



Queen Anne's County Pedestrian & Bicycle Master Plan

April 2024



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INTRODUCTION

Queen Anne's County has a rich, rural history that that has shifted to more of a suburban community in recent years. Increasing in popularity to both residents and visitors due to its newer residential areas, beaches, and growing businesses, Queen Anne's County has experienced an abundance of growth, starting particular with the construction and expansion of the Chesapeake Bay Bridge. Often referred to as the Bay Bridge, it serves as the single corridor for connecting the more urbanized areas surrounding Washington D.C. and Baltimore to the Eastern Shore. This has caused an increase in vehicular traffic for the County and there have been numerous discussions and studies surrounding the expansion of the Bay Bridge for increased accessibility to the Eastern Shore.

In addition to the existing traffic concerns the County faces, there is a lack of safe, connected multimodal facilities for residents and visitors to use and enjoy. The South Island Trail and Cross Island Trail serve as the existing multimodal spine network in the County, but unfortunately US 50/301 limits the connectivity between these two facilities and potential use.

As residents experience most of the vehicular traffic issues, this Master Plan stemmed from a desire to take a comprehensive look at how to build out their pedestrian and bicycle infrastructure more formally to allow for better connectivity and accessibility using these active modes.

The Bicycle and Pedestrian Advisory Committee (BPAC) is an existing group that supports pedestrian and bicycle safety in Queen Anne's County through the advancement, development, and maintenance of pedestrian and bicycle facilities. The purpose of the BPAC, as listed on the Queen Anne's County website, is as follows:

The committee will advise and make recommendations to the County on pedestrian and bicycle access issues, act as a liaison between the public and the County and will independently and with County staff, identify, evaluate, and seek out all grants and other financial programs available for the development and maintenance of pedestrian and bicycle facilities.

The BPAC, along with the Parks and Recreation Advisory Committee (PRAC), led the effort to formally develop a Countywide Pedestrian and Bicycle Master Plan. Queen Anne's County embarked on the development of a Pedestrian and Bicycle Master Plan to serve as the County's first adopted plan to use as a basis for connecting gaps between existing facilities and to further to prioritize projects. The intent of this Master Plan is to help the County achieve a more connected, accessible, and safe active transportation network.

The identified network, once constructed, will provide facilities that could be used by residents of and visitors to the County for both transportation and recreational purposes. The recommended network builds upon the successful implementation of existing trails and provides access to locations that have been identified by the public through this master planning process.



The components that were combined to develop this Master Plan include:



This Master Plan is a critical step in the process for Queen Anne’s County to continue making investments in their active transportation infrastructure and creating a network that is safe and convenient for all users. The Master Plan also sets the stage for subsequent study and design phases will need to occur before implementation and successful use is achieved, as show in **Figure 1**.

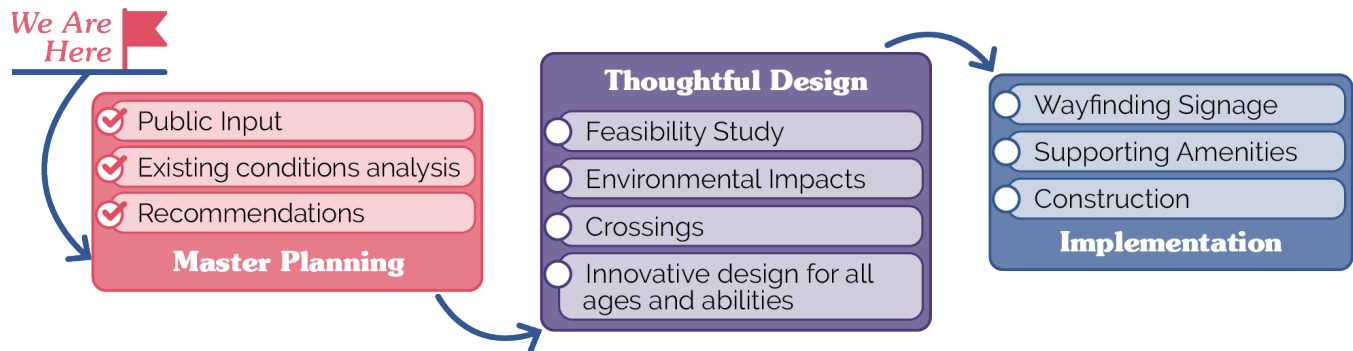


Figure 1. Steps to Successful Active Transportation Use

The subsequent sections of this Master Plan:

- ✓ summarize the existing active transportation conditions and facilities in Queen Anne’s County
- ✓ detail the public input received throughout this planning process
- ✓ outline and prioritize recommended routes and facility types
- ✓ recommend strategies to keep momentum moving forward



EXISTING CONDITIONS

Existing conditions—such as population, demographic information, existing infrastructure, and safety-related data—inform data-driven planning for the future pedestrian and bicycle network. The following section summarizes the baseline conditions of Queen Anne's County that influence pedestrians and bicyclists.

Demographics

Demographic information for the County helped to inform the selection and prioritization of potential future pedestrian and bicycle infrastructure projects. **Figure 2**, **Figure 3**, **Figure 4**, and **Figure 5** show Queen Anne's County population, percent minority¹, zero-car households, and poverty status, respectively. Demographic information was collected from 2021 American Community Survey (ACS) Five Year Estimates and is displayed at the census block group and/or census tract level.

The population number by census block group for Queen Anne's County is shown in **Figure 2**. Much of the population is in the Kent Island area of the County, with less towards the northwestern part of the County. Population is also high in the eastern portion of the County that borders Caroline County, particularly east of Centreville and north of and including Queen Anne.

Figure 3 shows the percentage of the population that is considered a minority by census block group in Queen Anne's County. As seen in the figure, the only areas with a minority population of 30% or greater are the Grasonville area and the area between Church Hill and Centreville which extends to the northwest border of the County.

The number of zero-car households by census tract in Queen Anne's County is shown in **Figure 4**. The highest number of zero-car households exists in and north of Centreville, as well as in the portion of Kent Island North of US 50. Parts of Kent Narrows, Grasonville, and the southeast portion of the County also have moderately high quantities of zero-car households compared the rest of the County.

Figure 5 shows the population number with poverty status by census tract in Queen Anne's County. The highest numbers of population with poverty status are represented in Kent Narrows and Grasonville, in addition to the area including and north of Centreville.

The review of County demographics demonstrates communities for whom connected, safe, and accessible bicycle infrastructure is critical to ensure equitable participation in community life: those that live in (proportionally) dense areas with efficient access to commercial and recreational opportunities; historically disadvantaged minority groups; and people who do not or choose not to own a car.

The Census Bureau also collects additional characteristics and behavior of populations, including the following describing Queen Anne's County:

- 20.7% of the County are 65 years or older.
- 78% of workers in Queen Anne's County currently drive to work.
- Fewer than 0.05% of workers in Queen Anne's County bike to work

¹ The Census Bureau defines "Minority" populations as any group other than White-alone, non-Hispanic.

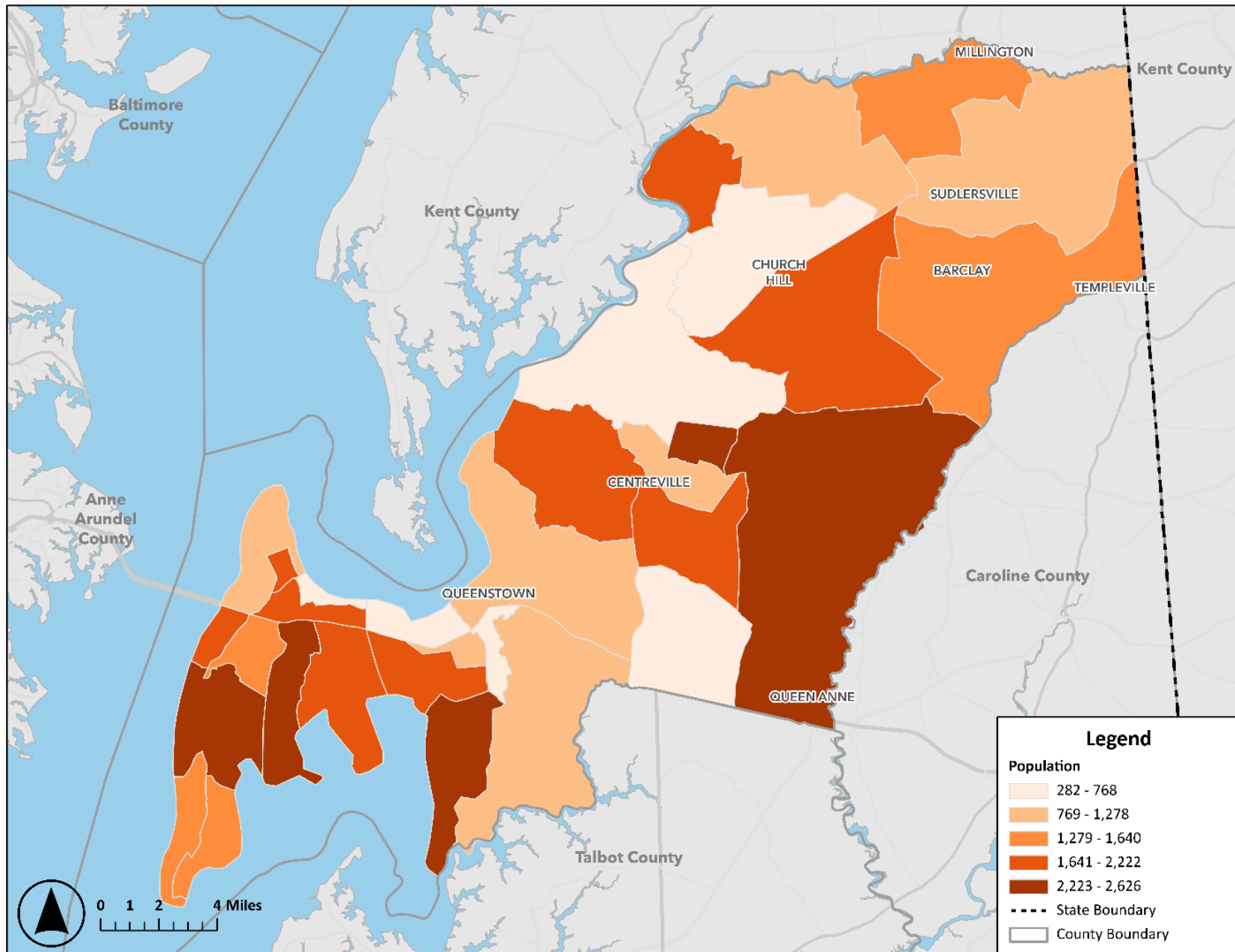


Figure 2. Population by Census Block Group for Queen Anne's County (Source: 2021 ACS 5-Year Estimates; Tier ranges were set to best visualize the range of data present in the County)

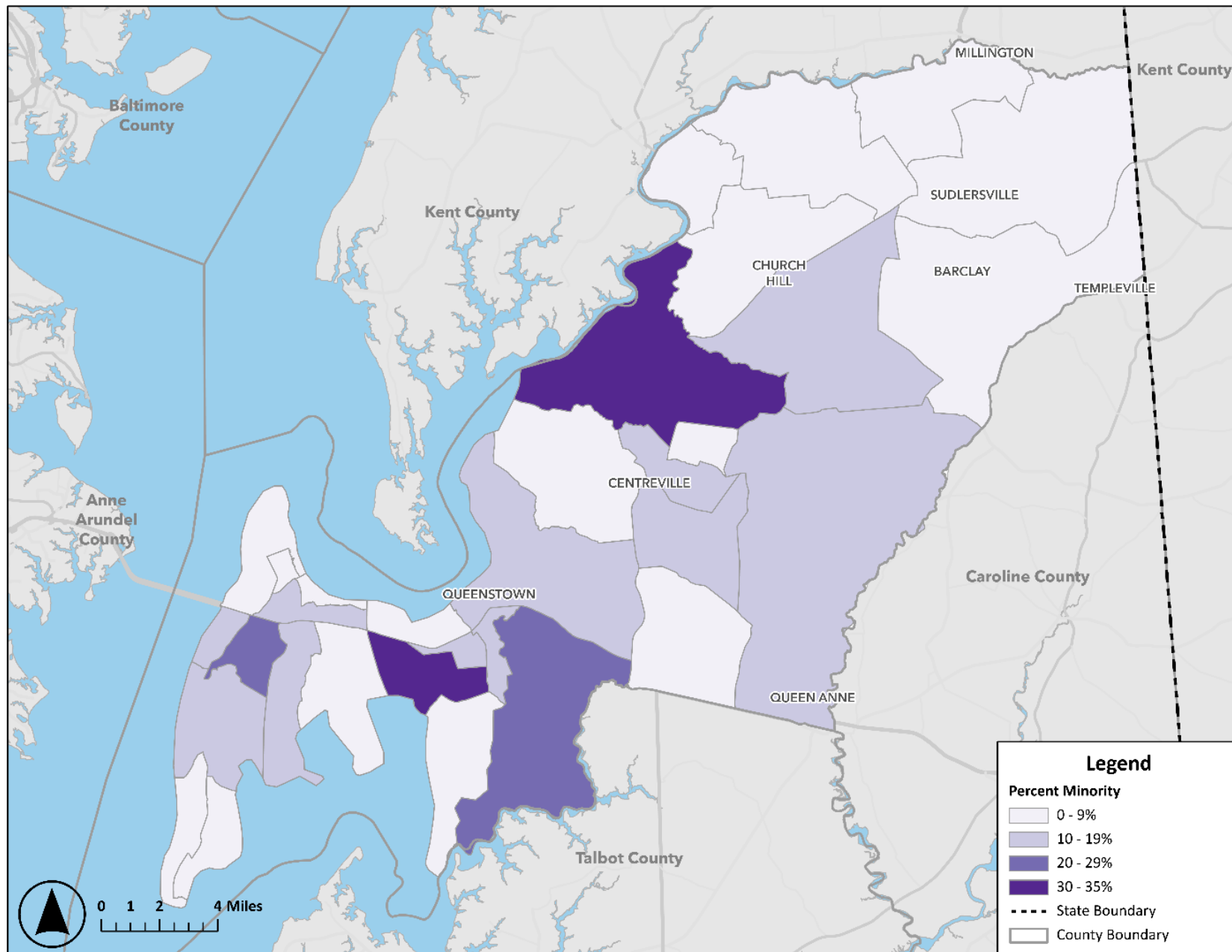


Figure 3. Percent Minority by Census Block Group for Queen Anne's County (Source: 2021 ACS 5-Year Estimates; Tier ranges were set to best visualize the range of data present in the County)

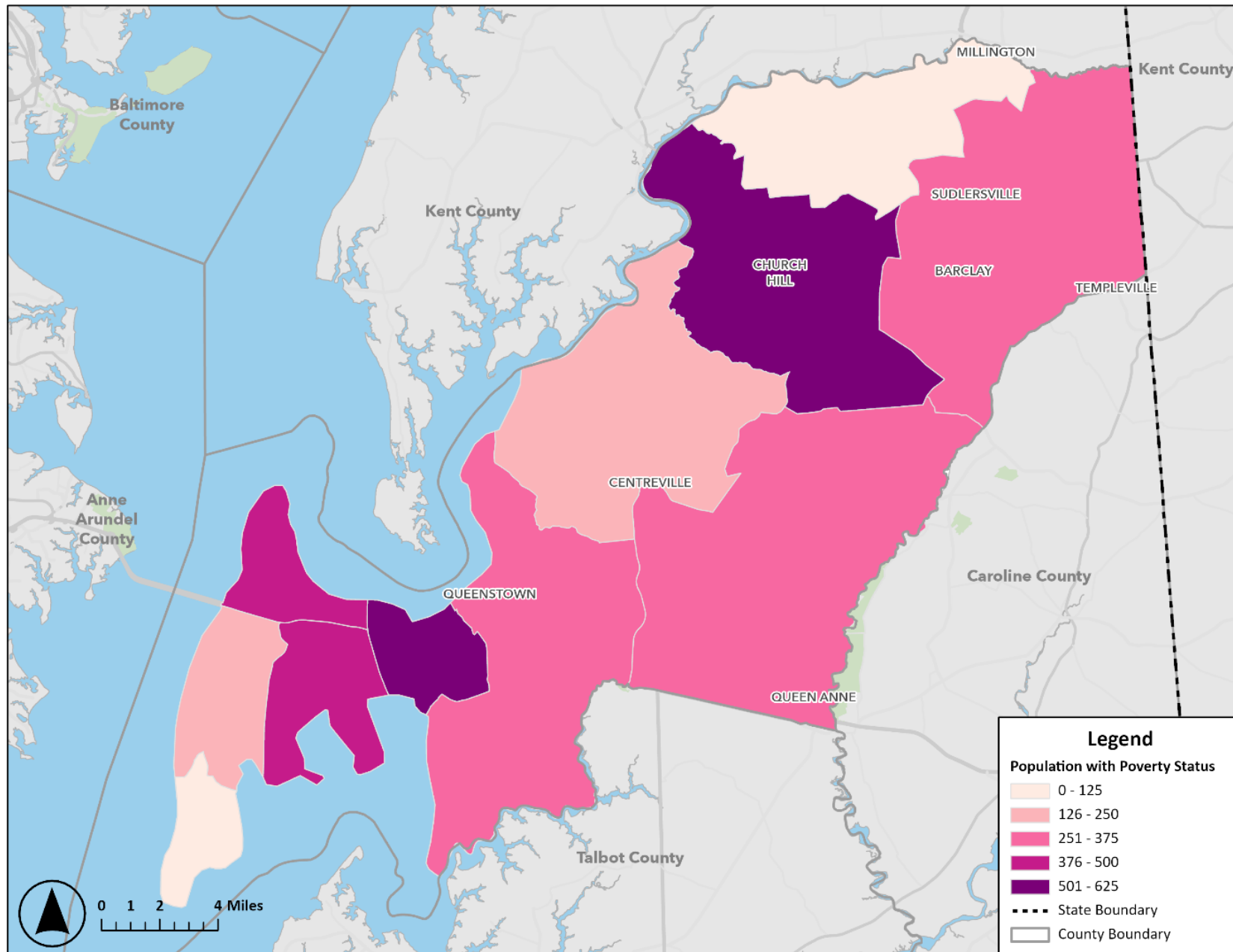


Figure 5. Poverty Status by Census Tract for Queen Anne's County (Source: 2021 ACS 5-Year Estimates; Tier ranges were set to best visualize the range of data present in the County)

Existing Infrastructure

Pedestrian and Bicycle Network

Queen Anne's County has invested in implementing various off-road trails for recreational use—most notably the Cross Island Trail and South Island Trail, with the former pictured in **Figure 6**. Existing pedestrian and bicycle infrastructure serve as a foundational element for the potential future infrastructure recommended in this Master Plan. The intent of this Master Plan was to identify strategies to enhance and expand upon investments made by the County. This intent to build upon what already makes the County successful was confirmed by the voices of various stakeholders through public engagement efforts.



Figure 6. Queen Anne's County Cross Island Trail

A summary of existing transportation and recreational trails, bike lanes, and sidewalks in Queen Anne's County is shown in **Figure 7**. Existing trails and bike lanes are shown on a map of Queen Anne's County in **Figure 8**, and existing sidewalks and walking trails are similarly shown in **Figure 9**. As seen in the figures, the existing trails are primarily located in the Kent Island and Kent Narrows portion of the County. Other trails consist of small trails in and around local parks near incorporated towns, such as Centreville. Existing sidewalks are similarly concentrated in Chester, Kent Narrows, Grasonville, and Centreville, as well as other incorporated towns. Some walking trails are also present in publicly managed green spaces (Wye Island Natural Resources Management Area and Tuckahoe State Park).

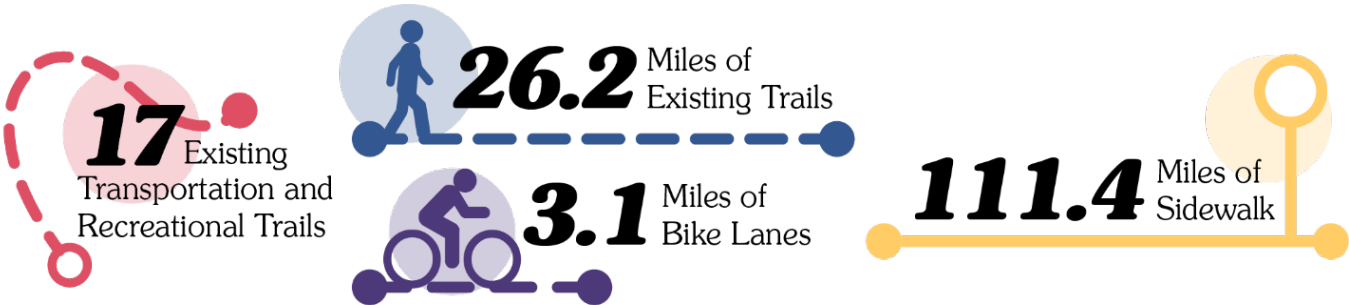


Figure 7. Summary of Existing Trails, Bike Lanes, and Sidewalks in Queen Anne's County

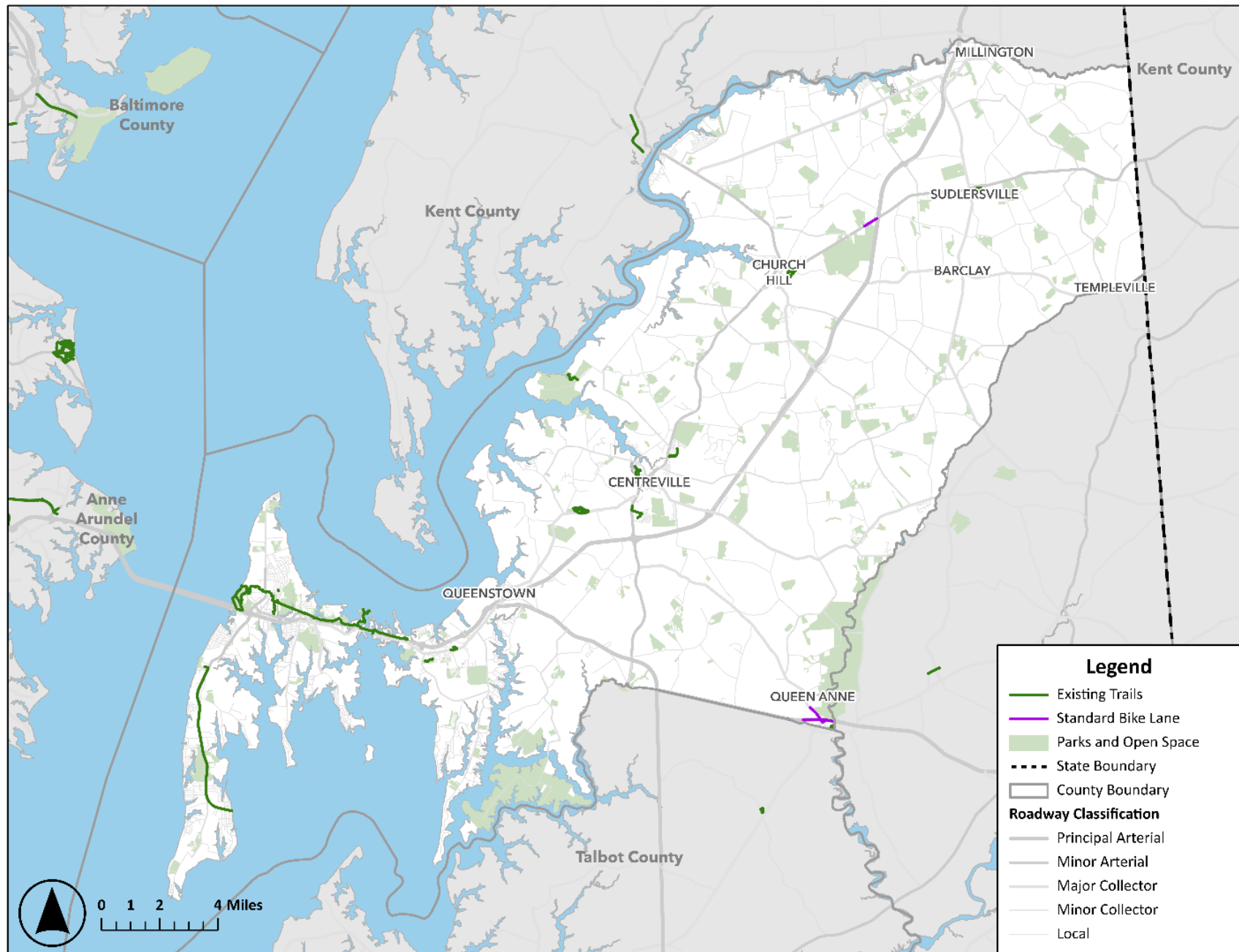


Figure 8. Existing Trails and Bike Lanes in Queen Anne's County

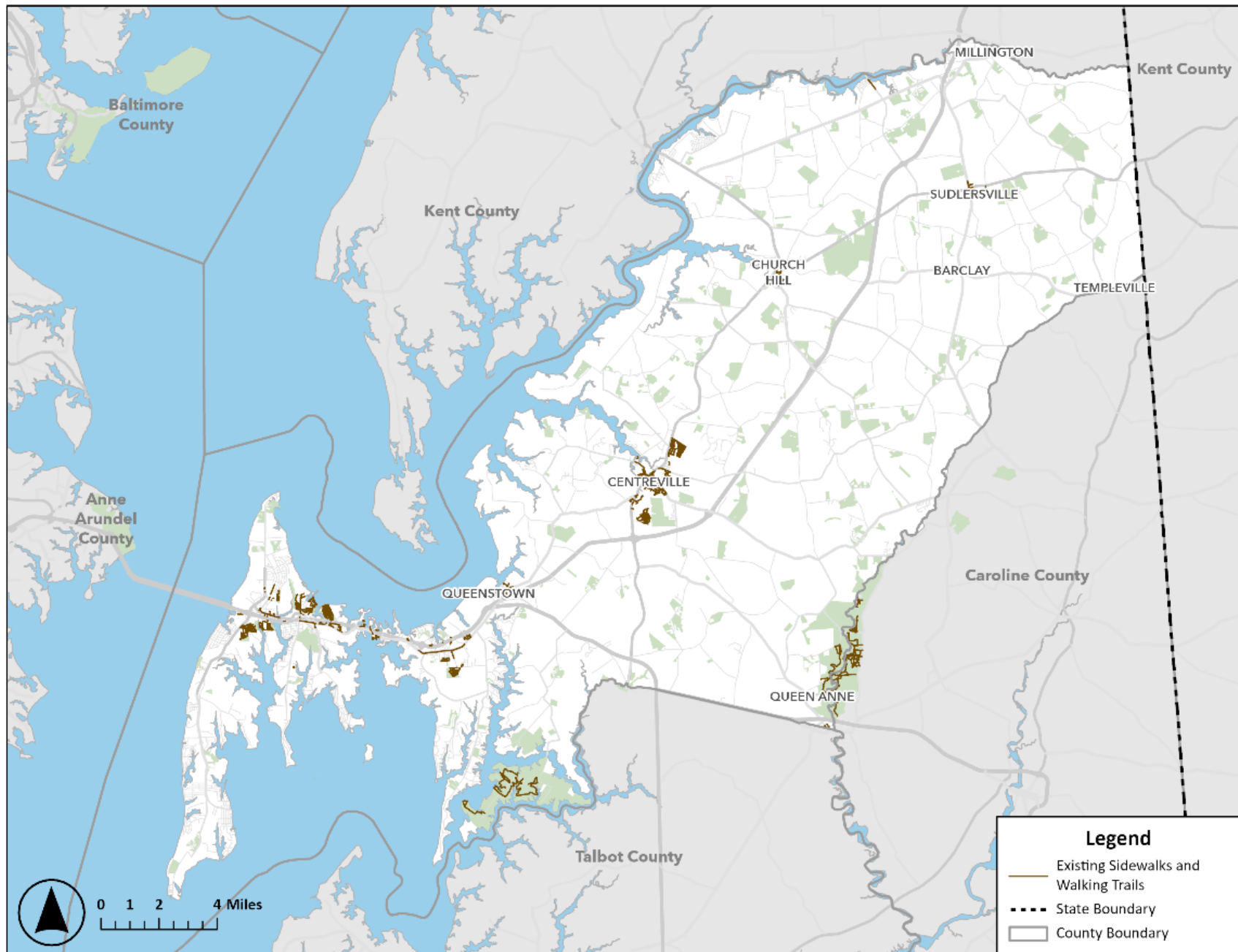


Figure 9. Existing Sidewalks and Walking Trails in Queen Anne's County



Existing Community Needs and Uses

An online public engagement survey and interactive map was distributed to the public to document existing community uses and needs as they relate to the pedestrian and bicycle network in Queen Anne's County. The survey was open from August 4, 2023 to September 29, 2023, and a total of 289 surveys were completed along with 157 comments provided in the interactive map. Survey respondents were asked to share information on:

- Their existing comfortability as both pedestrians and cyclists
- Their most frequent uses of the existing pedestrian and bicycle network
- The existing constraints that prevent them from using existing facilities

This information was used to establish an early understanding of community needs.

