



Town of Queenstown, Maryland

Trails Master Plan

Chapter 1: Introduction

Queenstown, MD

The Town of Queenstown, Maryland encompasses approximately 2.28 square miles within its corporate boundaries and approximately 8 square miles in its planning. Within its corporate boundaries, there is a mix of residential and commercial property of which a limited amount can be accessed via a trail system by non-motorized means. Additionally, Queenstown's corporate area is bisected by both US 50 and US 301 highways, presenting some unique challenges for physically linking all areas and providing easy and safe access between old and new neighborhoods. The barrier effect created by these highways challenges the town's ability to create a sense of belonging in the community for new neighborhoods not to "downtown". Along with involvement in community celebrations/events and participatory government, providing safe and efficient physical linkages between downtown Queenstown and new neighborhoods and commercial centers is a critical component of creating a unified community. A trail system for non-motorized means is vital to promoting a healthy and active lifestyle and improved quality of life for Queenstown residents, adjacent County residents, and visitors. Additionally, trails ensure safe non-motorized access for residents and visitors with less dependency on automobiles. Also, Queenstown's nearly 6.5 miles of shoreline presents opportunities to link public pedestrian and bike access to the Wye and Chester River's.

Historically, Queenstown has advocated for highway improvements (e.g., overpasses and interchanges) that improve vehicle access across US 301 and US 50 within the planned growth area and that would also provide for safe non-motorized means of crossing these highways. Prior versions of the community's plan have included vehicle overpasses at Greenspring Road and Del Rhodes Avenue extended. Considering priority travel demand from the State's perspective is for through vehicle traffic destined for regional locations (e.g., resort beaches and major municipal centers), major highway capital projects in the Queenstown area stand little chance of implementation in the foreseeable future.

Because Queenstown sits at the confluence of several travel corridors of importance for both local and regional pedestrian and bike movement the Town can present a more compelling case for capital funding for improved pedestrian and bike access.

This trails master plan will focus on identifying and enhancing existing trails. As well it will identify locations for new trails linked to pedestrian bridge infrastructure improvements thus enabling residents and visitors to safely cross these major highways on foot or by other non-motorized means.

This master plan will provide a basis for future capital improvement project funding as well as

guidelines for required trail connectivity throughout planned or future residential, commercial, or mixed-use development in Queenstown, MD.

Planning Process and Outreach

The Queenstown Planning Commission developed the trails master plan over a 18-month period with the assistance of an informal group of resident volunteers. A “listserv” kept volunteers informed of the progress throughout the development of the plan. The resident volunteers also included representation from the three largest landowners. The latter have a stake in the plan. When their land is developed in future years the master plan will guide conceptual site development plans and how trail components are incorporated. The focus of this plan, ascertaining the needs and desires of the community and improving the quality of life for Town residents, neighboring county residents, and visitors, largely derives from the input and involvement from volunteers.

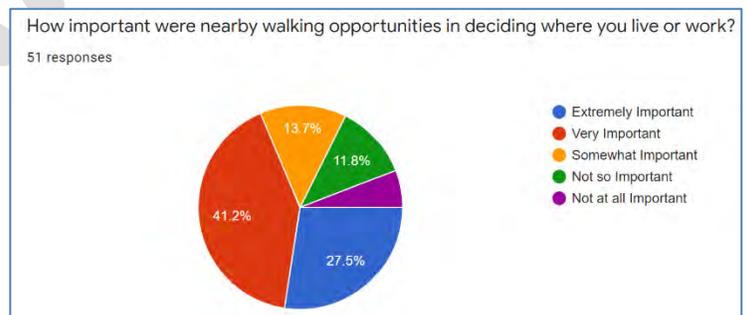
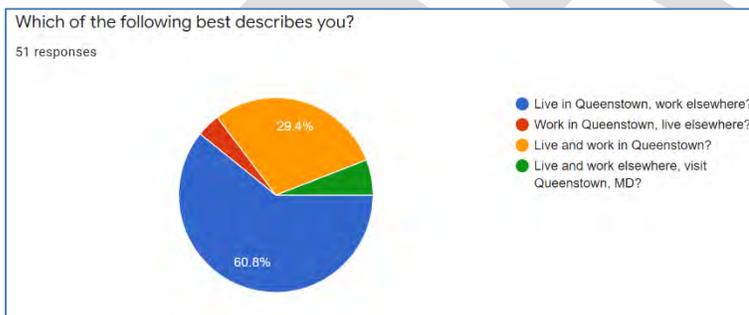
Regular updates were provided to the resident volunteer members via website updates and direct e-mail correspondence at various stages of the plan development.

In April 2020, an online trails survey was developed and made available for residents to complete. Responses were analyzed and incorporated as best as possible into the final Queenstown Trails Master Plan. Below is a summary of the survey results. The full survey and response are available on the Town’s website under the Trails Master Plan oage of the Planning Commission section.

Survey Summary:

Number of weeks open for responses: 3 weeks

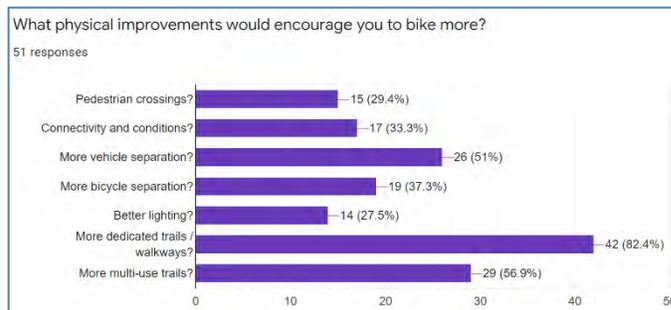
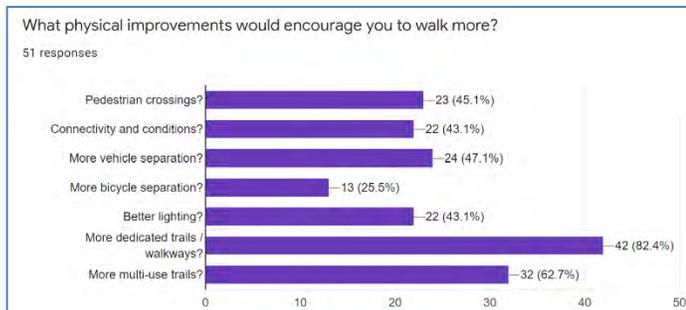
Responses received: 51; predominantly reflecting resident input with 68% indicating trails were at least very important to them.



On average, respondents indicated they walked or biked for exercise, fun, or to visit friends and the average distance traveled was approximately 2 miles.

Eighty-two percent (82%) of respondents indicated more dedicated trails for walking and biking would encourage them to perform this activity more often. And nearly 40% indicated a desire to be able to reach Grasonville and ultimately the Cross County Connector Trail at Kent Narrows. Additionally trail access to the Queenstown Outlets and access to trails within the

Queenstown Harbor Golf Course were indicated as begin desirable.



Chapter 2: Vision, Goals, and Objectives

The Vision

This Trails Master Plan vision is to take an existing limited system of trails in Queenstown and expand it to achieve the following:

- Provide a variety to trail types for use by residents and visitors that promote the highest quality of life achievable, making Queenstown a highly desirable eastern shore location in which to live, work and play;
- Place importance on the need for safe pedestrian access across both US Rt. 50 and US Rt. 301 in the form of pedestrian foot-bridges;
- Identify a system of trails (on-road, off-road, and waterway) that will link residential neighborhoods, open spaces, parks, natural resource management areas, and commercial areas;
- Provide linkages from Queenstown to adjacent Queen Anne’s County urban areas (Grasonville & Centreville) as well as the Cross County Connector Trail;
- Identify a system of waterway trails that connect Queenstown to other Queen Anne’s County locations along the Chester River and its tributaries.

The Goal

To provide an inventory of existing trails and to develop a comprehensive, achievable, and sustainable approach to maintaining the present trail system and recommendation for expanding the trail system to connect with Queen Anne’s County trails or future trails. This master plan will also provide the Town with a realistic and implementable plan that will promote healthy and active lifestyles by developing a complete and sustainable system of trails and pedestrian paths. It will encourage and enable residents and visitors to safely and efficiently walk, bike, or paddle throughout the Towns corporate boundaries and connecting to adjacent Queen Anne’s County areas by way of non-motorized means.

Creating, expanding and maintaining a continuous and connected trail system has the potential to:

- Promote the concepts of Smart Growth;
- Reduce vehicle trips;
- Provide a safe and integrated network to reach daily destinations;

- Tie together residential communities, commercial activities, parks, schools, recreational areas and other public uses and spaces;
- Provide recreational opportunities; and enhance the quality of life of Queenstown residents and County residents.
- Make Queenstown a more walkable community.

The Objective

Queenstown established the following objectives in its 2017 Comprehensive Plan:

1. Improve pedestrian and bicycle opportunities, ensuring that pedestrian and bicycle facilities are an integral part of new project design.
2. Insure new streets connect to the overall Town system in a way that promotes the safe and efficient movement of vehicles and pedestrians.

Additional objectives include:

- Coordinate trail planning with the recommendations contained within the Queenstown Comprehensive Plan and identify and collaborate with Queen Anne’s County and adjacent municipalities to ensure continuous and connected trail system within the planning area;
- Identify Primary, Secondary, and Water trail (blueway) locations within the Towns corporate boundaries and planning area that will connect residential neighborhoods, parks, open spaces and commercial areas;
- Provide linkages to the Grasonville, MD with ultimate connection to the Cross County Connector Trail to the east and potentially the Town of Centreville to the north;
- Identify pedestrian bridge locations within the Town’s corporate limits to provide for safe crossing of both MD Rt. 301 and MD Rt. 50;
- Ensure pedestrian access and planned trail links in the design of new neighborhoods and commercial development;
- Develop trail construction standards using best management practices that comply with provisions of the American Disabilities Act (ADA);
- Identify key funding partners;
- Involve residents and principal property owners in the development of a master trails plan and implementation program;
- Establish a trails maintenance and replacement program;
- Publish trails information and maps on the town's website for residents and visitors to access information.

