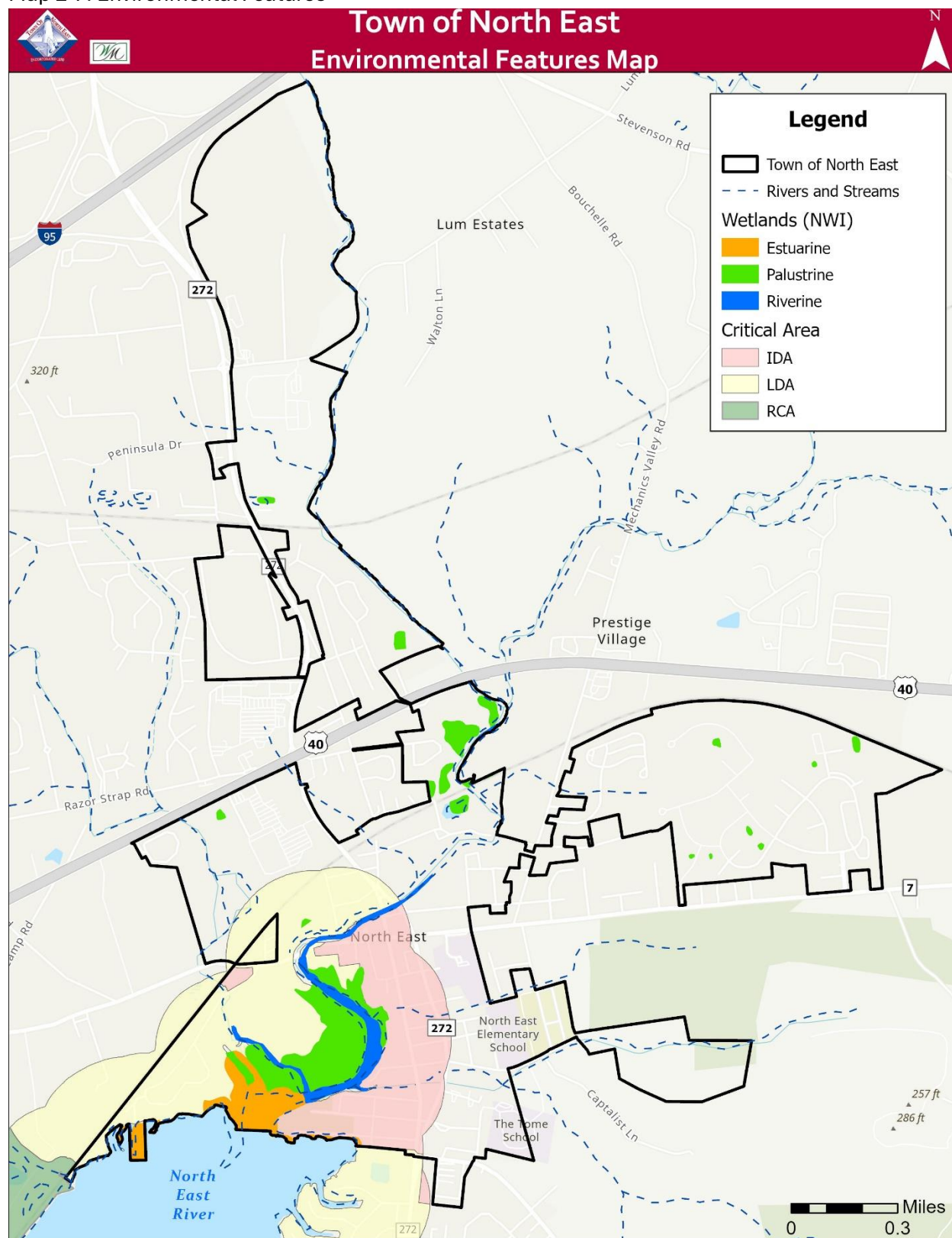
Map 2-6. Ecological Areas





Chapter 2 - Existing Conditions

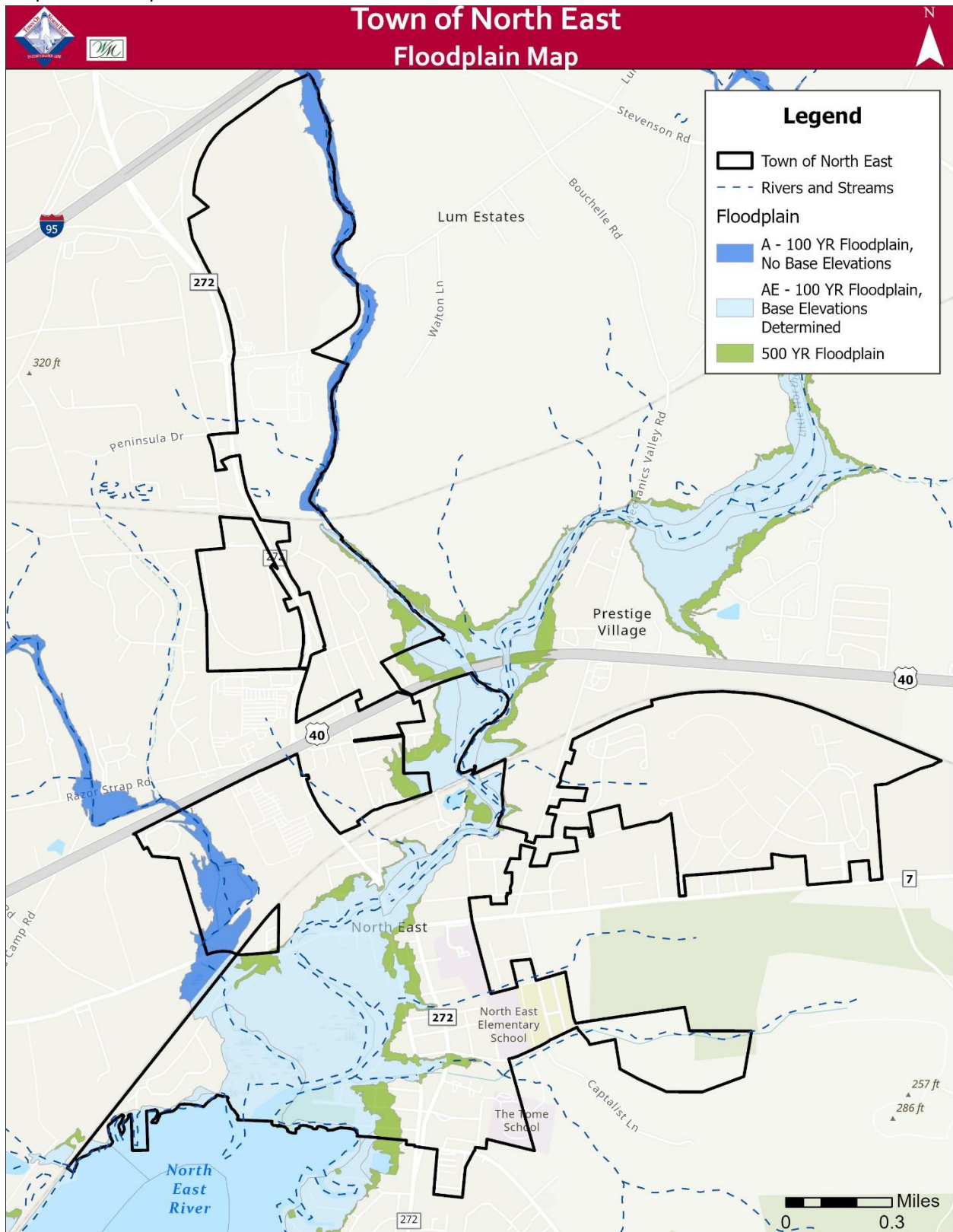
Map 2-7. Environmental Features





Chapter 2 - Existing Conditions

Map 2-8. Floodplain





Chapter 2 - Existing Conditions

Summary of Existing Conditions

The Town of North East has many of the characteristics of a bike-friendly community: compact size, diverse land use, and scenic destinations. However, the absence of designated bicycle infrastructure, unfriendly roadway conditions, and lack of connectivity between neighborhoods and destinations represent serious challenges.

These findings reinforce the need for a strategic, town-wide approach to bicycle planning that addresses both on-street and off-street opportunities, prioritizes safety and comfort, and considers the unique context and constraints of the community. Based on this strategic approach, the next chapter will elaborate on recommended improvements for the Town.



Chapter 3: Public Outreach

Purpose of Public Engagement

Public engagement plays a critical role in the planning and design of bicycle infrastructure, ensuring that proposed improvements reflect community needs, values, and lived experiences. As the Town of North East considers significant investments in active transportation, it is essential to gather input from residents, business owners, and stakeholders who use local streets and trails daily.

The goal of public engagement in this study was to:

- Understand community priorities related to biking, safety, and connectivity
- Identify barriers and opportunities from the perspective of current and potential cyclists
- Gauge support for specific types of bike infrastructure
- Ensure inclusivity, capturing voices from a broad range of ages, backgrounds, and abilities
- Validate and refine recommendations based on local knowledge

By involving the community early in the process, the Town is taking a transparent, responsive, and data-informed approach to developing a bicycle network that serves all residents.

Engagement Methods and Findings

The public engagement process was designed to be accessible, user-friendly, and targeted toward capturing both qualitative and quantitative feedback. It consisted of three primary components:

Public Meeting

On August 28, 2025, a public outreach event was held in the Town of North East at the Cecil County Public Library.



The event included a presentation by the project team including an overview of existing conditions and the current lack of bike facilities in the area; conceptual ideas for potential bike routes aimed at



Chapter 3 – Public Outreach

improving both on-street and off-street connectivity and opportunities to provide comment and feedback on the ideas presented. The concepts were displayed on presentation boards throughout the venue, allowing attendees to review them at their own pace and provide feedback. Community members had the opportunity to interact with the project team, ask questions, and offer input. Nineteen local residents, the town mayor and town staff attended and participated in the event, reflecting strong community interest and leadership engagement in enhancing bicycle mobility in North East.

Community Survey

A comprehensive online survey was launched to gather information on local biking habits, perceptions, and priorities. The survey included sections on:

- **Community Impact & Connectivity:** Respondents rated how important bike routes are for connecting homes, schools, parks, and downtown areas.
- **Bicycle Infrastructure Preferences:** Participants were asked about preferred facility types (e.g., bike lanes, shared-use paths, off-road trails).
- **Safety & Comfort:** Questions explored how safe residents feel riding in current conditions and what improvements would make them feel more secure.
- **Accessibility & Inclusion:** The survey sought to identify whether current or potential riders face physical, cultural, or socioeconomic barriers to biking in town.
- **Bike Usage & Demographics:** Respondents provided basic information on how often they bike, their primary trip purposes (e.g., recreation, commuting), and demographic data such as age and neighborhood.

This survey was made available online through the Town's website and social media platforms and was promoted in the community by the Town to ensure broad participation. The survey was also distributed at the public meeting. A total of 24 residents responded to the survey.

The results reveal that while there is interest in bicycling amongst the residents, the town's infrastructure poses significant challenges. Only one-third of respondents bike regularly, and the majority cite poor connectivity, unsafe road conditions, and lack of bike-friendly amenities as major barriers. Detailed results of the survey are included in the Appendix. Some of the common themes that emerge from the survey findings include the following:

Infrastructure and Connectivity Issues:

Survey responses point to widespread dissatisfaction with biking infrastructure in the Town. A majority of residents reported that existing facilities do not support effective or safe cycling, nor do they connect key areas of the town.

- 73 percent of respondents said the current biking infrastructure has not improved connectivity within the town.
- 80 percent stated that bike routes are not well connected, limiting access between neighborhoods, destinations, and other modes of transportation.
- 75 percent rated the availability of bike lanes and dedicated paths as poor, with no practical access for all.



Chapter 3 – Public Outreach

- 65 percent felt that bike paths and lanes are not clearly marked or well maintained, making them difficult or unsafe to use.
- 55 percent reported it is not easy to transition from biking to other modes of transportation (e.g., public transit or walking), pointing to a lack of integrated transport planning.
- Access to bike racks and secure parking was another concern, with 65 percent saying that there is an insufficient number of racks, and only 5 percent rating current provisions as adequate.
- 71 percent indicated that they would not recommend biking in the Town to friends, family or visitors due to poor infrastructure and safety conditions.

When asked to rate individual roads, most were rated poorly in terms of bikeability, Irishtown Road and Mechanics Valley was amongst the top poorly rated routes with 84 percent and 79 percent responses respectively. Pulaski Highway (US40) was considered poor by 75 percent. Cherry Road seemed relatively more bike friendly as 24 percent respondents rated it as good.

Safety Concerns:

Safety emerged as one of the most significant barriers to biking in North East. The majority of residents expressed that they do not feel safe using a bicycle on town roads.

- 75 percent of respondents reported feeling unsafe biking in the town.
- Specific areas of safety concern included:
 - o Route 7 and Mechanics Valley Road / Cemetery Road four-way stop
 - o The intersection of Route 40 and Route 272
 - o Roads lacking shoulders
 - o Areas near the Chesapeake Golf Course neighborhood, especially where it intersects with Route 272
- 55 percent of respondents reported close calls or conflicts with motor vehicles.
- 60 percent identified reckless driver behavior as a common problem.
- A striking 79 percent said they would not feel comfortable biking with family members or children, indicating a lack of family-friendly or protected cycling routes.

Bike Accessibility:

While many residents value biking, they feel that access to safe and usable bike infrastructure is severely limited.

- 44 percent of survey respondents rated bicycle access as “very important” to their daily life and community well-being.
- 79 percent of respondents said they know someone who would bike more if access were improved.
- 89 percent indicated that bike access is lacking in their area. When asked where access is most limited, majority of the respondents indicated that access issues are pertinent throughout the Town, while some specifically identified the Main Street and US 40.



Chapter 3 – Public Outreach

Other Issues and Recommendations

In addition to infrastructure and safety, residents also pointed to a lack of support and encouragement for biking in general. 80 percent of respondents reported there are no adequate programs or initiatives in place to promote biking in the Town of North East. Open-ended comments and suggestions from respondents included:

- Develop protected bike lanes and routes that connect key destinations, especially from the community park and nature reserve to the downtown.
- Improve signage, lighting, and maintenance of existing paths. Specifically on Main Street.
- Install more secure bike parking, especially in business and park areas.

In conclusion, the survey results indicated that there is strong interest in biking, but residents feel excluded from the option due to accessibility challenges. The Town's current bike infrastructure is disconnected, unclear, and inadequate for most residents. Without improvements in infrastructure, safety, and accessibility, many residents will continue to avoid biking altogether, regardless of interest or necessity

Interactive Route Map

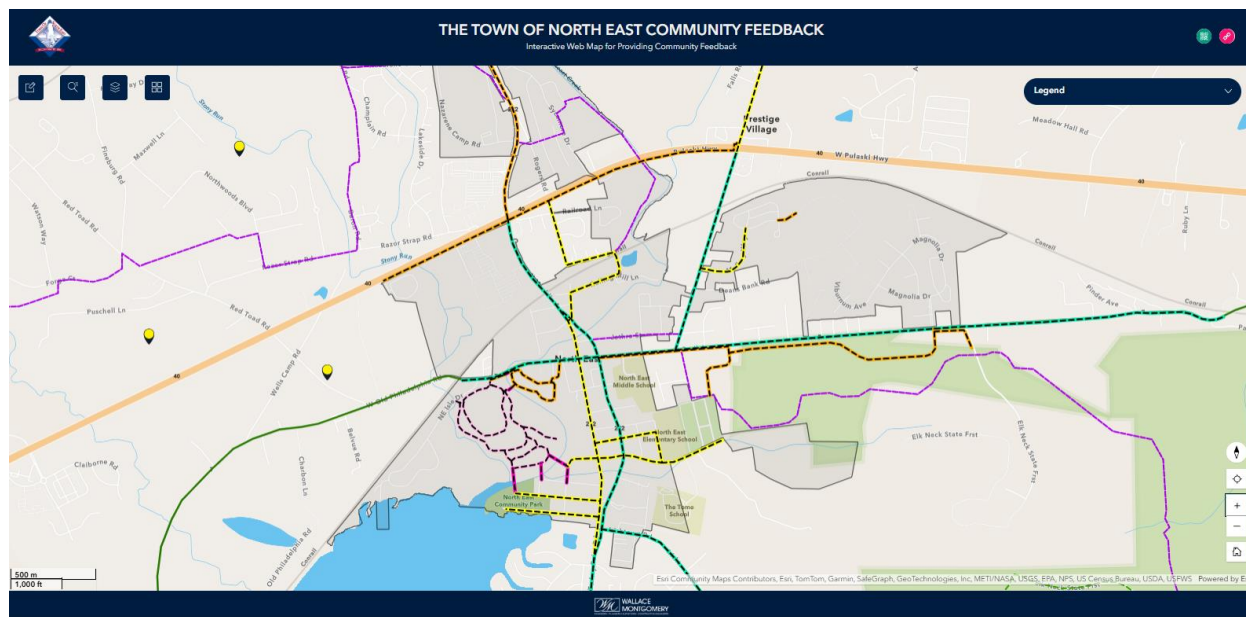
In addition to the survey, an interactive web map was developed that displayed all of the proposed bike routes described in the Recommended Improvements chapter. Users could:

- View proposed on-street and off-street paths
- Leave comments directly on specific segments of the map
- Suggest alternative routes, highlight safety concerns, or identify key destinations not currently served

This tool allowed residents to engage with the plan in a spatial, visual way and provided valuable geographic insight into how people move around North East and where they see gaps or opportunities in the network. The map was formally launched at the public meeting with the survey. See the screenshot of the interactive map below (Link: <https://arcg.is/1Lzzze0>).