Existing Comfortability and Uses

Understanding the community's perspective on comfort is key to the understanding how appropriate a network or facility is to help people achieve their daily objectives. Comfort and perception of comfort has a significant influence on how well utilized a network will be overall and which users will feel excluded.

Based on the results of the engagement survey, 91 percent of respondents defined themselves as "interested but concerned" or "enthused and confident" bicyclists. Similarly, 92 percent of respondents selected that they were either "interested but concerned" or "enthused and confident" pedestrians. These responses indicate a strong interest to use existing pedestrian and bicycle networks in the County. It is noted that, despite the significant interest, a majority of the users expressed sentiments that there were barriers that influence how comfortable *they feel* using the network.

The number of respondents who reported that their main trip purpose when biking was for exercise and fitness, or recreation and leisure purposes was 97 percent. Similarly, 96 percent of respondents reported that their main trip purpose when walking was for exercise and fitness, or recreation and leisure purposes. Participants across both modes ranked exercise and fitness, recreation and leisure, and daily errands as the top three categories they would choose to both bike and walk to if access was improved.

Existing Constraints

The results of the survey revealed community sentiments on real and perceived constraints that limit an individual's ability or comfort in walking or bike. Of the respondents that rated the ability to cycle to a destination in the County as either "somewhat" or "very difficult", the most commonly cited factors consisted of roadway issues, safety concerns, traffic/busy roads, and missing or deficient bicycle facilities.

Similarly, of the respondents that rated the ability to walk to destinations in the County as either "somewhat" or "very difficult", commonly cited factors consisted of safety concerns, traffic/busy roads, automobile speeds, missing or deficient bicycle facilities, and lack of separation (buffer) between sidewalks and roads.

The comments shared through the interactive map echoed these constraints and specifically identified locations where these constraints were most noticeable across the County.

Overall, the survey results indicated a need for an increase in the number of facilities, as well as safer and more accessible routes for walking and biking throughout the County. Addressing the constraints is critical in enhancing the accessibility, safety, and appeal of pedestrian and bicycle facilities in Queen Anne's County. A summary of feedback from the public on the existing pedestrian and bicycle network in Queen's Anne's County is shown in **Figure 10**. Detailed survey results can be found in the **Appendix**.

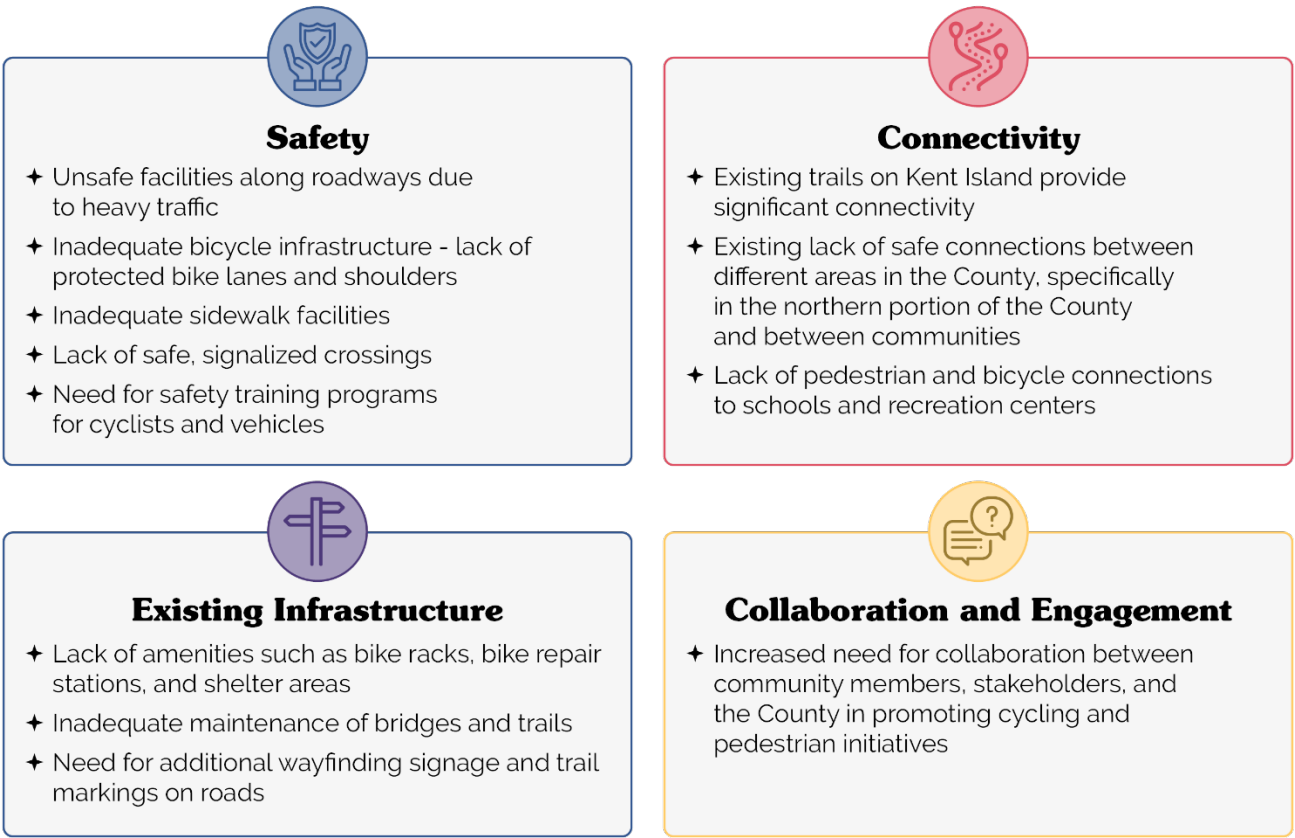


Figure 10. Summary of Public Input on Existing Pedestrian and Bicycle Network

Safety

Existing conditions related to safety are documented in the form of crash data, which help identify trends in non-motorist-involved crashes in recent years, as well as specific areas of the County in which there is a high density of non-motorist crashes.



Crash History

The Maryland Department of State Police (MDSP) maintains a [Maryland crash data](#), available for download. The Baltimore Metropolitan Council (BMC) uses MDSP’s source data in a [Maryland crash dashboard](#), which interprets the crash data and includes additional visualizations about Maryland crash trends.

Identifying the location of crashes—crashes involving non-motorists, specifically—assists with identifying areas or corridors that would benefit from dedicated pedestrian and bicycle infrastructure specifically targeted at improving mobility and safety.

Non-motorist crashes that took place in Queen Anne’s County in the past five years (2019 through 2023), are shown in **Figure 11**. A visual assessment shows that areas with the most non-motorist crashes over the last 5 years include Stevensville, Chester, Kent Narrows, Grasonville, and Centreville. It is noted that non-motorized crashes are often underreported due to a combination of reasons: crashes occurring outside of the public right-of-way, lack of injury or sufficient property damage to warrant a police report, lack of police involvement for fear of legal consequences, and other factors; as such, the safety risk to non-motorized users may be higher than the graphic conveys.

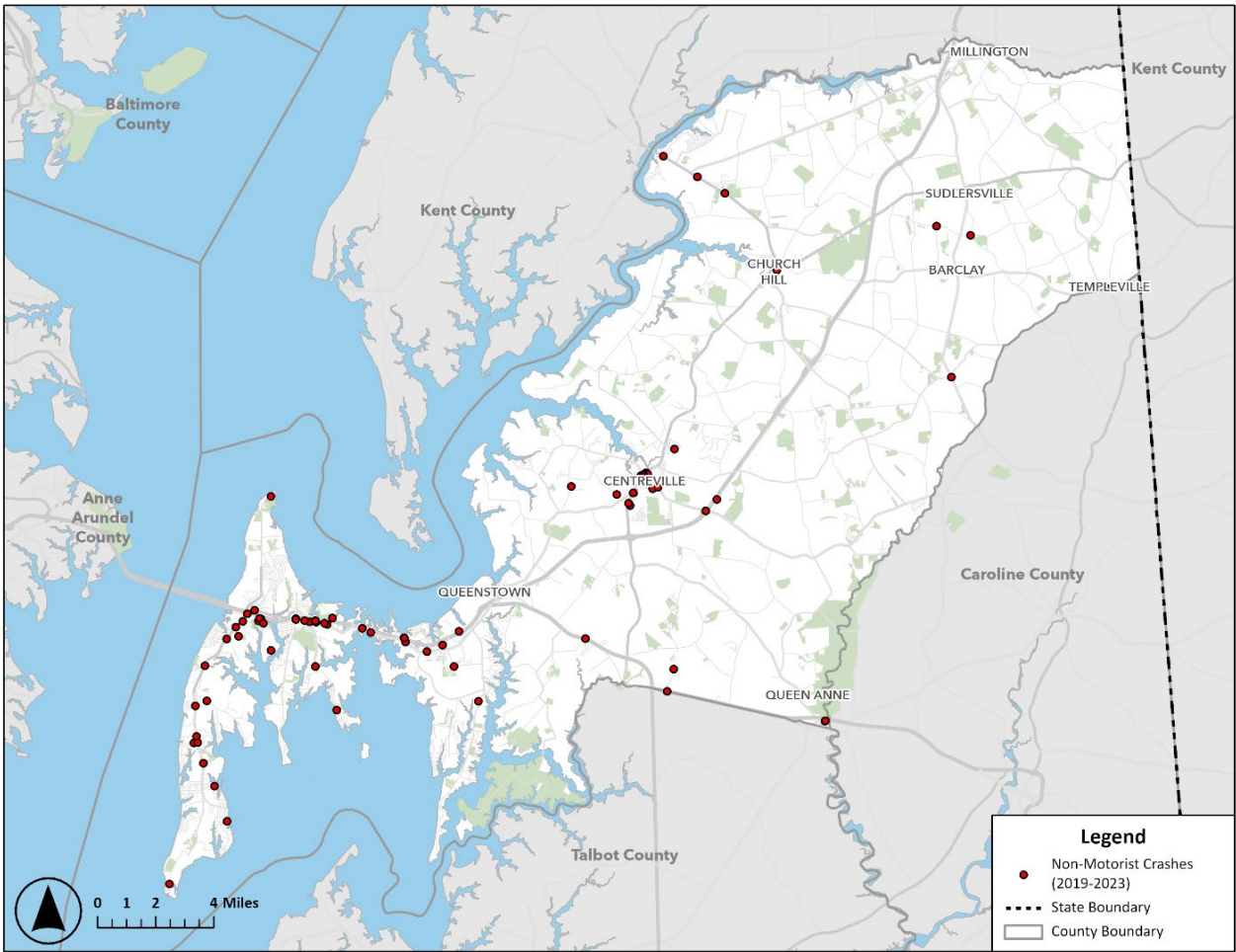


Figure 11. Non-Motorist Crashes in Queen Anne's County (2019-2023)



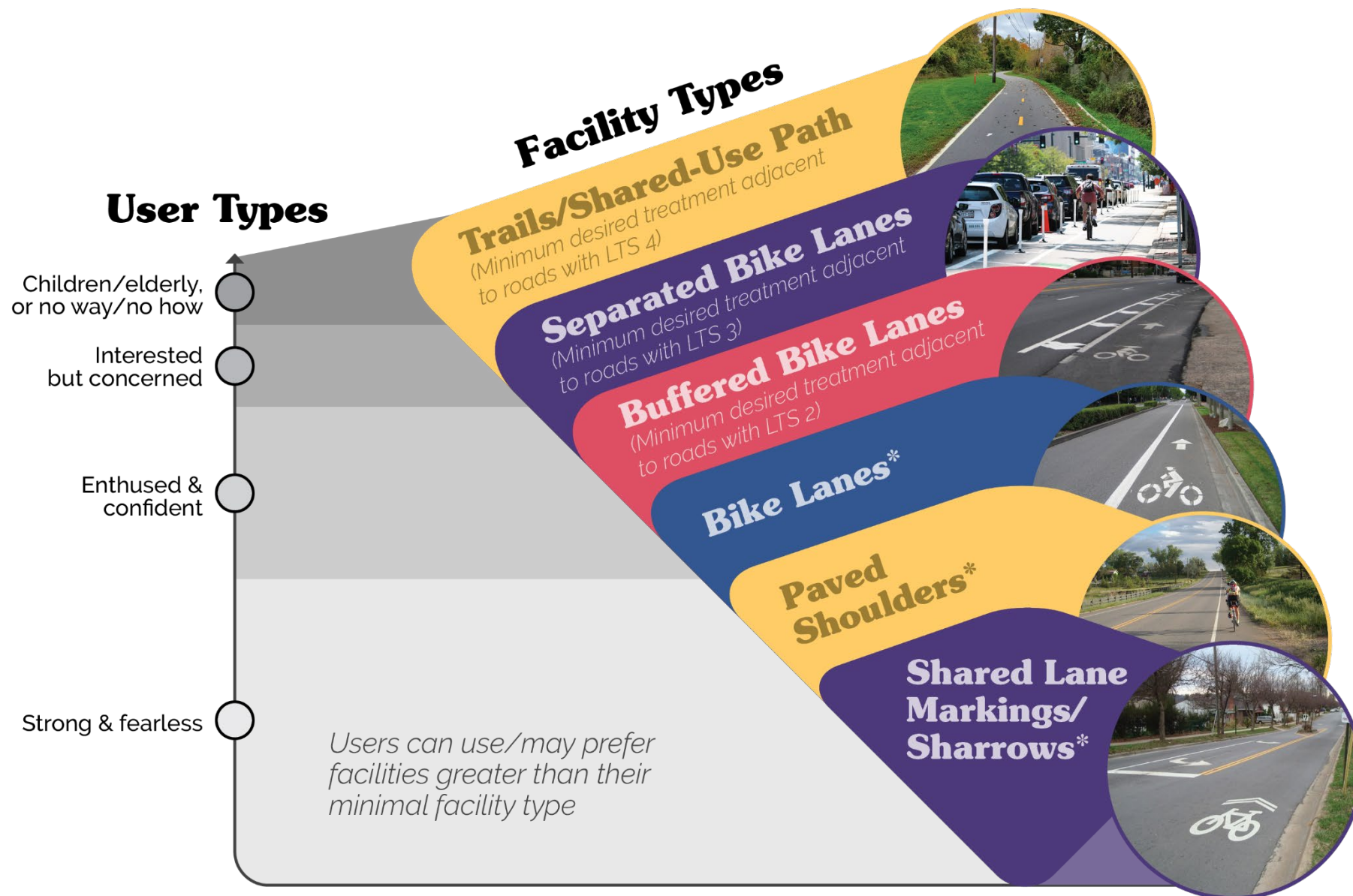
VISION AND GOALS

The vision of this Master Plan is to develop a set of recommendations that build an active transportation spine network throughout the County for all user types. The recommendations of this master plan will help create facilities that can serve both utility and recreational trip purposes. Master Plan goals were developed through stakeholder meetings, input from the BPAC, results from public engagement, and coordination with County staff. The goals were developed to guide the process of prioritizing recommended routes. The Queen Anne’s County Pedestrian and Bicycle Master Plan goals are shown in **Figure 12**.



Figure 12. Queen Anne’s County Pedestrian and Bicycle Master Plan Goals

To promote use of pedestrian and bicycle facilities, it is important to understand the types of facilities different users are comfortable with. **Figure 13** explains the types of users considered in the development of the recommendations and the types of pedestrian and bicycle facilities they feel comfortable using



*bike lanes, paved shoulders, and sharrows can be implemented on low stress facilities, but should be implemented with other traffic calming measures to improve conditions for bicyclists.

Figure 13. Pedestrian and Bicycle User Types



PROJECT IDENTIFICATION

Identifying recommended routes for this Master Plan required a review of various inputs, including the review of existing plans and gap analyses, statewide level of traffic stress, and stakeholder and public input. These components informed the development of recommended routes across the County. The following section describes the project identification approach and resulting recommended routes.

Existing Plans and Gap Analyses

Both Queen Anne's County and some incorporated towns within it have previously developed plans that were incorporated into the development of projects in this Master Plan. Details about the existing plans are outlined below.

QAC Comprehensive Plans (2010 and 2022)

Queen Anne's County developed the [Bicycle and Pedestrian Connectivity Map](#), which includes existing infrastructure (trails, sidewalks, crosswalks), planned bike routes (commonly used, but no infrastructure), and proposed connectivity. The proposed connectivity includes County proposed connections, proposed connections as defined by the 2010 QAC Comprehensive Plan, and sidewalk gaps. The proposed connectivity layers included in this online map heavily informed the development of recommended routes. The [2022 QAC Comprehensive Plan](#), an update to the 2010 Comprehensive Plan, was also reviewed for updated bicycle and pedestrian recommendations that influence our recommended routes contained in this Master Plan. The 2022 update also includes several clear strategies to promote safe and convenient bicycle and pedestrian access throughout the transportation system and programs, which this Master Plan recommends to further codify, as detailed in [Supporting Next Steps](#).

The sidewalk gap analysis was conducted by the County and represents a comprehensive understanding of sidewalk connections that are needed across the County, primarily concentrated around Kent Island and incorporated towns as reflective of areas of higher density of development. The sidewalk gap analysis is discussed further in **Additional Project Considerations**.

Kent Island Transportation Plan

The [Kent Island Transportation Plan](#) was published in 2016. It catalogues existing transportation facility conditions, assesses future conditions with and without transportation improvements, and provides recommendations for improvements in both 2020 and 2030. The pedestrian and bicycle improvements included in the plan primarily include interchange improvements to improve bicycle and pedestrian safety, overpasses, and new connectors. These recommendations are discussed in more detail in **Additional Project Considerations**.

Town of Queenstown, MD Trails Master Plan

In 2021 the town of Queenstown, MD adopted a [Trails Master Plan](#), which details existing trails needing enhancement and potential new trails for the incorporated town of approximately 8 square miles (corporate area of 2.28 square miles). Queenstown is bisected by US 50 and US



301, which has historically presented challenges to providing safe access to downtown from neighborhoods across the highways in order to unify the community. The Trails Master Plan is intended to provide a basis for future capital improvement project funding.

Recommendations included in the Queenstown Trails Master Plan informed the development of recommended routes near Queenstown for this Master Plan.

Level of Traffic Stress

In 2022, the Maryland Department of Transportation (MDOT) completed and published a statewide bicycle level of traffic stress (LTS) analysis. LTS measures how bikeable a roadway is for a variety of people on bikes using the following variables: presence and type of bicycle facility, speed limit, number of through lanes, and traffic volume (AADT). LTS results help provide a basis for understanding how accessible Maryland’s road and trail networks are for various cycling audiences. MDOT’s LTS analysis has a LTS scale of 0 to 5, definitions for which are shown in **Table 1** in the context of target bicycling audience likely to use the facility and typical facility types seen on roadways with the respective LTS.

Table 1. MDOT LTS Scale Definitions

LTS Score	Target Bicycling Audience	Bicycle Facility Types
0	All ages and abilities	Rail-trails, shared-use paths (no motor vehicle traffic)
1	Almost everyone	Protected bikeways, sidepaths (low traffic speeds/volumes)
2	Interested but concerned	Bike lanes, bike boulevards
3	Enthusied and confident	Bike lanes, shared lanes, shoulders
4	Strong and fearless	No bike facility or bike lane on a major roadway (heavy traffic)
5	Bicycle access prohibited	N/A (interstates or other prohibited roadways)

MDOT’s statewide LTS analysis was used for this Master Plan in two ways. Firstly, the map of LTS across Queen Anne’s County, shown in **Figure 14**, was referenced to guide the development of route recommendations. Where possible between key destinations, routes with a lower LTS were selected, as less infrastructure may be required to improve comfortability and suitability for bicyclists. In other cases, low-stress (LTS 1 to 2) indirect routes were included as an additional route recommendation to pair with a higher-stress direct route. Secondly, LTS was used as one of the criteria to measure safety in the prioritization analysis of routes, discussed in the following chapter.

MDOT staff provided an interpretation the analysis methodology and data limitations, gave guidance on data issues, and provided recommendations for use and verification of the data. As a result, an LTS verification process was conducted for arterial and collector roadways across the County, to ensure the assumed speed limits used in the statewide analysis were accurate to Queen Anne’s County. Most speed limits were found to be accurate, with only minor discrepancies, therefore making it suitable for application in this master plan. MDOT has noted that future refinements will be made to the statewide analysis.



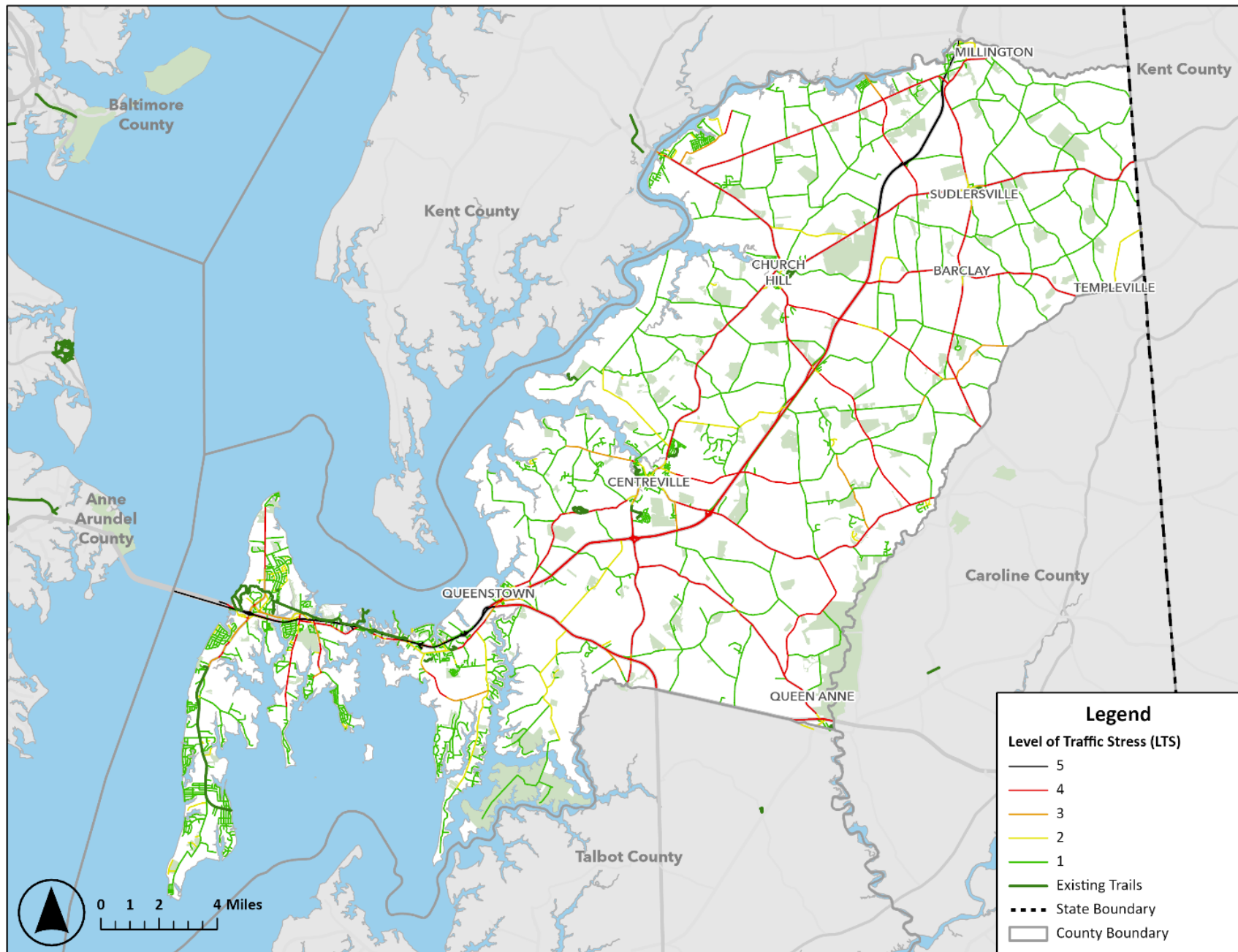


Figure 14. MDOT LTS Analysis Results for Queen Anne's County



Stakeholder and Public Input

The public outreach for this plan was designed with the intention to inform, educate, and collaborate with members of the public in order to gain local knowledge and input. In addition to the public survey, input from stakeholder groups and the open house was used to confirm the existing network, including any gaps and safety concerns, and understand desired connections and improvements. The stakeholder and public input was used to validate the data-driven existing conditions assessment and inform the network recommendations process.