Also it is Queenstown’s stated policies that:

- Vehicular, biking, and pedestrian access to community facilities within the Town and to major activity centers beyond the Town shall be encouraged.
- New development abutting existing neighborhoods shall provide continuity for vehicular and pedestrian movement by maximizing connectivity to the extent consistent with proper site planning.

Chapter 3: Queenstown's Trails Today

Existing Trails

Throughout the development of the Trails Master Plan, the Planning Commission members and volunteers surveyed the trails that currently exist within Town. The information obtained includes location, surface type, length, conditions, etc. of all trails. Trails were then categorized into trail types that consisted of the following:

- Sidewalks (Figure 1)
- Decorative Sidewalks (Figure 2)
- Sidepaths (Figure 3)
- Natural Trail (Figure 4)
- Shared Roads (Figure 5)

In addition to the existing trail types, based on survey results and research from other jurisdictions, the below trails types should be included as options for future development throughout Queenstown and are further defined in Chapter 4:

- Bike Lanes (Figure 6)
- Multi-Use Trails (Figure 7)

The following table summarizes the mileage of trails within the Town that are identified in the inventory of Town trails.

Queenstown Trails Matrix					
Trail Name	Trail Segment	Type	Classification	Surface	Length
Main St	Harbor Lane - Old Wharf	Sidewalk	Local	Concrete	0.48
Del Rhodes	Main St. - Royal Farms	Sidewalk	Local	Concrete	0.3
Old Point Ln	Del Rhodes- End	Sidewalk	Local	Concrete	0.17
MD Ave	Main St. - Steamboat Av.	Sidewalk	Local	Concrete	0.08
Steamboat Ave.	Md Ave. - 2nd Ave.	Sidewalk	Local	Concrete	0.1
Thompson Ave	Main St. - End	Sidewalk	Local	Concrete	0.21
Comegys Ln	Main St. - End	Sidewalk	Local	Concrete	0.13
Queenstown Creek Trail	Old Wharf Ln. - Creek	Natural Trail	Local	Turf	0.05
Total					1.52
Wheatlands Tract Trail	Rt. 18 - Loop	Sidewalk/Multi-Use/Natural Trail	Local (Future)	Concrete/Asphalt/Woodchip	1.53
Dudley North Tract Trail	Main St. - Loop - Rt. 18	Sidewalk/Multi-use	Local (Future)	Asphalt/Concrete	1.2
Queenstown Harbor Woodlands Trail	Main St. - Winchester Creek Rd. (Grasonville)	Multi-Use/ Natural Trail	Local (Future)	Crushed Stone/Asphalt/Woodchip	1.5
Total					4.23
Rt. 18 West Connector Trail	Rt. 18 @ Wheatlands Tract - Nesbit Road	Multi-use	Connector (Future)	Asphalt	1.4
Rt. 18 East Connector Trail	Rt. 18/4-H Park Road - Joseph Boyles Rd.	Sidepath	Connector (Future)	Crushed Stone/Asphalt	0.4
Total					1.8

The Town's official trails map showing all existing and planned trails will eventually be available for download from the Town's website at: <https://www.queenstown-md.com/government/planning-commission/trails-master-plan/>



Figure 1



Figure 2



Figure 3



Figure 4

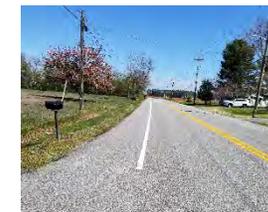


Figure 5



Figure 6



Figure 7



Existing Conditions Map

(The trails show above in solid red are the only existing trails in Queenstown as of May 2020. Trails show as dotted lines are proposed future trails as referenced in various section of the Trails Master Plan)

Planned Trails in Queenstown and Beyond

Queenstown is a relatively small Eastern Shore waterfront community for which, the success of a sustainable, implementable, and connective trail system requires participation from all adjoining jurisdictions, which in this case is Queen Anne’s County, Maryland. The development of the Queenstown Trails Master Plan is consistent with many sections Queen Anne’s County Comprehensive Plan¹⁴, including Section 8.11.1 Transportation Plan Element Relationships that identifies the importance of “Targeting investments for enhanced transit access, bicycle, and pedestrian accessibility and to enhance the Towns and County Planning Areas.” The Queenstown Master Plan will refer to “local” trails as trails that reside within the Town’s incorporated limits and “connector” trails as trails that reside within the Queen Anne’s County planning area, but that will link to local trails.

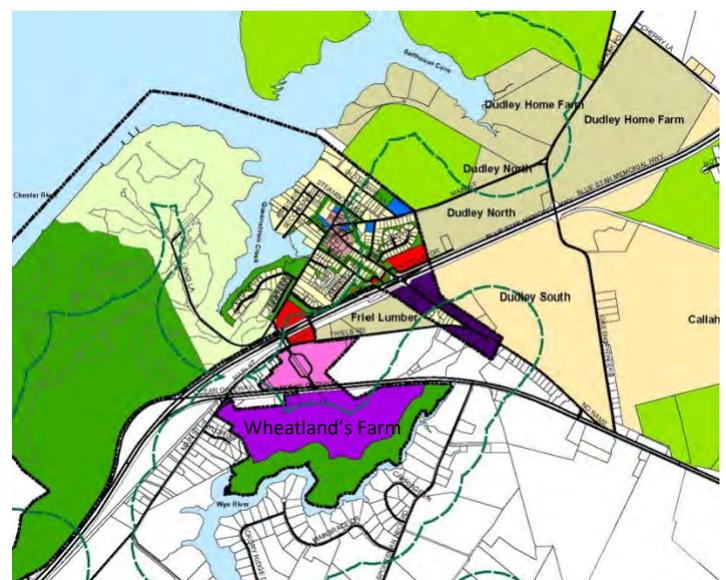


Figure 8

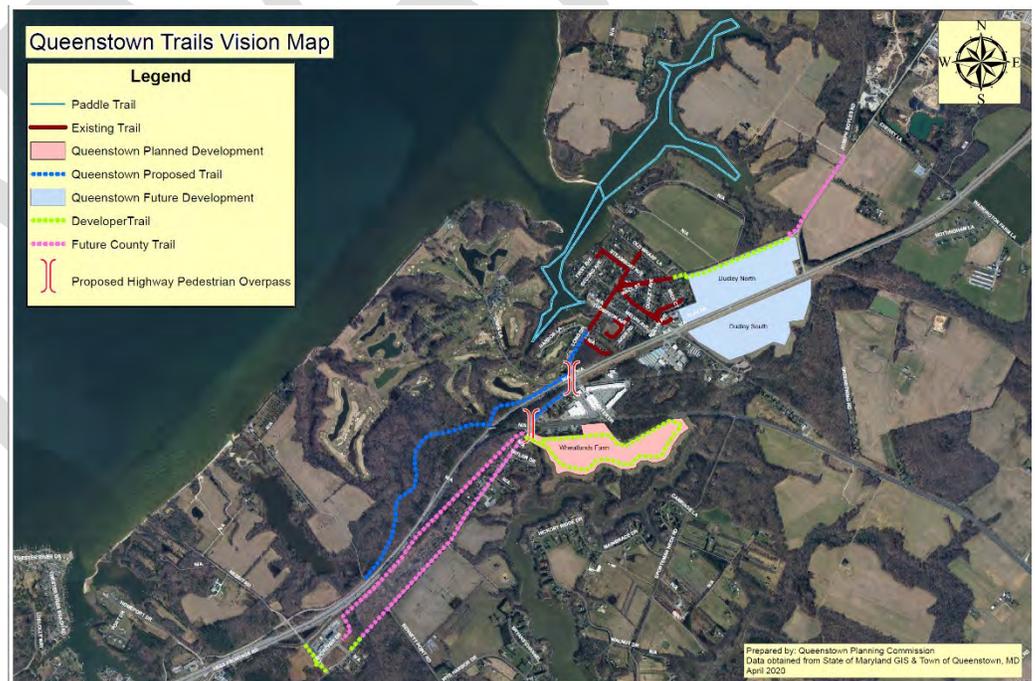
Existing and planned connecting features

within the town, e.g., off-corridor pedestrian and bike links across the Wheatlands property and water access to the Wye and Chester Rivers, as well as those near Queenstown, but not currently available, present Queenstown an opportunity to provide critical linkages in these trail corridors and would function as a hub for access across the Queen Anne’s County. Creating these linkages presents economic opportunities associated with an increased Town role in heritage, eco, and recreational tourism in the region and additional economic development opportunities along future trail corridors with in Queen Anne’s County and Queenstown. Maintaining and enhancing an urban/suburban trail system in Queenstown is vital to encouraging economic development in the area, and specifically in Queenstown.

NOTE: No one knows what the new “normal” will look like coming out of the COVID-19 pandemic, but we can be reasonably sure it will be different than the old “normal.” One possible outcome is that with reduced income for recreation and travel, folks will be more attracted to nearby low-cost attractions like hiking and biking. Considering the market potential the Baltimore-Washington and northeast metropolitan areas represent Queenstown, and Queen Anne’s County could be poised for significant increases in their attractiveness for eco and recreation tourism.

“Downtown” Queenstown is generally residential, with quiet narrow side streets with two significant roadway arteries leading through downtown Queenstown; these being MD Rt. 18 and Del Rhodes Avenue (Rt. 456). With a limited geographic area of downtown, this limits the number of local trail options in the downtown area. However, the future development of the Wheatland’s Farm track and both the Dudley North and Dudley South tracts (see Figure 8 & 9) provide options for significant expansion, providing beneficial local connections to future proposed mixed-use developments as well as the ability to link to connector trails to provide an expanded trail system.

Trail continuations to these properties from “downtown” Queenstown would provide safe linkages for residents and visitors to traverse across the entire Queenstown corporate limits and to county trails via connector trails.