Chapter 3 – Public Outreach



Next Steps for Public Involvement

Public engagement will remain a core component of the project as it moves into design and implementation phases. Key next steps include:

- Sharing this report with the public, including feedback summaries and revised recommendations
- Hosting in-person or virtual meetings to discuss priority routes and gather input on design preferences
- Working with schools, advocacy groups, and senior centers to refine routes that serve vulnerable or high-need populations
- Keeping residents informed through project updates, maps, and progress dashboards

Continued community involvement will help ensure that the final bicycle network plan is not only technically feasible but locally supported and inclusive.



Chapter 4: Recommended Improvements

Overview

This chapter presents a series of recommended bicycle infrastructure improvements aimed at enhancing connectivity, safety, and accessibility throughout the Town of North East, with a particular focus on the area south of US Route 40 (Pulaski Highway). These recommendations respond directly to the gaps and opportunities identified in the existing conditions assessment and seek to build a functional, multimodal transportation network for users of all ages and abilities.

The proposed improvements consist of both on-street facilities (such as bike lanes and shared-lane markings) and off-street shared-use paths and trails, offering a range of options to meet the community's transportation and recreational needs. Together, they form the foundation for a low-stress, connected bike network that links neighborhoods to schools, parks, commercial areas, and the region's natural amenities. Please note that typical concepts are not provided for all roadways in the town. A complete map of all proposed bicycle facilities is included in the Appendix.

When considering these recommendations, it is important to also keep in mind the Complete Streets methodology and program. This program was created to:

- create a safe, comprehensive, integrated and connected transportation network for people, goods motorized and non-motorized vehicles,
- consider all modes of transportation,
- consider users of all ages and abilities,
- is a process integrated throughout all phases of project development, and
- apply a multi-pronged approach to deliver safe and accessible travel options for all



On-Street Bicycle Facilities

On-street improvements are proposed for key corridors throughout the town, using a combination of dedicated bike lanes, shared-lane markings, and a shared-use path along a major roadway. These interventions are designed to accommodate bicycle travel within existing street rights-of-way wherever feasible.

To support a data-driven approach in selecting proposed on-street bicycle routes, a Bikeway Selection Decision was created that evaluated key corridors based on a range of factors. The primary factors were speed limits and volume of traffic on the selected roadway based on the bikeway selection guide¹ designed by the US Federal Highway Administration. Other factors included level of stress, proximity to key destinations like schools, parks, and the downtown business district. The matrix also considered existing lane configurations and the presence (or absence) of existing bicycle or trail designations. This tool enabled helped in assessing the suitability of different street segments

¹ <https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-07/fhwasa18077.pdf>



Chapter 4 - Recommended Improvements

for dedicated bike lanes, shared lanes, or future enhancements, ensuring that proposed improvements reflect both feasibility and community benefit. The matrix is included in the Appendix.

Dedicated Bike Lanes

Dedicated bike lanes are designated sections of the roadway reserved exclusively for bicyclists, providing a safer and more comfortable space for people to ride. These lanes are typically marked with pavement striping, bike symbols, and signage to clearly separate them from motor vehicle traffic. By creating a defined space for cyclists, dedicated bike lanes help reduce conflicts between drivers and bicyclists, encourage more people to choose biking as a mode of transportation, and improve overall traffic flow. They can be implemented on a variety of road types and may include additional features like painted buffers or physical barriers for increased protection, depending on the context and available space. The following concepts for dedicated buffered bikeways are recommended for different roadways in the Town.

MD 7 (Old Philadelphia Road)²

- Segment: Within town limits, East and West Cecil Avenue.
- Purpose: Establishes a primary east-west corridor for in-town and regional cycling.
- Benefits: Improves safety on a key arterial road, encourages commuting and recreational use.
- Considerations: May require roadway restriping or shoulder improvements and coordination with SHA.

Figure 4-1. Proposed buffered bike lane on MD7 (Exhibit 1)

² Two options have been presented for MD7 in this report, a dedicated bike lane or a shared use path.



Chapter 4 - Recommended Improvements



Figure 4-1. Proposed buffered bike lane on MD7 (Exhibit 2)





Chapter 4 - Recommended Improvements

Mauldin Avenue (MD 272 south of US40) & Mechanics Valley Road (between US-40 and MD-7)

- Purpose: Key north-south route connecting residential areas to downtown.
- Benefits: Improves comfort for cyclists on a busy connector. The dedicated bike lane on Mauldin Avenue connects to the existing alignment of Mason-Dixon Trail providing a regional connection from the Town.
- Considerations: May require traffic calming or reallocation of roadway space as there is high level of stress for cyclists in some segments of the roadway.

Irishtown Road

- Purpose: Connecting nearby residential areas and high school to the town.
- Benefits: Improves comfort for cyclists on a busy connector.
- Considerations: May require roadway restriping or shoulder improvements and coordination with SHA. A potential route for a shared use path shown in orange in Figure 4-2 (Exhibit 2) was identified to bypass a segment of Irishtown Road with the most changing geometry.

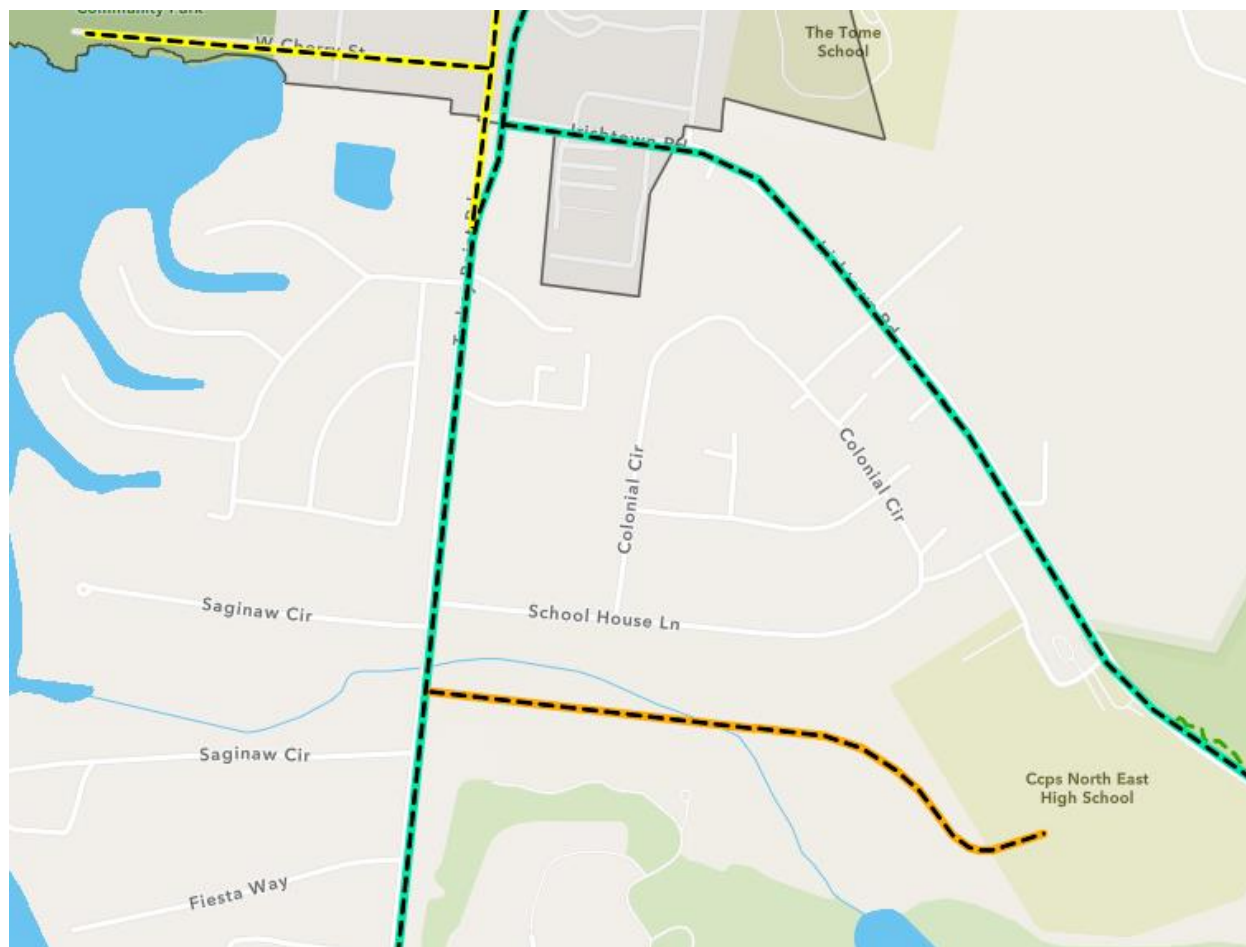
Figure 4-2. Proposed buffered bike lane on Irishtown Road (Exhibit 1)





Chapter 4 - Recommended Improvements

Figure 4-2. Proposed Shared Use Path between Turkey Point Road and High School (Exhibit 2)



Turkey Point Road (MD-272)

- Purpose: Connecting Elk Neck State Park and the Turkey Point area to North East, MD and beyond.
- Benefits: Serves both recreational and local travel functions, improve access to local businesses and enhances safety for Cyclists and other Road Users.
- Considerations: Detailed recommendations for this roadway segment are available in the MD Route 272 Corridor Plan Final Report completed by Wilmington Area Planning Council (WILMAPCO), July 2025. https://wilmapco.org/cecil/MD272_Final_Report.pdf Parking considerations along MD 272 have been addressed in the MD-272 Corridor Plan (WILMAPCO), which includes recommendations related to parking management, shared parking strategies, and future evaluation of parking supply and demand. In coordination with those recommendations, implementation of bicycle facilities should also consider incorporation of bicycle racks and related amenities, as appropriate, during subsequent design phases.



Chapter 4 - Recommended Improvements

Shared Lane/ Bike Boulevard

Shared lanes and bike boulevards are types of bicycle infrastructure designed to support safe and comfortable cycling on lower-speed, lower-traffic streets. A shared lane is a roadway where bicycles and motor vehicles share the same travel space, often marked with "sharrows" (shared lane markings) to remind drivers to expect and yield to bicyclists. Unlike dedicated bike lanes, there is no physical or painted separation. A bike boulevard goes a step further – these are low-volume residential streets that are specifically optimized for bicycle travel. They use traffic calming measures such as speed humps, curb extensions, signage, and diverters to slow vehicle speeds and reduce cut-through traffic, making the street more bike-friendly while still allowing local vehicle access. Both approaches are cost-effective strategies for improving bike connectivity, especially where space is limited or full bike lanes are not feasible.

For lower-speed, lower-volume streets, shared-lane markings are proposed to designate bicycle-friendly routes where dedicated lanes are not practical. Recommended streets for shared lanes include:

- North Main Street and South Main Street – Downtown access and business district.
- W Walnut Street and W Cherry Street – Residential connections to town core.
- E Church Street and W Church Point Road – Connects neighborhoods to downtown and parks.
- E Thomas Avenue and Mallory Way – Links residential areas to school and trailheads.
- North Main Street, Rolling Mill Ln, Railroad Rd and North Main St Extension – Connects US 40 to residential areas in the center of the Town. Connects the Amtrak underpass to the proposed bike network in the Town.

Off-Street Bicycle Options

Off-street improvements are designed to provide low-stress, family-friendly routes separated from vehicular traffic. These include shared-use paths and trail connections.

Shared-Use Paths

Shared use paths are off-street facilities designed to accommodate multiple types of non-motorized users, including bicyclists, pedestrians, joggers, and people using mobility devices. These paths are typically wider than standard sidewalks and provide a comfortable, safe environment separated from vehicle traffic. Often located in parks, along greenways, or parallel to roads, shared use paths are especially effective for connecting neighborhoods, schools, and key destinations while promoting recreation and active transportation. Signage and pavement markings help manage user flow and encourage courteous behavior among all path users. Shared use paths are proposed along MD-7 and US-40.

MD 7 (Old Philadelphia Road)³

- Segment: Town limits, parallel to MD-7

³ Two options have been presented for MD7 in this report, a dedicated bike lane or a shared use path.



Chapter 4 - Recommended Improvements

- Purpose: Provide a safe, physically separated route along a high-speed corridor with limited bicycle accommodation
- Benefits: Enhances regional connectivity and serves as a key link between town facilities and future trail extensions
- Considerations: Coordination with SHA; potential right-of-way constraints; important for long-range planning

Figure 4-3. Proposed shared use path along MD-7 (Exhibit 1)





Chapter 4 - Recommended Improvements

Figure 4-3. Proposed shared use path along MD-7 (Exhibit 2)



Along US 40 (Pulaski Highway)

- Segment: Town limits, parallel to US40.
- Purpose: Provide a safe, physically separated route along a high-speed corridor with limited bicycle accommodation.
- Benefits: Enhances regional connectivity and serves as a key link between town facilities and future trail extensions.
- Considerations: Coordination with SHA; potential right-of-way constraints; important for long-range planning.



Chapter 4 - Recommended Improvements

Figure 4-3. Proposed shared use path along US-40 (Exhibit 1)



Figure 4-3. Proposed shared use path along US-40 (Exhibit 2)





Chapter 4 - Recommended Improvements

Figure 4-3. Proposed shared use path along US-40 (Exhibit 3)



Figure 4-3. Proposed shared use path along US-40 (Exhibit 4)





Chapter 4 - Recommended Improvements

Figure 4-3. Proposed shared use path along US-40 (Exhibit 5)



Figure 3-3. Proposed shared use path along US-40 (Exhibit 6)





Chapter 4 - Recommended Improvements

Trail Connections

Trails are designated paths or corridors intended for non-motorized use such as walking, biking, running, and sometimes horseback riding. They can be paved or unpaved and are often located in parks, natural areas, or along greenways. While some trails are designed primarily for recreation, others also serve as important transportation links by connecting neighborhoods, schools, parks, and commercial areas. Trail connections are proposed at the Elk Neck State Forest, near Augusta loop, and the North East Preserve. See the concepts below.

Parallel to MD7 (Near Elk Neck Forest)

- Location: South side of MD7, adjacent to Elk Neck State Forest.
- Purpose: Recreational access and alternative east-west connector.
- Benefits: Supports active recreation; improves non-motorized access to the state forest.
- Considerations: Design must integrate with forest facilities and ensure safe crossings.

Figure 4-4. Proposed trail at Elk Neck State Forest (Exhibit 1)





Chapter 4 - Recommended Improvements

Figure 4-4. Proposed trail at Elk Neck State Forest (Exhibit 2)

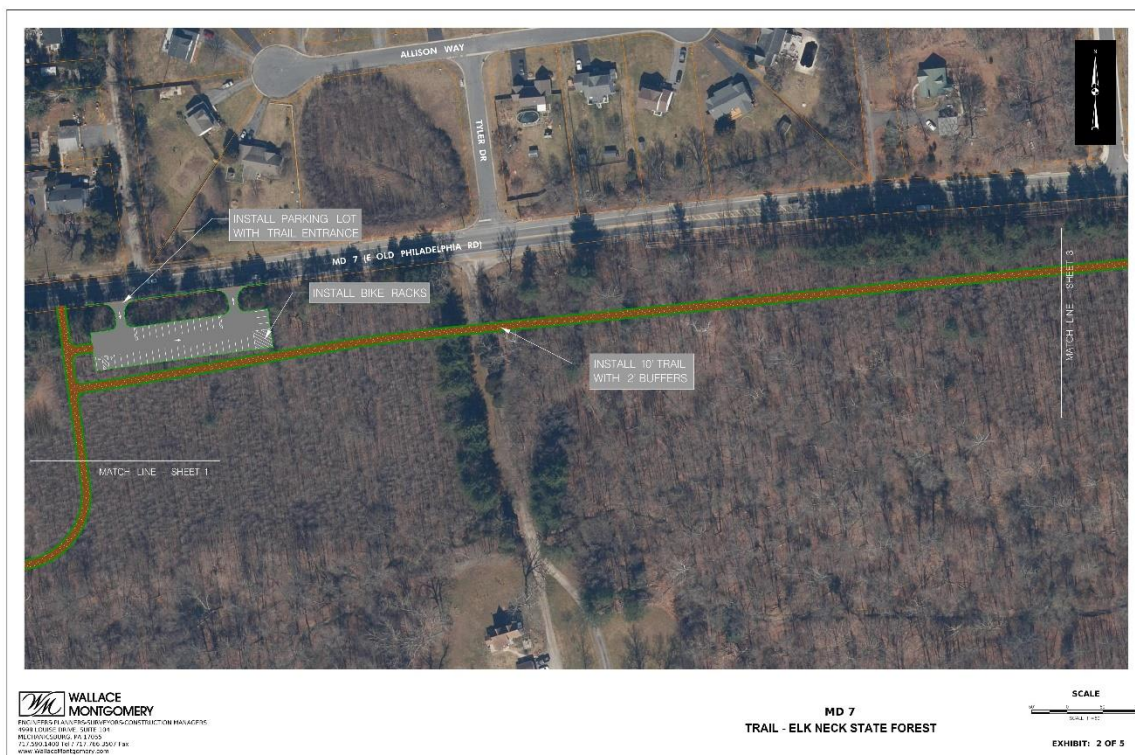


Figure 4-4. Proposed trail at Elk Neck State Forest (Exhibit 3)