Input Strategies

Multiple strategies were employed to gather stakeholder and public input, including a public survey, multiple stakeholder groups, and a public open house. The objectives of each input strategy are summarized in **Figure 15**.

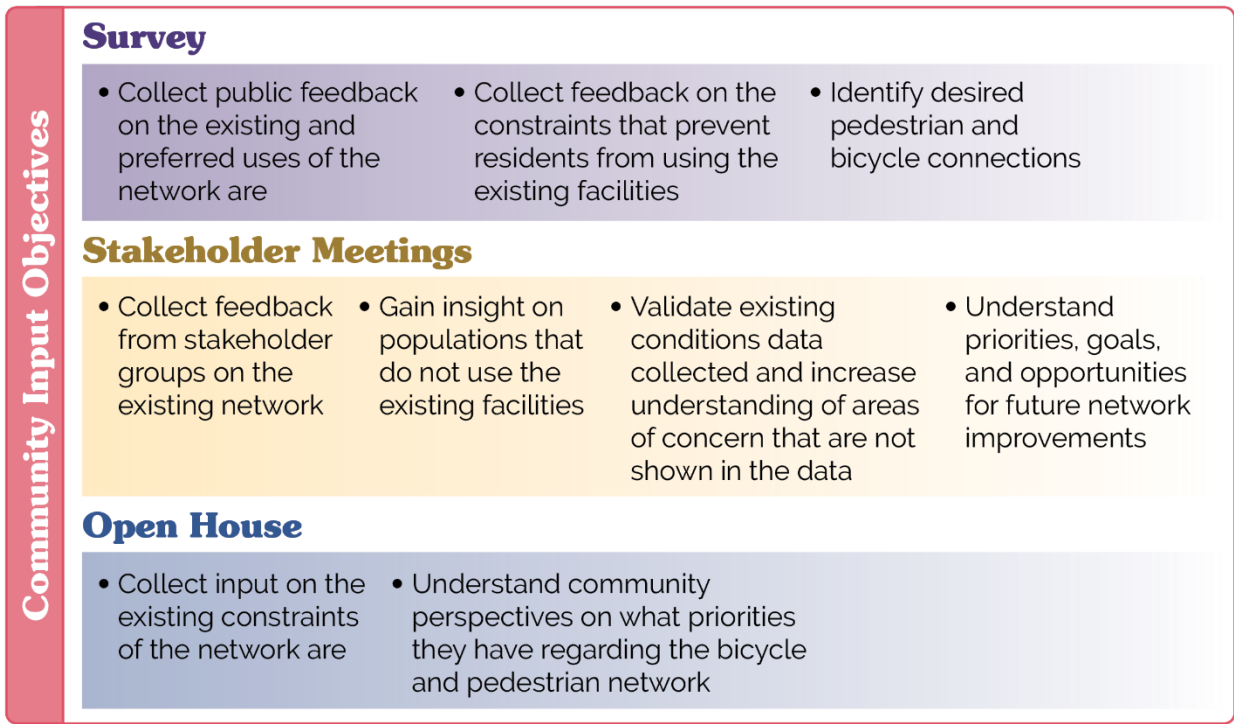


Figure 15. Stakeholder and Public Input Objectives

Public Survey

As discussed in the **Existing Community Needs and Uses** section, a public survey and online interactive map was distributed to identify existing network conditions, existing constraints, and identify desired connections and priorities.

Stakeholder Groups

Three virtual focus group meetings were held on Monday, September 25, 2023 with advocates, economic development representatives, and County and Town staff. The intent of these focus groups was to solicit feedback on the existing pedestrian and bicycle network in the County and to understand potential opportunities for future network improvements and promotion.



Public Open House

An open house was held at the Queen Anne's County Planning Commission building on Thursday, October 26, 2023 from 5:30 to 7:30 pm. Approximately 25 attendees were present and participated in various activities designed to solicit feedback from County residents on the existing pedestrian and bicycle network.

Stakeholder and Public Input Takeaways

The key takeaways from the survey, open house, and stakeholder meetings are summarized in Figure 16 below.

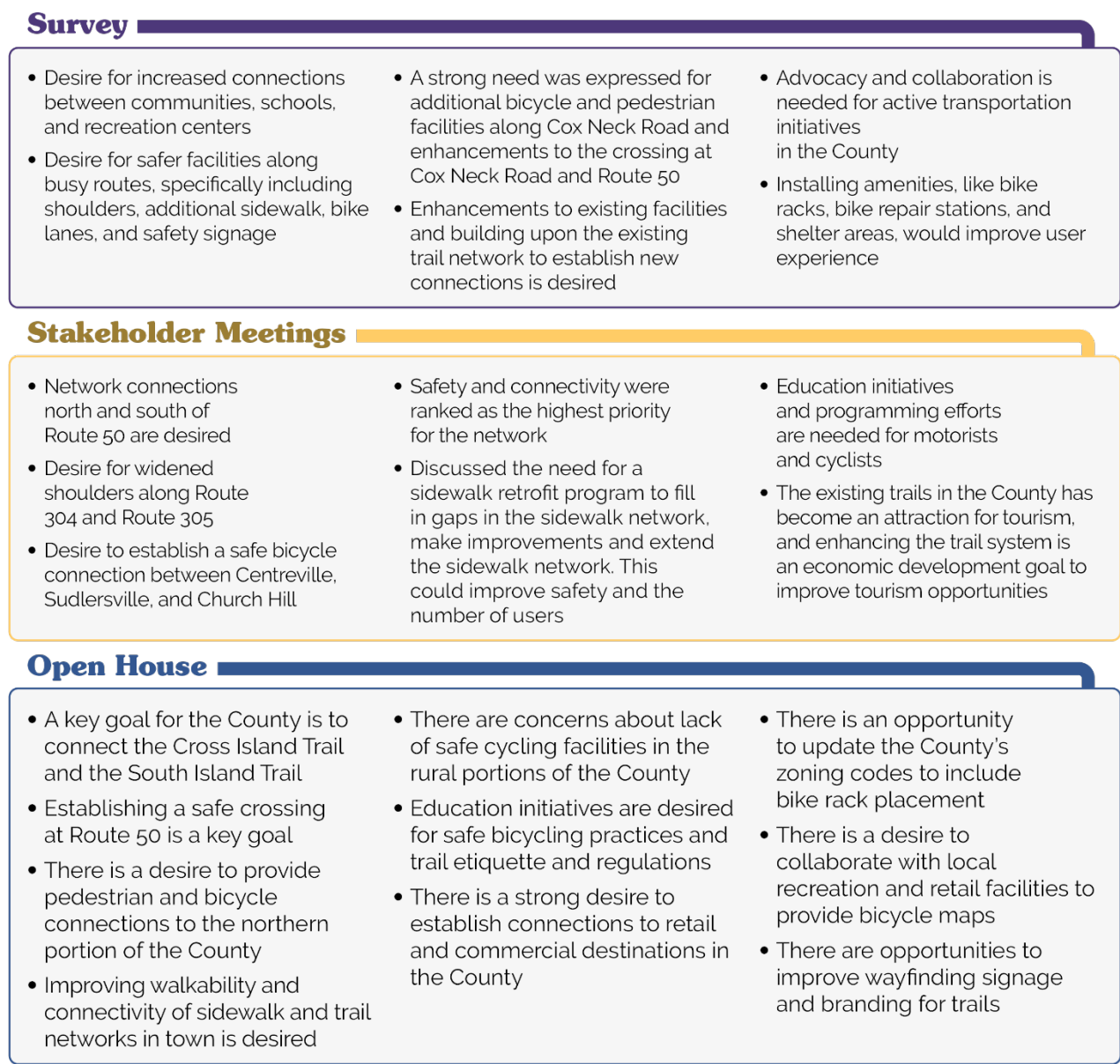


Figure 16. Key Takeaways from Stakeholder and Public Input



Recommended Routes

Careful review of the expressed community needs combined with a rigorous examination of the existing network and past planning efforts, allowed for the identification of critical network gaps. A plan to address these gaps, and further to demonstrate the viability of Countywide connectivity between incorporated towns, key location, and existing facilities developed into a network of recommended routes. The routes, developed using the aforementioned approach, are shown in **Figure 17** with corresponding project extents listed in **Table 2**, and represent a connected bicycle and pedestrian network for all users in Queen Anne's County.



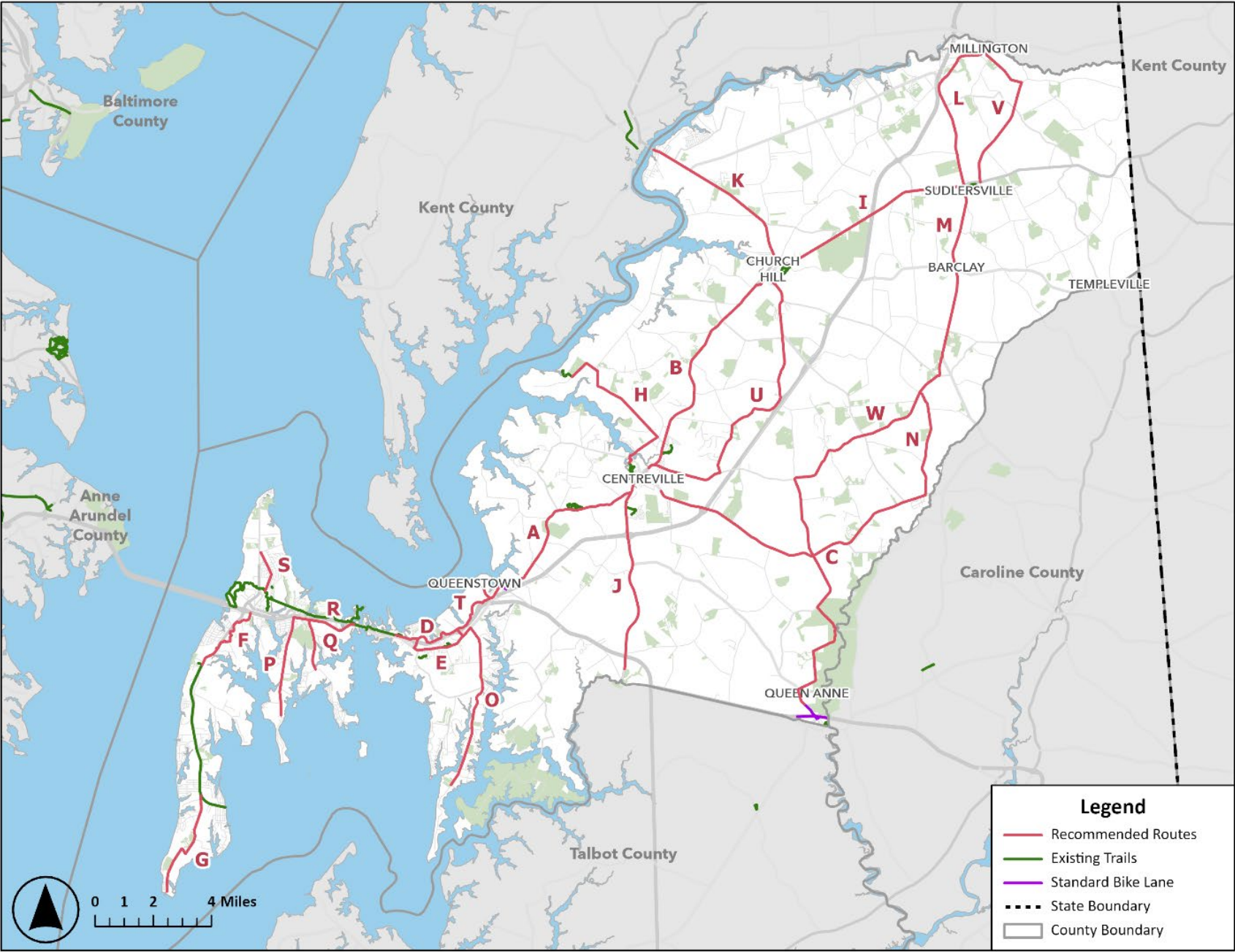


Figure 17. Recommended Routes



Table 2. Recommended Routes

Project ID	Start	End
A	Queenstown	Centreville
B	Centreville	Church Hill
C	Centreville	Queen Anne
D	Cross Island Trail	Queenstown
E	Cross Island Trail Extension	Grasonville
F	South Island Trail	North
G	South Island Trail	South
H	Centreville	Spaniard Neck
I	Church Hill	Sudlersville
J	Centreville	Chesapeake College
K	Church Hill	Kingstown
L	Sudlersville	Millington
M	Sudlersville	Barclay
N	Barclay	Ruthsburg
O	Grasonville	Bennett Point
P	Chester	Turkey Point
Q	Chester	Crab Alley Neck
R	Kent Narrows	Chester
S	Cross Island Trail	North
T	Cross Island Trail Extension	Queenstown
U	Centreville	Church Hill
V	Sudlersville	Millington
W	Barclay	Ruthsburg





PRIORITIZATION

Recommended routes were prioritized into top, middle, and low tiers, defined in **Figure 18**. The following section describes the location and attribute evaluation, also known as spatial analysis, conducted to prioritize routes and provides further details on the recommended routes.

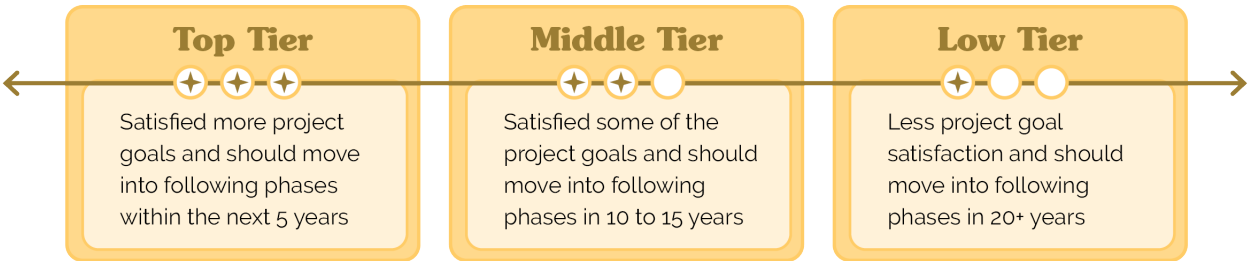


Figure 18. Project Prioritization Tier Definitions

Prioritization Criteria

Recommended routes were prioritized by calculating an individual project score according to how various measurable spatial criterion demonstrated satisfaction of project goals. Each project goal was assigned a percentage weight in scoring and the weighting of goals is reflective of a combination of public input, stakeholder priorities, and County priorities. **Table 3** shows the percentage weighting of goals and criteria associated with each goal.

Table 3. Goal Area Weighting and Criteria

Criteria by Project Goal	Percentage Weighting
Safety	22%
• Non-Motorist Crash Data – historical (5-year) non-motorist crashes within a 100-ft buffer	
• Primary LTS – LTS of the majority of the proposed segment	
Accessibility	12%
• Incorporated Towns – incorporated towns within a ¼-mile buffer	
• Parks – local parks within a ½-mile buffer	
• Schools – schools and educational facilities within a ½-mile buffer	
• Commercial Land Use – parcels of commercial land use within ¼-mile buffer, as a proxy for activity centers and jobs	
Connectivity	40%
• Trails – existing trails within a ¼-mile buffer	
• Bike Lanes – existing bike lanes within a ¼-mile buffer	
• Sidewalks – existing sidewalks within a ¼-mile buffer	



Criteria by Project Goal	Percentage Weighting
Equity	4%
<ul style="list-style-type: none"> Population with Poverty Status – census tracts with the top-2 categories of highest number of individuals with poverty status within a ½-mile buffer 	
<ul style="list-style-type: none"> Zero-Car Households – census tracts with the top-2 highest categories of quantity of zero-car households within a ½-mile buffer 	
<ul style="list-style-type: none"> Percent Minority Populations – census block groups with the top-2 highest categories of percentage of minority populations within a ½-mile buffer 	
<ul style="list-style-type: none"> Population – census block groups with the top-2 highest categories of population within a ½-mile buffer 	
Multimodal	12%
<ul style="list-style-type: none"> Bus Stops – bus stops within a ¼-mile buffer 	
<ul style="list-style-type: none"> Park & Ride – park & ride lots within a ¼-mile buffer 	
Health & Comfort	10%
<ul style="list-style-type: none"> Project Length – total estimated project length 	
County Priority	Multiplier*

*Multiplier was used to reflect previous investments made by the County towards project implementation.

Results

Table 4, **Table 5**, and **Table 6** list the extents of each of the projects in the top, middle, and low tiers, respectively. Results of the prioritization of recommended routes into top, middle, and low tiers are shown in **Figure 19**. Details associated with each project are included in the following section, **Project Details**.

Table 4. Top Tier Projects

Project ID	Project Extents
A	Queenstown to Centreville
D	Cross Island Trail to Queenstown
E	Cross Island Trail Extension to Grasonville
F	South Island Trail Northern Extension
G	South Island Trail Southern Extension
I	Church Hill to Sudlersville
R	Kent Narrows to Chester
T	Cross Island Trail Extension to Queenstown

*Table 5. Middle Tier Projects*

Project ID	Project Extents
B	Centreville to Church Hill
C	Centreville to Queen Anne
H	Centreville to Spaniard Neck
J	Centerville to Chesapeake College
K	Church Hill to Kingstown
L	Sudlersville to Millington
M	Sudlersville to Barclay
S	Cross Island Trail Northern Connection

Table 6. Low Tier Projects

Project ID	Project Extents
N	Barclay to Ruthsburg
O	Grasonville to Bennett Point
P	Chester to Turkey Point
Q	Chester to Crab Alley Neck
U	Centreville to Church Hill
V	Sudlersville to Millington
W	Barclay to Ruthsburg



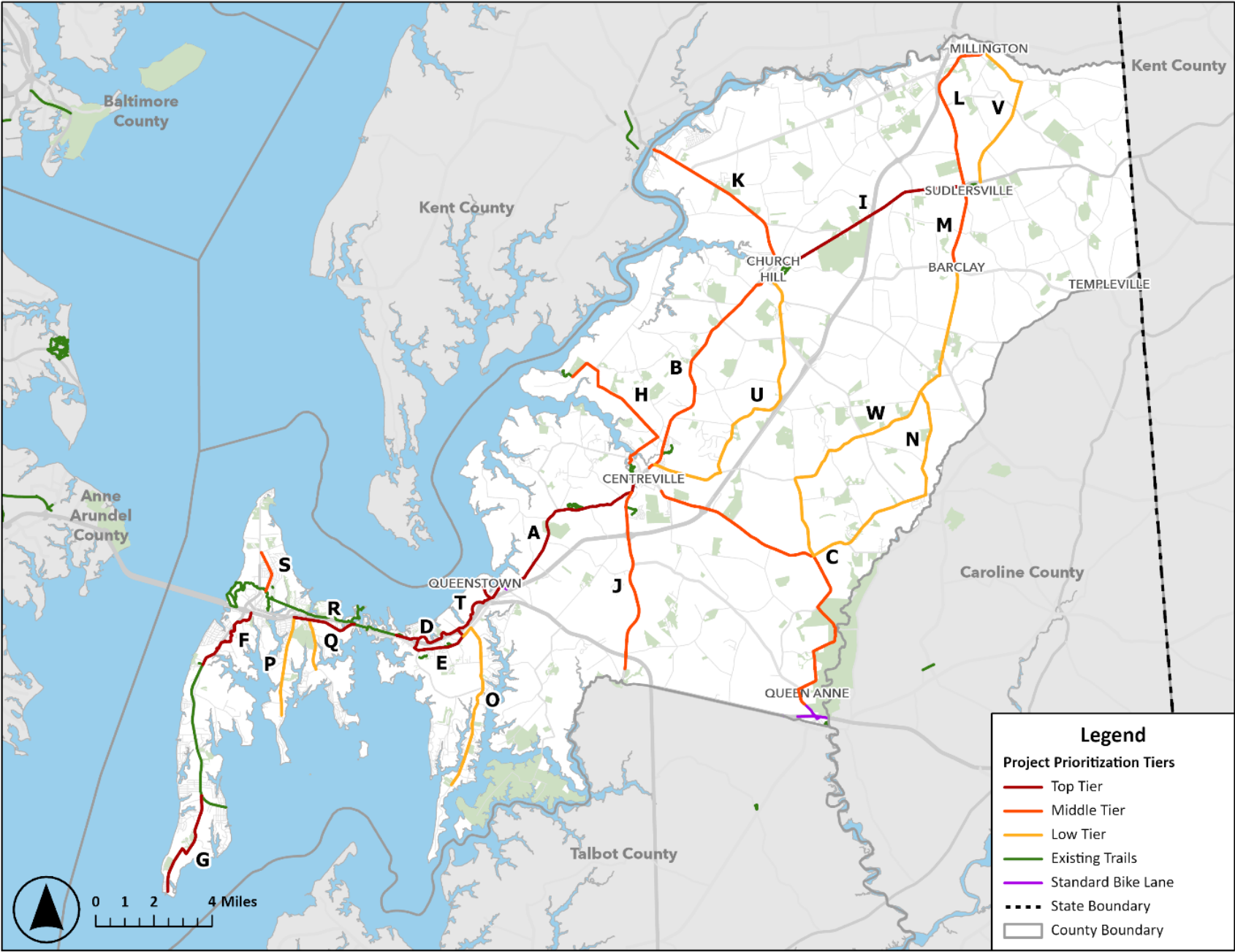


Figure 19. Project Prioritization Tiers

Project Details

Project ID

Project Extents

Project Tier

Location of Project in County

Project Map

Opportunities	Destinations the project serves.				
Approximate Length	Approximate length of project in miles.				
Primary LTS	Primarily LTS of roadways associated with the project.				
Potential Constraints	Potential constraints associated with the project.				
Public Support	<input type="checkbox"/>	Public Workshop	<input type="checkbox"/>	Public Survey	<input type="checkbox"/> Comprehensive Plan

Safety

Goal Score*

Accessibility

Goal Score*

Connectivity

Goal Score*

Equity

Goal Score*

Multimodal

Goal Score*

Health & Comfort

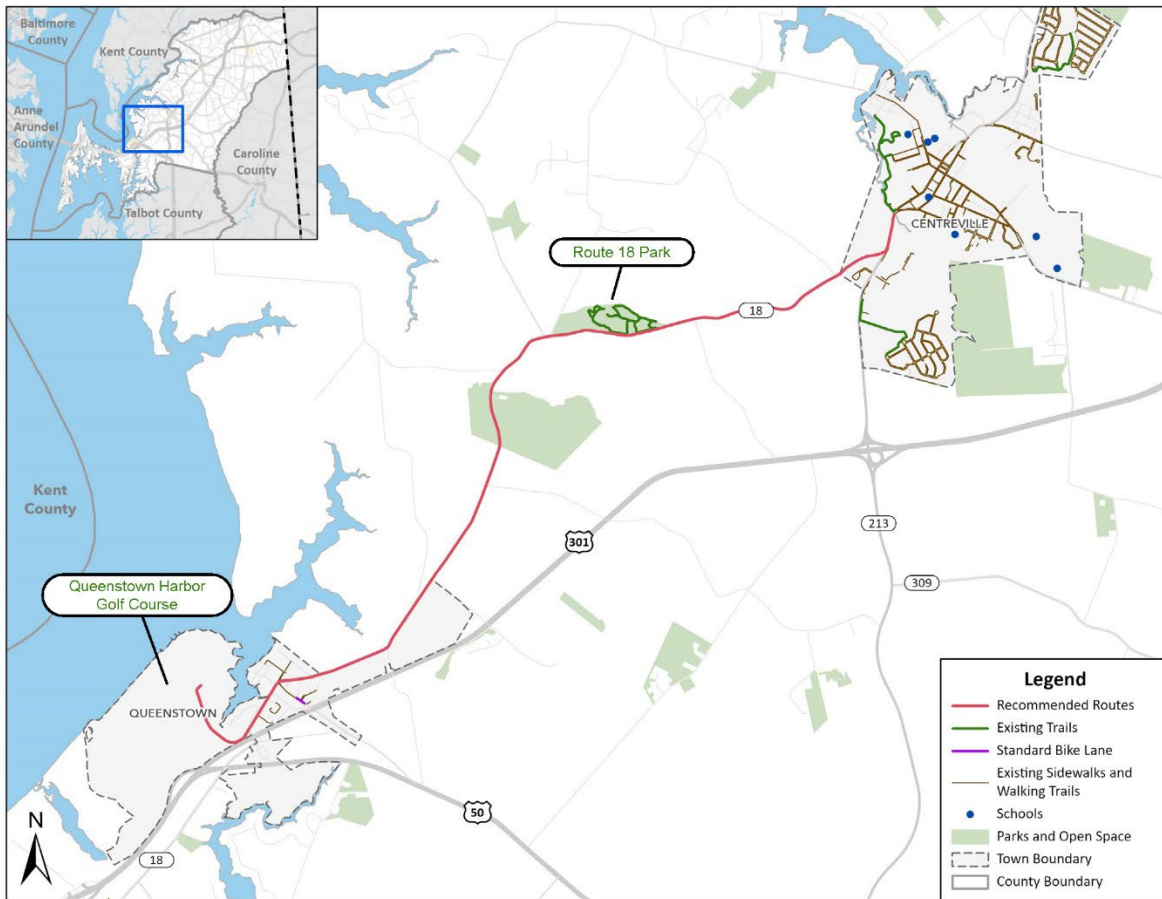
Goal Score*

*Goal scores reflect how well each project achieved each goal in comparison to all other projects.