The Queenstown Harbor Nature Trail (long circuitous blue trail seen Figure 9) a “local” trail, also would provide connectivity to Black Beards Road/Nesbit Road overpass through an easement

agreement with Queenstown Harbor Golf Course owners. The Future County Trail(s) (see Figure 9) would be an actual “connector” trail and would need to be planned for by Queen Anne’s County. Queenstown encourages the Queen Anne’s County Planning Department to immediately put in place requirements that any future development along Rt. 18, from Rt. 50 east to Nesbit Road, shall provide for the installation of a *multi-use* or *sidepath* Developer Trail (see Figure 9) to run adjacent to the road or in the railroad right-of-way. This provision would ensure future non-motorized connectivity between Queenstown and Grasonville, MD not having to be funded by the County.

Likewise, at the north end of Town, Queen Anne’s County should plan and fund the installation of a future county trail along Rt. 18 from the intersection of Main Street/Greenspring Avenue to Joseph Boyle Road (see Figure 9). This segment of the trail would provide for a safe means of connecting to Queen Anne’s County bike routes leading to the Town of Centreville, MD.

The development of the Queenstown Paddle Trail, providing an on water paddling experience to residents and visitors on Queenstown Creek would further expands public access to protected waters of the Chester River. The trail would be accessible from the Town’s boat launch on Skipjack Cove and could offer either a short 1.4 mile paddle (offering 5 stops) or an extended 4.1 mile paddle (offering 8 stops) in the protected water of Queenstown Creek. The trail would have eight (8) marked stops along the routes, offering environmental and historic information encouraging environmental stewardship. The general route of the paddle trail is shown in Figure 9a.

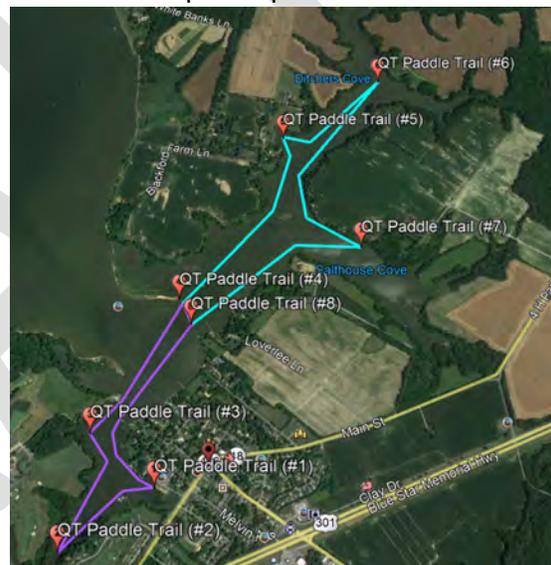


Figure 9a

Queen Anne’s County Planning

In the early stages of master plan development the Planning Commission invited members of the Queen Anne’s County Department of Recreation and Parks to attend a planning meeting to discuss the County’s plan for trails. County representatives stated the County did not have a Trails Master Plan; however, they acknowledged that trails were important and that a County Trails Master Plan should eventually be developed.

However, the 2010 Queen Anne’s County Comprehensive Plan contains a similar planning framework of non- motorized travel modes. The Queen Anne’s County plan vision for transportation includes, “continue to improve and expand opportunities for all modes of travel including bicycle, pedestrian, transit, rail, and carpooling commuters. The County will promote walking and bicycling for outdoor recreation, fitness, and transportation, having safe access to local roadways and trails to make the County a better, safer and more connected place to live

and visit.”¹

Among the guiding principles the County has set for itself for the development of safer roadways and enhanced bicycle, and pedestrian accessibility are the following:²

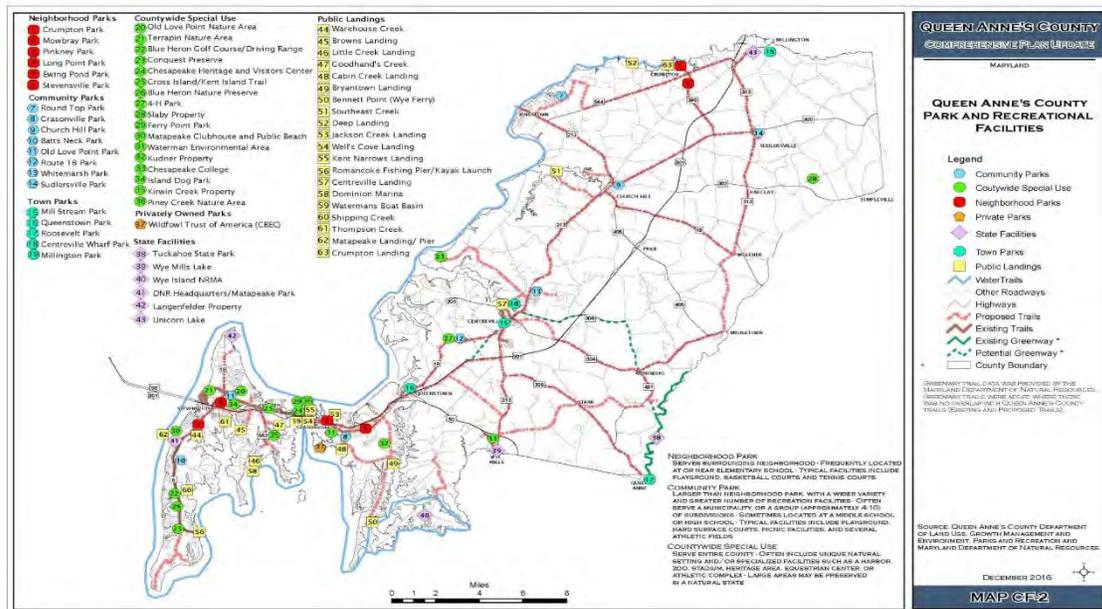
- Encourage the provision of safe and easily accessible pedestrian and bicycle accommodations for residents with consideration of handicap accessibility;
- Promote connections within towns and the County and to the larger region, expanding on the trail systems already in place;
- Decrease traffic congestion, noise, and air pollution through increasing bicycle and pedestrian use;
- Identify a potential network of bicycle and pedestrian facilities.

Map below shows the system Queen Anne’s County envisions.

Partnering with Queen Anne’s County to create trail links to and through Queenstown presents opportunities to benefit both entities. The County’s planned bike and pedestrian systems are dependent on links through Queenstown.

Queen Anne’s County’s 2010 Comprehensive Plan commits the County to, “targeting investments for enhanced transit access, bicycle and pedestrian accessibility and to enhance the Towns and County Planning Areas”.³

Significance: Partnering with Queen Anne’s County enhances Queenstown’s ability to take advantage of the potential funding Federal and State Programs. As part of its goal to reduce traffic congestion along major corridors the County has set an objective to “provide programs and facilities to promote bicycling, walking and carpooling to reduce vehicular use and a



recommendation to continue to seek State and Federal funding to assist with the completion of various phases of proposed and potential path and trail projects identified on Map CF-2 (attached). County elected officials, with support from the State Legislative Delegation, will continue to provide annual written priority list to the Secretary of MDOT for multi-modal transportation improvement needs.”⁴

Specific programs listed in the 2010 Queen Anne’s County Comprehensive Plan include the following:

- Sidewalk Retrofit Program – This program offers funding for the construction of new sidewalks and reconstruction of existing sidewalks along State highways in locations identified by the County and Towns. The State can pay for 100 percent or half of the cost with maintenance being the responsibility of the County or Town.
- Retrofit Bicycle Program – This program offers funding for improvements along State highways to provide increased accessibility for on-road cyclists.
- National Recreational Trails Program – This program provides funding for a variety of recreational trails, including pedestrian, bicycling, water trails, in-line skating, equestrian, cross- country skiing, and off-road vehicular trail projects.
- Scenic Byways Program – This program identifies scenic and historically significant routes for tourism development and provides funding for corridor management plans.
- Transportation Enhancement Program – This program provides funding for non-traditional projects such as bike paths, beautification, museums, and historic preservation of transportation structures.
- Complete Streets Initiative – This is a federal initiative focusing on creating complete streets designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists, and riders of all ages and abilities must be able to safely move along and across a complete street.

Opportunities: The County’s most recent significant trail enhancement project was the extension of the Cross County Connector Trail from Kent Narrows to Long Point Park Trail. As of January 2020, the County had no plans or funds to continue this trail east towards Queenstown.

National and Historic Trails

Several regional and interstate travel corridors pass through the Queenstown area, including the American Discovery Trail, the Captain John Smith National Historic Trail, the Chesapeake Country Scenic Highway, and the Queen Anne’s County Cross County connector (see attached Map 1). The American Discovery Trail, the Captain John Smith Chesapeake National Historic Trail, and the Chesapeake Country Scenic Highway are part of programs intended to provide

access to and promote the cultural, heritage, recreation and natural features of the region with a secondary effect of promoting and supporting the eco and recreation tourism economy in the region.

American Discovery Trail

The American Discovery Trail is a new breed of national trail — part city, part small town, part forest, part mountains, part desert — all in one trail. Its 6,800+ miles of continuous, multi-use trail stretches from Cape Henlopen State Park, Delaware, to Pt. Reyes National Seashore, California. It reaches across America, linking community to community on the first coast to coast, non-motorized trail. The ADT provides trail users the opportunity to journey into the heart of all that is uniquely American — its culture, heritage, landscape, and spirit.⁵

The Maryland ADT begins on Hobbs Road in an area known as Ringgolds Green, a former community rich with folklore and ghost stories. The trail soon enters Denton, the county seat of Caroline County. From Denton, the route continues on rural, lightly traveled roads through Ridgely to Tuckahoe State Park. Tuckahoe, a 1,800-acre park, has campsites and a lake for fishing. South of Queenstown is the Wye Island Natural Resource Management Area, a 2,500-acre protected area offering hiking, birding, and water-oriented activities. At Grasonville and Stevensville, you have entered Chesapeake Bay country where you have the choice of many excellent seafood restaurants. There are also motels and many fast food options. At Stevensville, arrangements must be made for a taxi or a friendly motorist to carry you across the Chesapeake Bay Bridge.⁶ The American Discovery trail runs approximately 41.9 miles from the Delaware State Line to the Chesapeake Bay.