Chapter 4 - Recommended Improvements

Figure 4-4. Proposed trail at Elk Neck State Forest (Exhibit 4)



Figure 4-4. Proposed trail at Elk Neck State Forest (Exhibit 5)



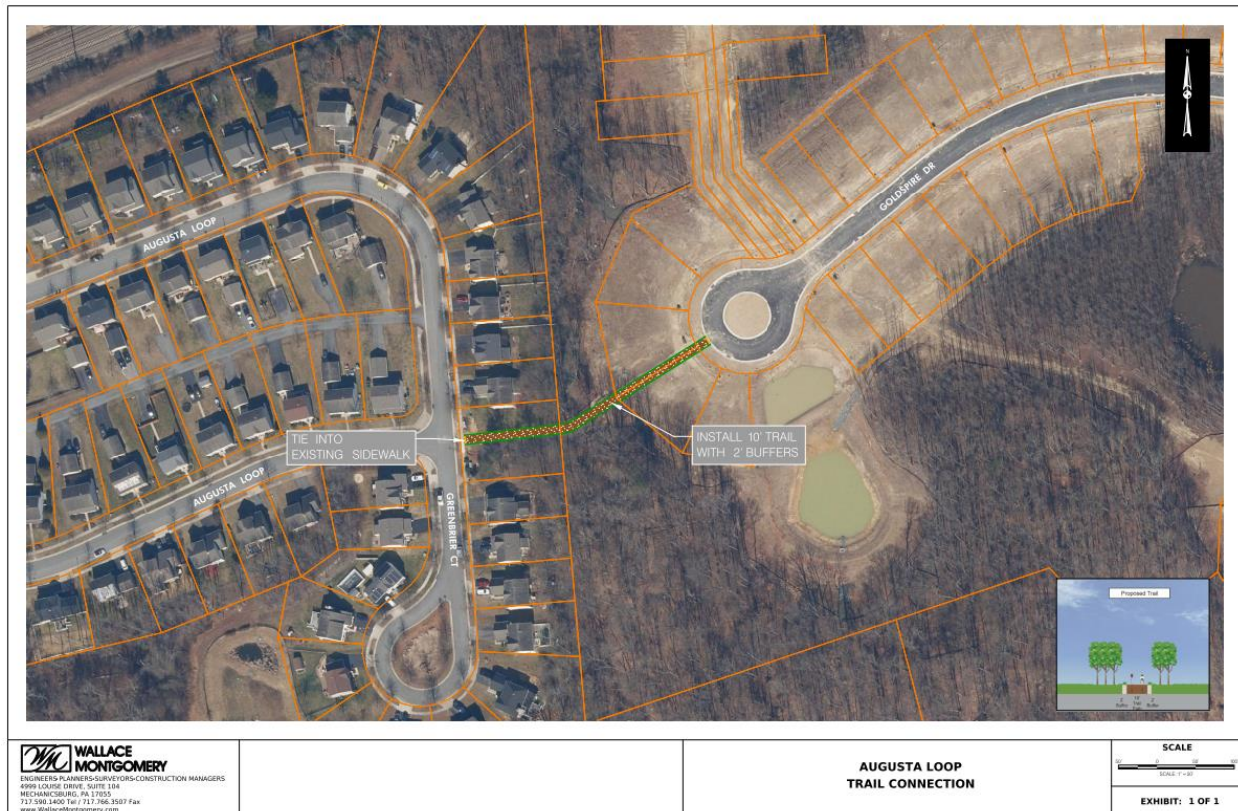


Chapter 4 - Recommended Improvements

Augusta Loop Trail Connection

- Location: East of Mechanics Valley Road, connecting neighborhoods via Augusta Loop to Goldspire Dr.
- Purpose: Provides safe passage between dense residential areas and school routes.
- Benefits: Supports Safe Routes to School, encourages neighborhood connectivity.
- Considerations: May require easements or small boardwalk segments.

Figure 4-5. Proposed trail at Augusta Loop



North East Preserve Trail Network and Bridge Connections

- Location: Within the North East Preserve, with access points at W Beech Street, W Walnut Street, W Church Point Road, and North end of Preserve near Cecil Avenue.
- Type: Multi-use trail system (natural or compacted stone) with pedestrian/bicycle bridges over water features (see Figure 3-6: Typical Section for Pedestrian Bridge below).
- Purpose: Connects natural open space to the downtown and residential areas and provides a regional connection through East Coast Greenway Trail.
- Benefits: Expands recreational trail system and provides serene alternative to in-street cycling. The proposed bridges will help create an interconnected trail loop system that connects the Main Street to the NE Community Park and the Preserve which again connects to the Main Street through the bridge proposed near Route 7. This loop improves navigability

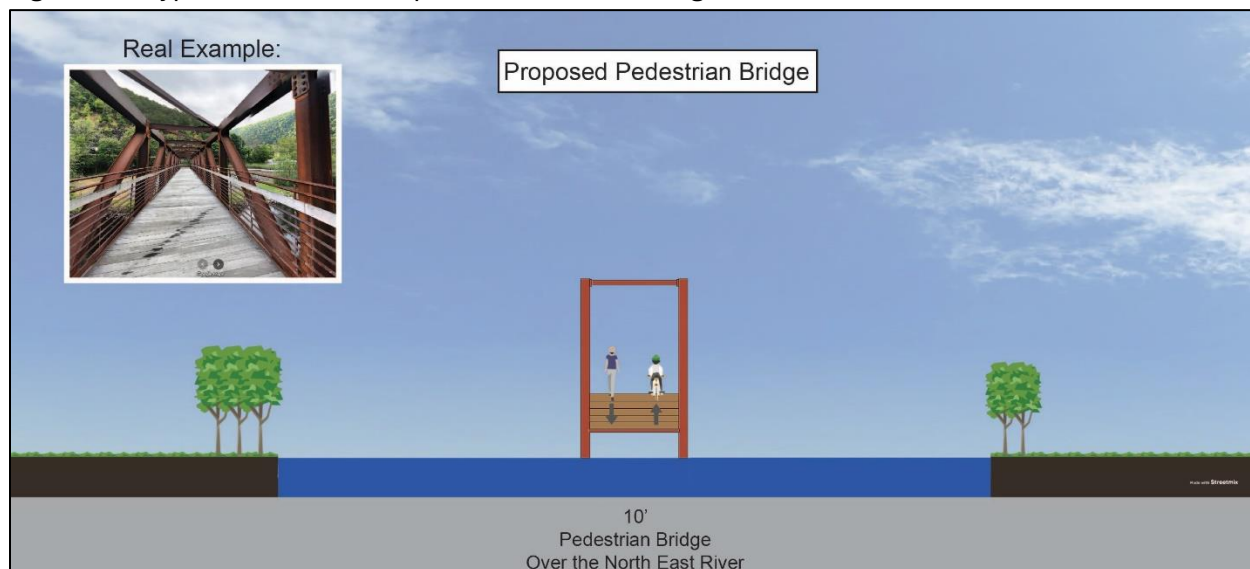


Chapter 4 - Recommended Improvements

while avoiding areas of high traffic stress within the Town. The loop encourages regional connectivity through direct connection with East Coast Greenway Trail and connection with Mason Dixon Trail nearby through Route 7.

- Considerations: Requires environmental review and maintenance planning; bridges must be flood-resilient.

Figure 4-6: Typical section of Proposed Pedestrian Bridge



Summary of Recommended Improvements

The recommended bicycle improvements outlined in this chapter establish a comprehensive framework for creating a safe, connected, and accessible multimodal transportation network within the Town of North East. By integrating a variety of on-street and off-street facilities, these improvements address existing gaps in connectivity while promoting sustainable and healthy modes of travel for residents and visitors alike.

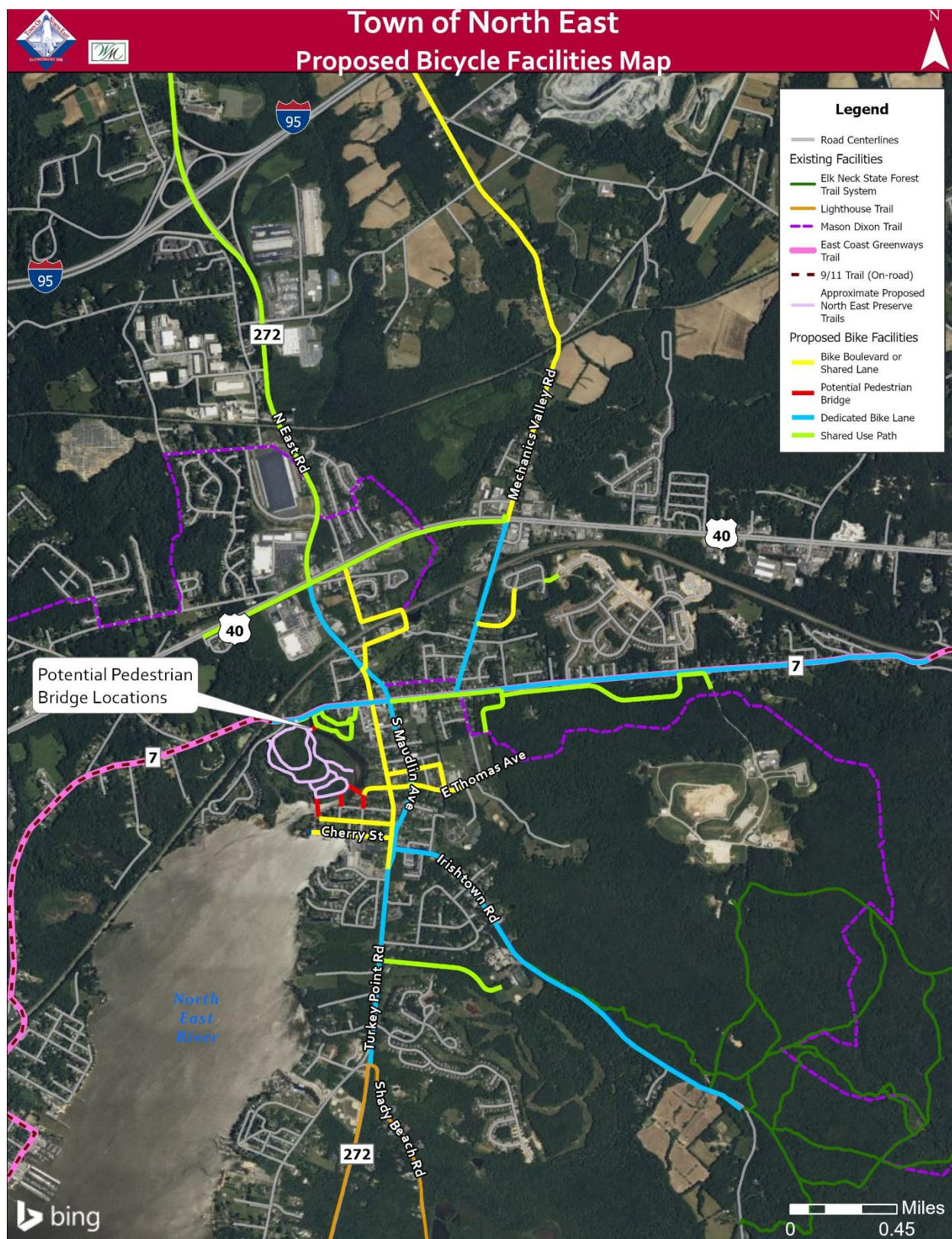
Collectively, the proposed bike lanes, shared-use paths, and trail connections will not only enhance safety and comfort for cyclists of all ages and abilities but also strengthen linkages between neighborhoods, schools, parks, and commercial destinations. These investments lay the groundwork for long-term mobility resilience and regional connectivity by aligning with state and federal design guidance, including coordination with the Maryland State Highway Administration and integration into broader networks such as the East Coast Greenway.

As implementation progresses, continued community engagement, interagency coordination, and phased prioritization will be critical to ensure that these projects deliver maximum public benefit. The Town's commitment to advancing these recommendations will help transform North East into a more vibrant, livable, and active community where bicycling is not just a recreational option, but a safe and practical choice for everyday travel.

Below is a map identifying the proposed bike facilities.



Chapter 4 - Recommended Improvements





Chapter 4 - Recommended Improvements



Chapter 5: Phasing Plan & Implementation

Purpose of the Phasing Plan

The purpose of this phasing plan is to guide the strategic implementation of the proposed bicycle improvements in a way that is cost-effective, community-supported, and operationally realistic. Given that not all routes can be built at once, this plan helps prioritize projects that deliver the greatest benefit early, while laying the foundation for a connected long-term network.

The phasing approach considers several key criteria:

- Community Support & Demand (as identified through public engagement)
- Ease of Implementation (right-of-way availability, permitting needs)
- Cost & Funding Opportunities
- Connectivity Value (linking neighborhoods, schools, parks, and downtown)
- Safety Improvements

Phasing Tiers

Phase 1: Near-Term Priorities (0 – 3 Years)

These projects are low-cost, high-impact, and can be implemented with minimal design or permitting. They include on-street markings and routes with strong community support.

Sample Projects:

- Shared lane markings on:
 - o North & South Main Street
 - o W Walnut Street and W Cherry Street
 - o Mechanics Valley Road
- Signage and striping on Mauldin Avenue and MD7 (where feasible)
- Trail connections within North East Preserve (with existing access points)
- Interactive map and ongoing outreach

Phase 2: Mid-Term Projects (3 – 6 Years)

These require moderate investment and some design coordination but significantly enhance the network.

Sample Projects:

- Dedicated bike lanes on MD7 and Mauldin Avenue (with striping adjustments or road diets)
- Shared-use path connecting Augusta Loop to Goldspire Dr
- Enhanced connections to schools (via signage, striping, and curb ramps)
- Initial design work for off-street segments near Elk Neck State Forest



Chapter 5 - Phasing Plan & Implementation

Phase 3: Long-Term Projects (6+ Years)

These involve major capital investment, environmental permitting, or interagency coordination and will likely be built as funding becomes available.

Sample Projects:

- Shared-use path along US 40
- Off-street trail along MD7 near Elk Neck State Forest
- Pedestrian/bicycle bridges in the North East Preserve
- Trail extensions to regional destinations

Implementation Considerations

Successful delivery of these phases will require coordination across multiple entities, including:

- Town of North East
- Cecil County
- Maryland State Highway Administration (SHA)
- Private landowners (for easements or trail access)
- Community stakeholders

Other key considerations include:

- Right-of-way acquisition
- ADA compliance
- Stormwater and environmental reviews
- Design standards for multi-use paths, signage, and crossings

Proposed bicycle improvements identified in this feasibility study are largely conceptual in nature and are intended to inform future planning, prioritization, and coordination efforts. At this stage, no detailed engineering design has been completed, and all recommendations would be subject to appropriate environmental review during subsequent phases of project development.

Several proposed routes traverse or are adjacent to environmentally sensitive areas, including wetlands, floodplains, streams, and protected ecological resources, particularly near the North East River and the North East Preserve. As documented in Chapter 2 (Existing Conditions), these environmental features represent potential constraints that will require coordination with relevant federal, state, and local agencies, including Maryland Department of the Environment (MDE), Maryland Department of Natural Resources (DNR), and Maryland State Highway Administration (SHA), during project advancement.

In addition, certain corridors within or near the study area pass in proximity to Cecil County's central landfill. While no bicycle facilities are proposed within landfill property limits, future implementation along nearby roadways or off-street alignments may warrant additional consideration related to landfill buffers, subsurface conditions, stormwater management, and potential environmental controls. These factors would be evaluated during detailed design and environmental review to ensure compliance with applicable regulations and to avoid adverse impacts.



Chapter 5 - Phasing Plan & Implementation

Where feasible, recommended bicycle facilities prioritize use of existing road rights-of-way, previously disturbed areas, and on-street treatments to minimize environmental impacts. Off-street trail concepts that may require new ground disturbance are identified as longer-term projects and would require more detailed environmental analysis, permitting, and coordination prior to implementation.

Funding Opportunities

The Town can pursue a variety of local, state, and federal funding sources to support implementation. Potential sources include:

- **Kim Lamphier Bikeways Network Program¹**
The Kim Lamphier Bikeways Network Program provides grant support for a wide range of bicycle network development activities. The program supports projects that maximize bicycle access and enhance last-mile connections to work, school, shopping and transit. Maryland local governments are eligible to apply for these grants alone or in partnership with other jurisdictions.
- **Transportation Alternatives Program (TAP)²**
Maryland's Transportation Alternatives Program (TAP) awards grant funding to projects that enhance mobility and accessibility, as well as the cultural, aesthetic, historic, and environmental aspects of Maryland's transportation network. TAP funds projects create bicycle and pedestrian facilities, restore historic transportation buildings, convert abandoned railway corridors to pedestrian trails and mitigate highway runoff. Local governments are eligible to apply, however, a minimum of 20% cash match is required to receive the TAP grant funding.
- **Recreational Trails Program (RTP)³**
The RTP provides Federal funds to States to develop and maintain land and water-based recreational trails and trail-related facilities for motorized and non-motorized recreational trail uses. Some of these uses include pedestrian (hiking, running, wheelchair, snowshoeing), road/mountain biking, equestrian, cross-country skiing, snowmobiling, off-road motorcycling, off-highway vehicle riding, paddle sports, personal watercraft, and motorized boats. This program is a reimbursable grant program that matches federal funds with local funds or in-kind contributions to implement these trail projects. Municipal governments are eligible for the grant.
- **Safe Routes to School⁴**
Safe Routes to School (SRTS) programs are federally-funded, sustained efforts by community members and governments to enable and encourage children to safely walk, roll, or bicycle

¹ <https://mdot.maryland.gov/tso/pages/Index.aspx?PagelD=28>; last accessed on October 1, 2025

² <https://www.roads.maryland.gov/mdotsha/pages/Index.aspx?PagelD=144>; last accessed on October 1, 2025

³ <https://www.roads.maryland.gov/mdotsha/pages/Index.aspx?PagelD=98>; last accessed October 6, 2025

⁴ <https://www.roads.maryland.gov/mdotsha/pages/Index.aspx?PagelD=735>; last accessed October 6, 2025



Chapter 5 - Phasing Plan & Implementation

to school. Federal funds allocated to this program are reimbursable and available for infrastructure and non-infrastructure projects that benefit elementary and middle school children in grades K-8.