Project A

Queenstown to Centreville

Top Tier



Opportunities	Downtown Queenstown, Downtown Centreville, Route 18 Park, Queenstown Harbor Golf Course, Centreville Schools				
Approximate Length	7.7 miles				
Primary LTS	LTS 4				
Potential Constraints	Right-of-way, Utilities, Grade				
Public Support	✓	Public Workshop	✓	Public Survey	✓ Comprehensive Plan

Safety



Accessibility



Connectivity



Equity



Multimodal



Health & Comfort

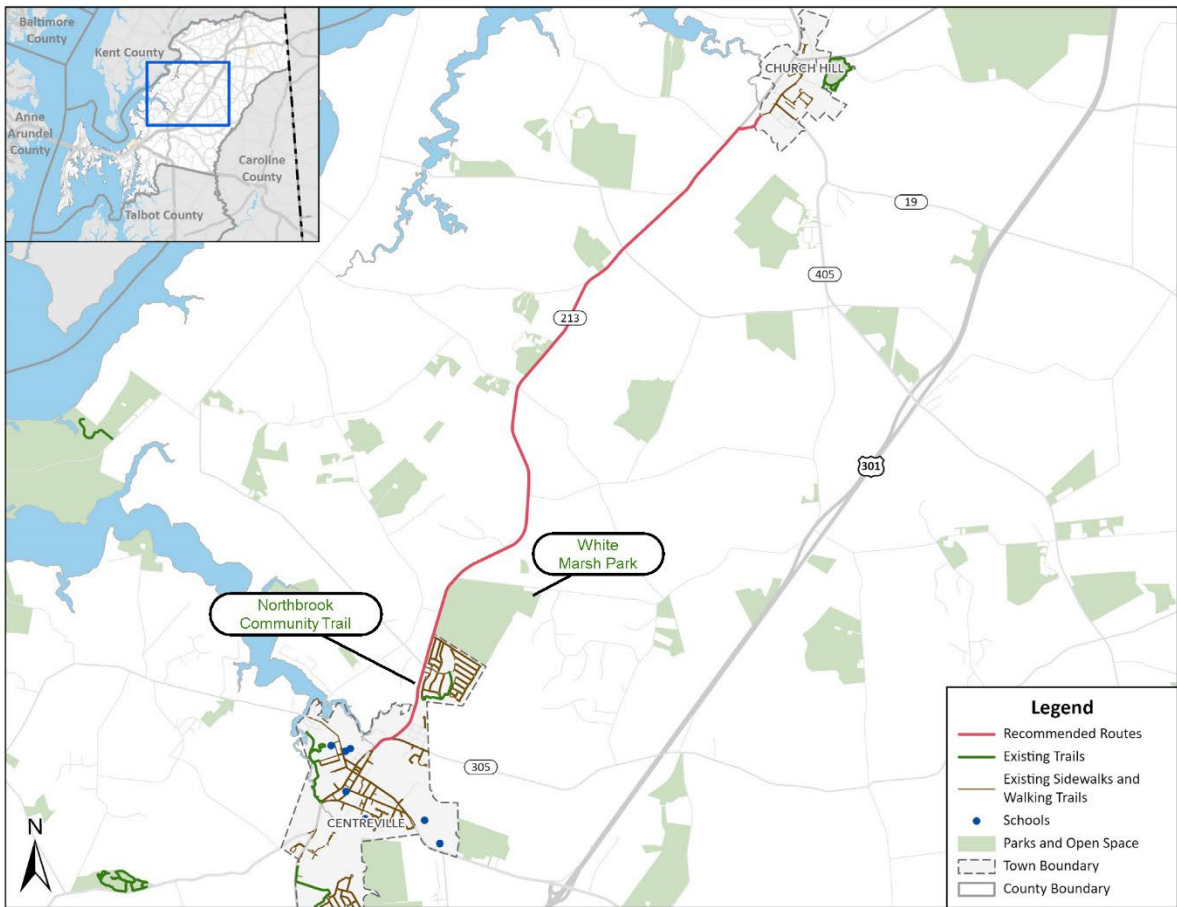




Project B

Centreville to Church Hill

Middle Tier



Opportunities	Downtown Centreville, Downtown Church Hill, Northbrook Community Trail, White Marsh Park, Church Hill/Centreville Schools				
Approximate Length	8.1 miles				
Primary LTS	LTS 4				
Potential Constraints	Right-of-way, Grade				
Public Support	Public Workshop	Public Survey	✓	Comprehensive Plan	

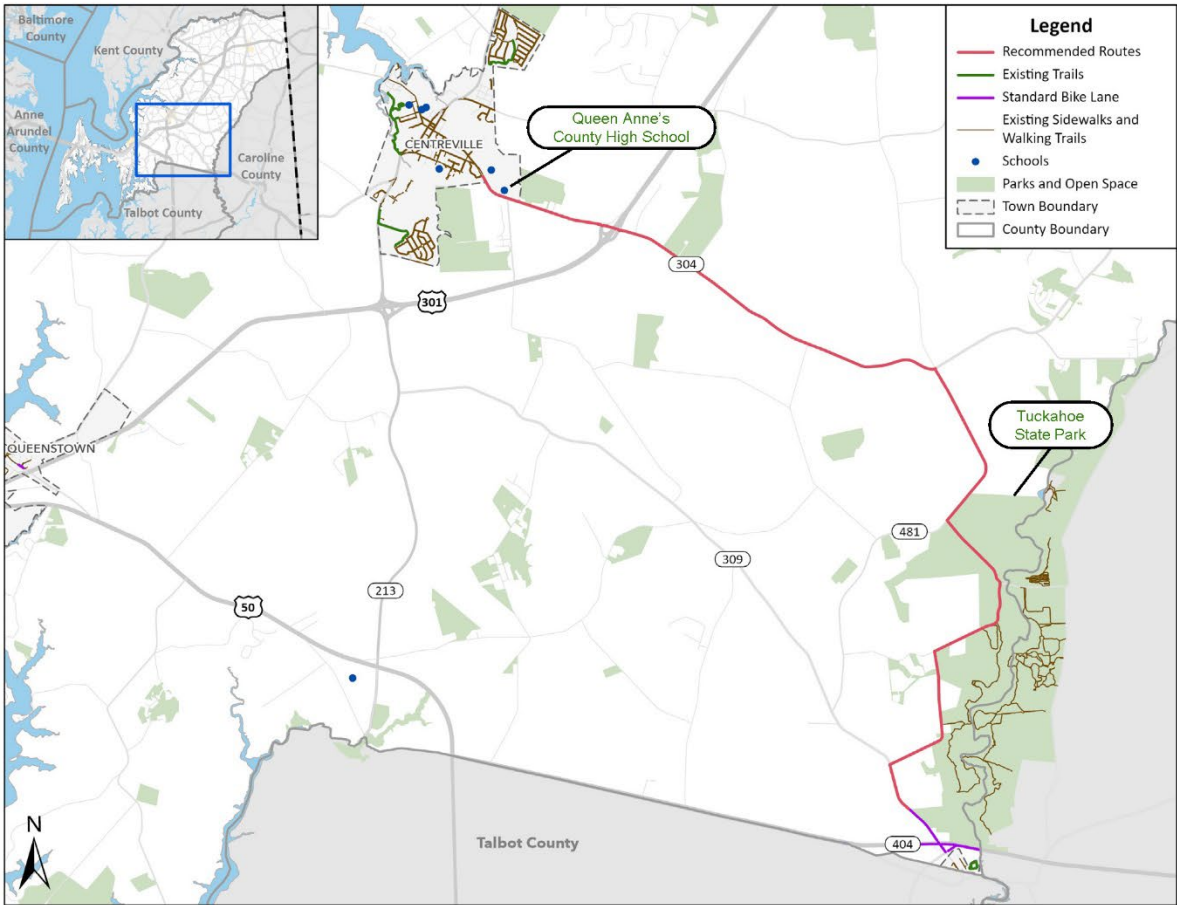




Project C

Centreville to Queen Anne

Middle Tier



Opportunities	Downtown Centreville, Downtown Queen Anne, Tuckahoe State Park, Queen Anne’s County High School					
Approximate Length	12.7 miles					
Primary LTS	LTS 4					
Potential Constraints	Right-of-way					
Public Support	✓	Public Workshop	✓	Public Survey	✓	Comprehensive Plan





Project D

Cross Island Trail to Queenstown

Top Tier



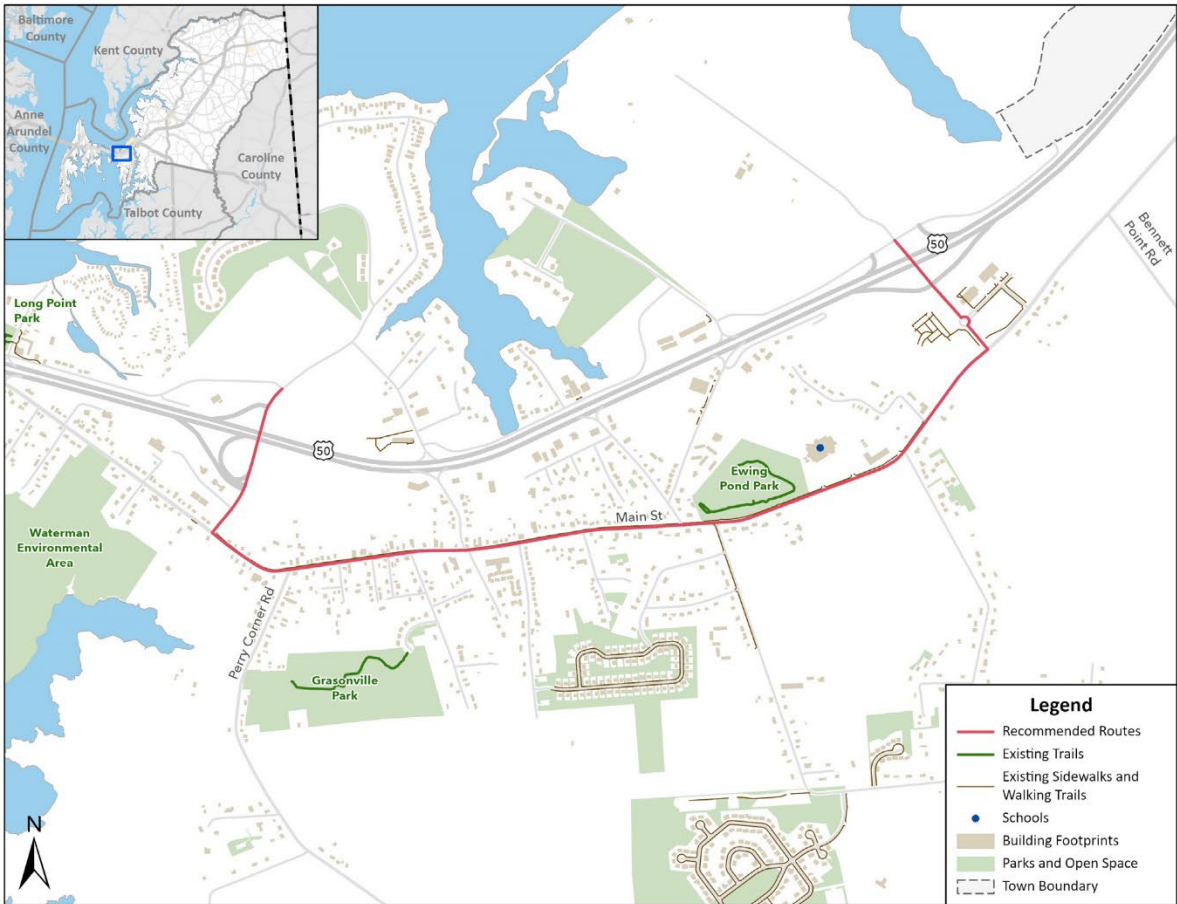
Opportunities	Downtown Queenstown, Cross Island Trail (Current Eastern End), Long Point Park					
Approximate Length	3.0 miles					
Primary LTS	LTS 1					
Potential Constraints	Right-of-way					
Public Support	✓	Public Workshop	✓	Public Survey		Comprehensive Plan



Project E

Cross Island Trail Extension to Grasonville

Top Tier



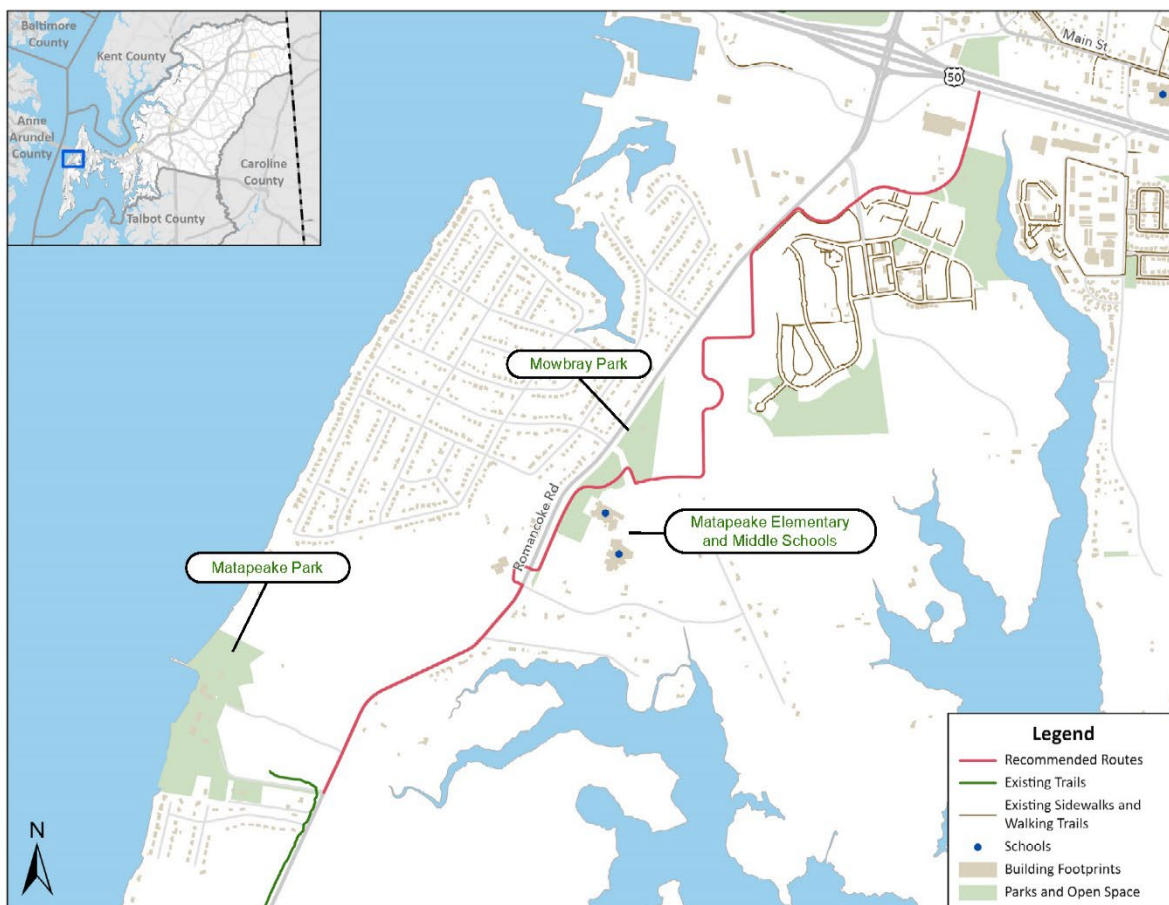
Opportunities	Ewing Pond Park, Grasonville Park, Grasonville Neighborhood, Medical Facility?					
Approximate Length	2.5 miles					
Primary LTS	LTS 2					
Potential Constraints	Right-of-way					
Public Support	✓	Public Workshop	✓	Public Survey	✓	Comprehensive Plan



Project F

South Island Trail Northern Extension

Top Tier



Opportunities	South Island Trail, Mowbray Park, Matapeake Park, Matapeake Elementary School, Matapeake Middle School				
Approximate Length	3.0 miles				
Primary LTS	LTS 0 (Off-Street)				
Potential Constraints	Needs further investigation				
Public Support	✓	Public Workshop	✓	Public Survey	✓ Comprehensive Plan

Safety



Accessibility



Connectivity



Equity



Multimodal



Health & Comfort





Project G

South Island Trail Southern Extension

Top Tier



Opportunities	South Island Trail, Local Neighborhoods on Southern Kent Island			
Approximate Length	4.0 miles			
Primary LTS	LTS 1			
Potential Constraints	Right-of-way, Utilities			
Public Support	Public Workshop	Public Survey	✓	Comprehensive Plan

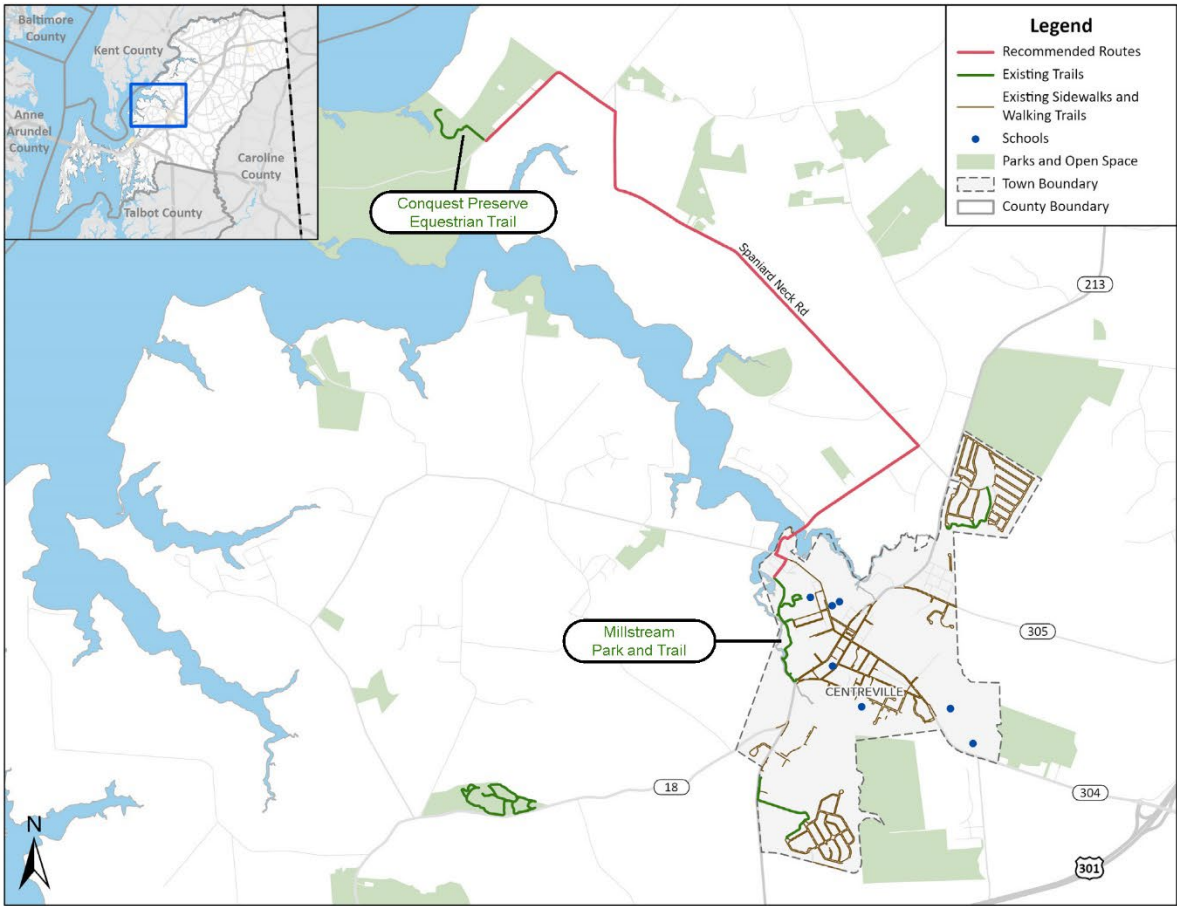




Project H

Centreville to Spaniard Neck

Middle Tier



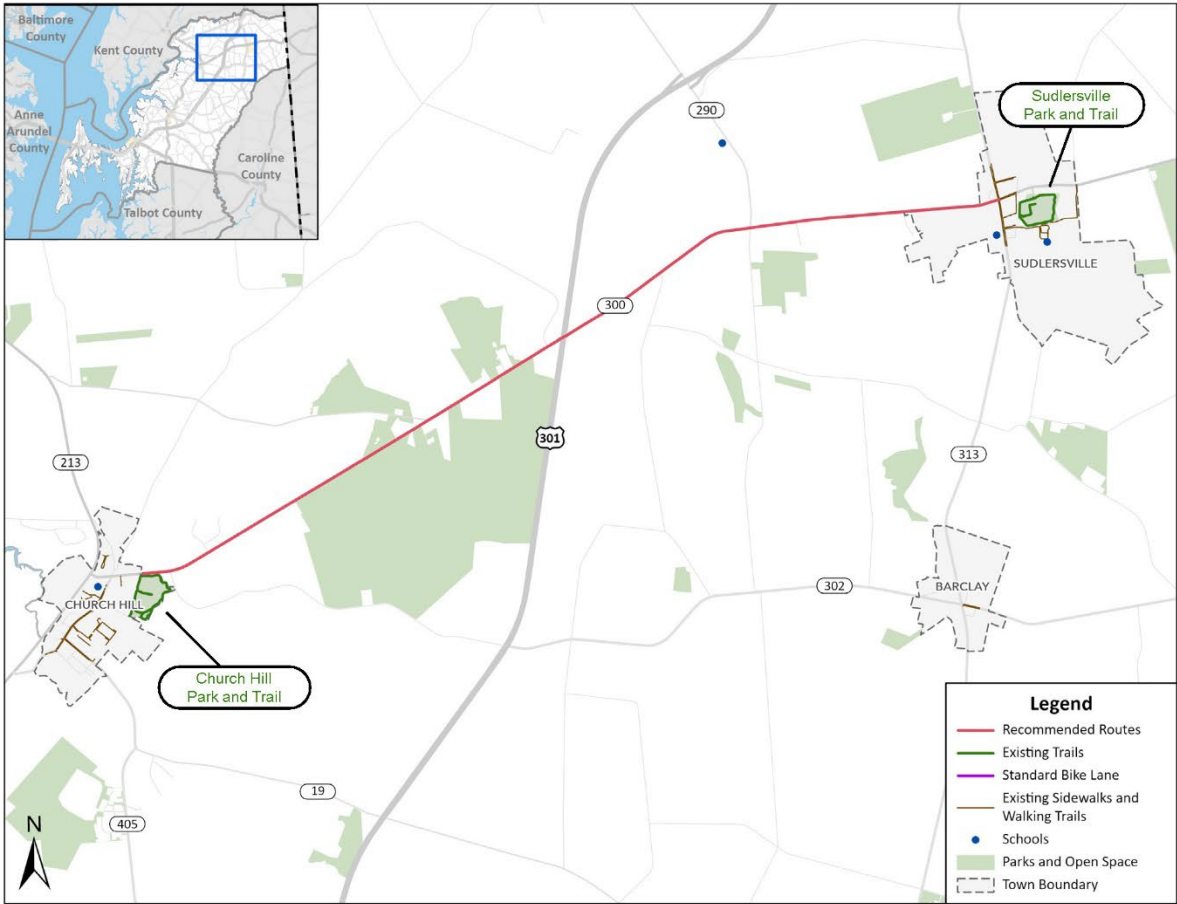
Opportunities	Millstream Park and Trail, Conquest Preserve Equestrian Trail, Conquest Beach, Downtown Centreville, Centreville Schools				
Approximate Length	5.9 miles				
Primary LTS	LTS 2				
Potential Constraints	Right-of-way, Utilities				
Public Support	✓	Public Workshop		Public Survey	✓ Comprehensive Plan



Project I

Church Hill to Sudlersville

Top Tier



Opportunities	Downtown Church Hill, Church Hill Park and Trail, Downtown Sudlersville, Sudlersville Park and Trail				
Approximate Length	6.9 miles				
Primary LTS	LTS 4				
Potential Constraints	US-301 Crossing				
Public Support	✓	Public Workshop		Public Survey	✓ Comprehensive Plan

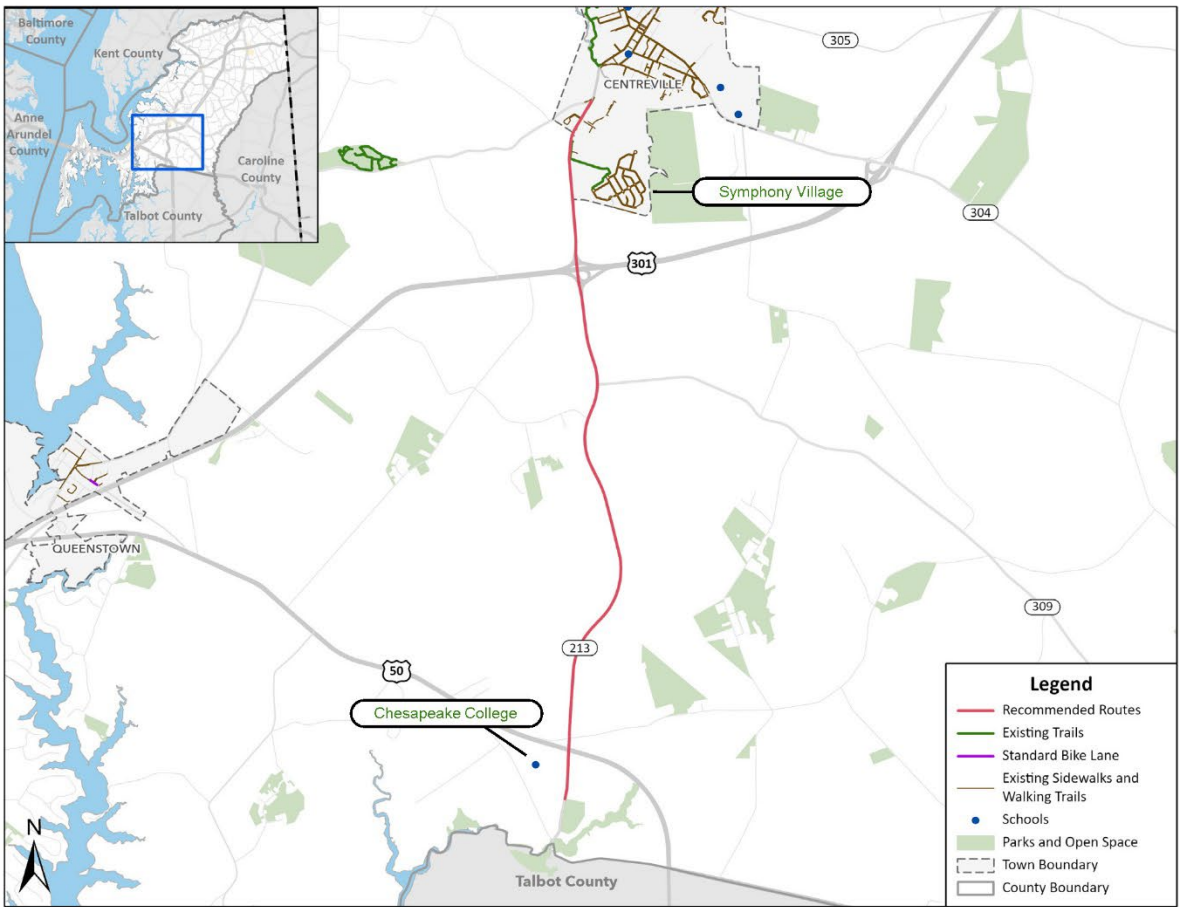




Project J

Centreville to Chesapeake College

Middle Tier



Opportunities	Downtown Centreville, Centreville Schools, Symphony Village Neighborhood, Chesapeake College				
Approximate Length	6.3 miles				
Primary LTS	LTS 4				
Potential Constraints	US-50 Bridge Crossing				
Public Support	✓	Public Workshop		Public Survey	✓ Comprehensive Plan