Significance: Linkage from Wye Island Natural Resource Management Area Island to Cross County Connector and Bay Bridge access to western shore will pass through or in the vicinity of Queenstown. A pedestrian and bike link through the Wheatlands site or the Queenstown Harbor Resort site presents an opportunity to provide access to Wye River shore and link to a Queen Anne's County Cross County Connector. With connections to the town center visitors gain access to the Chester River and town center commercial services.

Captain John Smith Chesapeake Historic Trail (see attached)

As described in promotional materials, "The purposes of the John Smith Chesapeake NHT are to:

- Commemorate the exploratory voyages of John Smith on the Chesapeake Bay and its tributaries in 1607-1609;
- Share knowledge about the American Indian societies and cultures of the

- seventeenth century;
- Interpret the natural history of the Bay(both historical and contemporary); and
- Provide recreational experiences on the water and land along the trail.

The promise of the Captain John Smith Chesapeake National Historic Trail, then, is to help the millions of people in the region and elsewhere experience, envision, come to understand, and care to protect what the explorers and the inhabitants of the region saw 400 years ago:

- by expanding access to the bay and rivers;
- by protecting special places reminiscent or evocative of those times;
- by educating the public of the importance and exceptional nature of the region, its people, and its resources;
- by providing recreational experiences throughout the region;
- by creating partnerships amongst the many citizens, groups, and jurisdictions to realize the vision; and
- by instilling awe and reverence for the special places in the Chesapeake region.

Visitor experiences on the trail will include journeys on land—walking, bicycling, motoring—and sojourns on water—paddling, sailing, and cruising, in craft large and small. The trail will provide national park quality experiences through NPS partnerships with state and local governments and non-profit and for-profit organizations. The trail can serve as an important agent in promoting stewardship of the Chesapeake Bay, and renewal of the human spirit.⁷

Significance: Captain John Smith Chesapeake Historical Trail includes Queenstown, which could function as a water and/or land trailhead. (This trail includes Queenstown which could function as a water and/or land trail head, (NOTE: Access to Chester River at the town landing and new access on Wye River at Wheatlands) bringing more visitors to the area that would benefit local service and accommodations businesses, e.g., BnBs.

Opportunity: National Recreational Trails Program provides funding for a variety of recreational trails, including pedestrian, bicycling, water trails, skating, equestrian, cross-country skiing, and off-road vehicular trail projects. Partner with the National Park Service in design directed at eligibility for funding assistance and potential leverage with MDDOT and Queen Anne’s County.

Chesapeake County Scenic Byway

The Chesapeake County Scenic Byway is federally recognized scenic byway made up of an 85.5 mile auto-trail extending from C&D Canal (Chesapeake City) passing through Queenstown on Main Street/MD 18 and extending to Stevensville.

As advertised, the Byway presents an opportunity to “celebrate life on the Chesapeake Bay. Observe watermen bringing their bounty to shore, visit historic towns, and travel through scenic stretches of productive farmland. See the truly special landscape of the Mid-Atlantic Region and gain an appreciation for the working life of Maryland's Eastern Shore farmers, watermen, and merchants.”⁸

Significance: Intended to support tourism. Lacking significant heritage and recreation facilities and services, Queenstown captures little of the economic activity. Increased promotion of historic features and trail and small craft water trail access could increase Queenstown’s role as an important node in the system and benefit food service facilities in Wheatland’s neighborhood center. Increase the use of access to the Chester and Wye Rivers.

Opportunity: National Recreational Trails Program provides funding for a variety of recreational trails, including pedestrian, bicycling, water trails, in-line skating, equestrian, cross-country skiing, and off-road vehicular trail projects.

Stories of the Chesapeake Heritage Area

An overall objective of Stories of the Chesapeake Heritage Area is to promote heritage tourism in the region, which in turn may benefit the local service and accommodations economy.

Significance: Potential increased status for State and Federal funding.

Opportunities: “Eastern Shore Heritage, Inc. (ESHI), the management entity for the Stories of the Chesapeake Heritage Area seeks projects for inclusion in its Heritage Area 5 year Strategic Plan that would enhance the Heritage Area and its goals for heritage preservation, tourism, interpretation (“telling the story”), and recreational linkages. Projects included in the Plan may use this recognition in seeking public and private funding and other support, such as technical or volunteer assistance. Some support may be available through the Maryland Heritage Areas Authority (MHAA), operator of the State’s Heritage Preservation and Tourism Areas Program, in the form of grants. Projects listed in the plan will receive additional consideration during the review of MHAA and the Stories of the Chesapeake Small grants. Typical projects might include:

- Restoration and/or adaptive use of a historic building or boat
- An interpretive program for a cultural, natural, or historic resource
- An oral history project
- A commemorative sign or public art
- An interpretive exhibit, brochure, sign, or program

- Creation of a museum on special topics related to our heritage, cultural, natural or historic
- A school-based program or project (K-12 or college)
- Establishment of a wide range of heritage tourism-related businesses, such as bed & breakfast lodging or a photography guide service
- Protection of or more access to a natural site, park, recreational trail, or water landing
- A town or neighborhood beautification project
- Creation of a farmers’ or crafters’ market
- A historic resources inventory or historic district designation project”⁹

Opportunity: National Recreational Trails Program provides funding for a variety of recreational trails including pedestrian, bicycling, water trails, skating, equestrian, cross-country skiing, and off-road vehicular trail projects.

Chapter 4: Trail Constraints and Barriers

Access across Major Highways

US Route 50 and Route 301 present the most significant barriers to achieving trails network connectivity throughout the Queenstown corporate limits. Crossing major highways from residential and commercial areas present a significant barrier to increasing the age range and confidence levels of potential trail users. Currently, the only safe way to cross these highways is via automobile. The construction of two pedestrian overpass’ trails across these two major highways (see Figure 11) would significantly enhance safety and quality of life for residents and visitors by resolving Queenstown & Queen Anne’s County connectivity issues.



Figure 11

Queen Anne’s County Trail Gaps

There are two significant areas in Queen Anne’s County where trail connections to Queenstown do not exist, but are significant barriers to achieving trail connectivity across the County between Kent Island and the Town of Centreville, MD. Figure 9 identifies these trail locations along Rt. 18 both northeast and southwest of Queenstown. As County development expands in these locations, Queen Anne’s County must consider these missing trail components and exact trail easements or partnerships with developers so these segments can be funded and constructed.

Chapter 5: Trail Types & Trail System Design Recommendations

Trail Type

In most new residential, mixed-use development, or commercial developments, hard surface trails should be part of the design when adjacent to the densely developed areas within the overall site plan. Consider soft surface trails for outlying trails be provided as a required development amenity, and that connect with hard surface trails at a distinct trail head.

Additionally, given Queenstown’s proximity to the Chester and Wye rivers of the Chesapeake Bay, many areas within Queenstown will reside within the Critical Area. Soft surface trails permitted by the Critical Area Commission in these areas will provide access to or thru natural areas.

The Trails Inventory table referenced in Chapter 3 classifies each existing and future trail into one of several types identified below:

- Sidewalks/Decorative Sidewalks** prevailing design guidelines recommend a minimum sidewalk cross-section of 5 feet, exclusive of other amenities, and large enough for two people walking side by side. While this dimension meets minimum ADA accessibility standards, many cities have chosen to adopt wider standards. Sidewalk (See Figure 12) standards should accommodate higher anticipated pedestrian volumes and provide ample space for an expanded frontage zone as well as street furniture, as trash receptacles, bus stops, signage, and bike-share stations.¹⁰
- Side path trails** have a minimum width of eight-feet and are also separated from the travel lanes by a minimum of five-feet. Differing from sidewalks and multi-use trails, side path (see Figure 13) are typically located parallel to the roadway alignment and become very effective on the periphery of commercial or mixed-use developments and as transitions to mixed-use trails. Side paths should not be used along main roads within residential, commercial or mixed-use development; whereas, the use of various curb extension options would be more appropriate by visually and physically narrowing the roadway, creating safer and shorter crossings for pedestrians while increasing the available space for street furniture, benches, plantings, and street trees. Many options could be implemented on downtown, neighborhood, and residential streets, large and small¹¹.
- Multi-use Trails** are designed with a ten-foot minimum width as an off-road hard surface trail on an alignment independent from the roadway. Multi-use trails (see Figure 14) accommodate bidirectional travel with a limited number of intersecting streets. Trail widths do not need to be the same throughout the length of a trail segment; widening of a trail segment may take place where there are higher levels of anticipated use and a broader range of users. Trails may also need to be narrowed to address environmental constraints, right-of-way limitations, and to minimize impacts on historical and/or cultural resources. Multi-use trails should be considered by Queen Anne’s County when and if “connector trails” as referenced in this master plan are designed and constructed.



Figure 12

such



Figure 13- Rosewick Rd., Charles County, MD

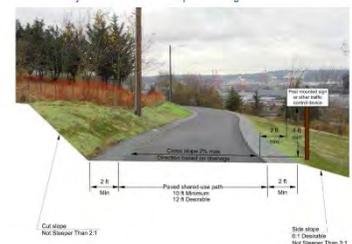


Figure 14

- **Natural Surface Trails** are primarily used for recreational purposes to include but not limited to walking, biking, and jogging, and vary in width and surface type. Natural surface trails (see Figure 15) are good options in wooded or environmentally sensitive areas or where access or funding is limited, such that it is impractical to install side path and multiuse trails. As referenced in Chapter 2, the Queenstown Harbor Nature Trail would be a suitable candidate for this type trail as would sections of the Wheatlands Tract Trail.
- **Water/Paddle Trails** are on-water trails that provide a paddling and environmental stewardship experience for residents and visitors of Queenstown.