- Cecil County and municipal capital improvement funds
- Public-private partnerships for development-linked segments

Monitoring Progress

To ensure transparency and accountability, the Town should establish a framework to track progress and adjust priorities as needed. This may include:

- A public-facing project dashboard or interactive map
- Annual progress reports
- Performance measures such as:
 - o Miles of bikeways installed
 - o User counts on trails
 - o Number of access points improved
- Community check-ins through surveys or open houses

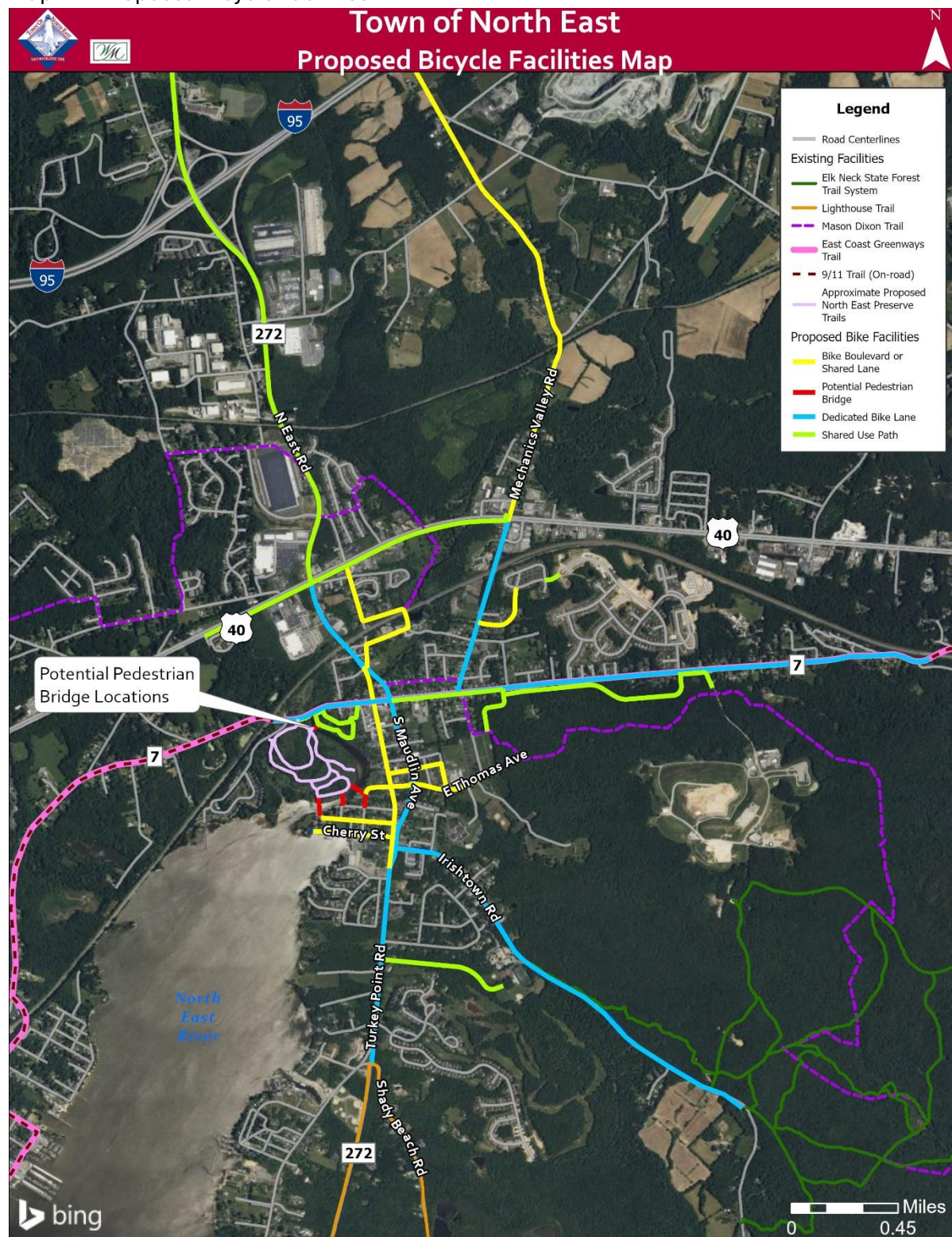
Summary

The phased implementation plan provides a realistic path forward for building out a connected and safe bicycle network in North East. By combining short-term wins with long-term vision, and aligning public feedback with technical feasibility, the Town can position itself for success and build a more bike-friendly future that reflects the community's goals.



Appendix

Map A-1: Proposed Bicycle Facilities





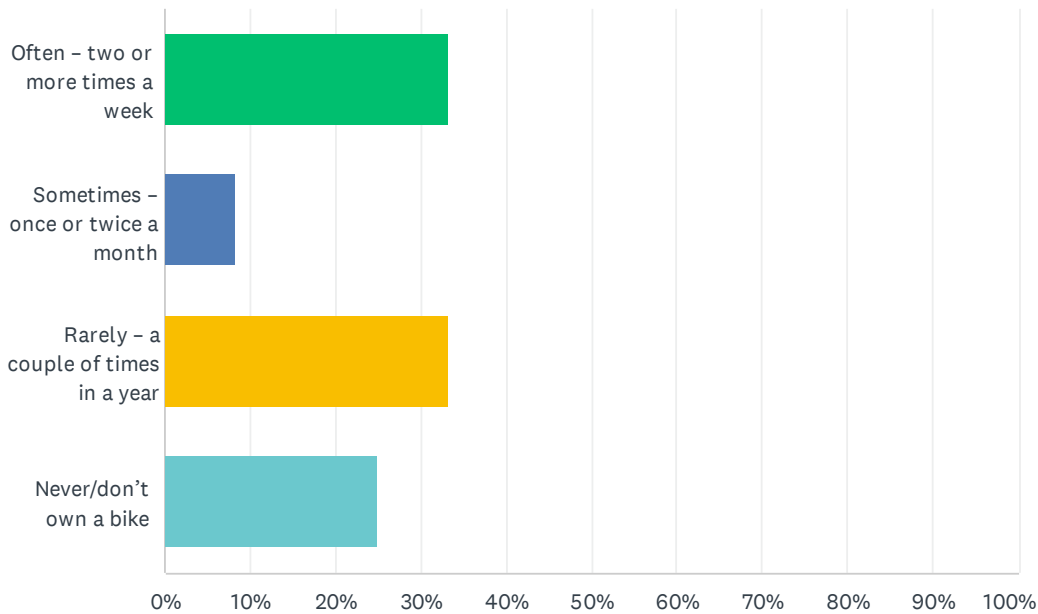
Appendix

Figure A-1. Bikeway Selection Decision Matrix – On Street Facilities

Roadway	US-40 (Pulaski Highway)	MD-272 (North East Road)	MD-272 (Mauldin Ave) from US-40 to RR Bridge	MD-272 (Mauldin Ave) from RR Bridge to N Main St.	MD-272 (S. Mauldin Ave)	MD-272 (S. Main St.)	MD-272 (Turkey Point Rd)	MD-7 (E. Cecil Ave) West of S. Main St.	MD-7 (E. Cecil Ave) S. Main St. to Mechanics Valley Rd.	MD-7 (E. Cecil Ave) East of Mechanics Valley Rd	Mechanics Valley Rd	Mechanics Valley Rd Ext.	Rogers Rd	Irishtown Road from MD-272 to School	Irishtown Road East of High School	Cherry Street	Walnut Street	All other Cecil County Roads in North East	All other North East Town Roads
Speed (MPH)	55	50	40	25	30	25 (35)	50	25	25	40	35	25	25	25	40	15	15	15-25	15-25
Traffic Volume (Vehicles per Day)	>20,000	>20,000	>13,000	>13,000	>8,000	>7,000	>8,000	<5000	<5000	<5000	>7,000	>7,000	>1,000	>5,000	>5,000	<2000	<2000	<2000	<2000
Functional Classification	Principal Arterial	Minor Arterial	Minor Arterial	Minor Arterial	Minor Arterial	Minor Arterial	Minor Arterial	Minor Arterial	Major Collector	Major Collector	Major Collector	Local	Local	Local	Local	Local	Local	Local	Local
Maintenance Responsibility	SHA	SHA	SHA	SHA	SHA	SHA	SHA	SHA	SHA	SHA	SHA	SHA	SHA	Cecil County	Cecil County	Cecil County	Cecil County	Cecil County	Cecil County
Bicycle Level of Stress (LTS)	4	4	4	2/3	2	2	4	2	2	3/4	4/2	4/2	2	1	1	1	1	1	1
Existing Bicycle Facilities	Y-Bike Lane	Y-Bike Lane	Y-Bike Lane	Y-Bike Lane	N	N	Shared Lane	N	N	N	N	N	N	N	N	N	N	N	N
Part of a Designated Bicycle Route	Y-SHA, County	Y-County	Y-County	Y-County	Y-County	Y-County	Y-County	N	Y-Local	Y-Local	Y-Local	N	N	N	N	N	N	N	N
Existing Trail Designation	N	Mason Dixon Trail	Mason Dixon Trail	N	N	East Coast Greenway	N	East Coast Greenway, 911 Memorial Trail	East Coast Greenway, 911 Memorial Trail	East Coast Greenway, 911 Memorial Trail	Mason Dixon Trail	N	Mason Dixon Trail	East Coast Greenway	East Coast Greenway	East Coast Greenway	N	Variable	Variable
Points of Interest	N	N	N	N	Turner Park, North East Fire Company	Business District	Elk Neck State Park	Business District, Town of North East Police Station	North East Middle School	North East Middle School	North East Middle School	Herring Shashers Park	N	North East High School	North East High School	Community Park, Nature Preserve	Community Park, Nature Preserve	Misc.	Misc.
Typical Existing Lane Configuration	Two Way separated	Two way	Two way	Two way	One-way (NB)	One-way (SB)	Two way	Two way	Two way	Two way	Two way	One-way (SB)	Two way	Two way	Two way	Two way	Two way	Two way	Two way
Shared Lane																			
5-ft Shoulder																			
8-ft Shoulder																			
10-ft Shoulder																			
Bike Boulevard																			
Shared Lane																			
Bike Lane (Buffered Preferred)																			
One-Way Separated																			
Bike Lane																			
Two-Way Separated																			
Bike Lane																			
Shared Use Path																			
Preferred Facility (Typically Appropriate)																			
Possibly Appropriate																			
Possibly Appropriate with Reduction of Traffic Volumes and/or Speeds																			
Rarely Appropriate																			
Not Applicable																			

Q1 How often do you travel by bike within the town?

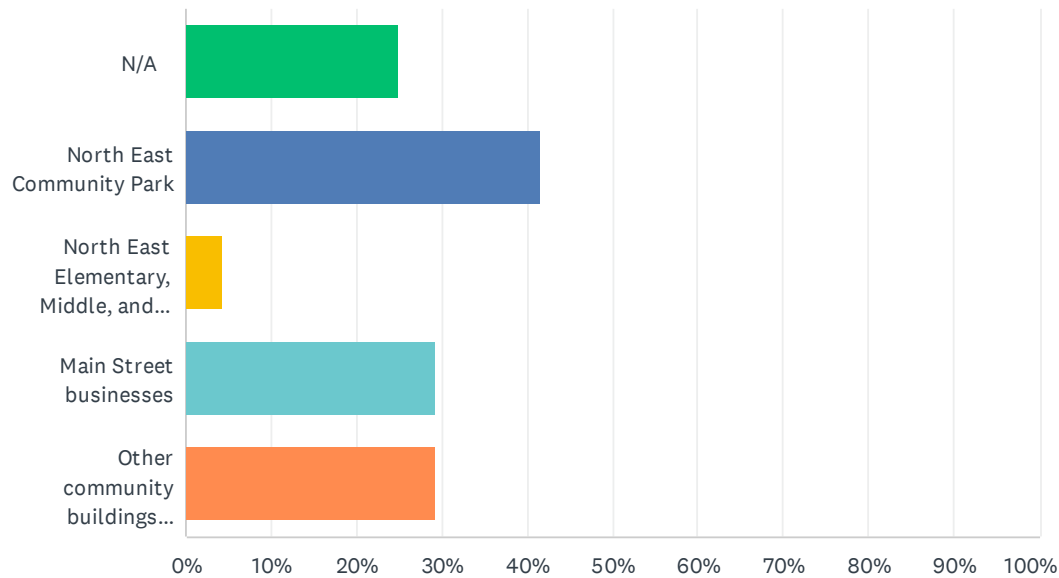
Answered: 24 Skipped: 0



ANSWER CHOICES		RESPONSES	
Often – two or more times a week		33.33%	8
Sometimes – once or twice a month		8.33%	2
Rarely – a couple of times in a year		33.33%	8
Never/don't own a bike		25.00%	6
TOTAL			24

Q2 What are your primary destinations when biking?

Answered: 24 Skipped: 0

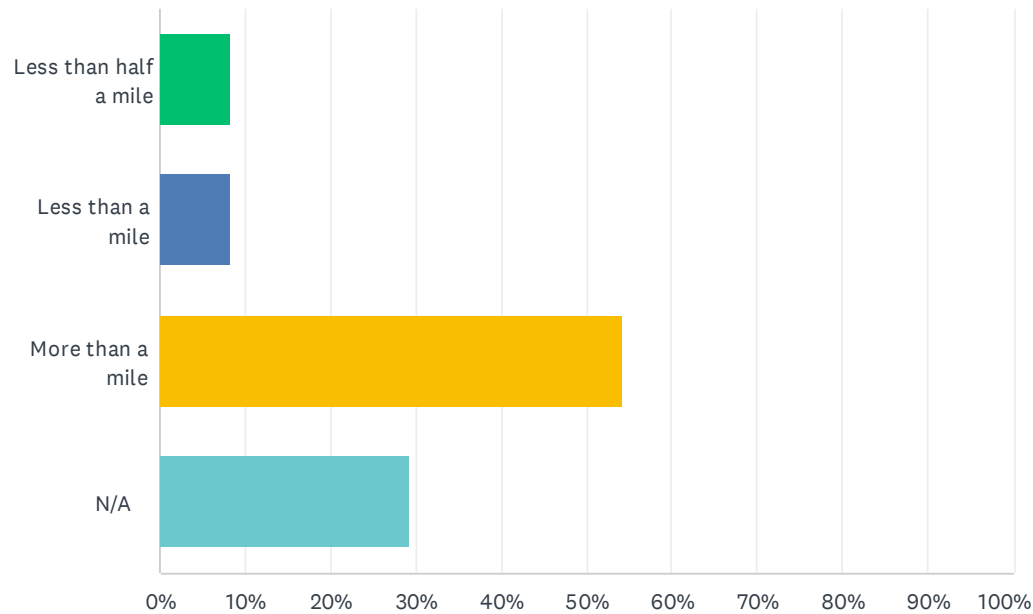


ANSWER CHOICES		RESPONSES	
N/A		25.00%	6
North East Community Park		41.67%	10
North East Elementary, Middle, and High Schools		4.17%	1
Main Street businesses		29.17%	7
Other community buildings (e.g., Library, Police Department, Health Center)		29.17%	7
Total Respondents: 24			

#	OTHER COMMUNITY BUILDINGS (E.G., LIBRARY, POLICE DEPARTMENT, HEALTH CENTER)	DATE
1	City Hall	9/6/2025 12:30 PM
2	Ride up to substation and back from NE Store	9/1/2025 3:10 PM
3	Library	8/29/2025 4:20 PM
4	Pilot	8/29/2025 9:51 AM
5	Work	8/28/2025 6:40 PM
6	Fitness Newark to Chesapeake city and back	8/28/2025 6:20 PM
7	Elk Neck State Forest, Elk Neck State Park	8/28/2025 5:47 PM

Q3 On average, how far do you typically ride within town limits?