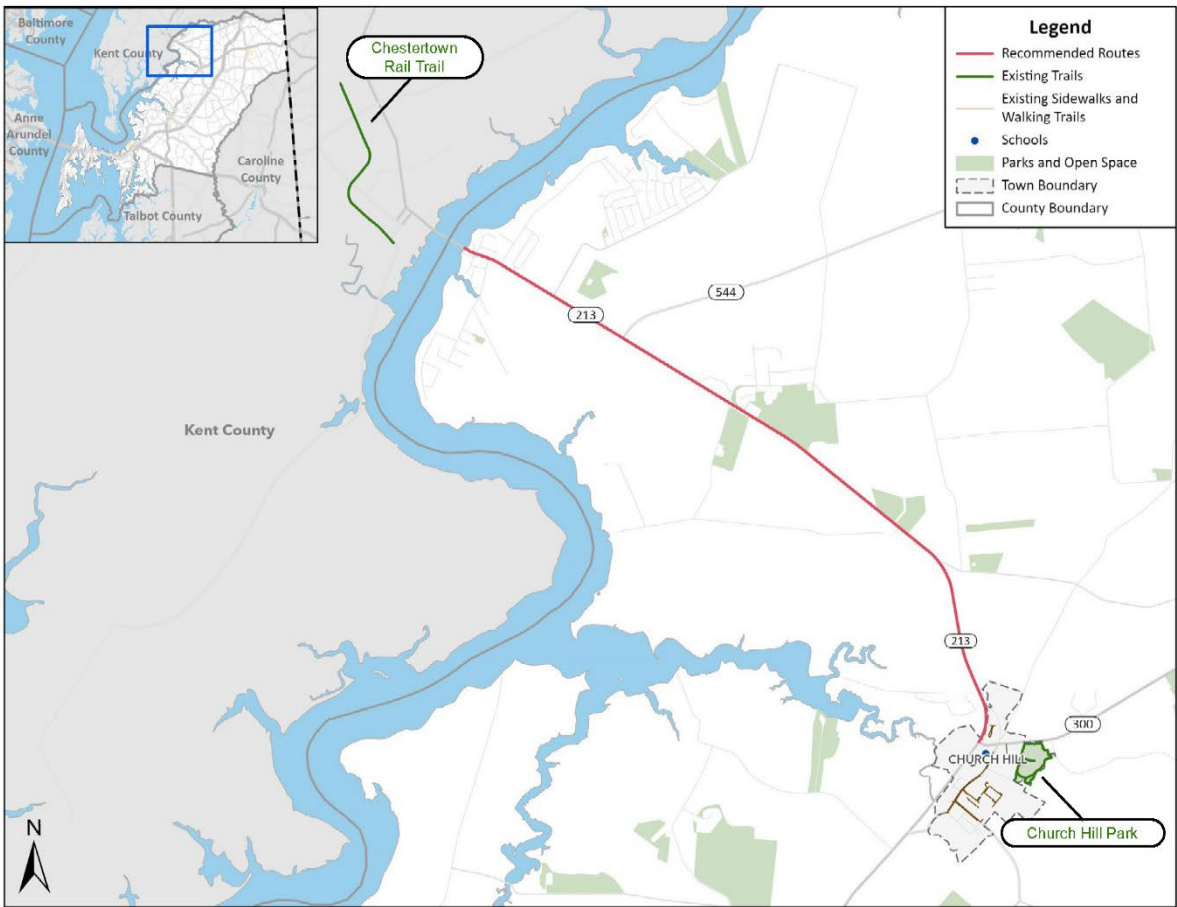




Project K

Church Hill to Kingstown

Middle Tier



Opportunities	Downtown Church Hill, Church Hill Park, Downtown Kingstown, Downtown Chestertown, Chestertown Rail Trail			
Approximate Length	6.1 miles			
Primary LTS	LTS 4			
Potential Constraints	Needs further investigation			
Public Support	Public Workshop	Public Survey	✓	Comprehensive Plan

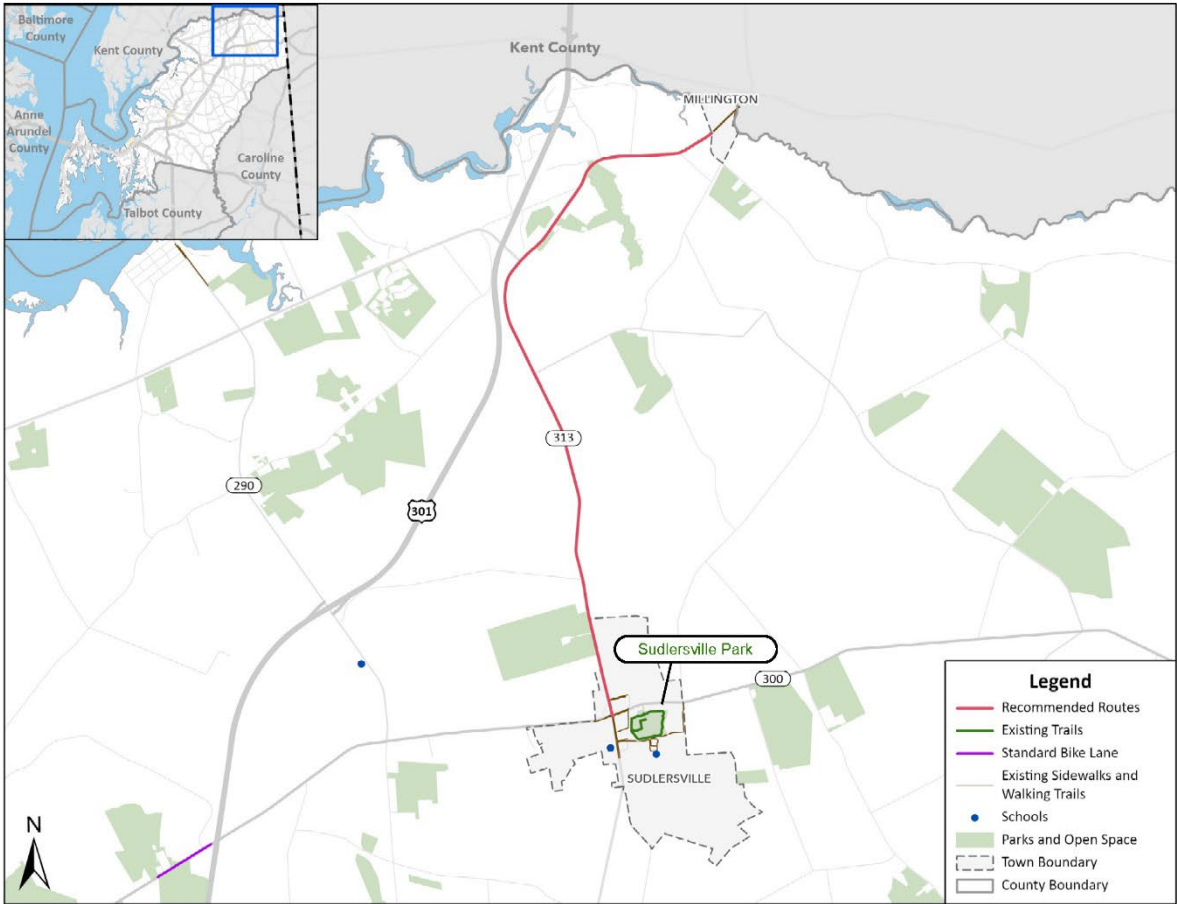




Project L

Sudlersville to Millington

Middle Tier



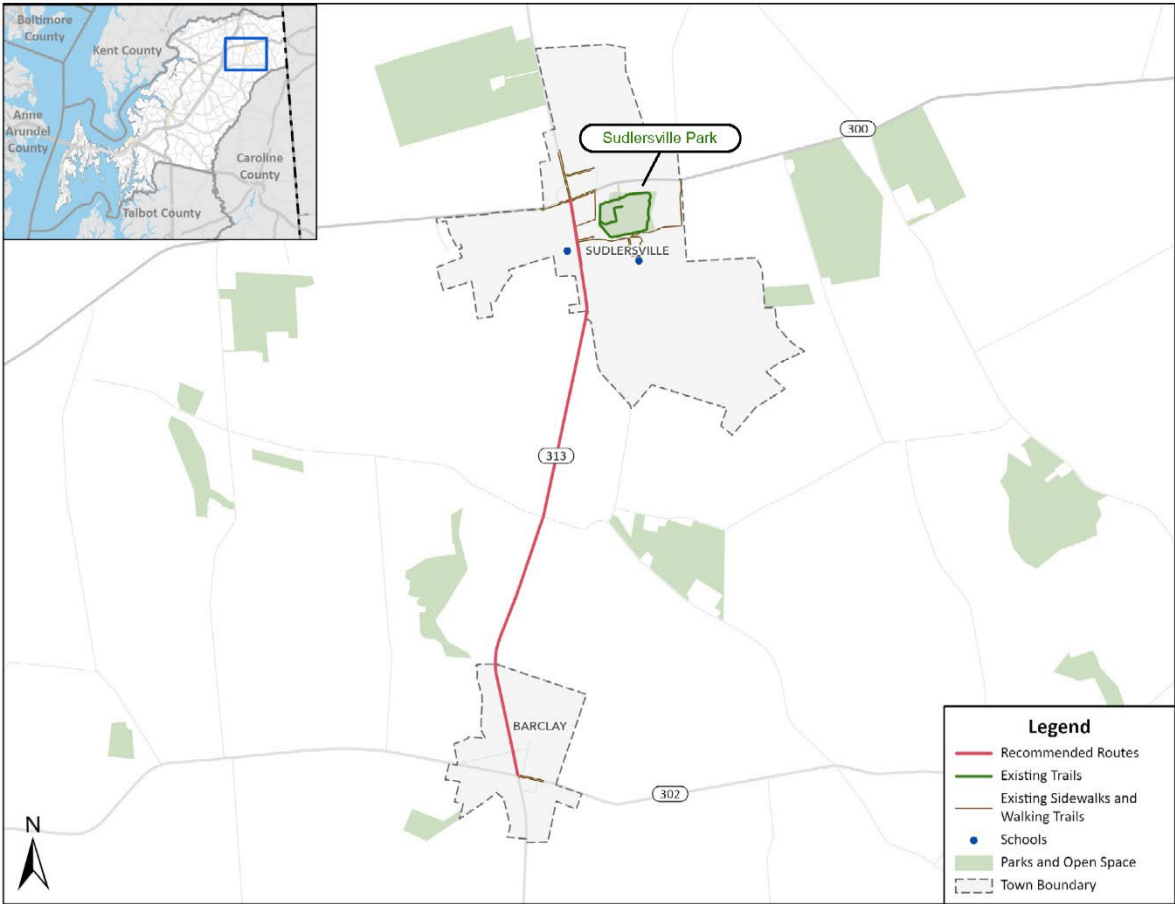
Opportunities	Downtown Sudlersville, Sudlersville Park and Trail, Downtown Millington			
Approximate Length	5.8 miles			
Primary LTS	LTS 4			
Potential Constraints	Needs further investigation			
Public Support	Public Workshop	Public Survey	✓	Comprehensive Plan



Project M

Sudlersville to Barclay

Middle Tier



Opportunities	Downtown Sudlersville, Sudlersville Park and Trail, Downtown Barclay				
Approximate Length	3.0 miles				
Primary LTS	LTS 4				
Potential Constraints	Needs further investigation				
Public Support		Public Workshop		Public Survey	<input checked="" type="checkbox"/> Comprehensive Plan

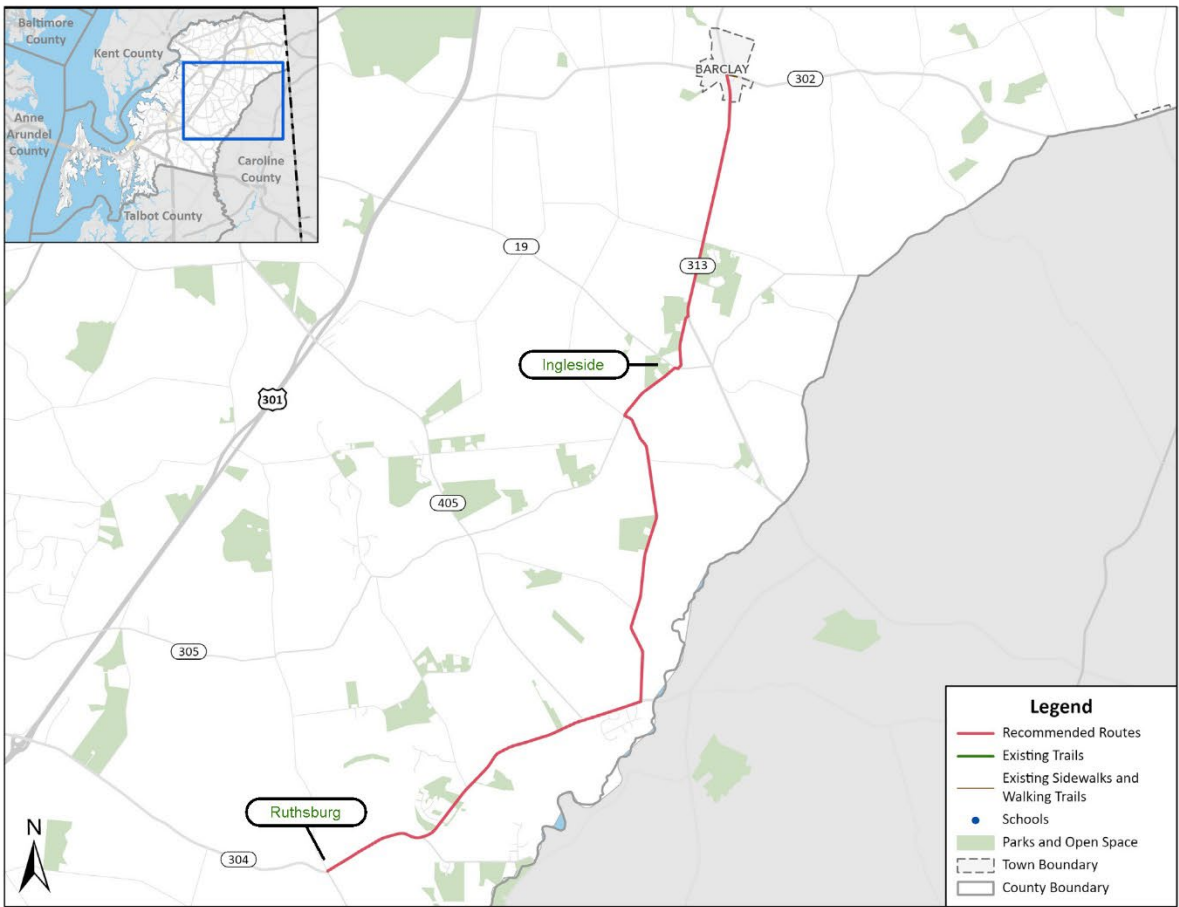




Project N

Barclay to Ruthsburg

Low Tier



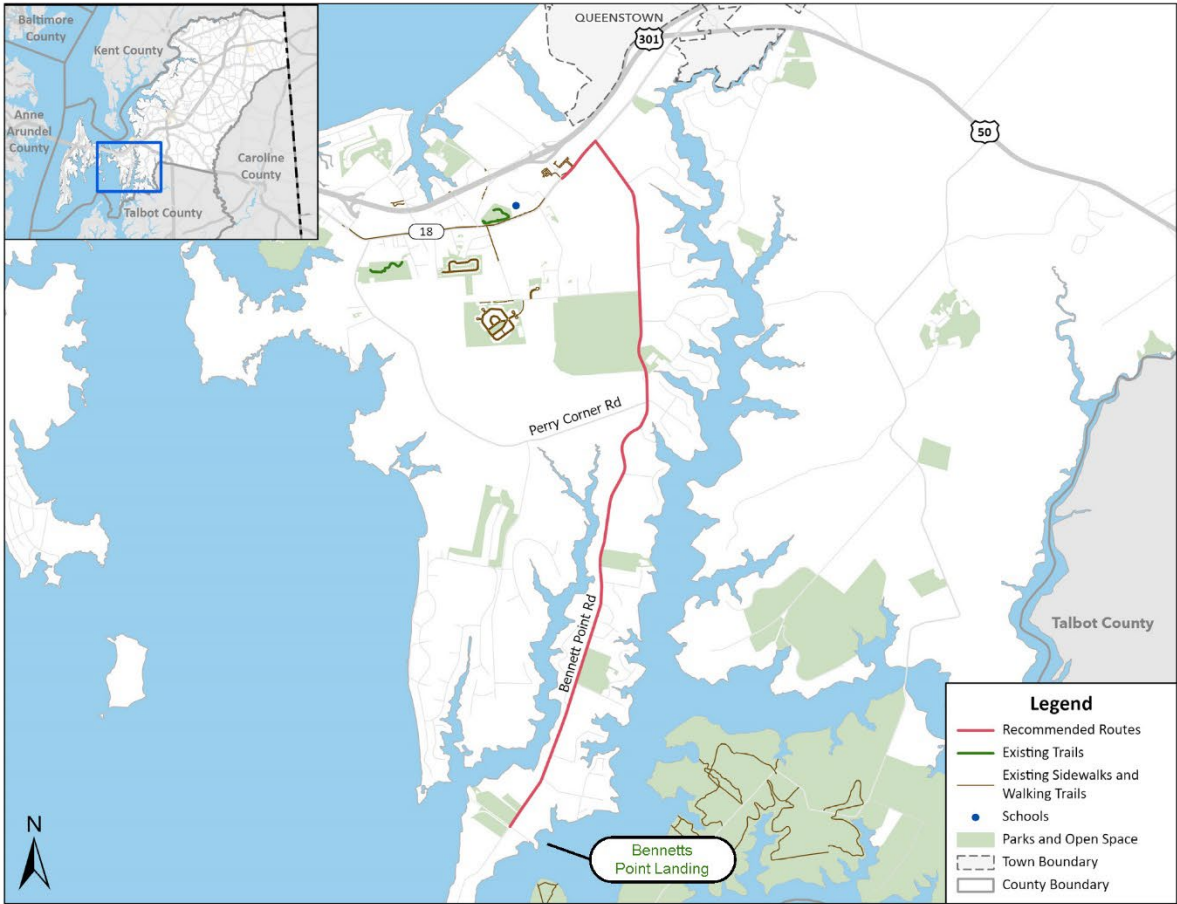
Opportunities	Downtown Barclay, Downtown Ruthsburg, Ingleside				
Approximate Length	12.9 miles				
Primary LTS	LTS 4				
Potential Constraints	Right-of-way				
Public Support	Public Workshop		Public Survey	✓	Comprehensive Plan



Project O

Grasonville to Bennett Point

Low Tier



Opportunities	Bennetts Point Landing, Local Neighborhoods, Downtown Grasonville				
Approximate Length	6.2 miles				
Primary LTS	LTS 2				
Potential Constraints	Utilities				
Public Support	Public Workshop	✓	Public Survey	✓	Comprehensive Plan

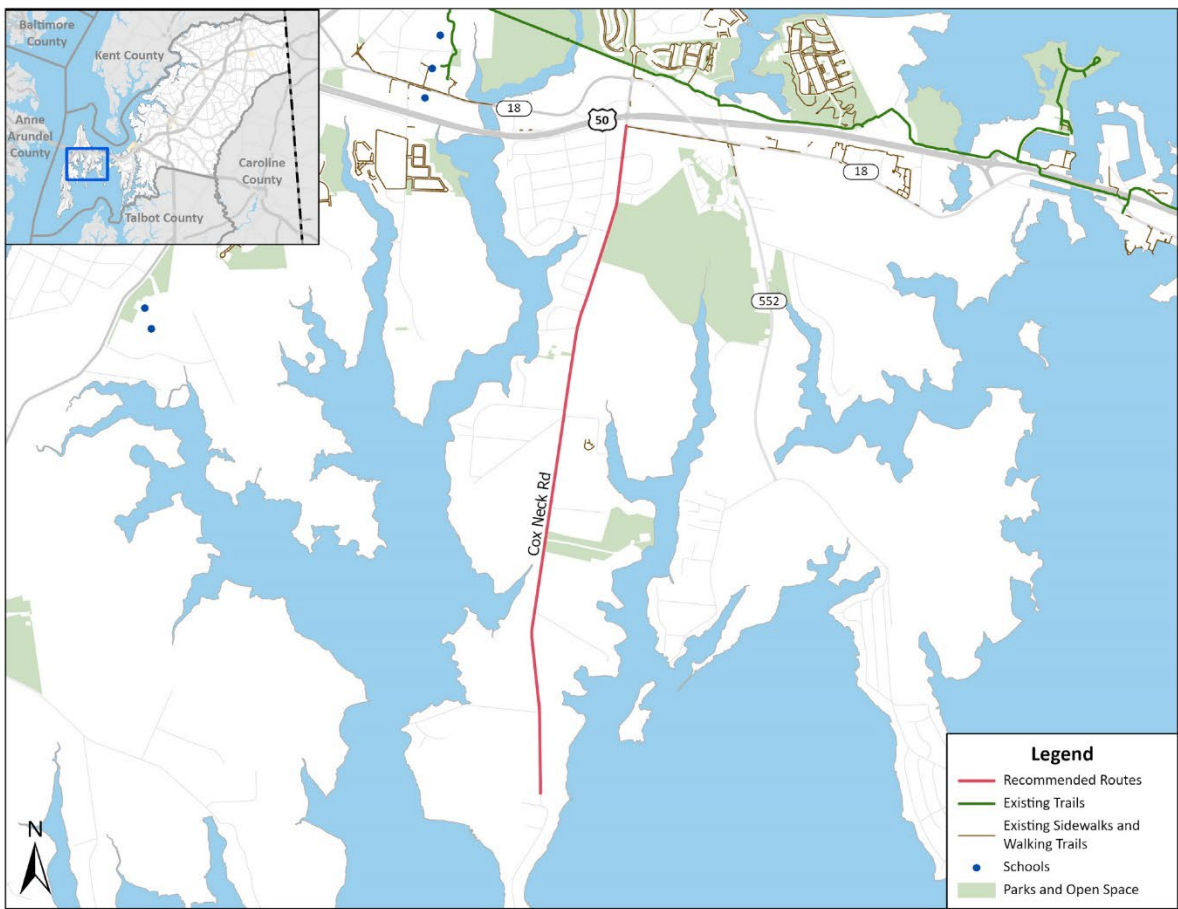




Project P

Chester to Turkey Point

Low Tier



Opportunities	Downtown Chester, Local Neighborhoods, Turkey Point				
Approximate Length	3.4 miles				
Primary LTS	LTS 4				
Potential Constraints	Right-of-way, Utilities				
Public Support	✓	Public Workshop	✓	Public Survey	✓ Comprehensive Plan

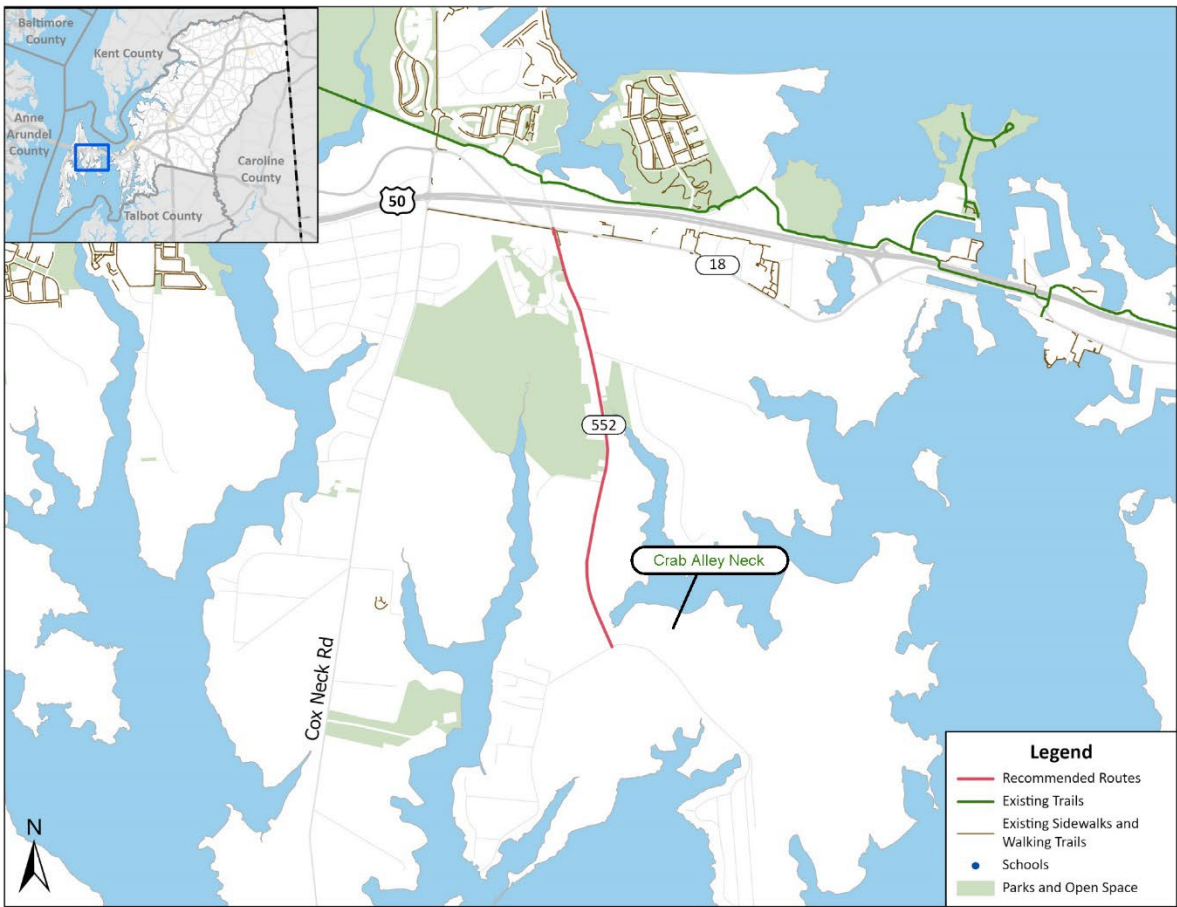




Project Q

Chester to Crab Alley Neck

Low Tier



Opportunities	Downtown Chester, Local Neighborhoods, Crab Alley Neck				
Approximate Length	1.8 miles				
Primary LTS	LTS 4				
Potential Constraints	Utilities				
Public Support	Public Workshop	✓	Public Survey	✓	Comprehensive Plan