Figure 15

Trail Surfaces¹²

There are several types of trails surfaces to be considered when constructing a new trail. Each type should be considered based on several factors identified by the Rails to Trails Conservancy:

- User acceptance and satisfaction
- Accessibility
- Cost to purchase and install materials
- Cost of maintaining the surface
- Life expectancy
- Availability of material

Also, to be taken into consideration should be the pros and cons of hard surfaces and soft surfaces. Hard surface trails are typically more accommodating to a variety of users, require less maintenance, and are more difficult to abuse, but are significantly more expensive. Whereas, soft surface trails cost less, but do not hold up as well under heavy use or extreme weather conditions.

Hard Surfaces

- **Asphalt**- Works well for bicycle commuters and inline skaters, which is a reason it is often used in urban areas. It typically can't be used by equestrians. It also requires regular, minor maintenance, such as crack patching, yet has a life expectancy of 7 to 15 years. Asphalt is a flexible surface that requires use to remain pliable and will last longer with heavy use. However, those installing asphalt should be conscious of the possibility of environmental contamination during construction.
- **Concrete**- Is usually the longest-lasting of the hard surface materials, but it is also one of the most expensive. Well-maintained concrete can last 25 years or more. The surface is appropriate for urban areas with severe climate swings and susceptibility to flooding. However, the hard surface is taxing on runners' lower limbs and is thus unpopular with that significant user group. Adjacent soft-surface treads can accommodate runners and equestrians where concrete is necessary for the main trail.
- **Crushed stone**- Is popular as a trail surface because it holds up well under heavy use and can complement the aesthetic of the natural landscape. It can also accommodate nearly every trail user (except for inline skaters) if crushed and compacted correctly. Because crushed stone can be made of nearly any type of rock, including limestone and sandstone, it is one of the most accessible trail surface types.
- **Soil cement**- This is a mixture of pulverized native soil, Portland cement, and water, rolled and

compacted into a very dense surface. It is cheaper than asphalt, but drainage is essential to prevent erosion.

- *Resin- Based Stabilized Materials* – Resin is a tree product that binds aggregate or soil particles together. A resin-based trail surface impacts the environment less than asphalt and can be cheaper. The aesthetics also better match the surrounding environment.
- *Boardwalk*- Boardwalk is most often used as a trail surface for segments through wetlands, as it allows adequate drainage and impacts the fragile ecosystem less than other surface types. However, it can be slippery when wet and is quite expensive to install and maintain.

Soft Surfaces

- *Natural Earth*- Trails with a natural earth surface offer inexpensive maintenance costs limited primarily to fixing drainage problems, repairing eroded areas, and removing vegetation. The trail can usually be built and maintained by volunteers.
- *Wood Chips*- Wood chips blend well with the natural environment and can work well as a parallel tread for runners and equestrians next to an asphalt or concrete trail. However, the surface decomposes rapidly, cannot accommodate wheelchair users, and requires constant maintenance to keep the width and surface steady. The entire surface needs replacement every two years, but volunteers can perform maintenance and installation.

Trail System Design Recommendations

Although Queenstown does not have an extensive network of trails, primarily due to its limited geographic area, expansion into a more connective trails network that provides a safe and enjoyable trail experience for walking, biking, and riding residents and visitors, Queenstown would need to address and implement the following:

- Successfully lobby for the Maryland State Highway Administration (SHA) to construction of two (2) elevated pedestrian trail overpasses across both Rt. 301 and Rt. 50.
- Successfully lobby for Queen Anne’s County to construct the two (2) identified “connector” trails leading East and West along Rt. 18.
- Successfully partner with Queenstown Harbor Golf Course (QHGC) owners to construct a natural surface nature trail through QHGC to connect with Black Beards Road.
- Enhance separation between trails and roadways for all new trail construction.
- Ensure concept plans for annexed, but yet to be developed properties within Queenstown, at a minimum provide for trails as identified within the Queenstown Trails Master Plan.
- Ensure concept plans for annexed, but yet to be developed properties within Queenstown, incorporate all aspects of “Complete Street Concepts¹³” to address and satisfy many safety concerns identified in the April 2020 Trails Survey.

Enhancing and Maintaining Trail Experience

Signage and Wayfinding- In most cases, trail users want to be confident they know what trail they are on, where the trail goes, where they are along a trail, and where it will connect to other trails so as to ensure their safety and those with them. Therefore consideration needs to be given to marking trails at both the trail-head and terminus with the following:

- Trail Name

- Trail Distance (to next trail segment intersection)
- Trail Destination, and when applicable

Wayfinding content could be very simple (see Figure 16) to extensive (see Figure 17) depending upon the budget available for signage or “wayfinding” information. Queenstown has not adopted an official branding for publication purposes; however, it should do so before having wayfinding content generated for implementation and installation.



Figure 16



Figure 17

Providing bicycle racks at various strategic points along all trails where points of interest exist or within all mixed-use or commercial developments should be funded or made part of a developers requirements and approved site plan. This will encourage residents and visitors to use non-motorized means on trails and throughout Queenstown. Bicycle racks are available in many forms and shall be selected based on budget, location, and applicability to adjacent architecture (see Figure 18).

Figure 18



Maintaining trails- The success of a sustainable and well utilized trail system relies upon the maintenance and upkeep of the trail(s). Trails require regular inspection for obstructions, hazards, and areas requiring maintenance or repair. Trail inspection and maintenance responsibilities could fall upon the Town, a developer (for trails within developments, unless a DRRA dictates otherwise), or other public entities. Typical funding for maintenance would be captured within the Town of Queenstown’s Operating Budget or Capital Improvement Budget and should be thought of in terms of the life cycle of a trail and its ongoing renewal. With nearly 1.52 miles of existing trails in Queenstown, and an assumed 50-year¹⁵ replacement period, in an ideal situation, the Town would be expected to replace a minimum of .03 miles of trail every year (not to include trails affected by construction, natural hazards/disasters, or higher than average wear). Using an average trail cost of \$500,000 per mile (\$93/foot)¹⁶, a minimum annual maintenance budget of \$15,000 dollars would serve to replace the current system of trails over the 50-year period¹⁷ and keep those trails fully functioning and sustained over time. As the trails system is increased and multi-use and side path trails are considered, the maintenance budget would require modification as these trails are typically 30%-40% wider than the Towns existing concrete sidewalk trails.

The Rails-to-Trails Conservancy (RTC) studied trail maintenance costs by interviewing 200 trail managers from across the country. RTC performed similar studies in 2014 resulting in an annual average maintenance cost for standard maintenance practices of approximately \$1,971/mile for asphalt trails and \$1,006/mile for non-asphalt surfaces. Maintenance activities as a percent of budget included:

- Surface clearing of trail (10.8%)
- Mowing (12%)
- Vegetation Management (leaf clearing and pruning) (11.2%) • Trash and Debris along trail side areas (11.5%)
- Whole tree removal (5.4%)
- Application of herbicides and pesticides (2.3%)
- Clearing of drainage channels and culverts (5.4%)
- Surface maintenance of parking areas (2.7%)
- Litter clean up, trash cans (2.7%)
- Maintenance of toilets at trailheads (13.0%)

- Maintenance of toilets along the trail (1.2%)
- Trailhead parking snow removal (6.3%)
- Repair/maintenance of signs (6.3%)
- Repair of vandalism/dumping (5.3%)
- Other trail maintenance activities (9.1%)

Chapter 6: Implementation

Successful implementation of the desired vision for a connective, safe, and enjoyable walkable, bikeable, rideable and paddable trails network in and around Queenstown will require a coordinated effort among Queenstown, Queen Anne’s County, the Maryland Department of Transportation and supportive and vocal stakeholders.

Planning

Recommendations contained in this Trails Master Plan will require several coordinated planning efforts:

- Queen Anne’s County Department of Planning and the Department of Recreation & Parks shall consider developing a County Trails Master Plan that integrates with the Queenstown Trails Master Plan and that prioritizes funding and construction of the “connector trails” and “developer” trails identified in the plan;
- Coordination with the Maryland Transportation Authority so that funding for pedestrian overpass trail bridges can be funded and constructed to allow for safe passage across both Maryland Rt. 50 and Rt. 301 in Queenstown;
- Working with the Queenstown Harbor Golf Course to identify an appropriate trail route, trail design, and trail funding for a new public use nature trail planned to transect the golf course property and connect to Black Beards Road.

Chapter 7: Funding Sources

Funding for Trails

Queenstown is a small municipality with a limited tax base making the funding of large Capital Projects within its annual budget a challenge. Queenstown will use the Trails Master Plan as a guide for ensuring that developers take into consideration trail requirements as part of their development plans and fund the construction as part of their development ventures.

Operating Funds (Trails Maintenance and Enhancement Funding)

Funds from the operating budget could be used to support trail user education, volunteer coordination, and incentives for businesses to create urban trailheads and parking within the commercial centers.

Capital Funding

The town should consider establishing a capital budget to annually fund trail repair as well as provide for annual contributions to provide for new trail construction. Capital funds would be used to supplement private and grant fund sources or satisfy matching requirements and would provide for multi-year funding stream so that funds can be build up over several years, allowing for phased implementation.

Private Businesses and Developer Funding and Contributions

In some situations funding for trails can be leveraged from private developers and not-for-profit organizations and local businesses, as trails enhance and promote commerce within communities and are economic drivers.

Tax Increment Financing (TIF) Districts

Bicycle and pedestrian facilities within the commercial districts in Queenstown could also be funded as part of broader plans to invest in public improvements. TIF is a mechanism that helps fund public improvements related to economic development such as parking facilities, roadways, and other public infrastructure (including bicycle and pedestrian facilities). According to Maryland law, when a development or redevelopment project creates additional tax revenues for a jurisdiction, that jurisdiction can, in some instances, issue bonds to pay for public improvements for related infrastructure and can finance those bonds through the incremental increase in revenue that the project will generate.

Program Open Space- Local Side (Queenstown allocation thru Queen Anne's County)

Each year the Town of Queenstown should submit an Annual Program to Queen Anne's County identifying trail projects eligible for POS funding.