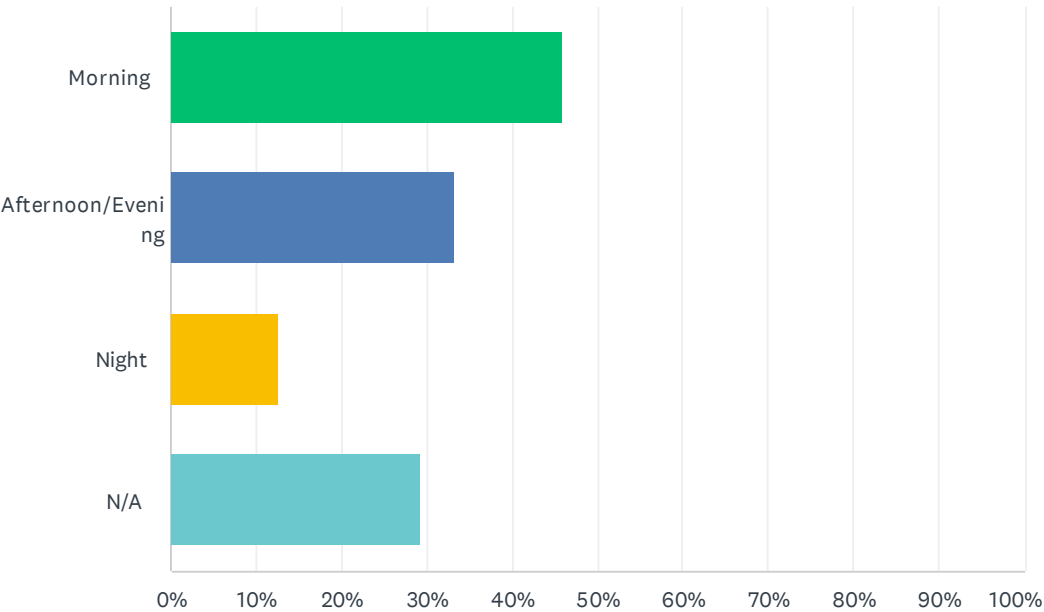
Answered: 24 Skipped: 0



ANSWER CHOICES	RESPONSES	
Less than half a mile	8.33%	2
Less than a mile	8.33%	2
More than a mile	54.17%	13
N/A	29.17%	7
TOTAL		24

Q4 What time of day do you usually bike in town?

Answered: 24 Skipped: 0



ANSWER CHOICES	RESPONSES	
Morning	45.83%	11
Afternoon/Evening	33.33%	8
Night	12.50%	3
N/A	29.17%	7
Total Respondents: 24		

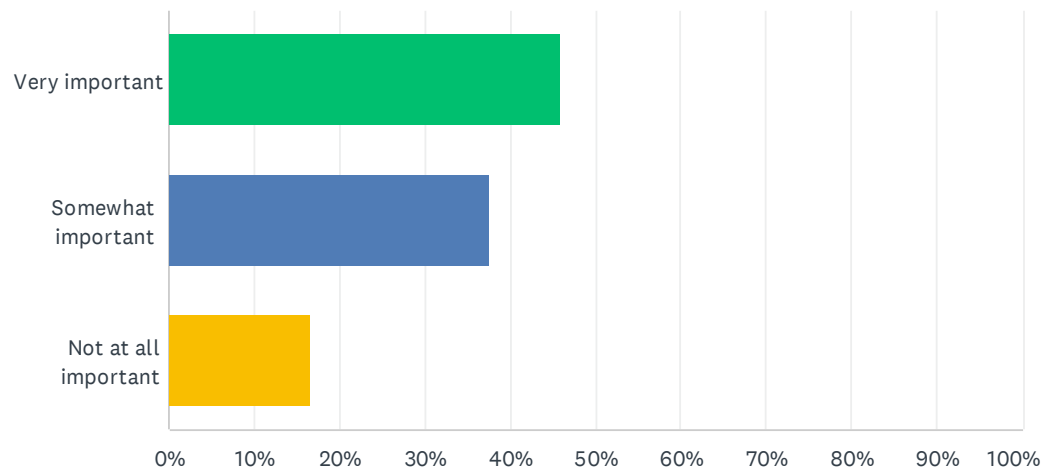
Q5 What encourages you to choose biking over other forms of transportation within the town?

Answered: 18 Skipped: 6

#	RESPONSES	DATE
1	Avoid traffic congestion on Main Street	9/6/2025 12:30 PM
2	I think you should invest in the increase in pay or retirement for your police department otherwise you won't have anyone to keep your bikers safe	9/5/2025 11:16 AM
3	proximity to dining and entertainment	9/3/2025 2:17 PM
4	I am a triathlete and appreciate the wide shoulders of 272. I avoid town at all costs	9/1/2025 3:10 PM
5	Like the town and park	8/31/2025 9:18 AM
6	I currently do not ride my bike in town due to lack of safety measures on rt 7. But I would love to be able to access the town by bicycle	8/30/2025 8:28 PM
7	None. Riding is too Dangerous for everyone. Bikers, pedestrians and vehicles. Narrowing vehicle roadways and shoulders is ridiculous and creates extreme pinch points for all types of travelers. This initiative is a waste of our money. Walking on sidewalks is the best way to experience the town.	8/29/2025 7:32 PM
8	Faster than walking, and better for the environment than driving	8/29/2025 4:20 PM
9	It's fun	8/29/2025 4:15 PM
10	I dont have a car	8/29/2025 9:51 AM
11	I would ride more if it was more assessable and safe	8/28/2025 7:32 PM
12	If I did not need to cross over route 40 or had a safer route to get to town I would buy a bike and bike to more events, shopping, and meetings in town. If there was a safer route I would use a bike to go to the NE library and light grocery shopping instead of driving my car. I would even ride the bike to NE park. Days, Afternoon and evenings.	8/28/2025 6:52 PM
13	The love of bicycling.	8/28/2025 6:40 PM
14	I bike for fitness I don't see any reason currently to ride downtown North East I do ride through to travel on 272	8/28/2025 6:20 PM
15	Enjoying the fresh air but I only go in the morning when the traffic is much less.	8/28/2025 6:06 PM
16	Exercise	8/28/2025 5:47 PM
17	Being out in nature, exercise	8/28/2025 5:47 PM
18	Health	8/28/2025 5:44 PM

Q6 How important is bike accessibility to your daily life and your community?

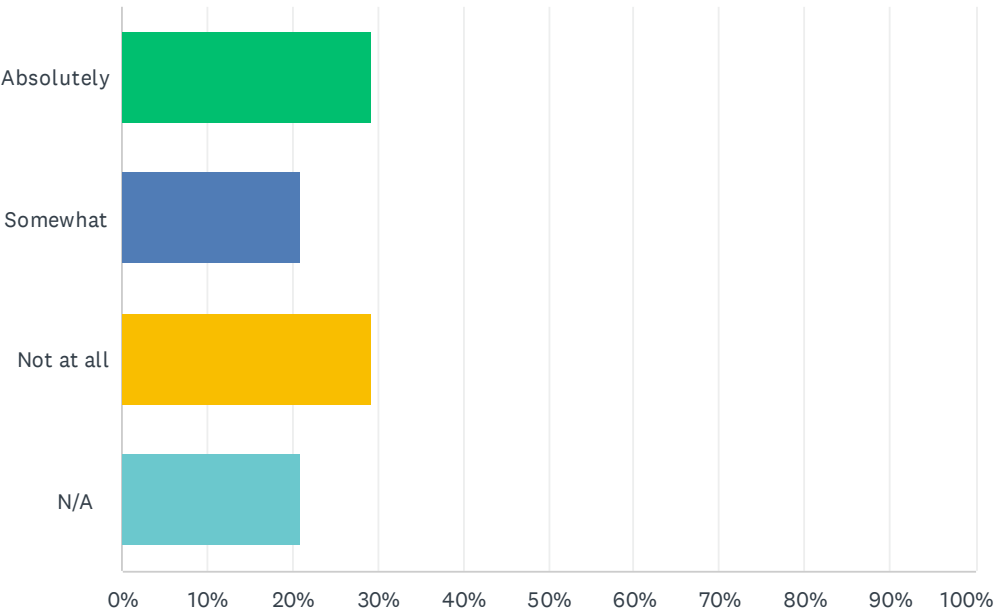
Answered: 24 Skipped: 0



ANSWER CHOICES		RESPONSES	
Very important		45.83%	11
Somewhat important		37.50%	9
Not at all important		16.67%	4
TOTAL			24

Q7 Has biking access changed your transportation habits?

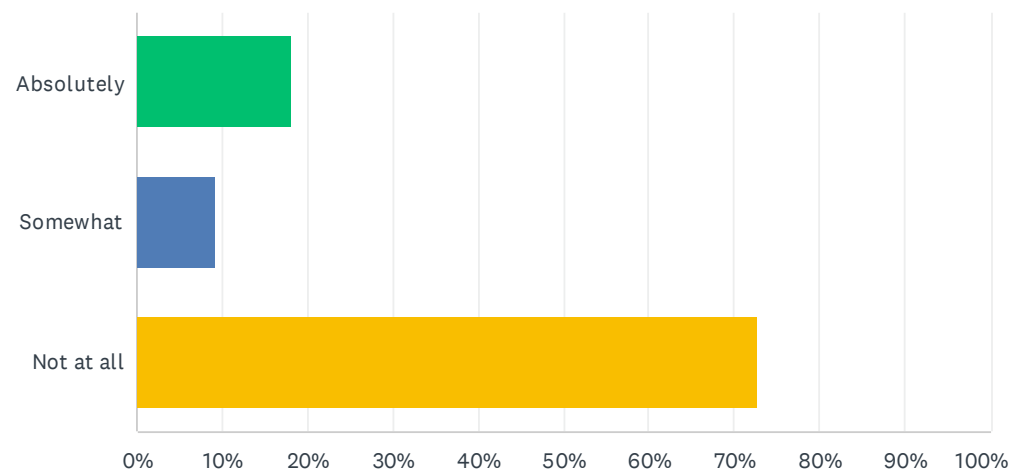
Answered: 24 Skipped: 0



ANSWER CHOICES	RESPONSES	
Absolutely	29.17%	7
Somewhat	20.83%	5
Not at all	29.17%	7
N/A	20.83%	5
TOTAL		24

Q8 Do you feel the existing biking infrastructure has contributed to local business, neighborhood connectivity, or quality of life?

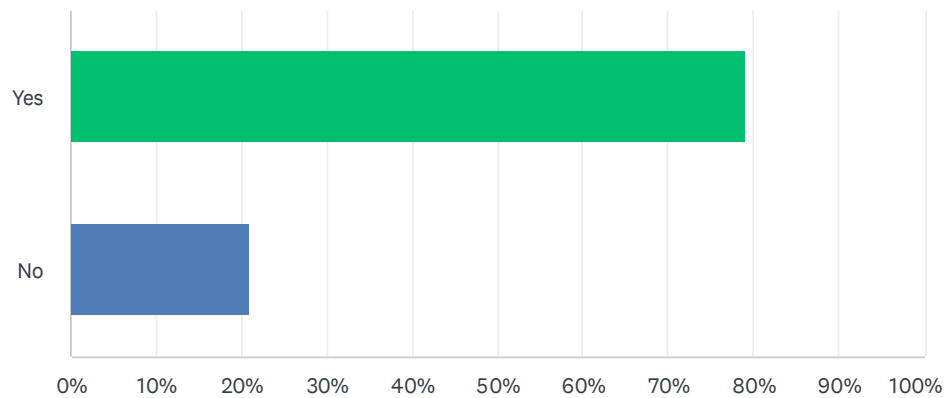
Answered: 22 Skipped: 2



ANSWER CHOICES		RESPONSES	
Absolutely		18.18%	4
Somewhat		9.09%	2
Not at all		72.73%	16
TOTAL			22

Q9 Do you know others in your community who would bike more if access were improved?

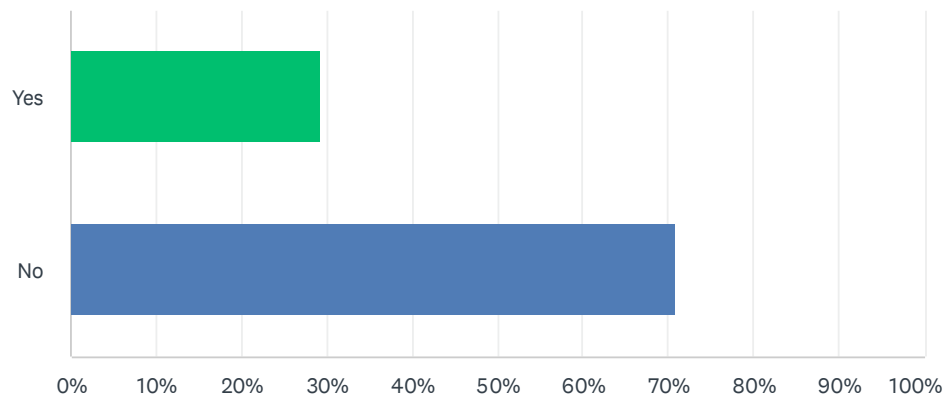
Answered: 24 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	79.17%	19
No	20.83%	5
TOTAL		24

Q10 Would you recommend biking in this town to friends, family, or visitors?

Answered: 24 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	29.17%	7
No	70.83%	17
TOTAL		24

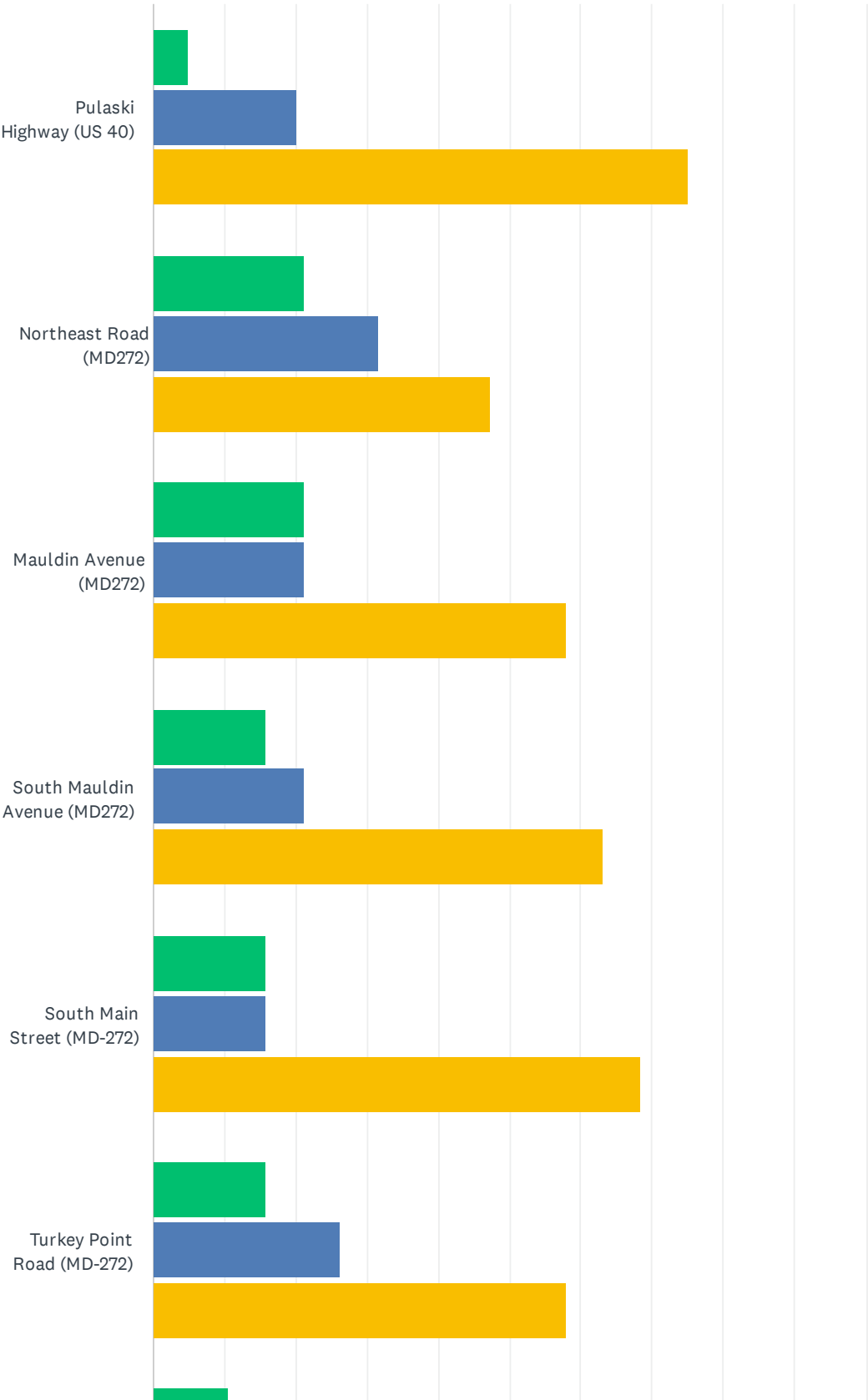
Q11 What are common issues you have experienced that make the existing bike infrastructure inadequate?

