



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

3/12/2022

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


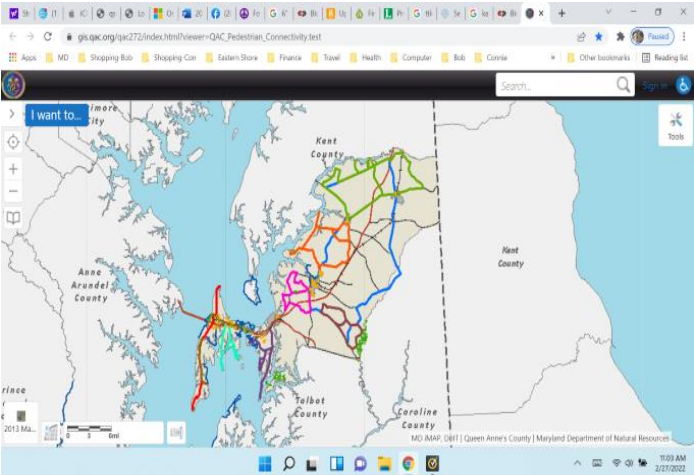
The QAC Bicycle and Pedestrian Advisory Committee (BPAC), per resolution 8-17, has the directive from the county *to make recommendations on the bicycle and pedestrian access, development and maintenance issues, acting as a liaison between the public and the county.*

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 Queen Anne's County Circulation and Connectivity Map (see Map snapshots included).

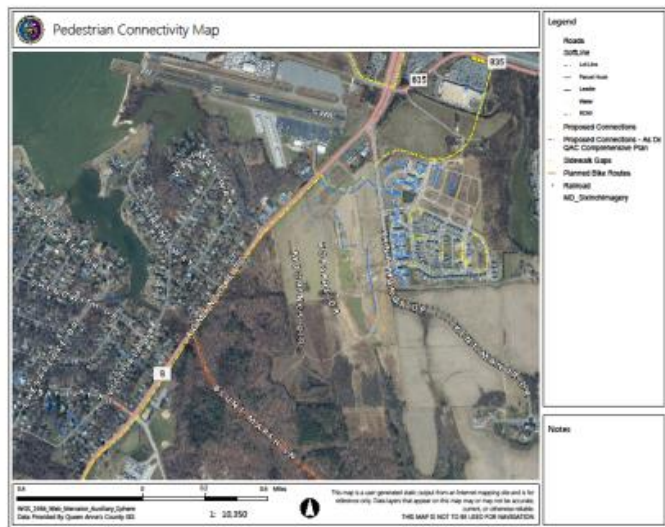
The recommendations are sorted starting with tactical short-term items which could be addressed more quickly to longer term initiatives that present more complex aspirational opportunities. *The county is already actively pursuing some of these items.* Support of personnel in Parks & Recreation, Planning 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:</i> Sorted Short to Long-range	<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 (High School) -- COMPLETED – Kent Narrows Rt 8 (near Waterman’ Monument) – Kent Narrows Way N Rd (after underpass headed towards Annie’s/Island Athletic) -- COMPLETED – Gibson Grant entranceway (no road markings) 	<p>Drivers need heightened awareness of pedestrian and trail crossings at these busy intersections. Install flashing lights & road markings where appropriate and expand use of sign “State Law Stop for Ped in X-walks” near trail crossings.</p>	<p>Installing blinking Pedestrian light (DPW/P&R/SHA)</p> <p>Contact Gibson Grant HOA to request safety trail crossing markings on John Gibson Drive.</p>
<p>#2) Create QAC Bicycle & Pedestrian Master Plan – Setting Strategic Vision for county</p> 	<ul style="list-style-type: none"> a) Need strategic plan to set vision for connectivity b) Consistent with QAC 2022 Comprehensive Plan recommendations (Goal 6-2, Strategy 2) c) Leverage existing QAC Circulation and Connectivity MAP d) Master Plan will identify gaps and focus resources 	<p>Discuss with Planning and Parks departments on how to develop Master Plan</p> <p>Gain Commissioner approval of final Master Plan</p>

#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 activities.

Progress occurring on Davidson Rd to Mowbray Park and Ellendale portion.

Remaining sections to Thompson Creek Connector Rd requires land acquisition, appraisal are underway.

#4) Grasonville Sidewalk Connectivity – Improve Access/Safety. Incorporate recommendations into Grasonville Community plan for DPW road improvements



Access to sidewalk system on north side of Rt 18 is limited:

a) “Shore Up” Headstart Center has no marked Stop Lines for pedestrian safety

Add Stop Lines (DPW)

b) No road markings for pedestrian crossing of RT18 to gain access to single sidewalk system.

Solicit Grasonville Community input to identify need and location of marked crossings. (DPW/SHA)

c) Crosswalk needed at Chester River Beach Rd

Add Crosswalk with eventual sidewalk to Pullman Crossing Station Road (need right of way or easement) (DPW/SHA/P&R)

d) Extend Grasonville sidewalk system 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)

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



Assuming #3 is completed, #5 would achieve complete linkage of the South Island Trail. This, along with eventual recommendation #7 (RT 50 overpass) would provide greater multi-modal transportation network throughout Kent Island by providing broad pedestrian access to town centers, business, jobs, restaurants, 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)

#6) 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.