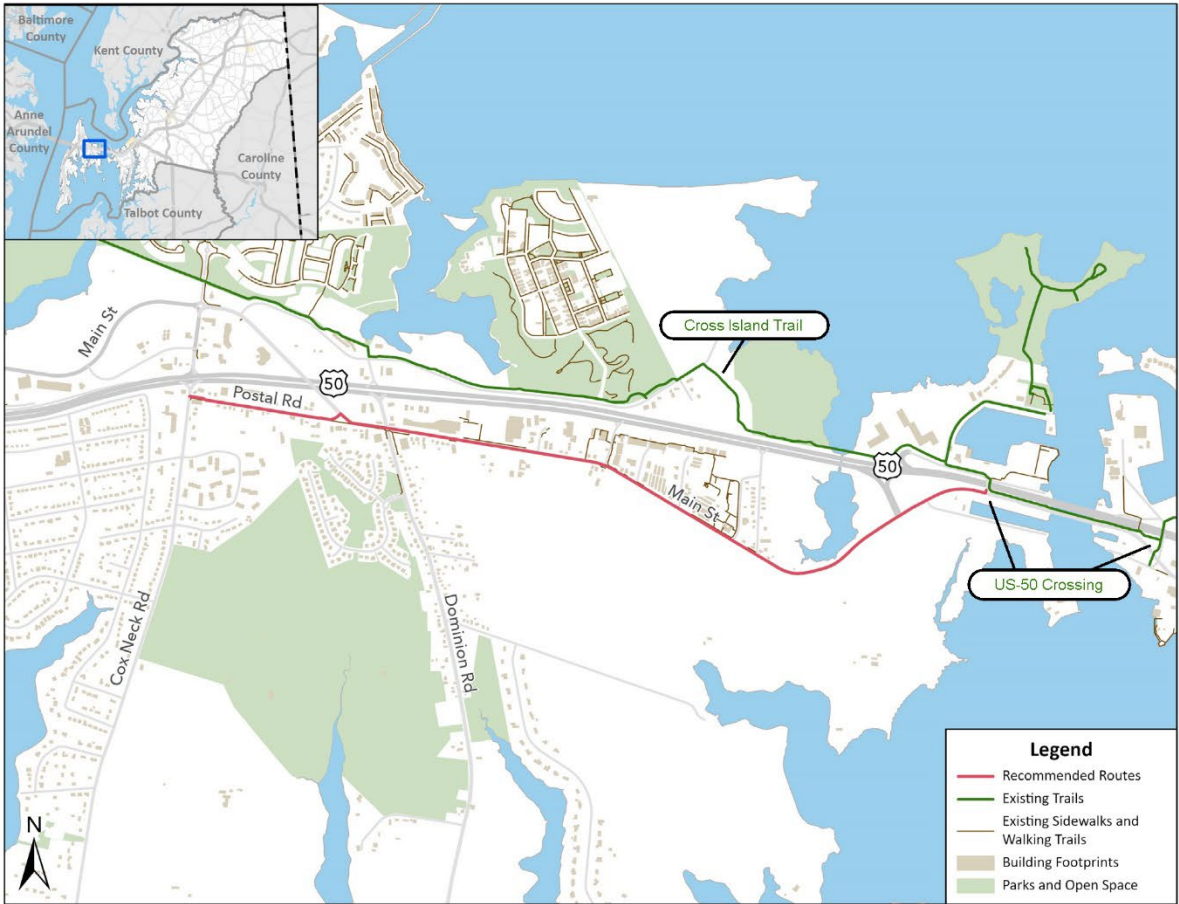




Project R

Kent Narrows to Chester

Top Tier



Opportunities	Downtown Chester, Kent Narrows, Cross Island Trail, US-50 Crossing				
Approximate Length	2.3 miles				
Primary LTS	LTS 4				
Potential Constraints	Right-of-way, Utilities				
Public Support	✓	Public Workshop	✓	Public Survey	✓ Comprehensive Plan

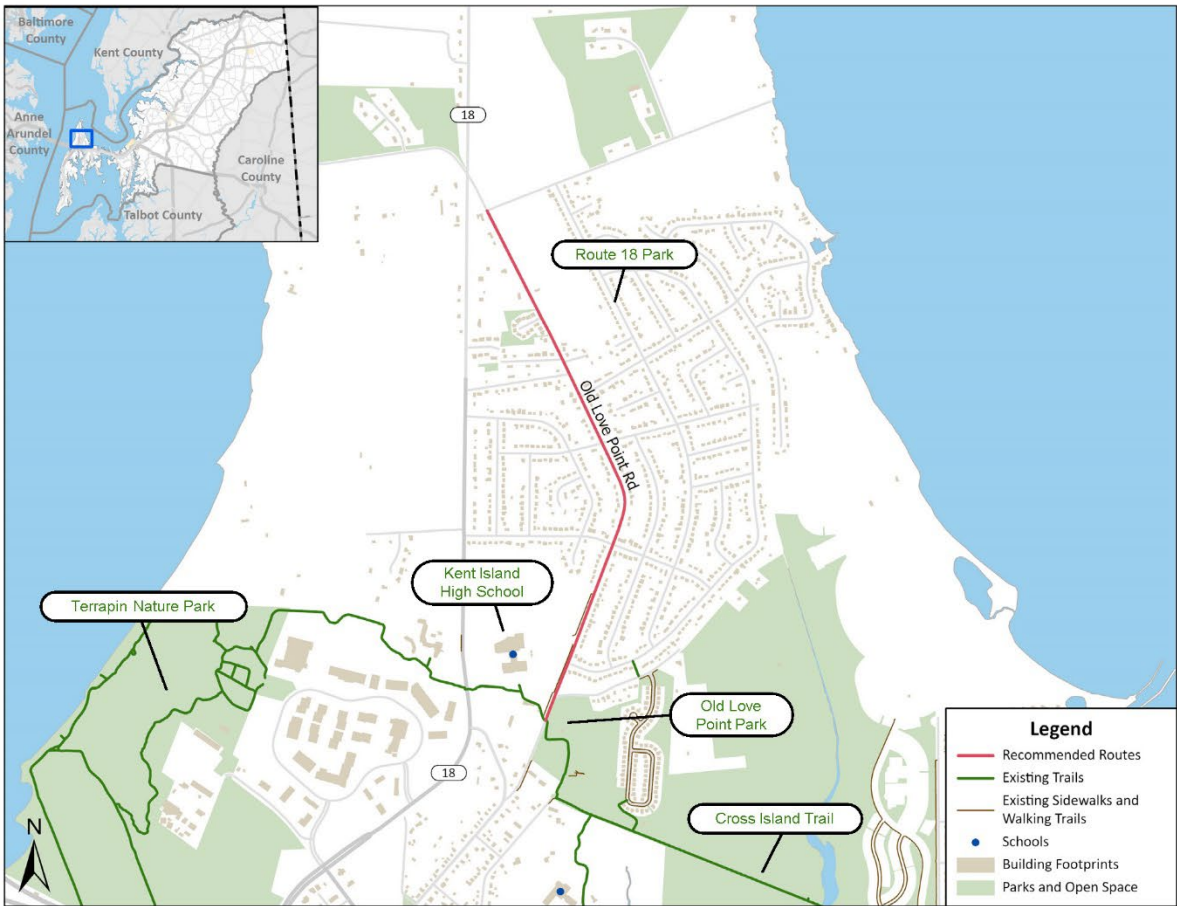




Project S

Cross Island Trail Northern Extension

Middle Tier



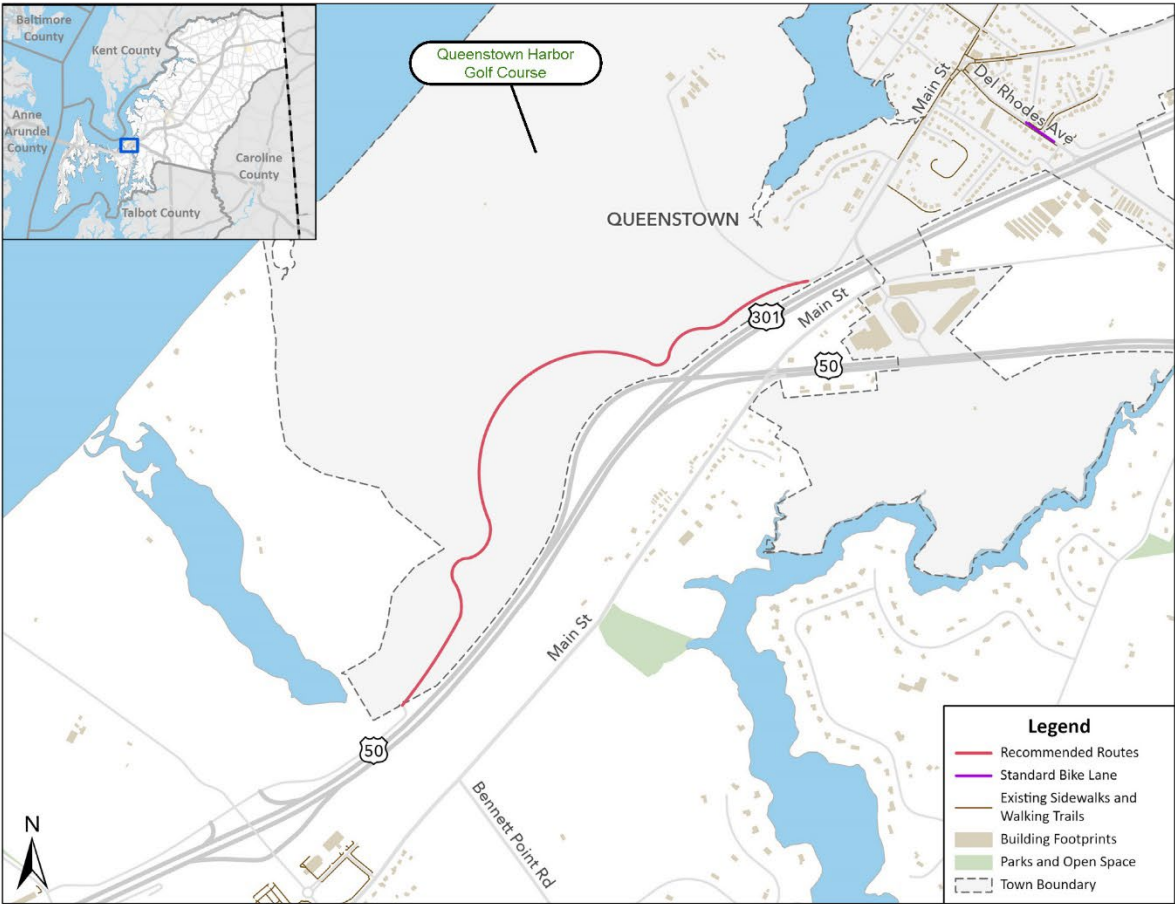
Opportunities	Kent Island High School, Old Love Point Park, Cross Island Trail, Local Neighborhoods, Terrapin Nature Park (via Cross Island Trail)				
Approximate Length	1.5 miles				
Primary LTS	LTS 1				
Potential Constraints	Right-of-way, Grade				
Public Support	Public Workshop	✓	Public Survey	✓	Comprehensive Plan



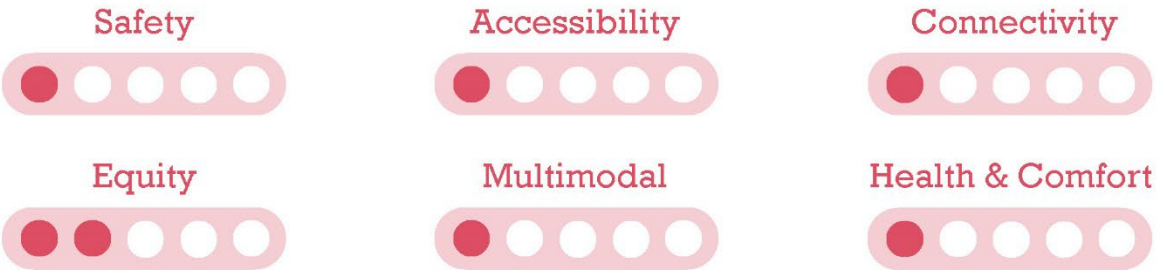
Project T

Cross Island Trail Extension to Queenstown

Top Tier



Opportunities	Downtown Queenstown, Cross Island Trail Extension (Future)					
Approximate Length	1.5 miles					
Primary LTS	LTS 0 (Off-Street)					
Potential Constraints	Right-of-way, Property Impacts					
Public Support	✓	Public Workshop	✓	Public Survey		Comprehensive Plan

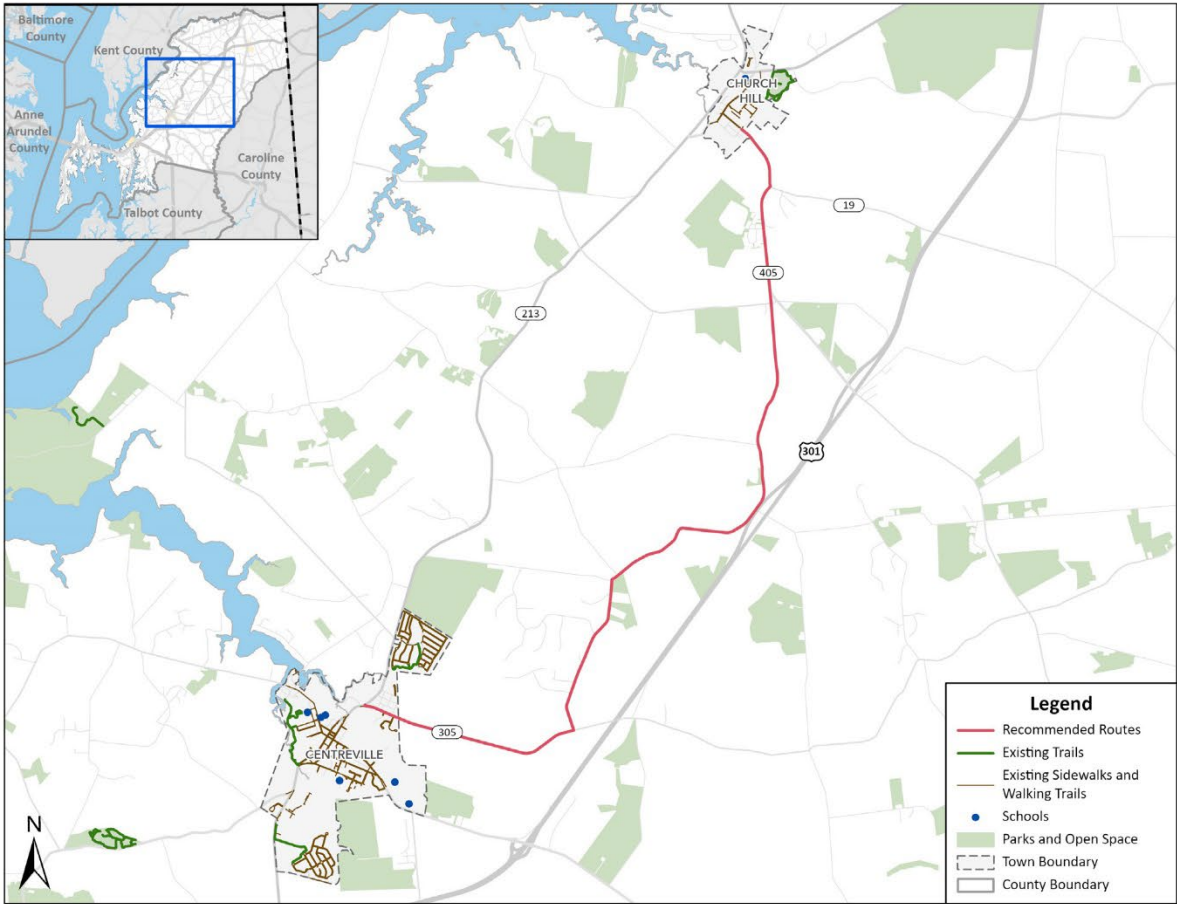




Project U

Centreville to Church Hill
(Alternative)

Low Tier



Opportunities	Downtown Centreville, Downtown Church Hill, Church Hill/Centreville Schools			
Approximate Length	10.4 miles			
Primary LTS	LTS 1			
Potential Constraints	Right-of-way, Utilities, Grade			
Public Support	✓	Public Workshop	Public Survey	Comprehensive Plan

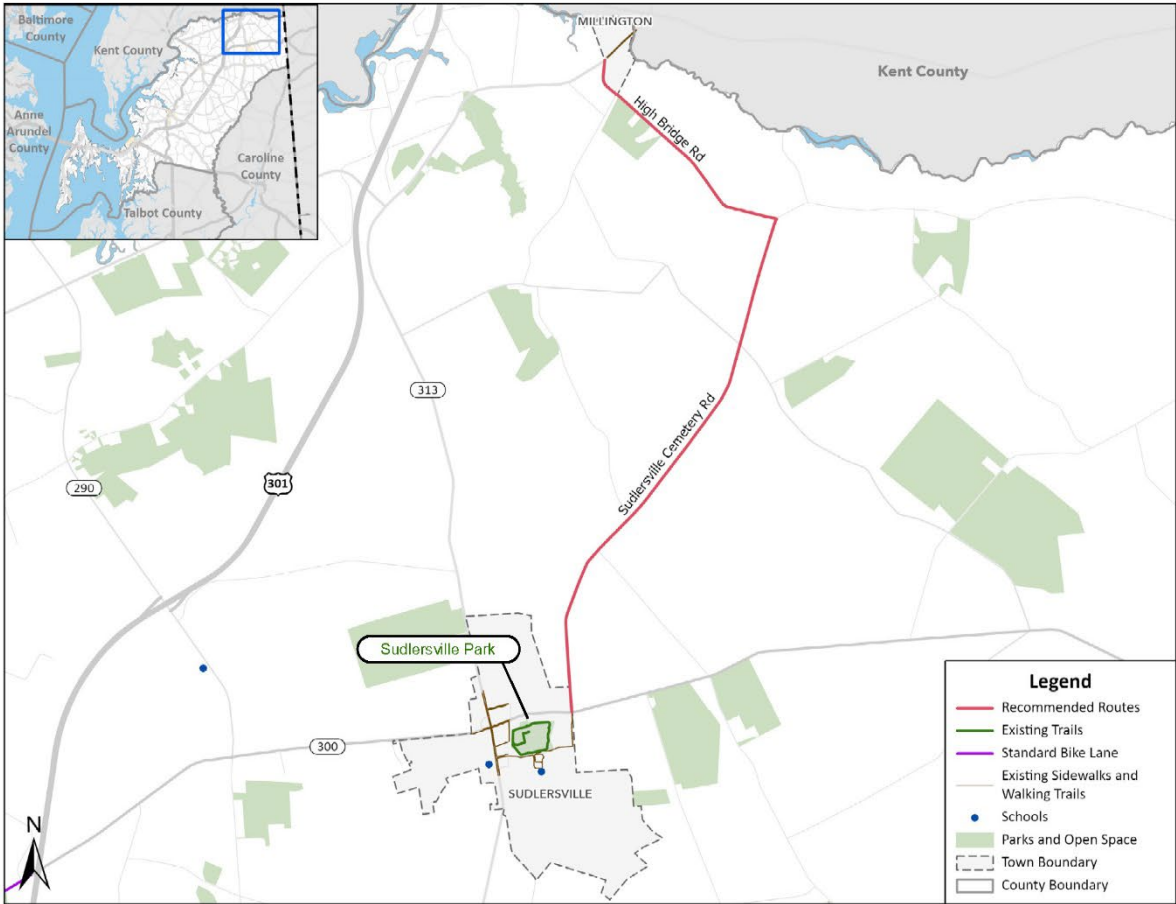




Project V

Sudlersville to Millington
(Alternative)

Low Tier



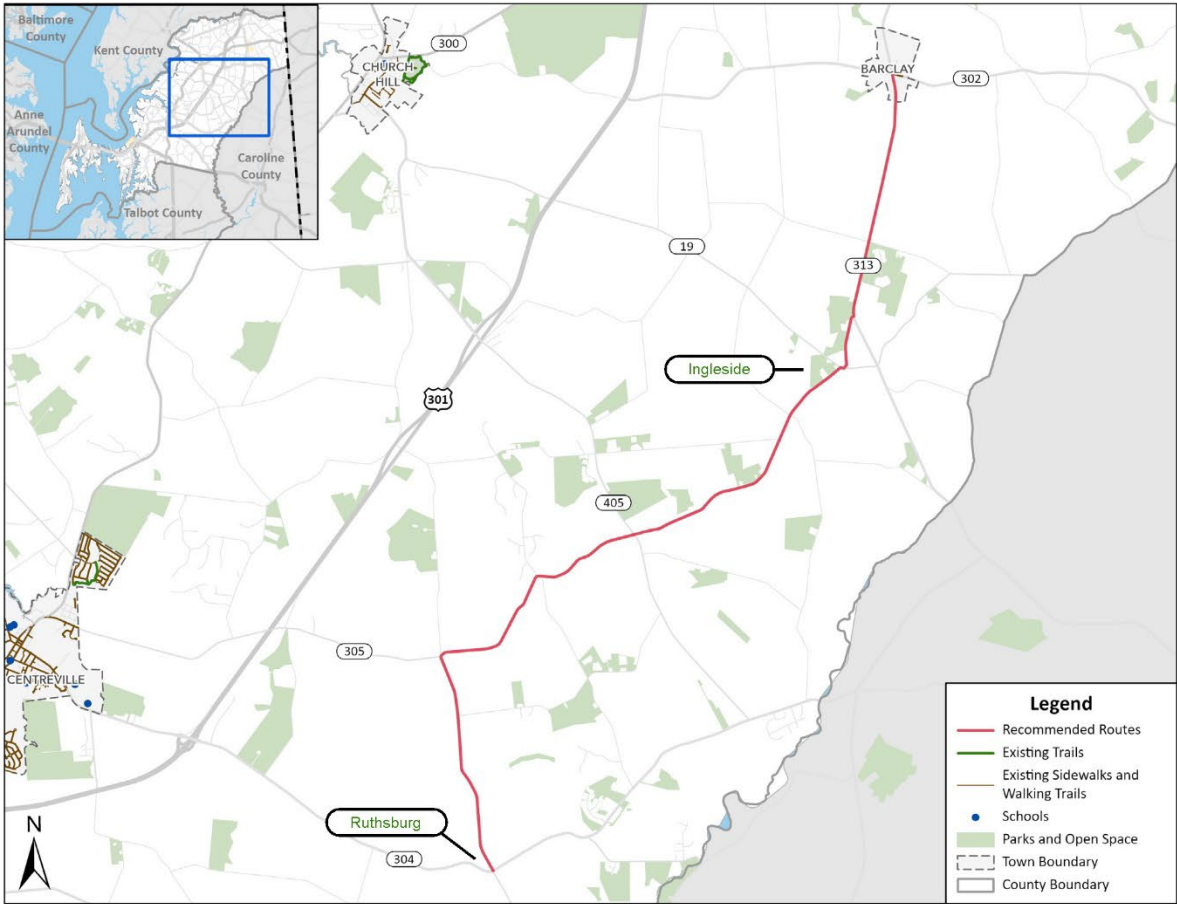
Opportunities	Downtown Sudlersville, Sudlersville Park and Trail, Downtown Millington			
Approximate Length	5.6 miles			
Primary LTS	LTS 1			
Potential Constraints	Needs further investigation			
Public Support		Public Workshop	Public Survey	Comprehensive Plan



Project W

Barclay to Ruthsburg (Alternative)

Low Tier



Opportunities	Downtown Barclay, Downtown Ruthsburg, Ingleside			
Approximate Length	13.0 miles			
Primary LTS	LTS 1			
Potential Constraints	Right-of-way			
Public Support	Public Workshop		Public Survey	Comprehensive Plan





Additional Project Considerations

Chesapeake Bay Crossing Study

The Maryland Transportation Authority (MDTA) has been conducting [The Chesapeake Bay Crossing Study: Tier 2 NEPA](#) since June 2022. This study is analyzing “alternatives to provide congestion relief and improve travel reliability, mobility and safety across the Chesapeake Bay.” It focuses on the corridor that was identified in the Tier 1 Study, which spans 22 miles from the Severn River Bridge in Anne Arundel County to the US 50/US 301 split in Queen Anne’s County. The corridor is highlighted in **Figure 20**.