Answered: 18 Skipped: 6

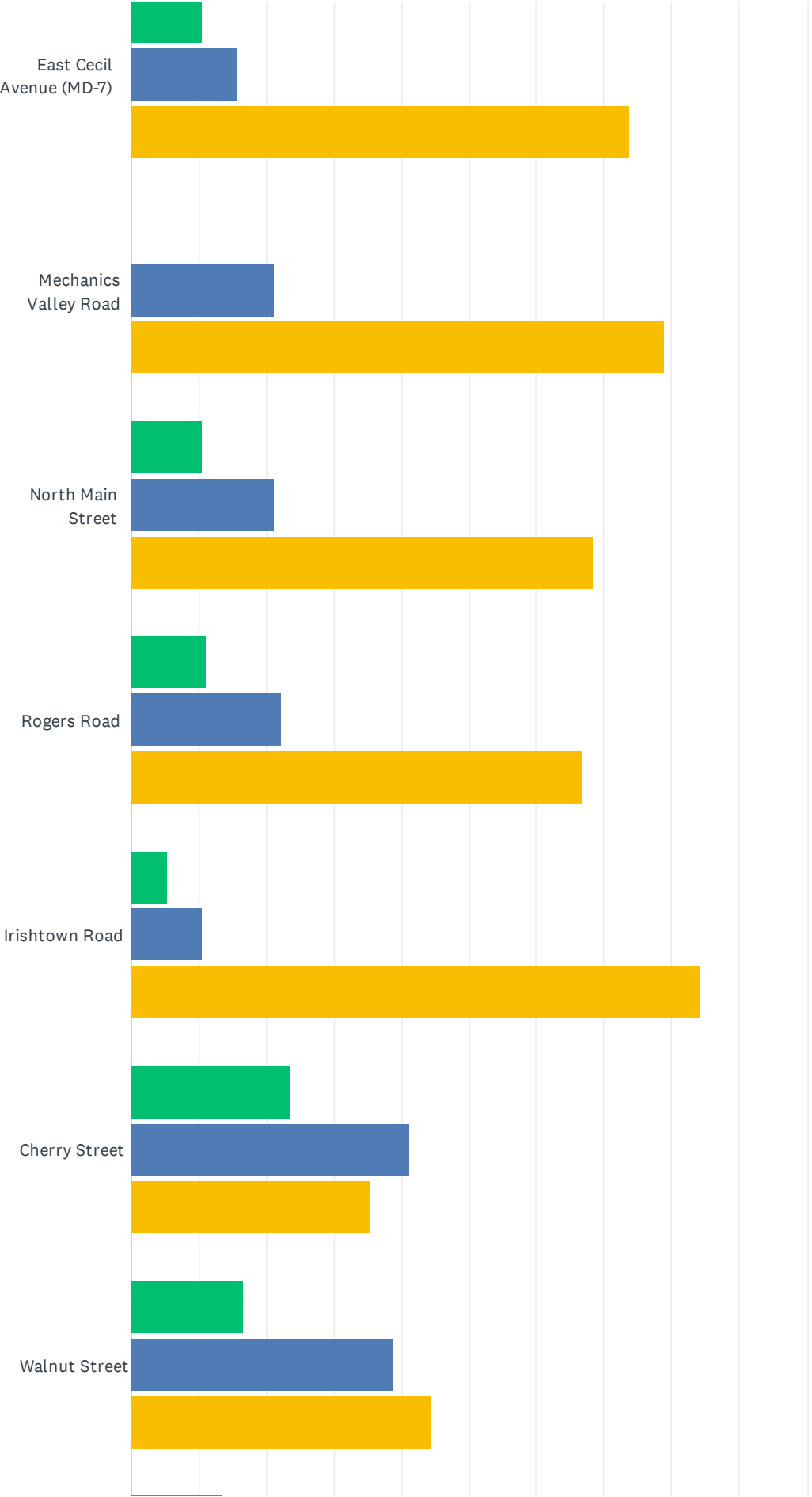
#	RESPONSES	DATE
1	Not enough paths and some existing paths are too exposed to high speed auto traffic	9/6/2025 12:34 PM
2	Bikers taking up space on narrow roads, requiring more police monitoring to ensure biker safety, going to be hard to do when all your officers leave for other departments who value them and pay them accordingly	9/5/2025 11:16 AM
3	Safety, lack of shoulders	9/3/2025 3:50 PM
4	no bike lanes assigned on roedways in town	9/3/2025 2:22 PM
5	No lanes, too much traffic	9/1/2025 3:14 PM
6	Lack of safety measures especially route 7 and also on mauldin ave. Lack of bike parking as well on main street	8/30/2025 8:39 PM
7	You're squeezing all traffic into dangerously narrow lanes. Stop	8/29/2025 7:34 PM
8	There is no bike infrastructure that I am aware of.	8/29/2025 4:23 PM
9	Cars try to run you off the road	8/29/2025 4:17 PM
10	Its dangerous. People dont care or respect you because they feel like you are in their way, or inconveniencing you.	8/29/2025 9:54 AM
11	Poor road conditions, no bike lanes, aggressive drivers	8/28/2025 7:38 PM
12	It is not safe for bikers. No bike lanes through town.	8/28/2025 6:55 PM
13	Lack of dedicated lanes or paths.	8/28/2025 6:44 PM
14	Bike lane does not continue through town. Busy tourists don't pay attention and speed.	8/28/2025 6:25 PM
15	People drive fast on 272. Also, the parked cars cause visibility issues.	8/28/2025 6:08 PM
16	Traffic patterns	8/28/2025 5:50 PM
17	No shared use trails, no connecting trails to common use areas or existing trail strucurre	8/28/2025 5:50 PM
18	Traffic too close to bike	8/28/2025 5:00 PM

Q12 How would you rate bikeability on these specific routes in the town:

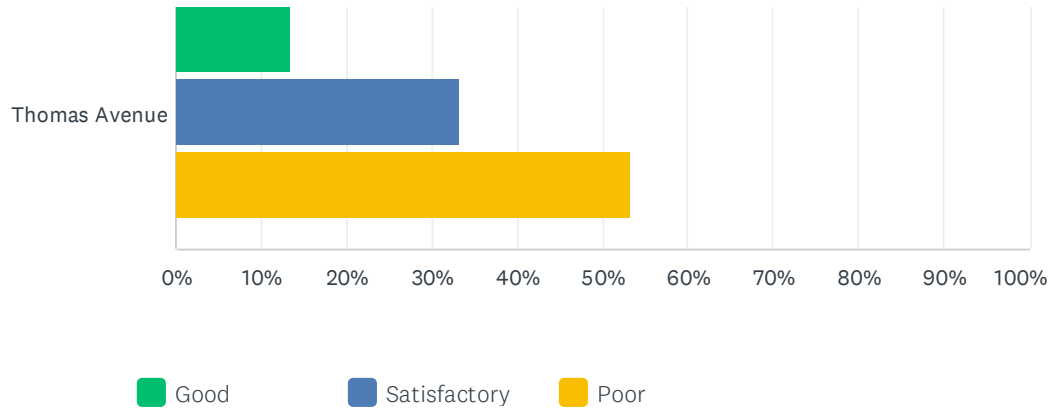
Answered: 20 Skipped: 4



Survey: Feasibility Study for Bike Pathways in NE



Survey: Feasibility Study for Bike Pathways in NE

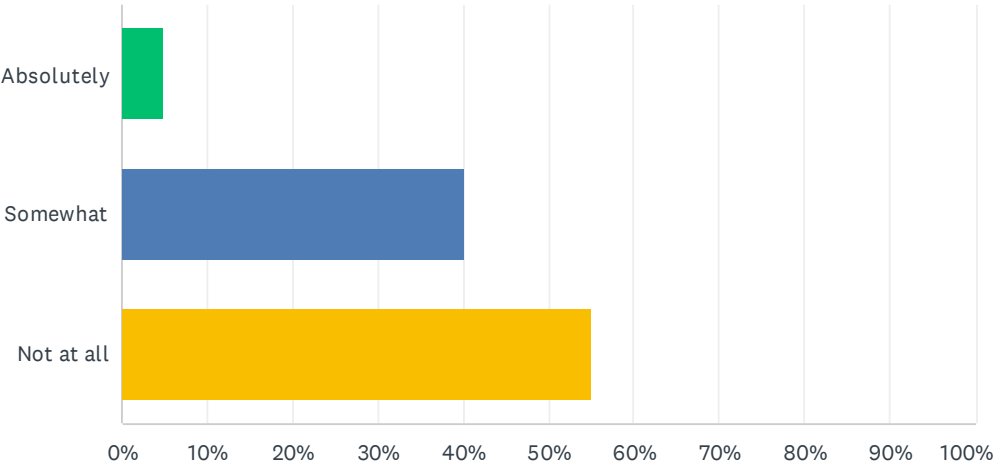


	GOOD	SATISFACTORY	POOR	TOTAL	WEIGHTED AVERAGE
Pulaski Highway (US 40)	5.00% 1	20.00% 4	75.00% 15	20	3.70
Northeast Road (MD272)	21.05% 4	31.58% 6	47.37% 9	19	3.26
Mauldin Avenue (MD272)	21.05% 4	21.05% 4	57.89% 11	19	3.37
South Mauldin Avenue (MD272)	15.79% 3	21.05% 4	63.16% 12	19	3.47
South Main Street (MD-272)	15.79% 3	15.79% 3	68.42% 13	19	3.53
Turkey Point Road (MD-272)	15.79% 3	26.32% 5	57.89% 11	19	3.42
East Cecil Avenue (MD-7)	10.53% 2	15.79% 3	73.68% 14	19	3.63
Mechanics Valley Road	0.00% 0	21.05% 4	78.95% 15	19	3.79
North Main Street	10.53% 2	21.05% 4	68.42% 13	19	3.58
Rogers Road	11.11% 2	22.22% 4	66.67% 12	18	3.56
Irishtown Road	5.26% 1	10.53% 2	84.21% 16	19	3.79
Cherry Street	23.53% 4	41.18% 7	35.29% 6	17	3.12
Walnut Street	16.67% 3	38.89% 7	44.44% 8	18	3.28
Thomas Avenue	13.33% 2	33.33% 5	53.33% 8	15	3.40

#	OTHER STREETS (PLEASE SPECIFY)	DATE
1	Old Philadelphia road- poor	8/30/2025 8:39 PM
2	Cecil ave from North East isles into town needs a shared use path for residents to walk, run, bike	8/28/2025 5:50 PM

Q13 Do you think is it easy to transition from biking to other transportation modes (bus stops, train stations, etc.)?

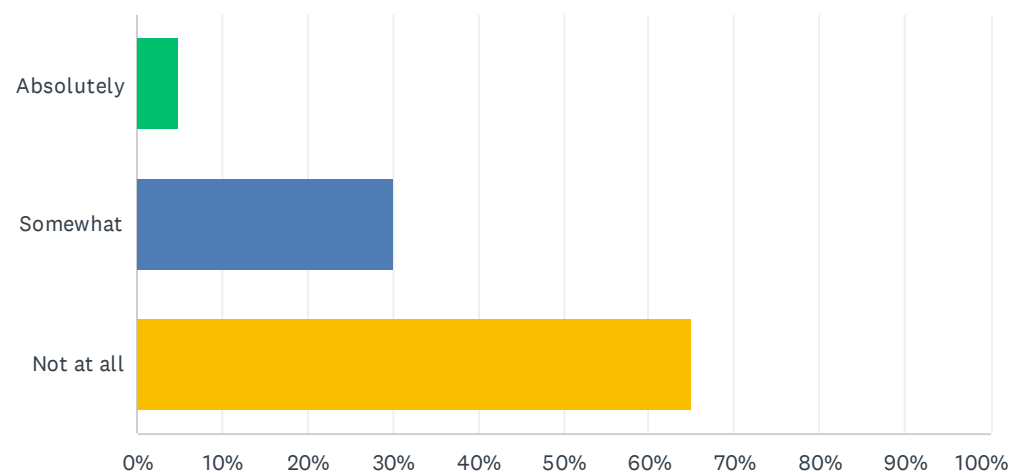
Answered: 20 Skipped: 4



ANSWER CHOICES		RESPONSES	
Absolutely		5.00%	1
Somewhat		40.00%	8
Not at all		55.00%	11
TOTAL			20

Q14 Are there sufficient bike racks or secure parking at key destinations (stores, schools, parks, etc.)?

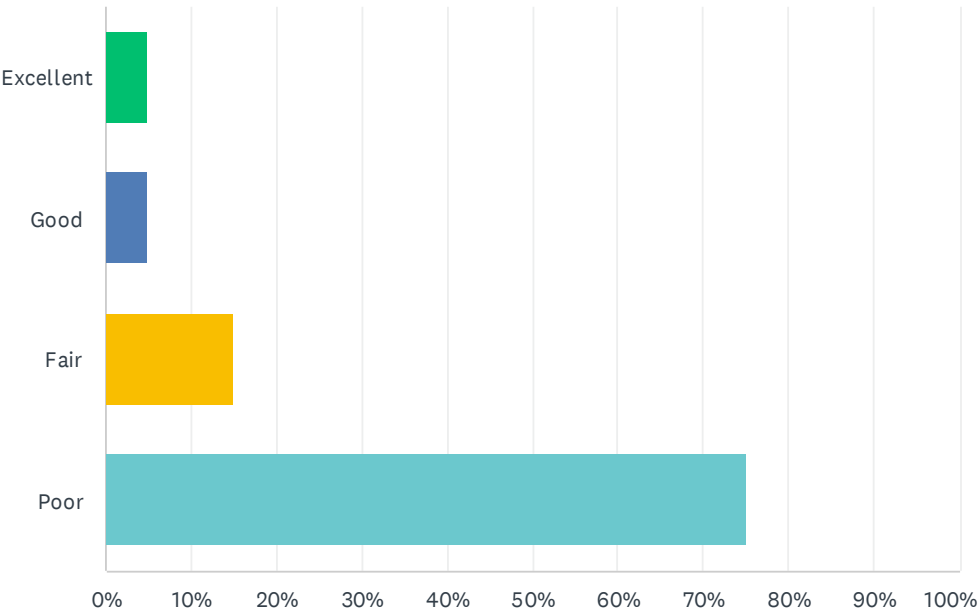
Answered: 20 Skipped: 4



ANSWER CHOICES		RESPONSES	
Absolutely		5.00%	1
Somewhat		30.00%	6
Not at all		65.00%	13
TOTAL			20

Q15 How would you rate the availability of bike lanes or dedicated bike paths throughout the town?

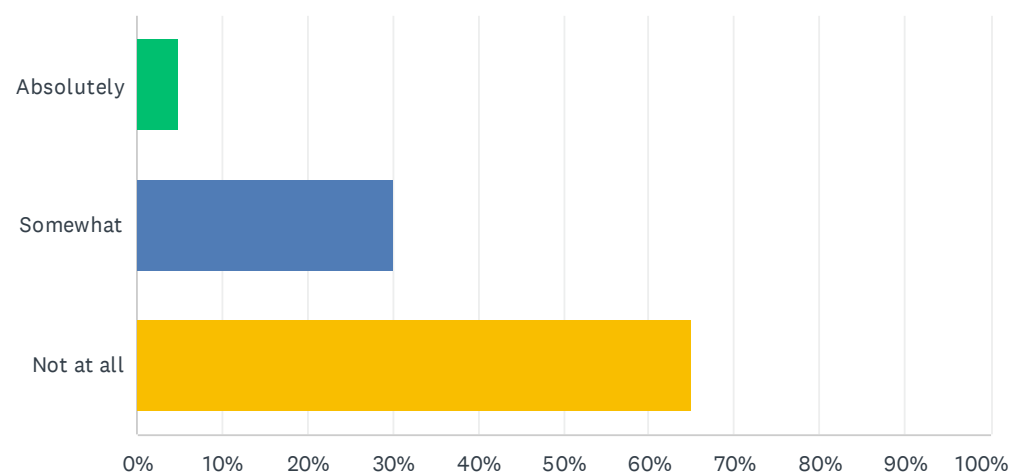
Answered: 20 Skipped: 4



ANSWER CHOICES	RESPONSES	
Excellent	5.00%	1
Good	5.00%	1
Fair	15.00%	3
Poor	75.00%	15
TOTAL		20

Q16 Do you think that bike lanes or paths clearly marked and maintained?

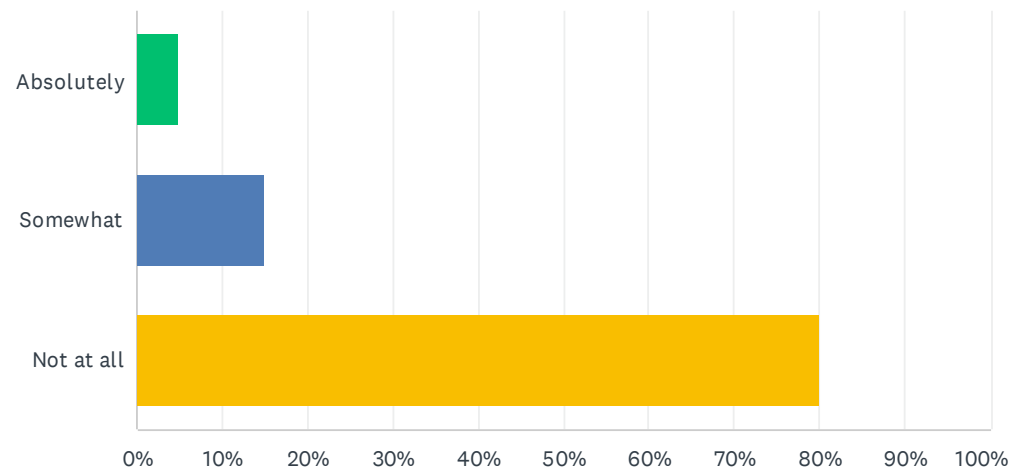
Answered: 20 Skipped: 4



ANSWER CHOICES	RESPONSES	
Absolutely	5.00%	1
Somewhat	30.00%	6
Not at all	65.00%	13
TOTAL		20

Q17 Do you consider the bike route network in the town to be well connected?