Queen Anne's County Capital Budget

The proposed Queen Anne's County Trail Gaps, as identified in Chapters 2 & 3, and references as "connector trails," incorporates several lands along MD Rt. 18 that fall under the jurisdiction of Queen Anne's County for proposed trails that traverse through County-managed lands. Given Queenstown's geography and the relationship of existing and potential trails to desired destinations, its trail system is dependent upon several trail segments that currently reside within the planning authority of Queen Anne's County. These include: Rt. 18 Connector Trail West; and Rt. 18 Connector Trail East

State & Federally Funded Programs (See Appendix B)

Bicycle and Pedestrian Priorities and Consolidated Transportation Program (CTP)

- The Town and County Commissioners should work together to have the pedestrian highway overpass bridges identified in Chapter 3 of this master plan presented to the State of Maryland for potential inclusion in the CTP in future years.

State and Federal Funding Programs

- Transportation Alternative Program;
- Maryland Bikeways Program;
- Recreational Trails Program;
- Safe Routes to Schools;
- New Sidewalk Construction for Pedestrian Access (Fund 79);
- Bicycle Retrofit (Fund 88);
- Maryland Highway Safety Office Grants;
- Sidewalk Reconstruction for Pedestrian Access (Fund 33).

The Town of Queenstown shall analyze grant options annually during their annual budget process, and identify funding sources are appropriate and which are applicable for various implementation elements of the Trails Master Plan.

Appendix A: Funding Sources

Bicycle and Pedestrian Funding Programs in Maryland

Maryland offers a wide variety of federal and state funded programs to help plan, design, and build projects throughout the state. The following summarizes key grant criteria and requirements for these federal and state funding programs which are the primary funding sources for bicycle and pedestrian projects. State staff offer workshops annually to help potential applications to identify ways to combine the grants to successfully to implement projects. All grant funding is provided on a reimbursement basis.



Transportation Alternatives Program (MDOT SHA): The program provides funding for projects that enhance the cultural, aesthetic, historic, and environmental aspects of the intermodal transportation system.

Eligible Grantees:

- Metropolitan Planning Organizations (select projects for 50% of available funding)
- Local/County Jurisdictions
- Transit Agencies
- Federal Public Land Agencies
- Local/County School Districts

Eligible Bike/Pedestrian Projects:

- Planning and Design of Bike/Pedestrian Facilities and Safe Routes for Non-Drivers
- Construction of Bike/Pedestrian Facilities
- Construction of Safe Routes for Non-Drivers
- Conversion of Abandoned Rail to Bike/Pedestrian Trails

Requirements:

- Funding Source: Federal. All TAP projects must comply with ADA, NEPA, Davis-Bacon wage rates, Buy America, and other applicable state and federal regulations.
- Local match: 20 percent of total eligible project costs as a cash match. A TAP grant can cover up to 80 percent of the construction costs. Prior project work and right-of-way acquisition may not be counted toward the 20 percent match requirement. In kind services are eligible in some instances, but must be reviewed on a case-by-case basis.
- All TAP projects must meet the following criteria:
 - Open to the public and benefit a broad segment of Marylanders, not a specific group or individual.
 - Relate to surface transportation and serve a transportation purpose, connecting two destinations (TAP projects cannot be solely recreational in purpose, but may be phased as long as each phase continues to serve transportation destinations.)
 - Unrelated to planned or existing highway projects, routine highway improvements, or required mitigation for a planned or existing highway project. TAP projects may be enhancements to larger federal-aid highway projects.
 - Located on publicly-owned right-of-way or on right-of-way encumbered with a permanent easement held by a state agency or the government agency sponsoring or co-sponsoring the project.



Maryland Bikeways Program (MDOT): The program supports projects that maximize bicycle access and fill missing links in the state’s bicycle system, focusing on connecting shared-use paths and roads and enhancing last-mile connections to work, school, shopping and transit.

Eligible Grantees:

- State Agencies
- Metropolitan Planning Organizations
- Local/County Jurisdictions
- Transit Agencies
- Federal Public Land Agencies

Eligible Bike/Pedestrian Projects:

- Feasibility Assessments, Design and Engineering

- Construction of Shared Use Paths, Cycletracks and Bicycle Lanes
- Shared Lane and other pavement markings
- Bicycle Route Signage and Wayfinding
- Bicycle Capital Equipment (e.g. parking)
- Other Minor Retrofits to Support Bicycle Routes
- Education Materials to Support Bikeway Projects

Requirements:

- Funding Source: State
- Local Match: 20 percent of total project cost. Match may include cash or in-kind services contributing to the project, including expenditures up to 24 months prior to a Bikeways project award.
- All Bikeways Projects must meet at least one of the following criteria:
 - Located within 3 miles of a rail transit station or major bus transit hub;
 - Provide or enhance bicycle access along any gap identified in the Statewide Trails Plan;
 - Identified as a transportation priority in the County’s most recent annual priority letter submitted to MDOT.
 - Enhance bicycle circulation within or access to a Sustainable Community, Designated Maryland Main Street, census tract at or below 60% of area median income, major university, central business district, or important tourist or heritage attraction.



Safe Routes to Schools (MDOT SHA): A program providing funding for education and infrastructure improvements in the vicinity of state-funded K-8 institutions that promote students walking and cycling to school. Safe Routes to School projects must be requested through the larger Transportation Alternatives Program due to MAP-21 and continued under the latest federal transportation law, The Fixing America’s Surface Transportation (FAST) Act.

Eligible Grantees:

- Local/County Jurisdictions
- Local/County School District
- Transportation Safety Non-Profits (if applying for safety education projects)

Eligible Bike/Pedestrian Projects:

- Bike/Pedestrian safety classes for students
- Traffic education and enforcement near schools
- Public awareness campaigns for press and community leaders
- Sidewalk Improvements (within 2.0 miles of school)
- Traffic calming and speed reduction improvements
- Bike/Pedestrian Crossing Improvements
- On- and Off-Street Bike/Pedestrian Improvements
- Bicycle Parking
- Traffic diversion, education and enforcement funds

Requirements:

- Funding Source: Federal (part of Transportation Alternatives)
- Local match: 20 percent of total project cost as a cash match.
- Safe Routes to School projects with the following criteria are preferred:
 - The project and its outcomes are viable
 - Addresses an infrastructure or programmatic gap

Maryland Highway Safety Office Grant (MDOT MVA): These grants aim to reduce the number of motor vehicle-related crashes, deaths, and injuries on Maryland highways through education and enforcement actions that modify risky behaviors. The State's Strategic Highway Safety Plan is a data-driven plan that identifies the top safety priorities that are eligible for funding. Pedestrian and Bicycle Safety is one of six of Maryland's top safety priorities, called priority emphasis areas.

Eligible Grantees:

- State Agencies
- Local/County Jurisdictions
- Law Enforcement Agencies
- Non-Profit Organizations

- Higher Education Institutions

Eligible Bike/Pedestrian Projects:

- Pedestrian and Bicycle Safety Projects Consistent with SHSP Strategies (see below)

Requirements:

- Funding Source: Federal (Highway Safety Improvement Program funds)
- Local match: 20 percent of total project cost as a cash match.
- Projects must match one of the top safety priorities and implement the strategies identified in the Strategic Highway Safety Plan:
 - Identify and target pedestrian and bicycle safety issues, populations, and locations of concern through the collection, analysis and evaluation of data and information;
 - Promote safe behaviors of all road users appropriate for the environment through education and enforcement initiatives;
 - Create and improve roadway environments for safe walking and bicycling through implementation of engineering treatments, land use planning and system-wide countermeasures;
 - Create and improve pedestrian and bicycle safety culture in Maryland including the promotion and implementation of legislation and training of professionals and stakeholders about best safety practices;
 - Develop, apply, and promote technological approaches, including those in vehicles and emergency response equipment, in order to better prevent and reduce the severity of collisions involving pedestrians and bicyclists; and
 - Identify and promote safe driving and pedestrian behaviors for all motorists and public safety professionals at the scene of emergency events.

Recreational Trails Program (MDOT SHA): A federally-funded program supporting the development and maintenance of motorized and non-motorized recreational trails and trail-related facilities. Examples of trail uses include hiking, mountain biking, trail running, equestrian use, canoeing, kayaking, cross-country skiing, snowmobiling, off-road motorcycling, all-terrain vehicle riding, four-wheel driving, or using other off-road motorized vehicles.

Eligible Grantees:

- State Agencies
- Local/County Jurisdictions
- Non-profits

Eligible Bike/Pedestrian Projects:

- Construction of new trails
- Maintenance and restoration of existing trails
- Development/Rehabilitation of trailside facilities and linkages
- Purchase of Trail construction equipment
- Acquisition of easement or property for trails
- Improvements to signage and structures

Requirements:

- Grant awards typically do not exceed \$80,000 for new construction and \$30,000 for other projects; however, exceptions will be considered on a case by case basis for construction projects. All projects are subject to a \$20,000 minimum request.
- Local match: 20 percent of total project cost as a cash or in-kind match.
- Recreational Trails projects with the following criteria are preferred:
 - Connect communities with natural/cultural areas or tourism areas (i.e. Scenic Byways, Heritage Areas, Canal Towns, etc.)
 - Broad-based community support
 - Complete a missing link in the State Trails Plan
 - Link or complete existing trails
 - Mitigate trail impacts on the natural environment
 - Construction or maintenance accomplished with youth conservation corps or service groups

Sidewalk Reconstruction for Pedestrian Access (Fund 33): The primary purpose of this fund is to upgrade existing pedestrian facilities along state highways to meet Americans with Disabilities Act Accessibility Guidelines (ADAAG) and the SHA Accessibility Policy & Guidelines for Pedestrian Facilities along State Highways.

Requirements:

- Considered at locations where no other project is planned.
- Projects must be along a state highway.
- Project must provide access and connectivity to pedestrian generators (transit, government and public facilities) within ½ mile.
- Projects are not limited to Priority Funding Areas.
- Projects do not require any funding participation from the local jurisdiction.