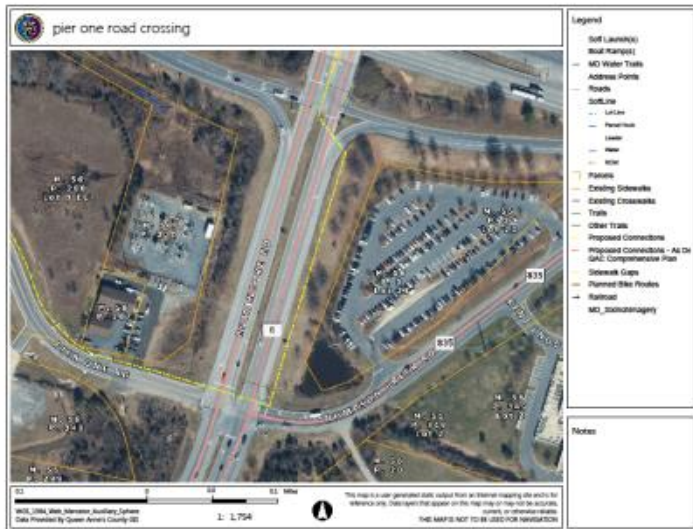
Provide safe access for Chester River Beach Community to new Cross County Connector Trail Head at Long Point Park.

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

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

Potential partnership with Queenstown Golf Course. Meet with Queenstown community to discuss options.

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

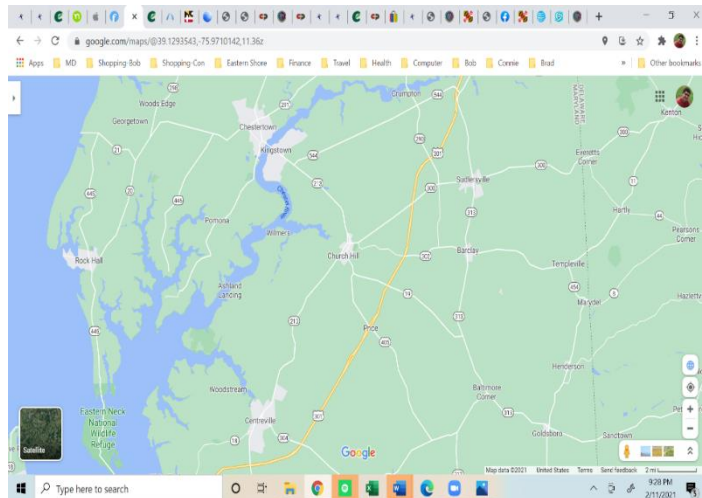


Shockingly, there is no safe pedestrian and bicycle access from the North side to the South side of Kent Island (across Rt 50) except for Kent Narrows underpass. In addition, no crosswalks exist at Pier 1 Rd intersection making access from Marina/Airport/ Hotels to Ride Sharing Lot/ Shopping Center Retail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

#8) Route 18/Route 213 Great American Road/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 capable of supporting with proper markings and signage.

Leverage Scenic designation for funding. Coordinate with broader Eastern Shore counties to gain support and seek funding opportunities. Fund design study on feasibility and cost. (Plng/DPW/SHA/P&R)

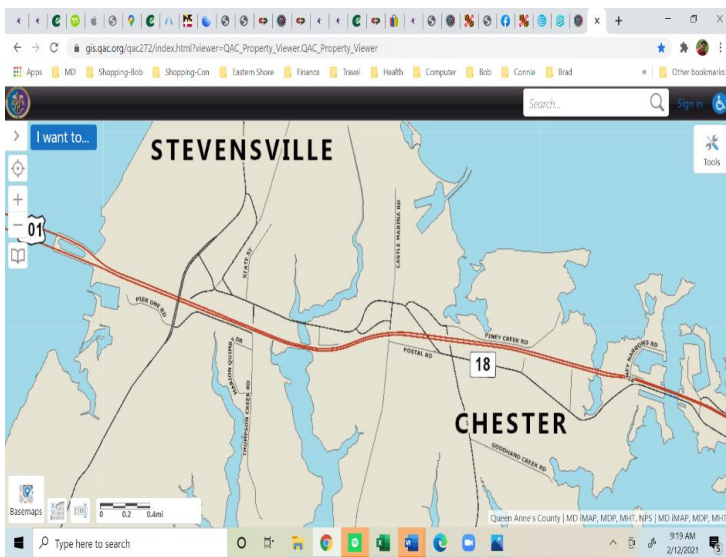
#9) Connectivity crossing Rt 18 for Castle Marina communities (Castle Marina/Four Seasons) to access commercial corridor on North side of Rt 50



Pedestrians/ bicyclists trying to get access to commercial corridor businesses (McDonalds's, El Jeffe'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)

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



↑ ↑
South Side Connectivity Issues

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

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:
a) Closing sidewalk gaps (North side Rt 18).
b) Utilizing Delmarva power easement (along Rt 18) for trail.
c) Widening Rt 18 road with bike/ped lane as a requirement for commercial development of Lowry property. (P&R, DPW, SHA)

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 address these top priorities.

Sincerely,

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

BPAC Committee Members:

Nate Hoxter	Leslie Sandoz	Terry Morris	Nicholas Newell
John Leone	Steve Pringle	Nancy Scozzari (QAC Liaison)	