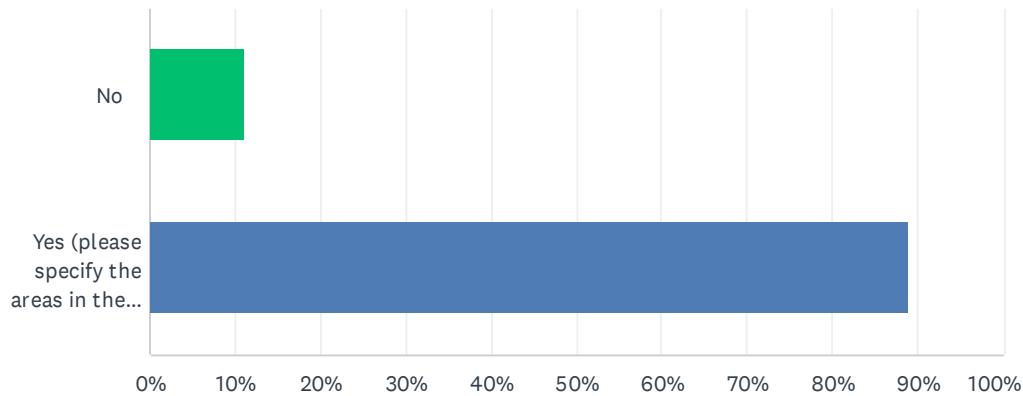
Answered: 20 Skipped: 4



ANSWER CHOICES		RESPONSES	
Absolutely		5.00%	1
Somewhat		15.00%	3
Not at all		80.00%	16
TOTAL			20

Q18 Are there areas within the town where you feel bike access is lacking?

Answered: 18 Skipped: 6

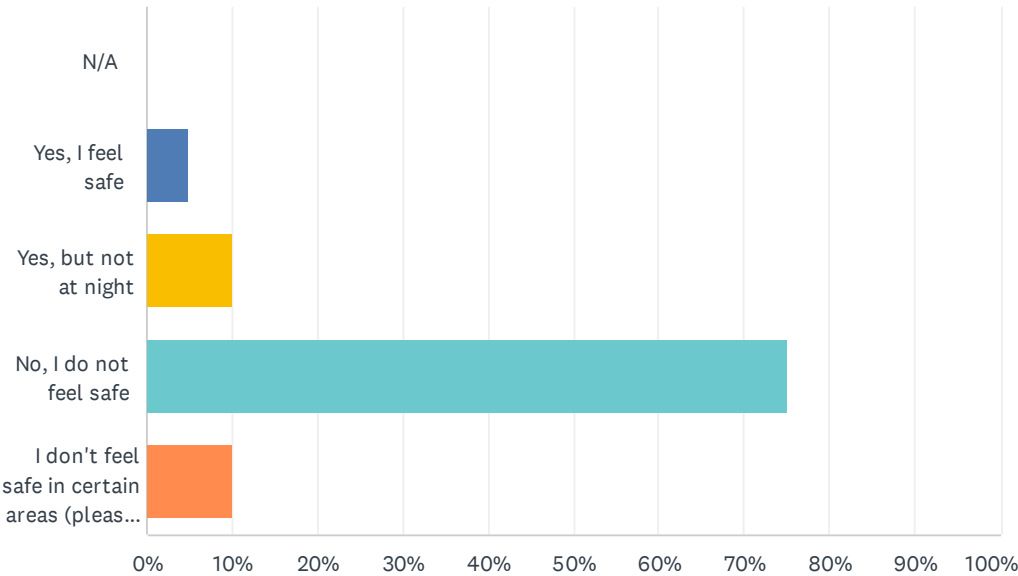


ANSWER CHOICES	RESPONSES	
No	11.11%	2
Yes (please specify the areas in the town where you think bike access is lacking)	88.89%	16
TOTAL		18

#	YES (PLEASE SPECIFY THE AREAS IN THE TOWN WHERE YOU THINK BIKE ACCESS IS LACKING)	DATE
1	A toe path through each town like they have in Wilmington would be amazing	9/3/2025 3:50 PM
2	main street and mulden ave	9/3/2025 2:22 PM
3	Crossing 40 is not possible	9/1/2025 3:14 PM
4	Route 7, Main Street, mauldin ave, route 40 between. Northeast and Elkton	8/30/2025 8:39 PM
5	Most of the town	8/29/2025 4:23 PM
6	Everywhere	8/29/2025 4:17 PM
7	Driving is the priority. All of forms of transportation is secondary. Just look at the sidewalks and crossings where they are lacking completely or do not work correctly.	8/29/2025 9:54 AM
8	Main street	8/28/2025 7:38 PM
9	All over town. Nothing connects or they are non existent.	8/28/2025 6:55 PM
10	Everywhere.	8/28/2025 6:44 PM
11	Everywhere. Nice bike lanes over the bridge that took 10 years to build then it stops at parking. It narrows and your forced to drive in traffic's which is usually ok, but be prepared to be tailgated.	8/28/2025 6:25 PM
12	It just is not biker friendly. I wish more people used bikes like in European cities.	8/28/2025 6:08 PM
13	I never seen any bike access lanes	8/28/2025 6:00 PM
14	Main st and otherw	8/28/2025 5:50 PM
15	Main street, community park, connecting safely to elk Neck State forest	8/28/2025 5:50 PM
16	Main street	8/28/2025 5:00 PM

Q19 Do you feel safe biking in the town?

Answered: 20 Skipped: 4



ANSWER CHOICES		RESPONSES	
N/A		0.00%	0
Yes, I feel safe		5.00%	1
Yes, but not at night		10.00%	2
No, I do not feel safe		75.00%	15
I don't feel safe in certain areas (please specify)		10.00%	2
Total Respondents: 20			

#	I DON'T FEEL SAFE IN CERTAIN AREAS (PLEASE SPECIFY)	DATE
1	Probably should our police officers more so they'll stay, also we have an increasing drug problem	9/5/2025 11:18 AM
2	shairing the road with motor vehicles	9/3/2025 2:23 PM

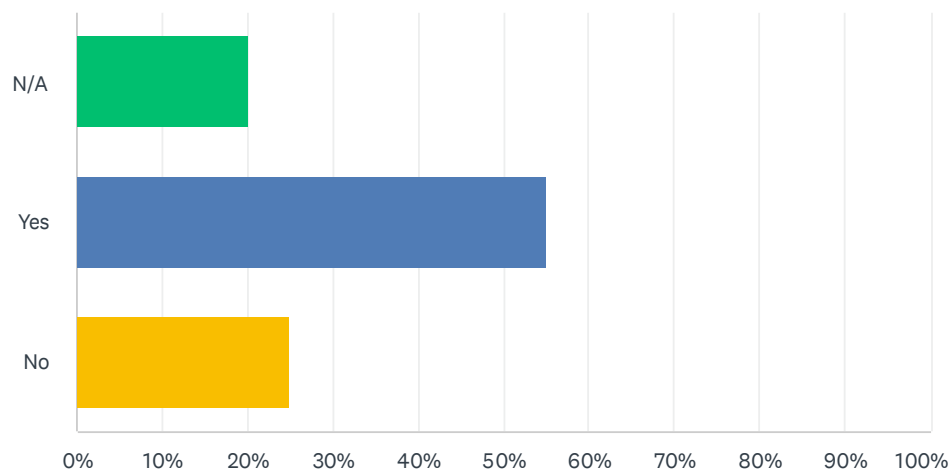
Q20 Are there intersections or specific streets where you feel unsafe biking?

Answered: 13 Skipped: 11

#	RESPONSES	DATE
1	Wouldn't be a problem if we paid our police officers better so we would have qualified new candidates coming to town to perform more patrol	9/5/2025 11:18 AM
2	Anywhere without a shoulder	9/3/2025 3:51 PM
3	All of them especially where the Chesapeake golf course neighborhood intersects with 272. The people in and out of there don't even look before they fly out of there.	9/1/2025 3:16 PM
4	Between rides forest neighborhood and main street	8/30/2025 8:40 PM
5	Most	8/29/2025 4:24 PM
6	All of them	8/29/2025 4:17 PM
7	This is a subjective question. An engineer should be hired. I would recommend that the city council just try walking or riding a bike around town. Its unnerving.	8/29/2025 9:56 AM
8	Route 40 and 272. Through town and leaving town.	8/28/2025 6:56 PM
9	All of them.	8/28/2025 6:45 PM
10	Rt7 Mechanics valley 4 way stop	8/28/2025 6:26 PM
11	I feel I have to use sidewalks in town when there are parked cars everywhere. 272 is dangerous with the speeding cars.	8/28/2025 6:09 PM
12	Cecil ave from North East isles into town	8/28/2025 5:51 PM
13	Main st, irishtown	8/28/2025 5:50 PM

Q21 Have you experienced any conflicts with motor vehicles or close calls while biking in town?

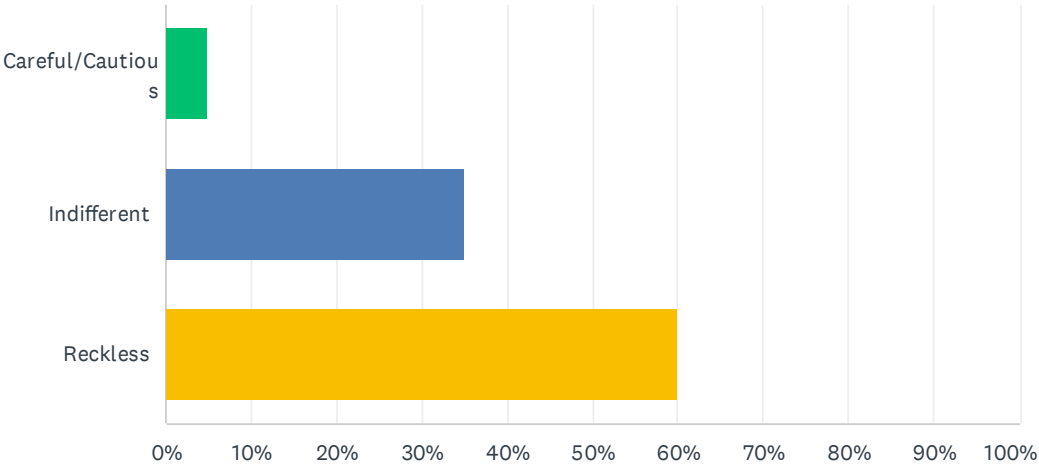
Answered: 20 Skipped: 4



ANSWER CHOICES	RESPONSES	
N/A	20.00%	4
Yes	55.00%	11
No	25.00%	5
TOTAL		20

Q22 How would you rate the behavior of drivers toward cyclists in the town?

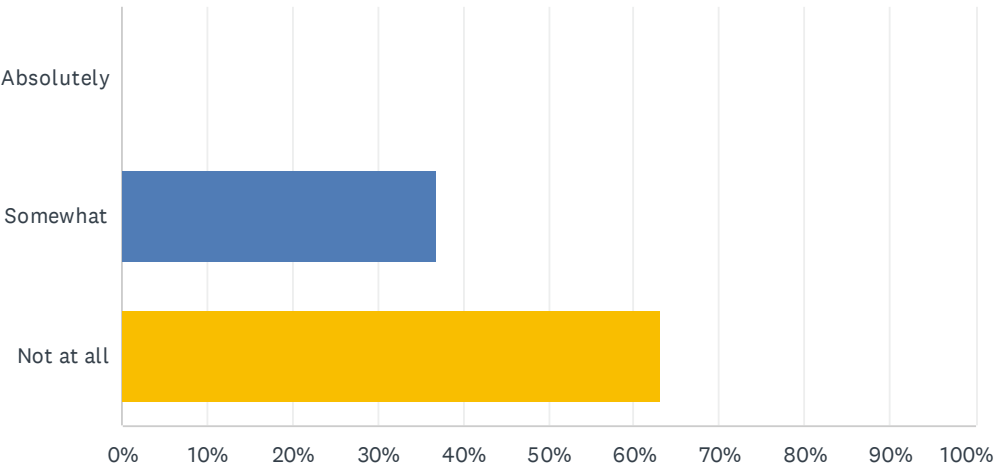
Answered: 20 Skipped: 4



ANSWER CHOICES		RESPONSES	
Careful/Cautious		5.00%	1
Indifferent		35.00%	7
Reckless		60.00%	12
TOTAL			20

Q23 Are there sufficient signs and signals to support safe biking?

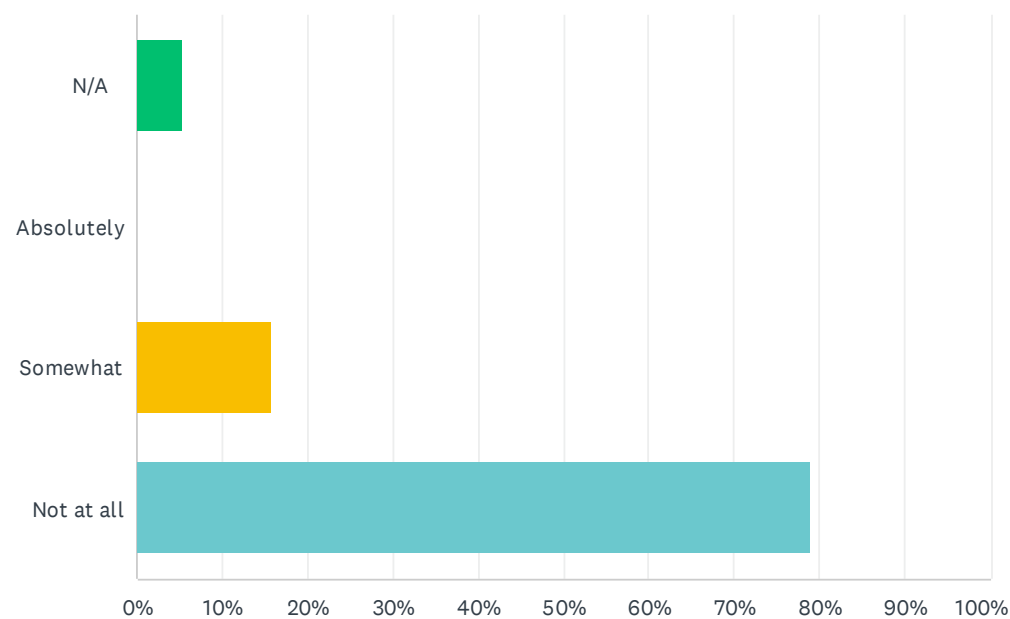
Answered: 19 Skipped: 5



ANSWER CHOICES	RESPONSES	
Absolutely	0.00%	0
Somewhat	36.84%	7
Not at all	63.16%	12
TOTAL		19

Q24 Do you feel comfortable biking with children or other family members in town?

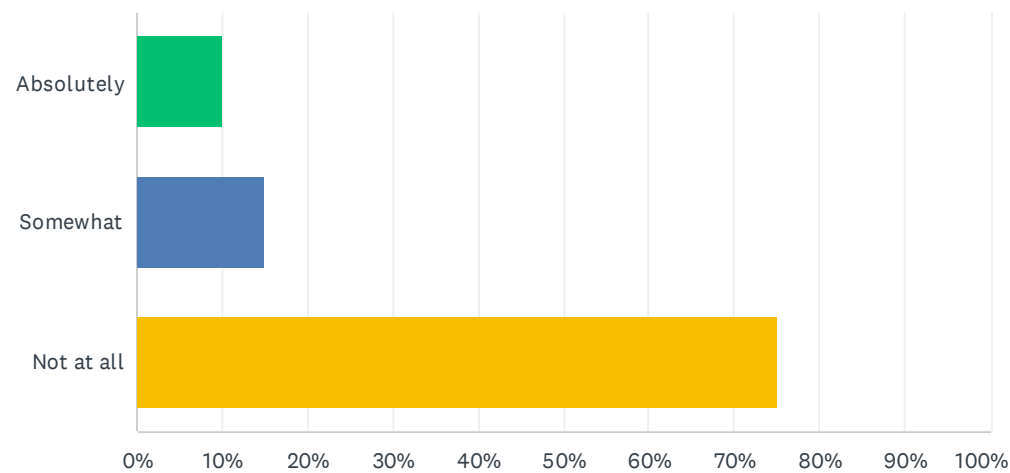
Answered: 19 Skipped: 5



ANSWER CHOICES	RESPONSES	
N/A	5.26%	1
Absolutely	0.00%	0
Somewhat	15.79%	3
Not at all	78.95%	15
TOTAL		19

Q25 Do people of all ages and abilities have practical access to bike safely throughout the town?

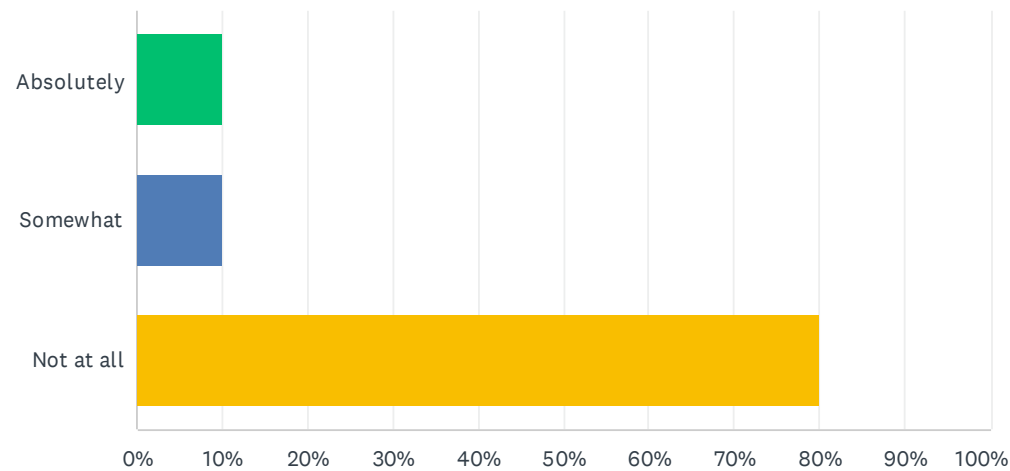
Answered: 20 Skipped: 4



ANSWER CHOICES		RESPONSES	
Absolutely		10.00%	2
Somewhat		15.00%	3
Not at all		75.00%	15
TOTAL			20

Q26 Are there adequate programs or resources that support biking for everyone (bike share, subsidies, education, helmet giveaways, etc.)?