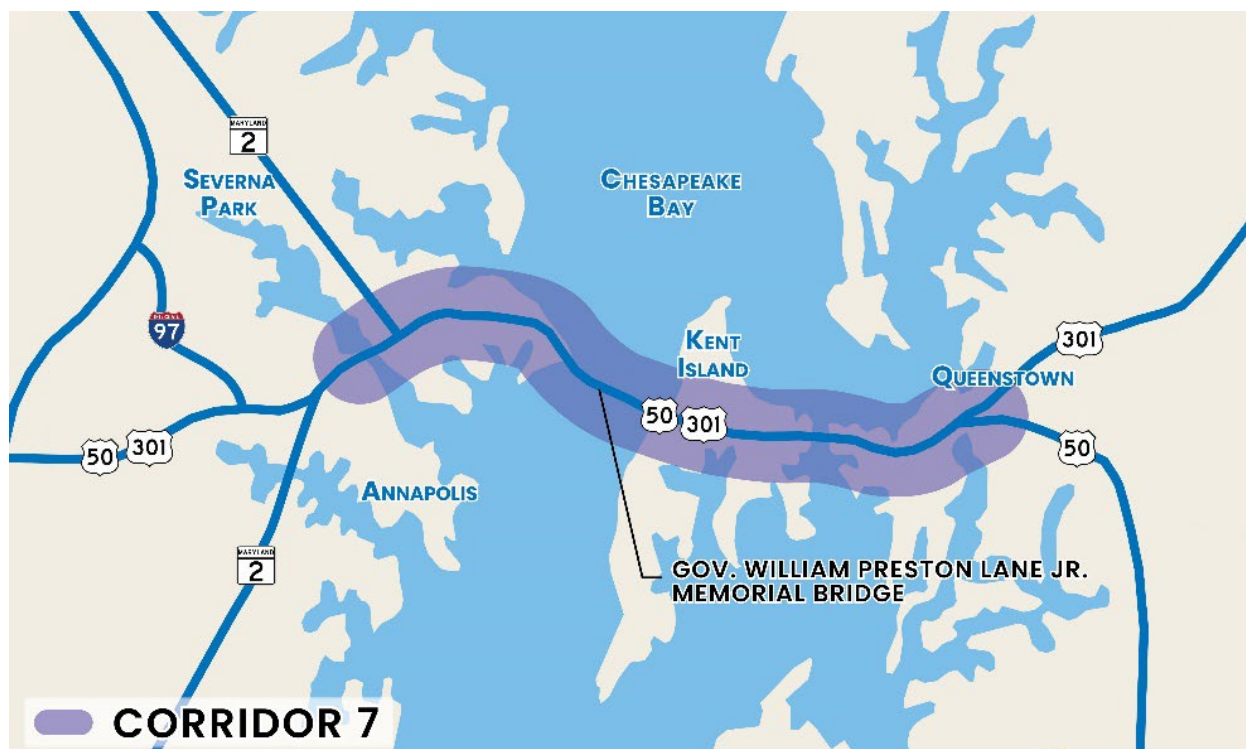


Figure 20. Chesapeake Bay Crossing Study Selected Corridor Alternative

Queen Anne’s County has had the opportunity to provide input and comment on the crossing study on various occasions—these comments focused primarily on the need for multimodal options and improved connectivity in the Bay Bridge corridor and suggested that improved pedestrian and bicycle connectivity be incorporated into the design, while bringing attention to potential impacts to pedestrian connectivity and circulation during construction. It was noted that previous highway improvement projects in the area did not consider pedestrian and bicycle connectivity, which can result in the implementation of infrastructure that encourages vehicle dependency. The County is concerned about a highway widening dividing the community further, and supports providing pedestrian and bicycle connectivity throughout the entire corridor as a transportation alternative to reduce trips on the roads and through local intersections.

According to the USDOT Equitable Transportation Community Explorer, there is transportation insecurity (occurs when people are unable to get to where they need to go to meet the needs of their daily life regularly, reliably, and safely) for residents in the area, which highlights the need



for comprehensive multimodal infrastructure to provide residents an alternative to driving where possible.

Queen Anne's County also submitted an application for the Reconnecting Communities and Neighborhoods (NCR) Grant Program administered by the USDOT, focusing on the 5-mile US-50/301 corridor that crosses Kent Island. The application included 5 potential options for improving local connectivity to mitigate the impacts of dividing Kent Island.

Sidewalk Gap Analysis

The County has a strong desire and need to improve the sidewalk networks throughout the County as well as within the towns. The sidewalk gap analysis conducted by Queen Anne's County was introduced in **Existing Plans and Gap Analyses**. New sidewalk segments were not recommended as part of this Master Plan due to the robust gap analysis that was conducted to identify ways to build upon the existing sidewalk network in the County. The identified sidewalk gap segments are included in the recommended routes of this Master Plan to build out the localized pedestrian network. **Figure 21** shows the sidewalk gaps identified, in the context of the existing sidewalks in the County.

It is recommended that the County take additional steps to better assess and address the sidewalk network through the following actions:

- Evaluating opportunities to expand the network for safety.
- Identify and fill in gaps where necessary to allow for continuous trips.
- Identify and focus on implementation where sidewalks are needed in designated growth areas as well as within incorporated towns.
- Construct sidewalks that provide access to employment, educational facilities, and retail destinations.

US 50/301 Pedestrian Overpass and Cox Creek Connectivity

Lack of connectivity has previously been identified as a significant inhibitor for local residents' use of the South Island and Cross Island trails—most notably, a lack of connectivity across US 50/301 and across Cox Creek. The Kent Island Transportation Plan, introduced in **Existing Plans and Gap Analyses**, provided various recommendations to help address this issue of connectivity including potential bicycle and pedestrian crossing locations on US 50/301, and a Cox Creek Connector Road that has the potential to include bicycle and pedestrian facilities.

Most recently, the County is considering two potential bicycle and pedestrian crossing locations over US 50/301. Firstly, between the Bay Bridge and MD 8 interchange with US 50/301. Secondly, East of Thompson Creek Road and West of Cox Creek. The County should proceed with feasibility studies for each of these crossing locations, as a US 50/301 bicycle and pedestrian crossing is critical to connect the North and South Islands and existing facilities.

A feasibility study for a Cox Creek Road Connector should also be conducted, as bicycle and pedestrian connectivity does not exist for individuals seeking to travel from Kent Narrows to the South Island.



Opportunities for Additional Routes

Many of the recommendations outlined in this Master Plan reflect routes that are currently being used by more advanced cyclists, thus mimic road alignment. It is important to note that throughout the County there are opportunities to locate multimodal facilities along powerline easements, as well as locations of former rail alignments, referred to as “rails to trails”. The County should work closely with the State of Maryland to identify rail corridors for studies of rails to trails as well as power suppliers with existing easements that may make possible alignments for improved connectivity.

In addition to “rails to trails” opportunities, potential cross-county trail connections should be explored for more extensive regional connectivity. The Eastern Shore Land Conservancy has developed an [Eastern Shore Regional Trail Vision](#), which is supported by an interactive [Eastern Shore Regional Trails Network online mapping application](#) to explore existing trails, proposed trails, existing routes, trailheads, current and former railroad routes (for potential “rails to trails” opportunities), and publicly desired trails in the region and inspire additions to the growing network. Regional or cross-county trail connections would help meet the collective desire for more and longer trails that connect to more places and provide an opportunity for more competitive grant applications for the region.

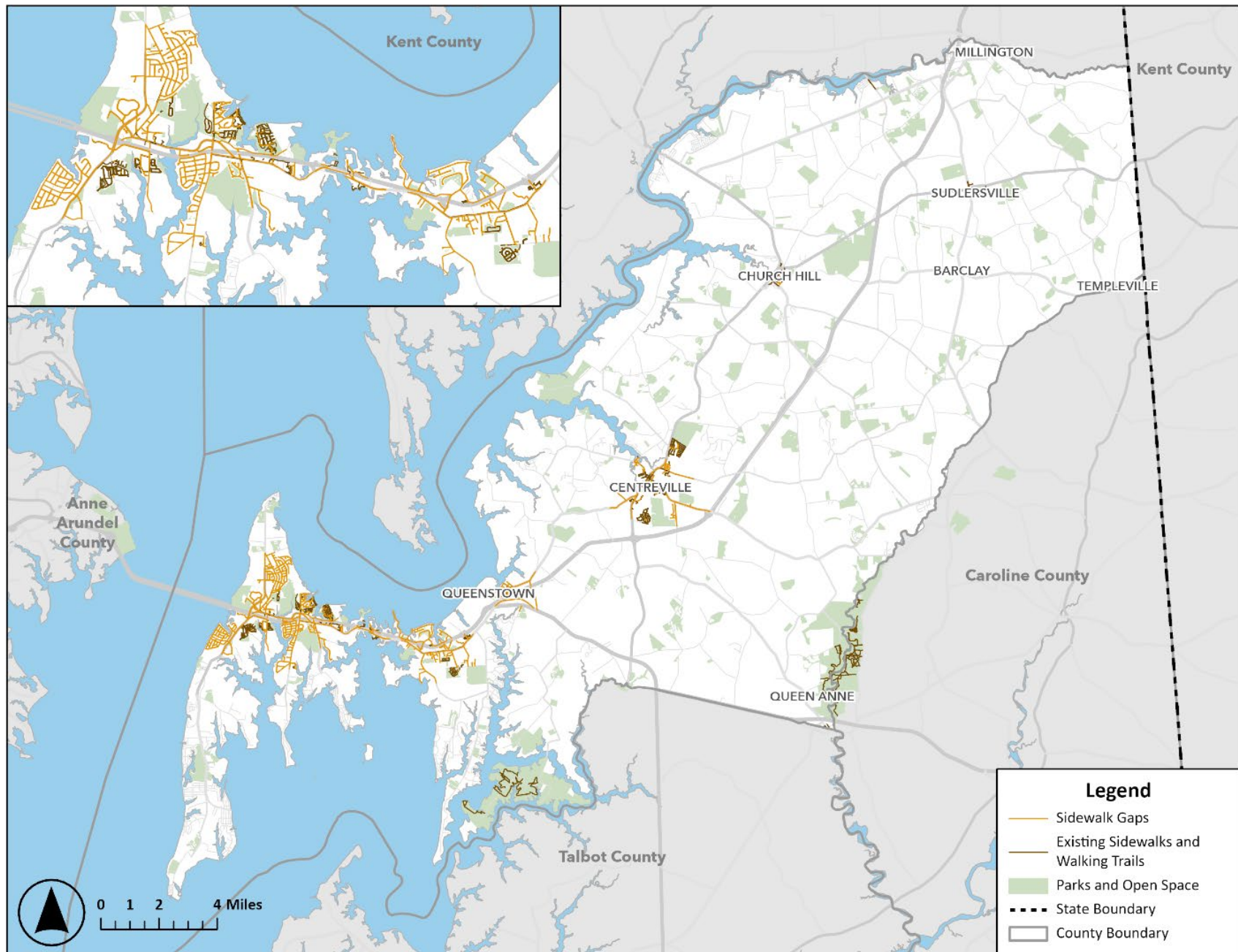


Figure 21. Sidewalk Gaps in Queen Anne's County



SUPPORTING NEXT STEPS

The contents of this master plan represent the “Planning” and “Project Identification” phases of the steps necessary to achieve construction and implementation of pedestrian and bicycle projects. The implementation process is shown in **Figure 22**.

As shown, the next step towards implementation for all projects identified in this master plan is “Feasibility.” Before determining the level of infrastructure to design and construct for a project, it is necessary to conduct a feasibility study. The feasibility study could explore the conceptual layout and alignments of each project, with high-level examinations on the viability of modes served, facility widths and grades, materiality, supporting amenities, and connections to existing facilities and destinations.

A related or subsequent action would be to conduct the appropriate scale “Environmental Analysis” (determined by scope of project, area of impact, and funding source). The environmental analysis would review each project’s potential impacts on the built and natural environment, sensitive receptors, and public health. During environmental analyses, additional option refinements can be identified to avoid or offset impacts and impact mitigation strategies can be built into the process.

Preliminary to Final Design is the stage at which the project really begins to take shape in advance of construction and implementation. In Preliminary Design the general project location and design concepts are determined, and all necessary environmental analysis have been conducted. At preliminary design any needed right of way, easements, or community partnership are folded into the concept. Final design included the development of construction read plans and detailed specifications.

Successful construction and implementation is dependent on generating community support, aligning funding, and identifying synergist efforts across the County to expedite the construction process.

While not all identified projects will be implemented as the safest and most separated type of facilities (i.e., shared use path), this option should not be precluded from any project until a feasibility study has been conducted.

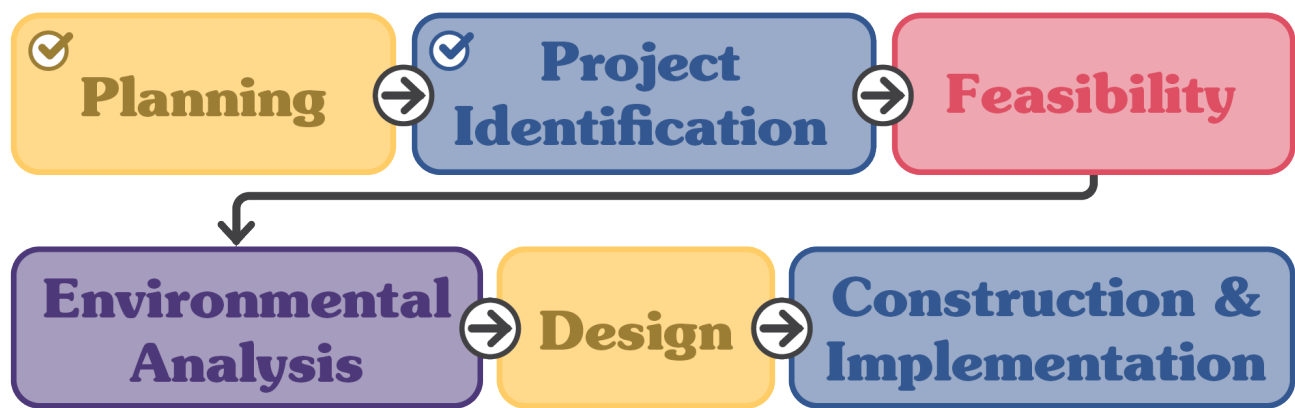


Figure 22. Steps to Achieve Implementation of Pedestrian and Bicycle Projects










Best Practices for a Living Master Plan

This master plan document should be considered a living document, as there are ongoing next steps necessary to move projects forward towards implementation as well as ensure successful use of the recommended facilities. **Table 7** outlines different topic areas for pedestrian and bicycle best practices. Recommended action items and best practices for advancing projects are detailed below.

Table 7. Different Topic Areas for Pedestrian and Bicycle Best Practices

Topic	Description
 Education	<ul style="list-style-type: none">• Aims to give people of all ages and abilities the skills and confidence to walk and ride.• Highlights the safety and social benefits of walking and bicycling.
 Enforcement	<ul style="list-style-type: none">• Seeks to foster collaboration between the QAC Sheriff's Office, advocacy groups, and community members to ensure that users of the network understand and follow rules, regulations, and laws of usage.
 Promotion	<ul style="list-style-type: none">• Seeks to build on existing community relationships to create strong walking and bicycle culture within the County that promote and celebrate these forms of transportation.• Aligns community support behind bicycling initiatives, funding referendums, and implementation timeline
 Maintenance	<ul style="list-style-type: none">• Provides information on identifying, tracking, and performing maintenance work in the pedestrian and bicycle network.• Supports the ongoing monitoring of conditions, gaps, and network opportunities as a part of asset management
 Funding	<ul style="list-style-type: none">• Identifies funding sources for projects that contribute to the pedestrian and bicycle network.• Identify local, regional, statewide, and federal funding partners• Leverage private sector development to catalyze network development

Living the Plan Strategies

The following list identifies specific strategies that Queen Anne's County could employ to take the spirit and policies of this Master Plan and make them real for County residents and visitors.

Bike to Work Day / Bike to School Day

The League of American Bicyclists has established May as National Bike Month, with designated Bike to Work Week, Bike to Work Day, and Bike to School Day. Queen Anne's County should take the following actions to better educate their residents and businesses on events during National Bike Month as well as establish County specific initiatives:

- Establish partnerships with community groups and schools to plan for and advertise Bike to Work Day and Bike to School Day. This may include development of safe routes with police enforcement to connect to places of businesses and schools that currently do not have fully connected facilities.



- Partner with schools and local Parent Teacher Associations (PTAs) to establish bike buses for Bike to School Day.
 - Bike buses are adult-led organized group bike rides to school
- Work with the QAC School System and local jurisdictions to educate stakeholders on Maryland's [Safe Routes to School](#) (SRTS) programming efforts.
- Develop information related to Bike to Work Day including possible safe routes, best practices, and benefits that can be provided to existing Chamber of Commerce members as well as used on the County's website.

Host "trail safety events"

Hosting events each year to share safety tips out on the existing trails will help to better reach existing users and promote efforts being completed by the County. This effort would serve as part of a public education campaign and would help reach community-wide users and visitors.

Update existing online educational materials for residents and visitors

The County currently has a static online bicycle route map as identified by the Bicycle and Pedestrian Advisory Committee, Department of Administration Services, and Economic Development and Tourism. The routes included in the existing online map are mainly focused for bicyclists who identify as strong and fearless, with many of the identified roads having paved shoulders along rural roads. The County should publish an ArcGIS online map to include level of traffic stress (LTS) information and identify routes that could be used by different user types. Sharing LTS information allows residents and visitors to determine their rides based on their comfortability. By having an interactive map where users can query out the information being shown, empowers people to determine possible rides best suited for themselves or their families.

Law enforcement at key locations

In addition to the resources to help educate users on the appropriate way to use facilities and respect one another, the County should develop an enforcement plan to monitor existing use. Trails, though they are able to be used by most user types and help to reduce on-road stress, have been shown to increase conflict points with motorists near intersections and driveways. It is recommended that the County work with the Queen Anne's County Sheriff's Office to determine key times throughout the year and locations for police presence near intersections of existing trail crossings. This presence will allow the County to better understand existing behavior of all user types and identify possible solutions at high conflict areas. Providing citations or written warnings to motorists and trail users for illegal and reckless behavior shows the seriousness of the County in reducing irresponsible behavior where vulnerable users are located. It also helps bicyclists and pedestrians understand that they play a critical role in reducing conflict with motor vehicles.

Establish Countywide trail speed limit

With micromobility becoming a more popular and available form of active transportation, establishing a countywide trail speed limit will help better regulate these more powerful devices. Using the existing Bicycle and Pedestrian Advisory Committee along with local law enforcement and MDOT State Highway Administration (SHA) representation, a steering committee should be established to determine a countywide trail speed limit. Once a countywide trail speed limit is



determined, speed limit signs should be strategically placed along all existing trails and included in design of future trails.

Establish a County-wide Safe Routes to School program

Another recommendation for enforcement is to establish a countywide safe routes to school program. The first step in this process would be to identify a pilot location, and perform an existing conditions assessment. The next steps would be to identify key stakeholders, such as school administrators, parents, law enforcement, transportation officials, and community representatives to support in the development of a SRTS plan, secure funding, implement improvements, educate and engage with the community, enforce traffic safety laws, and evaluate and monitor the program.

Develop a wayfinding and signage master plan

The first step in updating the County's active transportation signage in a dedicated master plan includes taking an inventory of their existing signage (see **Figure 23** for reference). It is recommended that County collect the following information as it pertains to wayfinding and put it into a spatial database:

- Identification signs
- Directional signs
- Informational signs
- Regulatory signs



Figure 23. Signage along existing trail in Queen Anne's County

Based on the results of the signage inventory, recommended locations for updated signage, new signs, and the development of a family of signs for consistency will be developed. The County should coordinate with County's Economic and Tourism Development Department, Chamber of Commerce, and recreational and retail destinations for potential locations for signs and destinations.

Implement traffic gardens

A traffic garden is a park modeled with scaled-down traffic conditions to teach young children how to behave and interact as bicyclists and pedestrians in a low stress environment (see **Figure 24** for reference photo). Queen Anne's County Parks and Recreation department should begin to identify a possible new park location in their upcoming master plan efforts for a traffic garden. The County can engage with local elementary-aged school children to gather input on the type of conditions and designs they would like to see as part of the traffic garden. Teaching children the importance of roadway safety and

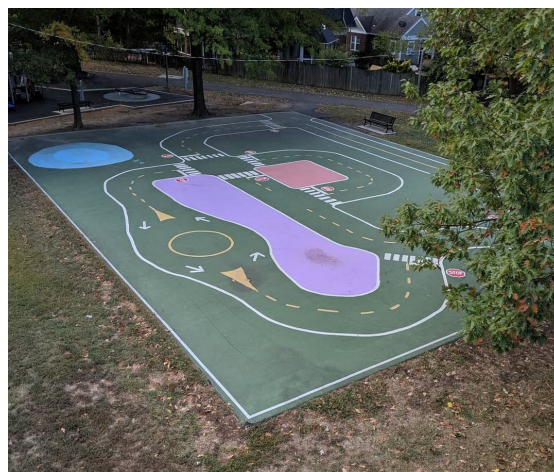


Figure 24. Existing traffic garden in Alexandria, VA
(Source: <https://www.alexandriava.gov/traffic-safety/traffic-gardens>)



facility design allows them to gain confidence as a vulnerable user type and teaches them that bicycling and walking can be used for utility purposes.

Develop Countywide maintenance standards and procedures.

By developing standards and procedures for existing facilities and supporting amenities, the County will help to ensure the longevity and quality of these facilities. This will also allow the County to better budget for active transportation facility maintenance into the future as more facilities are constructed.

Consider creating an interactive, spatially driven reporting system

Collecting real-time input from existing users will help the County better identify areas needing improvements along the network. This will allow the County to better understand perceived maintenance or safety issues, as well as gauge public support for allocating resources towards an improvement based on users echoing or providing similar input.

Develop a trailhead classification system

Long-distance facilities are recommended as part of this master plan to build countywide connectivity for all users. The length of the proposed facilities paired with the rural nature of much of the County increases the need for trailhead amenities. By developing a trailhead classification, the County can implement the appropriate amenities at certain distances along the proposed network. These amenities may include parking to allow residents and visitors easy access to the network, restrooms, water, weather shelters, emergency call boxes, and signage. Having the appropriate amenities along long-distance pedestrian and bicycle facilities encourages use, attracts visitors to use these systems, and may improve safety conditions.

Establish an ongoing sidewalk retrofit program in the County

A recommendation of this Master Plan is for the County to consider and establish a Capital Improvement Program (CIP) project to address existing sidewalk deficiencies to improve safety and meet Americans with Disabilities Act (ADA) requirements. The County should consider a public input request form that allows residents an avenue to provide input for identifying accessibility issues. These submitted projects will be addressed through the retrofit program.

Re-evaluate the Master Plan on a yearly basis

To ensure the recommendations of this master plan progress forward into the future, it is recommended that County staff within the Public Works Department and the Parks Department, along with the BPAC and PRAC, evaluate and identify strategic next steps at least once a year during a designated meeting. These steps include:

- Identify which project(s) should be considered for a feasibility study based on the prioritization results and determining possible funding sources for this study.
 - If grant funding is sought, identifying roles and responsibilities for pursuing which grant sources will be considered.
 - If it is determined County funds may be used, building those costs into budgeting requests will be handled by the department seeking funds.



- Determine educational and enforcement events for the year ahead including roles and responsibilities. These may be grassroots lead efforts that the County may provide support for based on the event.
- For more robust planning recommendations, determine the order of preferred completion based on available County resources. One example of this is to conduct a signage inventory one year, followed by a wayfinding master plan that uses that inventory as a foundation element of the master plan. And this effort should be coordinated with County's Economic and Tourism Development Department.

It is recommended that five years after adoption, the County should assess the Master Plan to determine if the recommendations outlined are still relevant to County goals, what has been able to progress and what has not, along with reasons why, and if any additional studies have been completed that may cause a need for the network to be re-prioritized or re-developed. This should be reported back to the County Commissioners along with possibly amendments to the master plan.

Codify the bicycle and pedestrian strategies detailed in the 2022 Comprehensive Plan

The 2022 QAC Comprehensive Plan details 18 strategies to promote safe and convenient bicycle and pedestrian access throughout the transportation system and programs. The County should codify these strategies (listed below) as part of the outcome of this Master Plan and the 2022 Comprehensive Plan.

1. Create, review, and update a bicycle and pedestrian plan consistent with PlanQAC.
2. Add bicycle lanes, signed bicycle routes, and shared lane markings to develop the County's on-road bicycle network.
3. Use innovative designs and bicycle-specific treatments at intersections and small connector paths to improve safety and interconnectivity.
4. Coordinate bicycle facility planning, design, and implementation with towns and communities across the County.
5. Launch a new bicycle parking initiative by the County in public places.
6. Require new multi-family residential, retail, and office development to provide bicycle parking.
7. Work with the Maryland Upper Shore Transit System and County Ride to accommodate bicycles in support of a multimodal transit system, improving bicycle parking at transit stops.
8. Continue to develop off-road paths to create a trail system with connections to spine routes that serve key County destinations.
9. Identify roadway improvements to reach acceptable levels of comfort for existing and proposed bicycle routes.
10. Strengthen the enforcement of traffic laws related to bicycle and pedestrian safety.
11. Acknowledge the Bicycle Route Map as the County's official designated bicycle route map.
12. Pursue funding opportunities to improve level of comfort on roadway segments identified in future studies.
13. Pursue funding opportunities to develop, enhance, and promote designated bicycle routes.
14. Consider options for bicycle route wayfinding signage.
15. Promote designated bicycle and pedestrian routes as alternative "active transportation" options for connecting citizens to employment, community, and retail business areas.



16. Work with residents, community groups, businesses, civic associations, and property owners to expand the network of walkways in existing public rights-of-way and new open space acquisitions.
17. Create and implement a Safe Routes to School Program in public and private schools, preferably utilizing MDOT SHA Transportation Alternatives.
18. Continue extending existing paths, trails, and greenways.

Strategically seek different funding opportunities\$

The County should consider pursuing bicycle and pedestrian related funding opportunities that do not necessary fund the explicit addition of new facilities. For instance, the County may consider pursuing funding for historical preservation or rehabilitation of historic or scenic routes that pass through the County, such as the American Discovery Trail, pictured in **Figure 25**.