Contact:

- Sean Campion, MDOT SHA Innovative Contracting Division, 410-545-8863, scampion@sha.state.md.us

New Sidewalk Construction for Pedestrian Access (Fund 79): The primary purpose of this fund is to construct new sidewalk along the state highway system where it does not currently exist today.

Requirements:

- Projects must be requested by the local jurisdiction where the sidewalk would be located.
- Projects must be along an “urban highway” as defined in Maryland Transportation Code Annotated § 8-630.
- Projects must be at locations where no other project is currently planned to construct or reconstruct the roadway.
- The local jurisdiction must agree to the following as required by Maryland Transportation Code Annotated § 8-630:
 - To fund or secure all right-of-way outside of SHA right-of-way;
 - To provide opportunities for public involvement prior to construction;
 - To maintain the sidewalk upon construction completion.
- Construction of projects not located within a Priority Funding Area shall be funded equally between SHA and the local jurisdiction.
- Construction of projects located within a Priority Funding Area shall be 75% funded by SHA and 25% funded by the local jurisdiction.
- If a sidewalk is located in a “Sustainable Community” per Housing and Community Development Article §6-301, construction *may* be funded entirely by SHA.
- If a sidewalk is located in a Priority Funding Area and it is determined that a *substantial* public safety risk or *significant* impediment to pedestrian access exists and the adjoining roadway is under neither construction nor reconstruction, sidewalk construction shall be identified as a system preservation project and *may* be funded 100 percent by SHA.



Bicycle Retrofit (Fund 88): The primary purpose of this fund is to provide bicycle facilities along the state highway system to promote connectivity or address safety concerns. Improvements may include on road facilities (marked bicycle lanes or marked shared use lanes) or off-road facilities such as shared use paths.

Requirements:

- Considered where no other project is planned.
- Projects for on road improvements do not require any funding participation from the local jurisdiction.
- Projects for off road improvements are subject to the same requirements as the New Sidewalk Construction for Pedestrian Access program.

Community Legacy Program (DHCD): The program provides local governments and community development organizations with funding for essential projects aimed at strengthening communities through activities such as business retention and attraction, encouraging homeownership and commercial revitalization. Projects must be located within an approved Sustainable Community to be eligible for funding. Bicycle and pedestrian opportunities include streetscape improvements and as part of mixed-use developments.

Contact:

- Community Legacy Program Local Support Staff contacts can be found at <http://dhcd.maryland.gov/Communities/Pages/programs/CL.aspx>

Program Open Space (DNR): The program consists of two components, a local grant component often called Localside POS and a component that funds acquisition and recreation facility development by the State. The localside component provides financial and technical assistance to local subdivisions for the planning, acquisition, and/or development of recreation land or open space areas.

Contact:

- Program Open Space Local Support Staff contacts can be found at <http://dnr2.maryland.gov/land/Pages/LocalSupport/Local-Support-Contacts.aspx>

Community Parks and Playgrounds (DNR): The program provides funding to restore existing parks and create new park and green space systems in Maryland's cities and towns. Flexible grants are provided to local governments which help them rehabilitate, expand or improve existing parks. Funding can help develop environmentally oriented parks and recreation projects, create new parks, or purchase and install playground equipment in older neighborhoods and intensely developed areas throughout the state.

Contact:

- Community Parks and Playgroups Local Support Staff contacts can be found at <http://dnr2.maryland.gov/land/Pages/LocalSupport/Local-Support-Contacts.aspx>

Maryland Heritage Areas Financial Assistance Programs (MHT): Designated Maryland Heritage Areas are eligible for various tax credits, grants and loans. These financial assistance programs support for a wide variety of historic preservation-related activities. Bicycle and pedestrian opportunities involve inclusion in heritage tourism development and educational programs.



Appendix B: Trail Maps & Acknowledgements

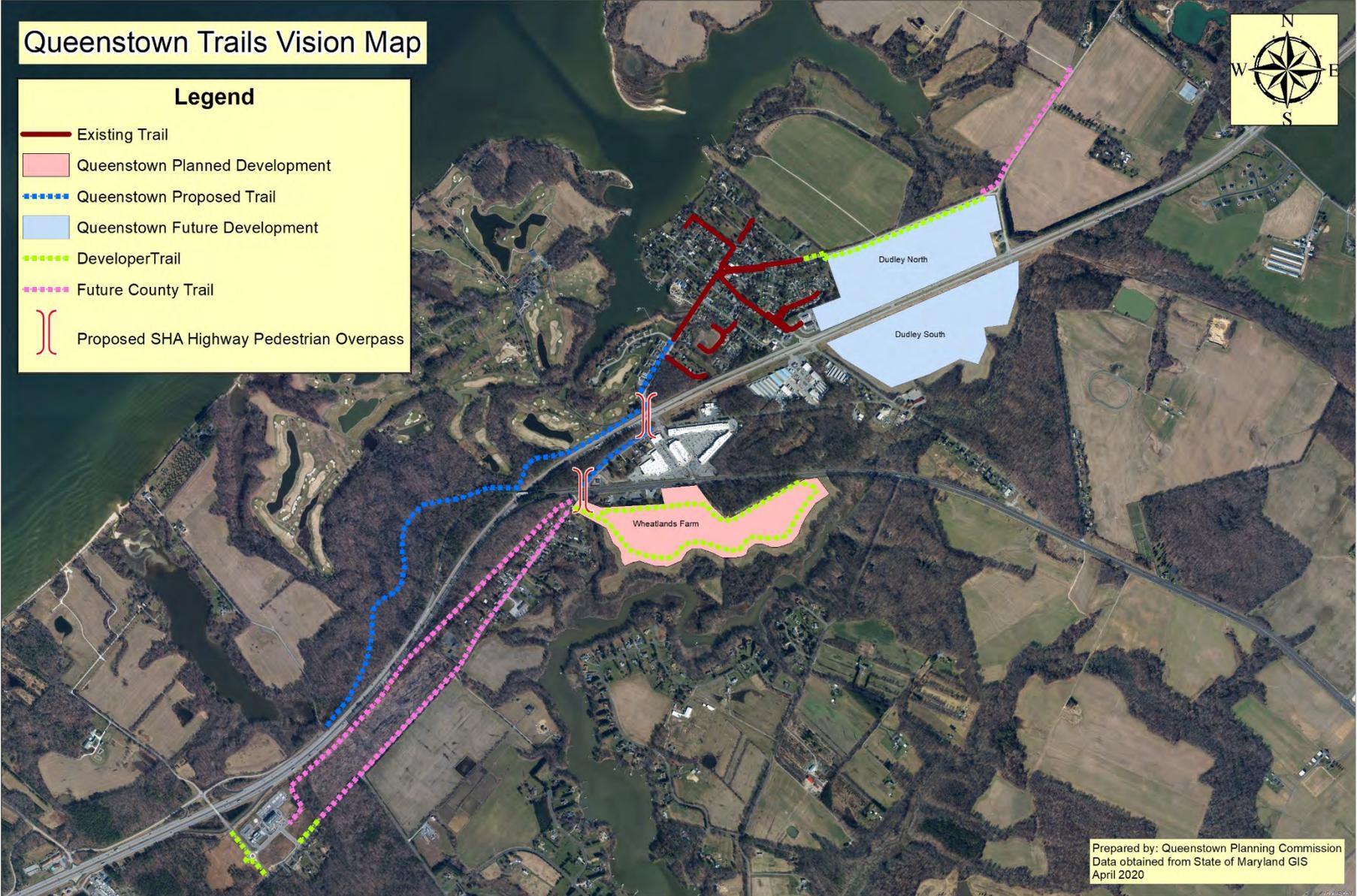
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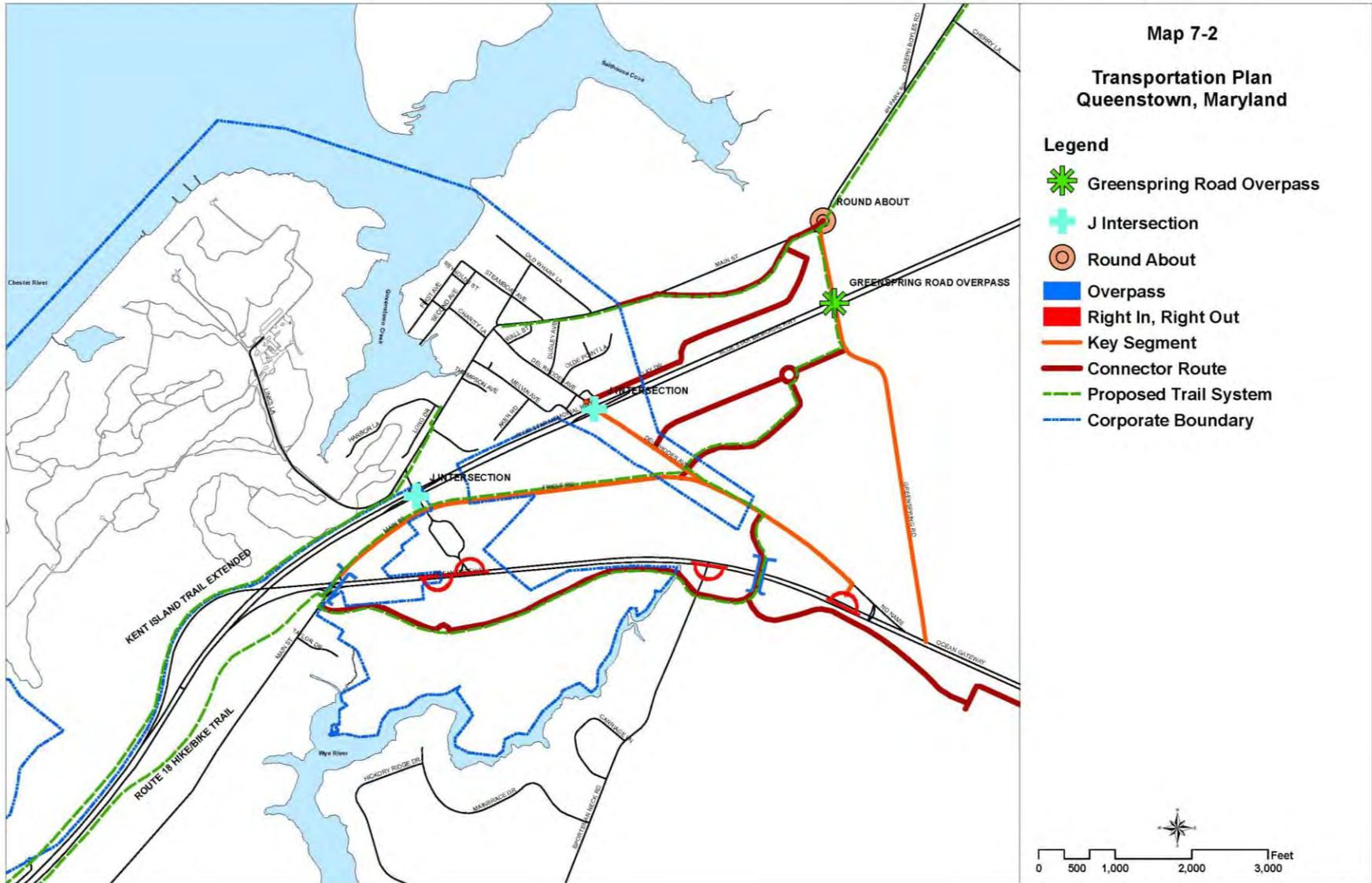
Queenstown Trails Vision Map