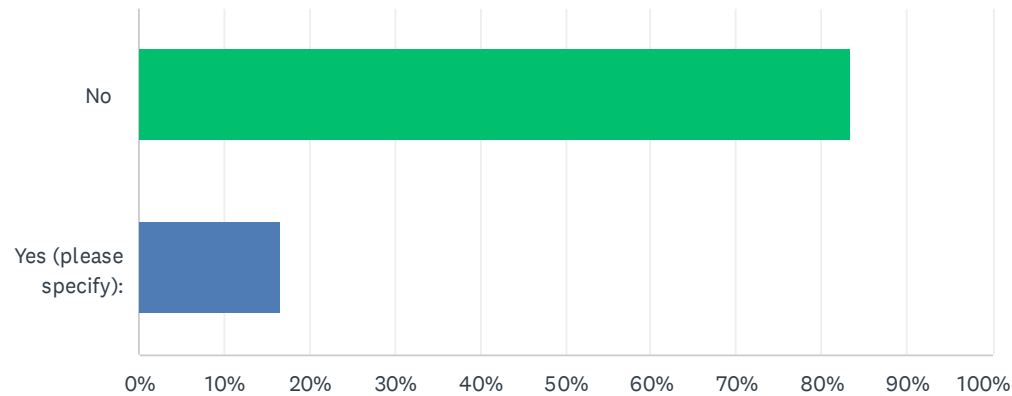
Answered: 20 Skipped: 4



ANSWER CHOICES		RESPONSES	
Absolutely		10.00%	2
Somewhat		10.00%	2
Not at all		80.00%	16
TOTAL			20

Q27 Are there any barriers – physical, financial, or social – that limit your ability to bike in town?

Answered: 18 Skipped: 6



ANSWER CHOICES	RESPONSES	
No	83.33%	15
Yes (please specify):	16.67%	3
TOTAL		18

#	YES (PLEASE SPECIFY):	DATE
1	It would take 10min to ride around, not exactly a comprehensive path	9/3/2025 3:53 PM
2	It's just dangerous	9/1/2025 3:17 PM
3	Bike interest groups... hopefully this will generate more, few connectors paths for running, biking, walking	8/28/2025 5:54 PM

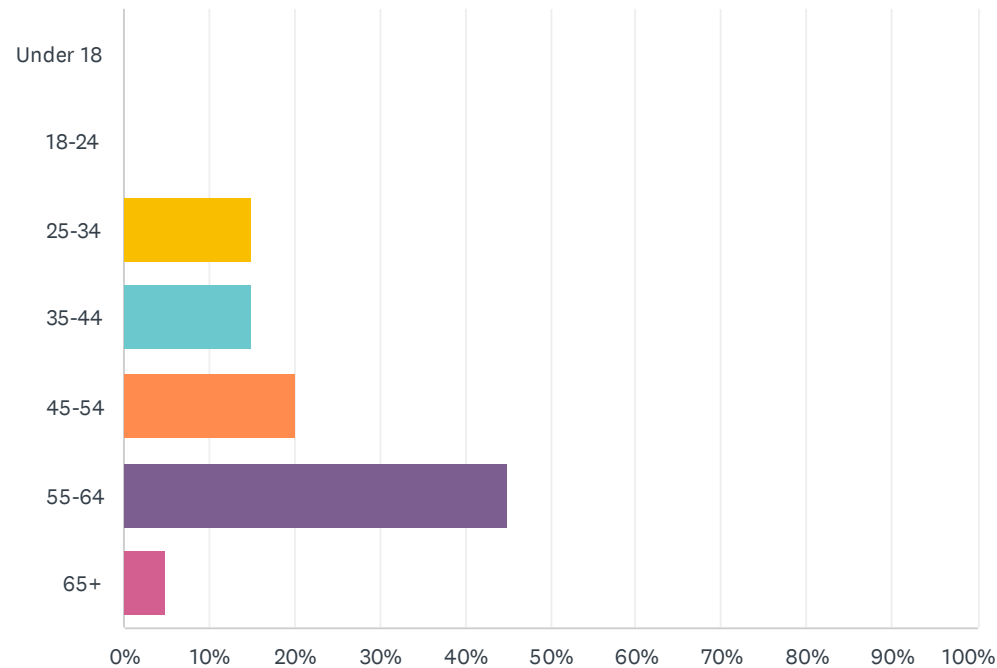
Q28 Are there any specific improvements you would like to propose?

Answered: 11 Skipped: 13

#	RESPONSES	DATE
1	I propose you raise the salaries of our police officers to either match the sherrifs office, or create a pension for the department. Without doing these things you will continue to get less than qualified candidates who use NEPD as a a stepping stone. You will lose your experienced officers to departments who respect them and compensate them. At the end of the day they will leave to better their lives and their families lives	9/5/2025 11:20 AM
2	Legit bike path or walking path, maybe that connects the state forest to town or the towns together.	9/3/2025 3:53 PM
3	I would be in favor of a bike trail that connects down town to the nature preserve to community park and back to down town.	9/3/2025 2:27 PM
4	Barriers between traffic and cyclists	9/1/2025 3:17 PM
5	Bike lanes, offer more bike paths, promote biking throughout the town. Bike parking, bike paths through parks etc	8/30/2025 8:41 PM
6	Cross walks, especially places like in front of NEMS need to be addressed. People fly through there without pause to see if anyone is crossing. Pedestrian traffic should be yielded to, but it seems to be a cultural issue in the area - adding better signage and better painted cross walks, adding no parking zones next to the cross walks would help with this.	8/29/2025 11:51 PM
7	Not at this time	8/29/2025 4:25 PM
8	The town should work with the county so that cyclists and pedestrians can safely navigate our town, as well as accessing pilot, walmart, royal farms, etc.	8/29/2025 9:58 AM
9	Yes, add sharrows to Main Street I think they were there and wore off. Fix pedestrian crossing signs that are missing on Main Street.	8/28/2025 6:29 PM
10	Bike repair stands, bike racks, self locking racks, water refill, blue safety lights along the shared use path, well marked names, map boards in certain areas (preserve, community park)	8/28/2025 5:54 PM
11	Designated bike path that are protected from traffic	8/28/2025 5:02 PM

Q29 What is your age group?

Answered: 20 Skipped: 4



ANSWER CHOICES	RESPONSES	
Under 18	0.00%	0
18-24	0.00%	0
25-34	15.00%	3
35-44	15.00%	3
45-54	20.00%	4
55-64	45.00%	9
65+	5.00%	1
TOTAL		20

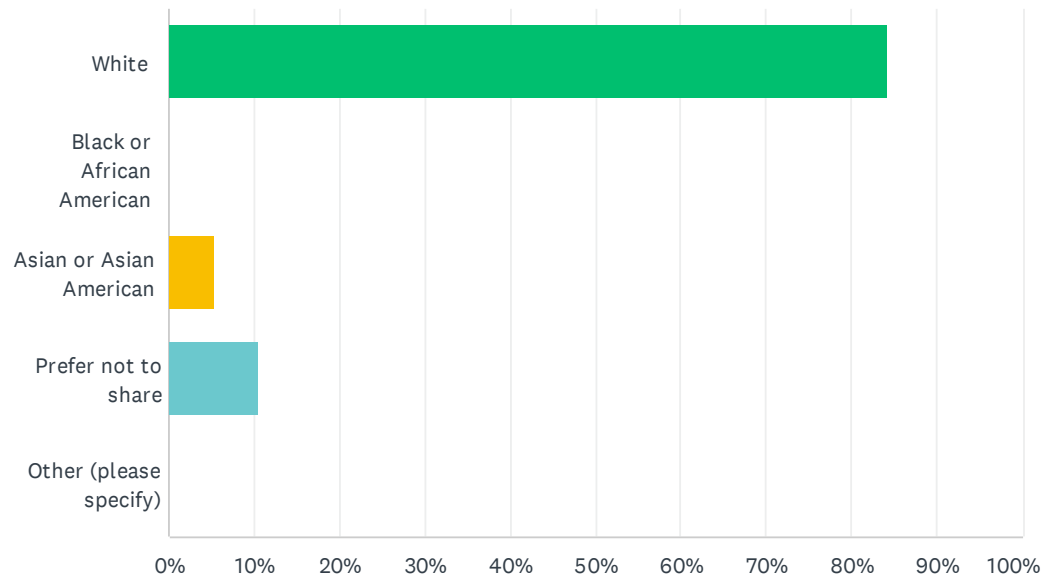
Q30 What is your gender identity?

Answered: 17 Skipped: 7

#	RESPONSES	DATE
1	Male	9/6/2025 12:37 PM
2	Female	9/5/2025 11:20 AM
3	Male	9/3/2025 3:53 PM
4	male	9/3/2025 2:27 PM
5	Female	9/1/2025 3:18 PM
6	Female	8/30/2025 8:41 PM
7	Male	8/29/2025 11:51 PM
8	Male	8/29/2025 4:25 PM
9	Male	8/29/2025 9:59 AM
10	Female	8/28/2025 7:40 PM
11	Female	8/28/2025 6:58 PM
12	Male	8/28/2025 6:47 PM
13	Male	8/28/2025 6:30 PM
14	Female	8/28/2025 6:10 PM
15	Female	8/28/2025 5:55 PM
16	Male	8/28/2025 5:51 PM
17	Female	8/28/2025 5:03 PM

Q31 What is your racial identity?

Answered: 19 Skipped: 5

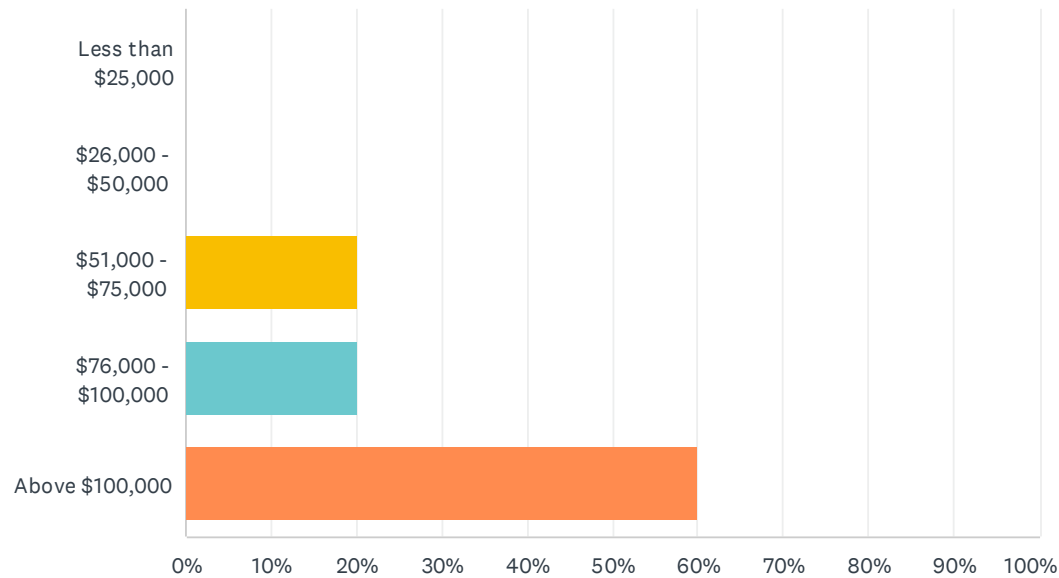


ANSWER CHOICES		RESPONSES	
White		84.21%	16
Black or African American		0.00%	0
Asian or Asian American		5.26%	1
Prefer not to share		10.53%	2
Other (please specify)		0.00%	0
TOTAL			19

#	OTHER (PLEASE SPECIFY)	DATE
	There are no responses.	

Q32 What is your annual household income?

Answered: 20 Skipped: 4



ANSWER CHOICES	RESPONSES	
Less than \$25,000	0.00%	0
\$26,000 - \$50,000	0.00%	0
\$51,000 - \$75,000	20.00%	4
\$76,000 - \$100,000	20.00%	4
Above \$100,000	60.00%	12
TOTAL		20

Q33 What neighborhood or area of the town do you live in?

Answered: 19 Skipped: 5

#	RESPONSES	DATE
1	Downtown	9/6/2025 12:37 PM
2	Turkey point	9/3/2025 3:53 PM
3	11 Cherry st	9/3/2025 2:27 PM
4	I no longer live in North East, but I do cycle there.	9/1/2025 3:18 PM
5	Ridgley forest	8/30/2025 8:41 PM
6	Ridgely	8/29/2025 11:51 PM
7	Chesapeake Club	8/29/2025 7:36 PM
8	In town	8/29/2025 4:25 PM
9	South Main	8/29/2025 4:18 PM
10	Downtown	8/29/2025 9:59 AM
11	Courts of Malory	8/28/2025 7:40 PM
12	Timberbrook	8/28/2025 6:58 PM
13	Rolling Mill Lane	8/28/2025 6:47 PM
14	Courts of Mallory	8/28/2025 6:30 PM
15	Just past town limits.	8/28/2025 6:10 PM
16	No	8/28/2025 6:03 PM
17	North East isles	8/28/2025 5:55 PM
18	Turkey Point	8/28/2025 5:51 PM
19	Dela plane	8/28/2025 5:03 PM

Q34 What is your primary language spoken at home?

Answered: 17 Skipped: 7

#	RESPONSES	DATE
1	English	9/6/2025 12:37 PM
2	English	9/5/2025 11:20 AM
3	English	9/3/2025 3:53 PM
4	english	9/3/2025 2:27 PM
5	English	9/1/2025 3:18 PM
6	English	8/30/2025 8:41 PM
7	English	8/29/2025 11:51 PM
8	English	8/29/2025 9:59 AM
9	English	8/28/2025 7:40 PM
10	English	8/28/2025 6:58 PM
11	English	8/28/2025 6:47 PM
12	English	8/28/2025 6:30 PM
13	English	8/28/2025 6:10 PM
14	English	8/28/2025 6:03 PM
15	English	8/28/2025 5:55 PM
16	English	8/28/2025 5:51 PM
17	English	8/28/2025 5:03 PM

Q35 Do you have any physical disabilities or mobility limitations that affect your ability to bike?

Answered: 18 Skipped: 6

#	RESPONSES	DATE
1	No	9/6/2025 12:37 PM
2	No	9/5/2025 11:20 AM
3	No	9/3/2025 3:53 PM
4	no	9/3/2025 2:27 PM
5	No	9/1/2025 3:18 PM
6	No	8/30/2025 8:41 PM
7	No	8/29/2025 7:36 PM
8	No	8/29/2025 4:25 PM
9	None	8/29/2025 9:59 AM
10	No	8/28/2025 7:40 PM
11	None	8/28/2025 6:58 PM
12	Nope.	8/28/2025 6:47 PM
13	No	8/28/2025 6:30 PM
14	No	8/28/2025 6:10 PM
15	No	8/28/2025 6:03 PM
16	No	8/28/2025 5:55 PM
17	No	8/28/2025 5:51 PM
18	No	8/28/2025 5:03 PM

Q36 Please share any additional comments or suggestions you may have, e.g., on ideal bike path locations, needed improvements in infrastructure or accessibility and/or any other issues related to bike pathways and safety that you would like the Town to know.

Answered: 9 Skipped: 15

#	RESPONSES	DATE
1	Spend your budget on stuff that's actually important to the towns safety, not bike paths and dog parks.	9/5/2025 11:21 AM
2	We would have to ride on the shoulder up to 72 to get into town, which we've done numerous times, but there's not much keeping us there. We kind of just turn around and come back. It would be great to see some type of larger system like Brandywine has or the paths through Wilmington. There's also the lighthouse Trail, which apparently goes down to the lighthouse and I know one person who successfully hiked it. Perhaps that would be a starting point for a proper semi paved path. Also look at the pathways in and around Burlington, Vermont or Dartmouth, New Hampshire. It's incredible up there. Really hope that something becomes of this happy to help or possible.	9/3/2025 3:55 PM
3	I would be in favor of a bike trail that connects down town to the nature preserve to community park and back to down town.	9/3/2025 2:27 PM
4	I think the proposed map including bike paths and pedestrian paths would increase the safety for residents to access town more easily and help reduce vehicle traffic while promoting healthier lifestyles	8/30/2025 8:42 PM
5	Thank you for looking at this issue. I look forward to seeing the outcome.	8/29/2025 4:26 PM
6	It is exciting to me that the town is prioritizing the issue of non vehicular transportation and the safety of our community.	8/29/2025 9:59 AM
7	Bike walking lane/sidewalk on mechanics valley road east of 40 would improve walkability to town	8/28/2025 7:42 PM
8	Nothing in particular. Just make it happen. Anything will be a huge improvement.	8/28/2025 6:48 PM
9	It's going to be hard to improve a town when the business owners don't live here. Junkies are lurking to steal your expensive bicycle. I am glad	8/28/2025 6:36 PM