



**Queen Anne's County Bicycle and
Pedestrian Advisory Committee**
1945 4-H Road
P.O. Box 37
Centreville, MD 21617

3/15/2021

**Subject: Bicycle and Pedestrian Advisory Committee -
Connectivity and Safety Recommendations: Short and Long-
Range Plans:**

The QAC Bicycle and Pedestrian Advisory Committee (BPAC), per resolution 8-17, has the directive from the county *to make recommendations on the bicycle and pedestrian access, development and maintenance issues, acting as a liaison between the public and the county.*

With this purpose in mind, BPAC has identified the Bicycle and Pedestrian connectivity and safety recommendations *we feel would be the most beneficial to the citizens of Queen Anne's County.* The proposals are referenced relative to the QAC Planning Department's Circulation and Connectivity Map (see Map snapshots included).

The recommendations are sorted starting with tactical short term items which could be addressed more quickly to longer term initiatives that present more complex aspirational opportunities. *The county is already actively pursuing some of these items.* Support of personnel in Parks & Recreation, Planning and DPW departments will be needed to design, develop and implement creative solutions to address these recommendations.

We appreciate your support and feedback in addressing these critical safety and connectivity gaps with the goal of making Queen Anne's County a more bicycle and pedestrian friendly community with improved "active transportation" accessibility for our citizens.

BPAC Connectivity and Safety Recommendations:

<i>Recommendations: Sorted Short to Long-range</i>	<i>Rationale</i>	<i>Next Steps Requested</i>
<p>#1) Continue implementing safety markings for Cross Island Trail Crossings:</p> <ul style="list-style-type: none"> – Love Point Rd (at Rt 8) – Old Love Point Rd (at High School) – Kent Narrows Rt 8 (near Waterman’ Monument) – Kent Narrows Way N Rd (after underpass headed towards Annie’s/Island Athletic) – Gibson Grant entranceway (no road markings) 	<p>Drivers need heightened awareness of pedestrian and trail crossings at these busy intersections. Expand use of sign “State Law Stop for Ped in X-walks” near trail crossings and install flashing lights where appropriate.</p>	<p>John Gibson Drive - Paint Stop line</p> <p>All others consider installing blinking Pedestrian light (DPW/P&R/SHA)</p>
<p>#2) Grasonville Sidewalk Connectivity – Improve Access/Safety. Incorporate recommendations into Grasonville Community plan for DPW road improvements</p> 	<p>Access to sidewalk system on north side of Rt 18 is limited:</p> <p>a) Grasonville Senior Citizen center has no safe designated crosswalk to cross Rt 18 and access north side sidewalk system.</p> <p>b) Need crosswalk at Chester River Beach Rd</p>	<p>Crosswalk across Rt 18 at Schoolhouse Lane (DPW/SHA)</p> <p>Add Crosswalk with eventual sidewalk to Pullman Crossing Road (need right of way or easement) (DPW/SHA/P&R)</p>

#2) Grasonville Sidewalk Connectivity (CONTINUED)

c) Station Lane Rd and “Shore Up” Headstart Center have no marked Stop Lines for pedestrian safety on sidewalk

Add Stop Lines (DPW)

d) Grasonville sidewalk system needs extension to Medical Center, Slippery Hill Residences and Star Spangled Banner National Historic Marker trail.

Extend Sidewalk 330 yards from Grasonville Community Center to Nesbitt Road. Land acquisition, trail easement and construction required (DPW/P&R)

#3) Connect Matapeake school complex north to Thompson Creek Connector Road

Need for safe route for children and families to commute safely to schools, and for adults to have an alternative access to shopping and schools for volunteering.

Great progress on Davidson Rd to Mowbray park and Ellendale portion. Remaining sections to Thompson Creek Connector Rd requires land acquisition, appraisal are underway.