Legend

- Existing Trail
- Queenstown Planned Development
- Queenstown Proposed Trail
- Queenstown Future Development
- Developer Trail
- Future County Trail
- Proposed SHA Highway Pedestrian Overpass



Prepared by: Queenstown Planning Commission
Data obtained from State of Maryland GIS
April 2020



Captain John Smith Chesapeake National Historic Trail

Chesapeake Bay Region
Delaware, Maryland, New York,
Pennsylvania, Virginia, and
Washington, D.C.

National Park Service
U.S. Department of the Interior



Plan Your Adventure

The Captain John Smith Chesapeake National Historic Trail travels nearly 3,000 miles across the Chesapeake Bay and its rivers. The trail was officially launched in May 2007, as part of the 400th anniversary of the founding of Jamestown, Virginia.

Since then, the trail has been extended beyond the route of Smith's explorations to include the rivers and upper reaches of rivers that served as trade and transportation routes for Indian tribes who lived here before the English arrived.

There are countless things to see and do along the Smith trail. The water routes offer great experiences for paddling and power boats, and there are lots of land-based sites to visit by car. You'll find opportunities for boating, hiking, bicycling, and watching wildlife, as well as historic settings with museums, living history exhibits, and visitor centers. Many sites along the trail offer several of these options in one setting or in a cluster of nearby sites.



Trail information and Susquehanna River access facilities available at the Zimmerman Center for Heritage.



Use these resources to learn more about what the Smith trail offers.

Visit the trail website at www.SmithTrail.net

Check out the map or use the "Adventure Planner" to design your itinerary. Explore your options on a variety of water trails, and read excerpts from the official boater's guide. This website also offers lots of information about Smith, American Indians (past and present), and the Chesapeake Bay of the early 1600s.

Visit www.FindYourChesapeake.com to inspire your next adventure along the Smith trail and throughout the Chesapeake region. Read travel articles for trip ideas, enjoy stunning photography, and search for specific interests — like boating, camping, geocaching, maritime heritage, and more — in the places you would like to visit.



Paddlers enjoying the John Smith trail

Call up a "smart buoy."

These yellow buoys float on the water to mark places on the John Smith trail. They also transmit recordings about that location 400 years ago. You can access buoy information at www.buoybay2008.gov and by phone toll free at 877-BUOY BAY.



- Map legend
- Captain John Smith Chesapeake National Historic Trail
- Visitor information
- Trail point of interest
- Local water trail
- NOAA interpretive buoy
- Public water access site
- National & state capitals



A dramatic view of Great Falls on the Potomac River



Fishing at Belle Isle State Park



Bikers overlooking the Susquehanna River

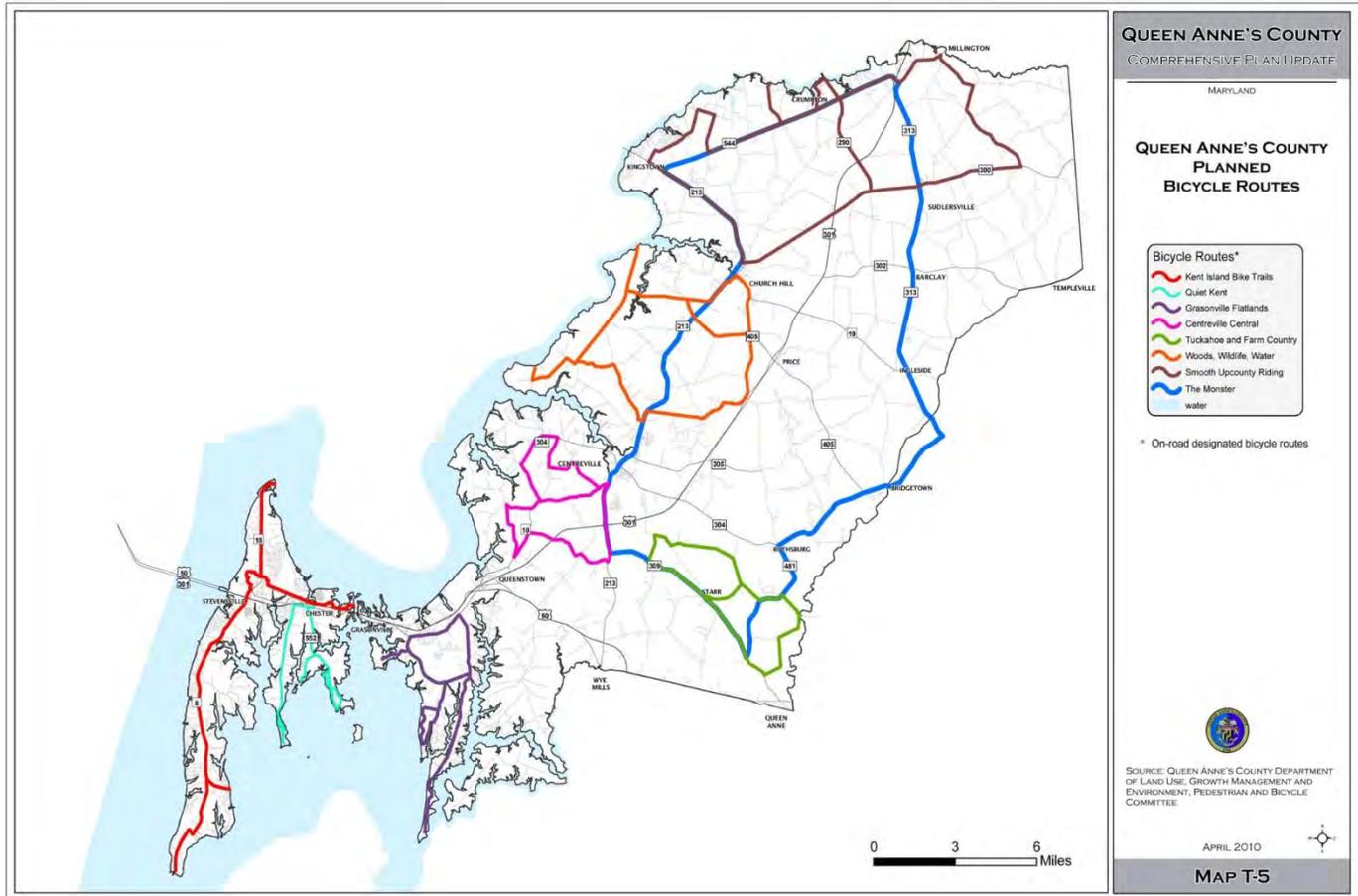


Learning about dug-out canoes at Jamestown Settlement



The John Smith trail extends beyond the route of Smith's explorations to include additional river routes used by 17th-century Indians.





¹ 2010 Queen Anne's County Comprehensive Plan, page 8-16.

² 2010 Queen Anne's County Comprehensive Plan, page 8-15.

³ 2010 Queen Anne's County Comprehensive Plan, page 8-14.

⁴ 2010 Queen Anne's County Comprehensive Plan, page 8-31.

⁵ <https://discoverytrail.org/>

⁶ <https://discoverytrail.org/states/maryland-dc/md-trail/>

⁷ Executive Summary of the Final Comprehensive Management Plan and Environmental Assessment Captain John Smith Chesapeake National Historic Trail Delaware, Maryland, Virginia, and District of Columbia February 2011

⁸ <https://www.fhwa.dot.gov/byways/byways/2261>

⁹ <http://storiesofthechesapeake.org/grants/projects/>

¹⁰ <https://nacto.org/publication/urban-street-design-guide/street-design-elements/sidewalks/>

¹¹ National Association of City Transportation Officials Urban Street Design Guide

¹² [Railstotrails.org/build-trails/trail-building-toolbox/design/surfaces](https://railstotrails.org/build-trails/trail-building-toolbox/design/surfaces)

¹³ [Smartgrowthamerica.org/resources/the-best-complete-streets-policies-of-2018](https://smartgrowthamerica.org/resources/the-best-complete-streets-policies-of-2018)

¹⁴ Queen Anne's County 2010 Comprehensive Plan

¹⁵ See Funding and Maintenance Issues for Walkways, Fairfax County Transportation Advisory Commission Fairfax County Trails and Sidewalks Committee March 15th 2016 Joint Meeting. <https://www.slideshare.net/fairfaxcounty/funding-and-maintenance-issues-for-walkways-march-15-2016>

¹⁶ Assumes a 5' wide concrete paved trail with moderate side slope, exclusive of structures

(bridges, boardwalks, etc.).

¹⁷ A shorter replacement period can be substituted, 50-year assumes regular maintenance is performed.

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