#4) Connect Kent Island South Trailhead at Matapeake north with **crossover of RT8** to reach Matapeake school complex



Assuming **#3** is completed, **#4** would achieve the linkage of the South Island Trail to the Cross Island Trail, with pedestrian crossing of RT 8 overpass. This would provide greater multi-modal transportation network throughout Kent Island by providing broad pedestrian access to town centers, business, schools, parks, sport complexes, libraries, marinas, and general county tourism.

Rt. 8 crossing location requires design study and discussions with SHA to assess options of “at grade” crossing with flashing light. Funds need to be identified for land acquisition, easement, engineering design, etc. (P&R/DPW/SHA)

#5) Grasonville/Queenstown – extend Cross Island Trail past Long Point Park to Chester River Beach community (Sadler/Chester River Beach road) and onward to Queenstown. Incorporate recommendations into Grasonville and Queenstown Community Plan calling for sidewalks/trails on Service Roads.



Provide safe access for Chester River Beach Community to new Cross County Connector Trail Head at Long Point Park. Would support future access to Queenstown community and eventual progress of trail connection via Rt 301 Right of Way to Rt 213 and east to Tuckahoe State Park

Possibilities include widening road shoulder, signage, markings or trail expansion via land or easement acquisition. Potential partnership with Queenstown Golf Course. (P&R/ DPW/SHA)

#6) RT 50 Pedestrian crossing. Short term opportunity is better safety markings on RT8 overpass, Longer term is construction of Pedestrian Bridge on Kent Island.

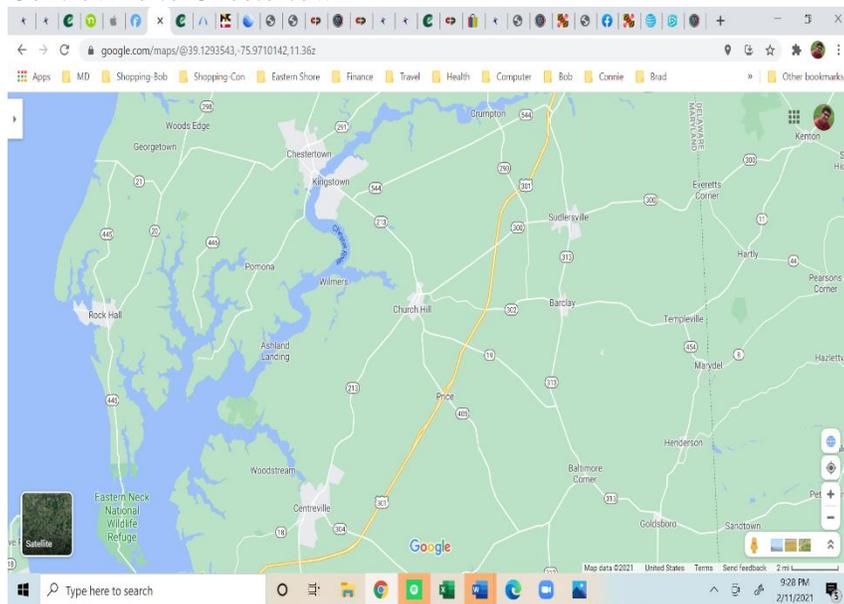


There is no safe pedestrian and bicycle access from the North side to the South side of Kent Island (across Rt 50) except for Kent Narrows underpass. In addition, no crosswalks exist at Pier 1 Rd intersection making access from Marina/Airport/Hotels to Ride Sharing Lot/ Shopping Center Retail very unsafe.

Short term:
Address safety concerns on overpass via enhanced signage, shoulder safety “logos/stencils” markings, road separators. Also address Pier 1 Rd crosswalk if possible during Target development. (P&R/DPW/SHA)

Long Term: -New Pedestrian overpass currently being evaluated under RT 8 Corridor Planning Study. (P&R, DPW/SHA)

#7) Rt. 213 Chesapeake Country Scenic Byway from Centreville to Chestertown



Provide scenic 16 mile road cycling trail between Centreville, White Marsh Park, Churchill and Chestertown. Road is adequate to support with proper markings.

Fund design study on feasibility and cost. Leverage Scenic designation for funding. (DPW/SHA/P&R)

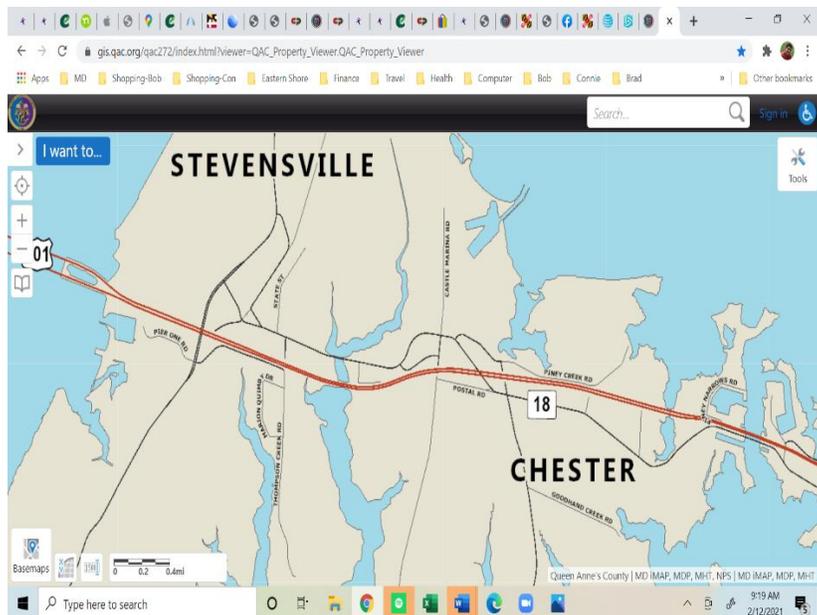
#8) Connectivity crossing Rt 18 for Castle Marina communities (Castle Marina/Four Seasons) to access commercial corridor on North side of Rt 50



Pedestrians/ bicyclists trying to get access to commercial corridor (McDonald's, El Jaffe's, Shopping mall, Health Center, etc) down Castle Marina Road have no safe access via crosswalk across Rt 18 at traffic circle. Four Seasons expansion makes this area a critical safety concern.

Identify options east or west of traffic circle for safe crossing of Rt 18 and associated sidewalks along Rt 18 as prerequisites for any **new development along** commercial zone (one possibility would be crossing Rt 18 at Piney Creek Rd near firehouse, with potential light) (DPW/SHA)

#9) Pedestrian connectivity on south side of RT 50 through commercial corridor across Kent Island.



Provide pedestrian access through commercial corridor east and west across Kent Island. Currently no pedestrian access west of Cox Creek and east of Chester to Kent Narrows. **This is not a Trail, but rather pedestrian connectivity focused.**

Key components:
 Build Cox Creek pedestrian boardwalk (similar to Connector trail) adjacent to Rt 50 Right of Way. Continue west to either tie into 835A or add park trail near Thompson Creek.
 Address Chester to Narrows connectivity by leveraging Rt 18 Chesapeake Country Scenic Byway status.
 Options include:
 1) Closing sidewalk gaps (North side Rt 18).

<p>#9) Pedestrian connectivity on south side of RT 50 through commercial corridor across Kent Island (CONTINUED).</p>		<p>2) Utilizing Delmarva power easement (along Rt 18) for trail. 3) Widening Rt 18 road with bike/ped lane as a requirement for commercial development of Lowry property. (P&R,DPW,SHA)</p>
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Please contact the BPAC team if you need any additional background or insight on these critical priorities. We are eager and ready to provide any support needed, including assistance in identifying, evaluating and pursuing possible grants and financial assistance programs which might assist these top priorities.

Sincerely,

Bob Zillig
Chairperson, BPAC Committee
zillig@sbcglobal.net
630-408-3075

BPAC Committee Members:

Paul Lombardo	Leslie Sandoz	Terry Morris
John Leone	Steve Pringle	Nancy Scozzari (QAC Liaison)