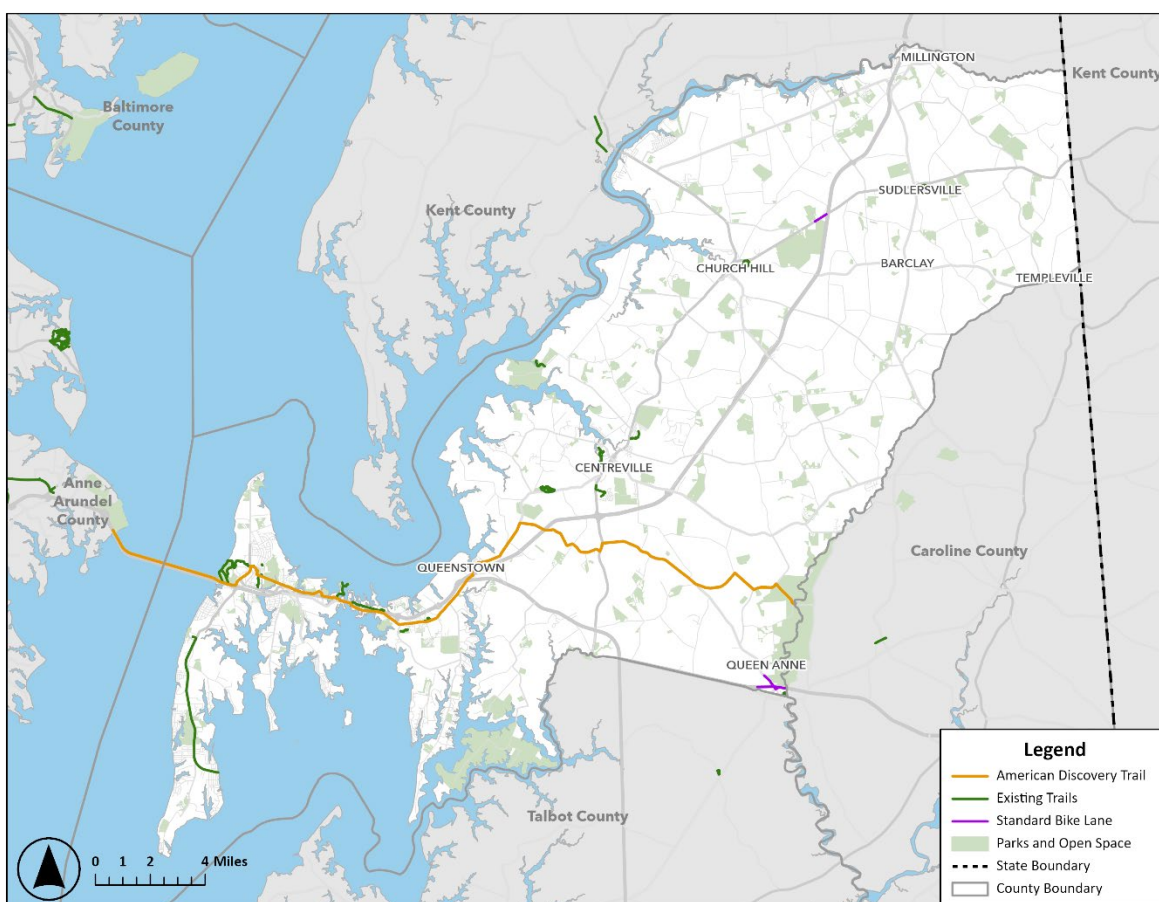


Figure 25. American Discovery Trail Segment in Queen Anne's County

Pursue grants to advance projects\$

The recommendations for funding, implementing, and prioritizing proposed projects should be considered guidelines that may change over the implementation timeline of this plan. Queen Anne's County should continue to evaluate priority projects as opportunities for funding become available.



Potential funding sources and relative timelines for pedestrian and bicycle projects are included in **Table 8**. The funding sources and timeframes are intended only to serve as a guide for plan implementation and should be considered flexible. Timeframes are subject to change per local, state, and federal funding schedules. Additional funding resources for bicycle and pedestrian opportunities as developed by U.S. Department of Transportation Highway, Transit, and Safety Funds can be found in the **Appendix**.





Table 8. Possible Grant Funding Sources

Funding Opportunity	Department	Funding Type (Planning, Capital, Maintenance)	Funding range	Funding Obligations (% match of County to federal)	Type of Funding (Competitive vs Formula)	Eligible Activities
Safe Streets and Roads for All - SS4A	USDOT	-Planning and Demonstration -Implementation	Planning and Demonstration – Minimum: \$100,000 Maximum: \$10 million (FY 2023) Implementation – Minimum: \$2.5 million Maximum: \$25 million (FY 2023)	Minimum 20% local match	Competitive	Planning and Demonstration: Planning structure, safety analysis, engagement and collaboration, equity, road safety audits, reporting on the progress from the Action Plan implementation for transparency; Feasibility studies using quick build strategies that inform permanent projects in the future; Pilot programs for behavioral or operational activities that include at least one element of the Safe System Approach Implementation: Applying low-cost roadway safety treatments, identifying and correcting common risks, installing pedestrian safety enhancements and closing network gaps, supporting development of bikeway networks
Active Transportation Infrastructure Investment Program (ATIIP)	FHWA	-Planning and Design -Construction	-Planning and Design Minimum: \$100,000 Maximum: N/A -Construction Minimum: \$15 million Maximum: N/A	Federal cost share: 80% maximum *For eligible projects serving communities with a poverty rate of over 40% based on the majority of census tracts served by eligible project, the Federal share may increase up to 100%	Competitive	Planning and Design – plans for active transportation networks and active transportation spines Construction – construction projects to provide safe and connected active transportation facilities in an active transportation network or active transportation spine Both Planning and Design and Construction grants can go towards planning, designing, and constructing active transportation networks and active transportation spines
Rebuilding American Infrastructure with	USDOT	-Planning -Capital	-Planning Minimum: N/A	Federal cost share: 80% maximum for urban projects that are	Competitive	Capital:





Funding Opportunity	Department	Funding Type (Planning, Capital, Maintenance)	Funding range	Funding Obligations (% match of County to federal)	Type of Funding (Competitive vs Formula)	Eligible Activities
Sustainability and Equity - RAISE			<p>Maximum: \$25 million</p> <p>-Capital Minimum: \$5 million (urban) / \$1 million (rural) Maximum: \$25 million</p>	<p>not located in an area of persistent poverty (APP) or historically disadvantaged community (HDC);</p> <p>*The Federal share may be up to 100% of the costs of a project located in a rural area, historically disadvantaged community, or area of persistent poverty</p>		<p>Surface transportation infrastructure project that the Secretary considers to be necessary to advance the goals of the program (includes surface transportation components of mobility on-demand projects that expand access and reduce transportation cost burden)</p> <p>Planning:</p> <ul style="list-style-type: none"> -Projects related to the planning, preparation, or design of eligible surface transportation capital projects -Development of master plans, comprehensive plans, transportation corridor plans, and integrated economic development, land use, housing, and transportation plans; -Zero emissions plan for transit fleet; -Planning activities related to the development of a multimodal freight corridor, including those that seek to reduce conflicts with residential areas and with passenger and non-motorized traffic
Recreational Trails Program (Maryland)	FHWA / Maryland SHA	-Planning and Construction	<p>N/A</p> <p>*Awarded projects under this program for FY2023 ranged from \$25,000 to \$2 million</p>	<p>Federal funds reimbursed by the MDOT SHA: up to 80% match</p> <p>Project sponsor: Minimum 20% match</p>	Competitive (Federal funding distributed to states, which then allocate to projects)	<ul style="list-style-type: none"> -Maintenance and restoration of existing recreational trails, including signage, bridges and boardwalks; -Development and rehabilitation of trailside and trailhead facilities and trail linkages for recreational trails; -Lease of recreational trail construction and maintenance equipment;





Funding Opportunity	Department	Funding Type (Planning, Capital, Maintenance)	Funding range	Funding Obligations (% match of County to federal)	Type of Funding (Competitive vs Formula)	Eligible Activities
						<ul style="list-style-type: none"> -Construction of new recreational trails (with restrictions for new trails on Federal lands); -Acquisition of easements and property for recreational trails or recreational trail corridors; -Assessment of trail conditions for accessibility and maintenance; -Development and dissemination of publications and operation of educational programs to promote safety and environmental protection related to the use of recreational trails.
Transportation Alternatives Program (TAP) *Maryland TAP Manual *This program is a part of the Surface Transportation Block Grant through FHWA	FHWA	-Design -Construction	N/A *Awarded projects under this program for FY2023 ranged from \$60,000 to \$6.4 million	Federal funds reimbursed by the MDOT SHA: up to 80% match TAP project sponsor: minimum 20% cash match	Competitive (Federal funding distributed to states, which then allocate to projects)	-Infrastructure projects and planning efforts that enhance non-motorized transportation options, improve accessibility, and promote safety for pedestrians and cyclists –including but not limited to bike and pedestrian paths, Safe Routes to School projects, streetscape enhancements, historic preservation of transportation facilities
Maryland Heritage Area Authority Grants	MHAA	Non-Capital Capital	Non-Capital: No minimum Maximum: \$50,000 Capital: No minimum Maximum: \$100,000	Non-Capital and Capital: One-to-one match of non-state support		Eligible projects must have a heritage tourism component or contribute to research that will directly inform a heritage tourism product. Non-capital: Planning (research, field investigation, data recovery, feasibility and planning studies, design documents and other planning activities that support the heritage area); Interpretation (exhibits, signage, pedestrian wayfinding signage, interpretive brochures, educational programs





Funding Opportunity	Department	Funding Type (Planning, Capital, Maintenance)	Funding range	Funding Obligations (% match of County to federal)	Type of Funding (Competitive vs Formula)	Eligible Activities
			<i>*Each MHAA grant needs be matched 1:1 by cash, in-kind and/or volunteer hours</i>			and materials, other interpretive activities that support the heritage area); and Programming (seminars, conferences, performances, reenactments, commemorations, festivals) Capital: Acquisition (fee title of real property, interest other than fee title (i.e. easement) of real property); Development (repair or alteration of an existing building, structure or site, new construction for heritage tourism purposes); Rehabilitation (returning a property to a state of utility); Restoration (accurately depicting a property as it appeared at a particular period of time, removal of features from another time period, reconstruction of missing features from the restoration period); and Pre-Development (plans and specifications, fees for architectural design and engineering)
<u>Community Development Block Grant (CDBG) Program</u>	Maryland Department of Housing and Community Development (DHCD)	Minimum: N/A Maximum: \$800,000	N/A	N/A	N/A	-Construction of public facilities and improvements, such as water and sewer facilities, streets, neighborhood centers, and the conversion of school buildings for eligible purposes in <u>eligible communities</u> <i>*Each activity must meet one of the following national objectives for the program: benefit low- and moderate-income persons, prevention or elimination of slums or blight, or address community development needs having a particular urgency because existing conditions pose a serious and immediate threat to the health or welfare of the community for which other funding is not available.</i>





CONCLUSION

Through gathering existing conditions to determine the County's pedestrian and bicycle foundation, conducting productive meetings with staff, key stakeholders, agency partners, and the public, and building upon previously completed studies and investments, a comprehensive and achievable network for pedestrians and bicyclists was developed for Queen Anne's County. The recommendations from this Master Plan should be evaluated on a yearly basis to better understand and celebrate achievements made, identify future coordination efforts needed, and determine required funding support to continue the implementation of recommendations.

Queen Anne's County's previous investments in the Cross Island Trail and South Island Trail serves as a strong basis for their future pedestrian and bicycle network. Serving both recreational and transportation purposes, the recommendations from this Master Plan will aid in creating a well-connected, accessible, safe network that can be used by a variety of user types for years to come.

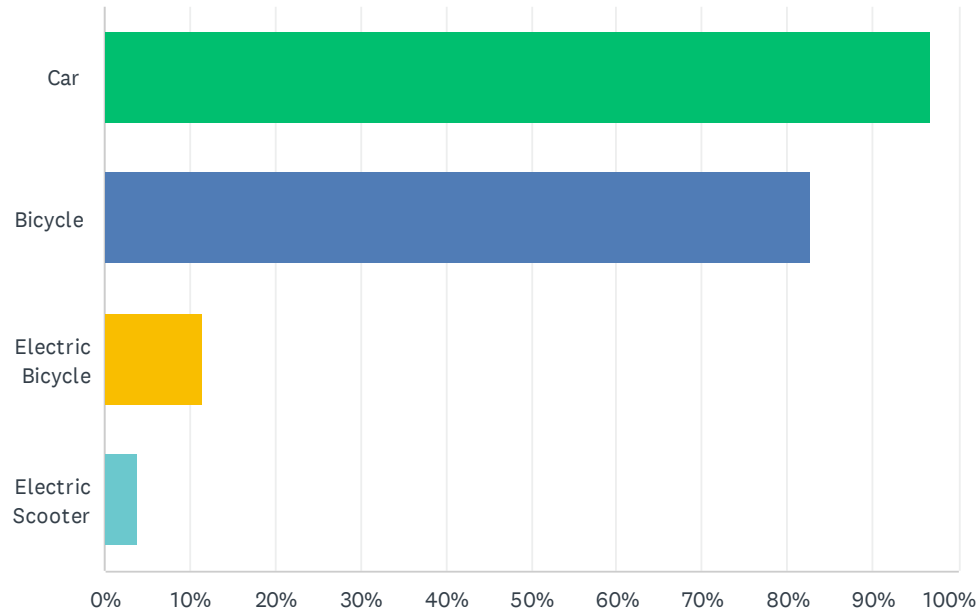
Partnerships will be imperative, innovation will be necessary, and flexibility will be key to successfully making Queen Anne's County one of Maryland's premiere walking and biking communities.



APPENDIX

Q1 Do you or anyone in your household use the following forms of transportation? (Select all that apply)

Answered: 289 Skipped: 0



ANSWER CHOICES	RESPONSES	
Car	96.89%	280
Bicycle	82.70%	239
Electric Bicycle	11.42%	33
Electric Scooter	3.81%	11
Total Respondents: 289		

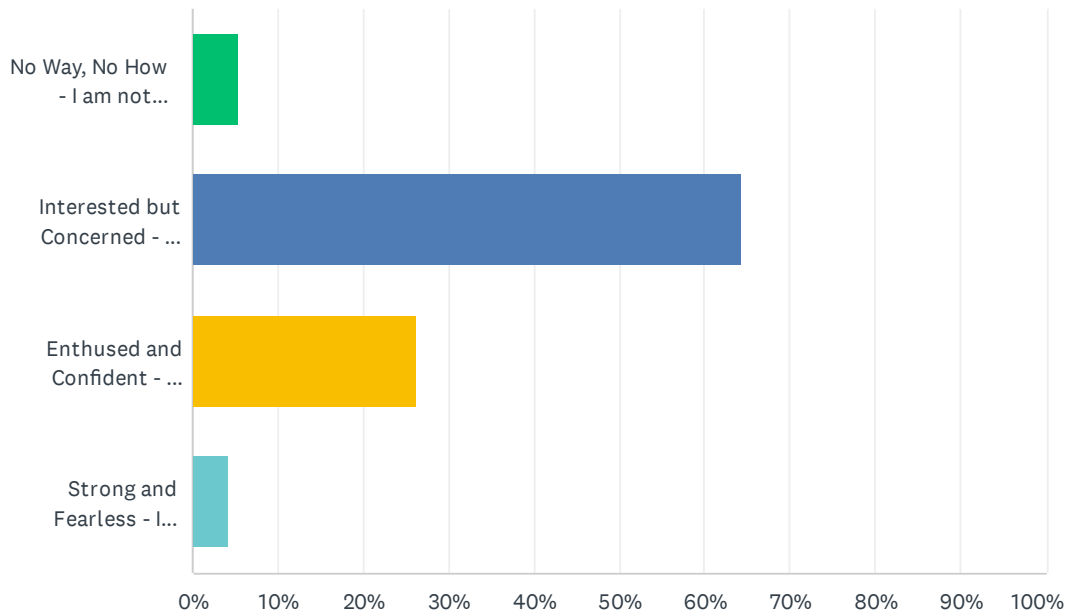
#	OTHER MOBILITY DEVICE	DATE
1	Inline skates	9/28/2023 2:05 PM
2	Walking	9/28/2023 8:09 AM
3	golf cart	9/27/2023 5:34 PM
4	Scooter (49cc)	9/21/2023 2:43 PM
5	Regular Scooter	8/28/2023 3:52 PM
6	Golf cart	8/26/2023 8:06 AM
7	Golf cart	8/22/2023 4:09 PM
8	Pedestrian	8/14/2023 7:39 AM
9	One wheel, roller skates	8/9/2023 9:12 PM
10	Roller blades, skateboards	8/8/2023 11:26 AM

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11	skateboard	8/8/2023 11:17 AM
12	Like to walk for exercise	8/8/2023 11:09 AM
13	Motorcycle	8/8/2023 10:32 AM

Q2 How would you identify as a bicyclist?

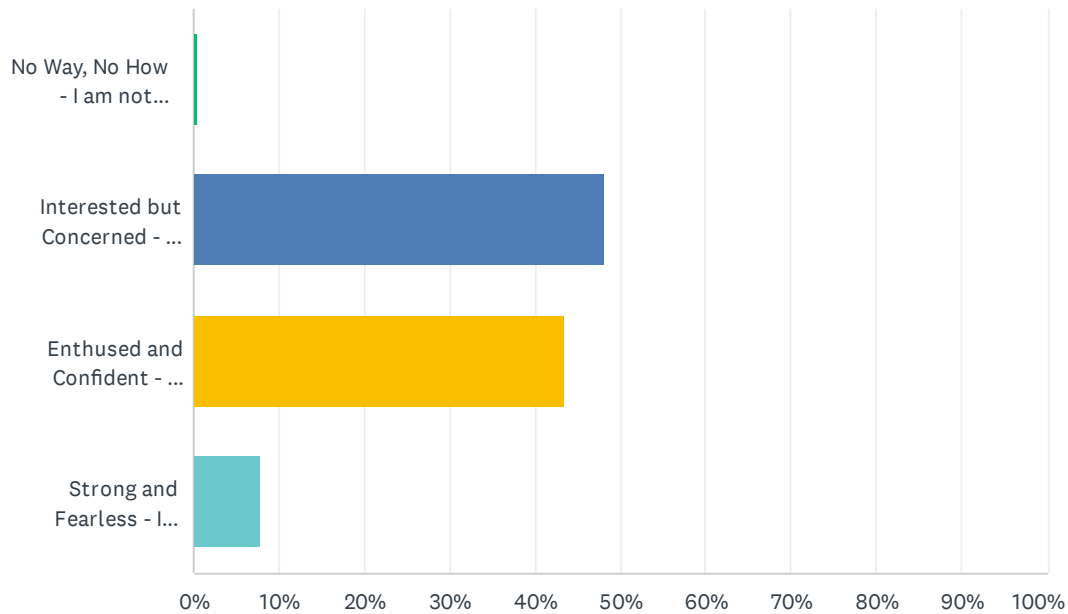
Answered: 286 Skipped: 3



ANSWER CHOICES	RESPONSES	
No Way, No How - I am not comfortable cycling	5.24%	15
Interested but Concerned - I feel comfortable cycling on high-quality bicycle infrastructure such as off street, multi-use trails or along low speed, low vehicular traffic neighborhood streets	64.34%	184
Enthused and Confident - I feel comfortable cycling on bicycle infrastructure such as buffered bike lanes along roads with higher speeds and higher vehicular traffic	26.22%	75
Strong and Fearless - I feel comfortable cycling in locations with no or limited dedicated bicycle infrastructure or alongside vehicular traffic	4.20%	12
TOTAL		286

Q3 What is your comfort level as a pedestrian?

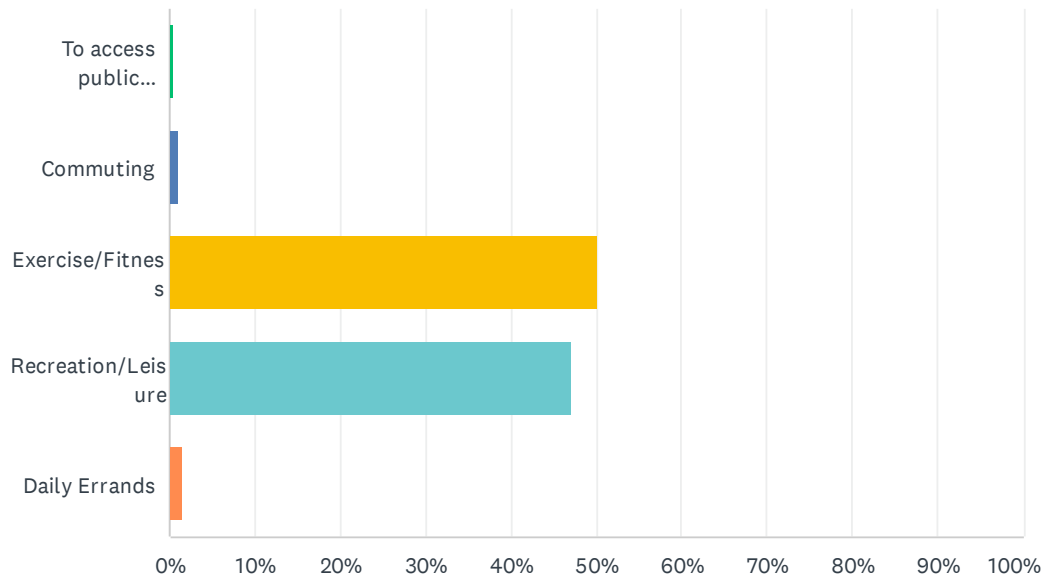
Answered: 289 Skipped: 0



ANSWER CHOICES	RESPONSES	
No Way, No How - I am not comfortable walking anywhere	0.35%	1
Interested but Concerned - I feel comfortable walking on dedicated pedestrian facilities such as trails or sidewalks separated from vehicular traffic	48.10%	139
Enthusied and Confident - I feel comfortable walking on all dedicated pedestrian facilities such as sidewalks near busy streets	43.60%	126
Strong and Fearless - I feel comfortable walking anywhere in my community without dedicated pedestrian facilities	7.96%	23
TOTAL		289

Q4 What is your typical trip purpose when biking?

Answered: 278 Skipped: 11

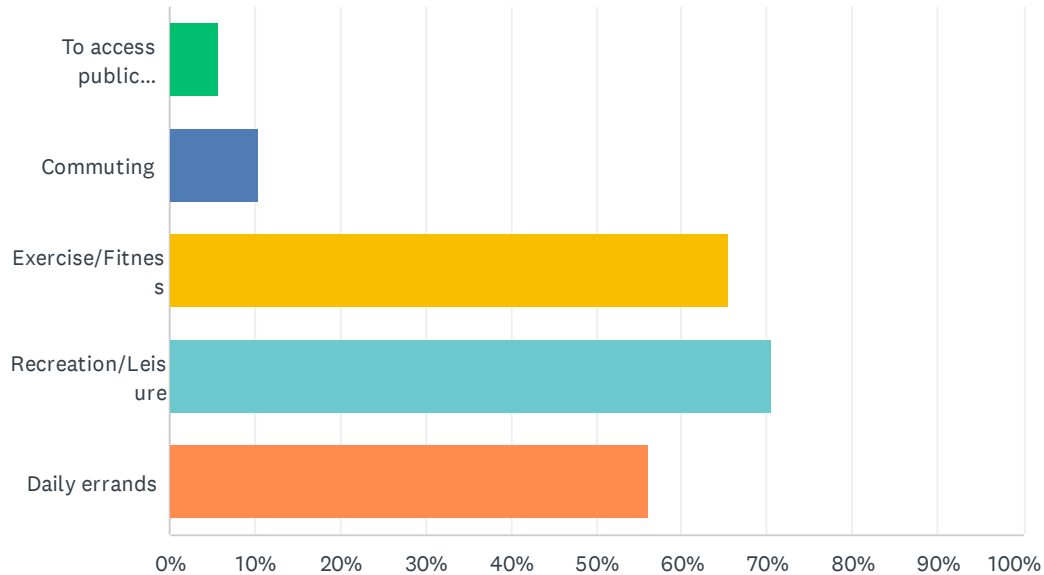


ANSWER CHOICES	RESPONSES	
To access public transportation	0.36%	1
Commuting	1.08%	3
Exercise/Fitness	50.00%	139
Recreation/Leisure	47.12%	131
Daily Errands	1.44%	4
TOTAL		278

#	OTHER (PLEASE SPECIFY)	DATE
1	none	9/27/2023 1:38 PM
2	Bikes should stay off roads	9/23/2023 11:15 AM
3	Currently exercise-recreation near future daily errands after new shopping is built near our home.	8/22/2023 1:52 PM
4	Right now it is recreational but I would love to use it for commuting and shopping if we could find a way to safely cross art 50 at Route 8	8/19/2023 8:38 AM
5	If it was safer, I'd do it for exercise as well.	8/14/2023 1:31 AM
6	I also ride to the library and kifa	8/13/2023 9:47 PM
7	Recreation, commuting	8/9/2023 9:12 PM
8	Daily errands	8/9/2023 9:00 AM
9	also daily errands	8/8/2023 11:28 AM
10	Riding to restaurants in the area, which would be easier with better access and a way to cross	8/8/2023 11:17 AM

Q5 If bicycle access was improved, what trip purpose would you chose to bike to? (Select all that apply)

Answered: 278 Skipped: 11



ANSWER CHOICES	RESPONSES	
To access public transportation	5.76%	16
Commuting	10.43%	29
Exercise/Fitness	65.47%	182
Recreation/Leisure	70.50%	196
Daily errands	56.12%	156
Total Respondents: 278		

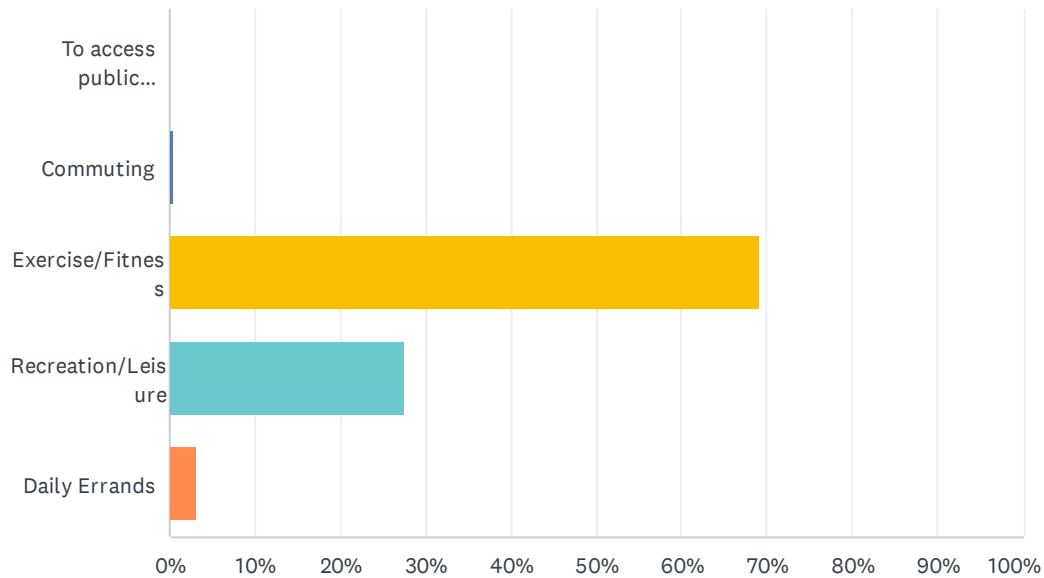
#	OTHER (PLEASE SPECIFY)	DATE
1	From Bay City neighborhood in Stevensville to the marina /airport!	9/28/2023 7:12 PM
2	local restaurants, library, shops	9/27/2023 3:42 PM
3	Visit restaurants/retail	9/27/2023 2:32 PM
4	Get to other side of Rt 50 so I can escort my daughter for her activities	9/27/2023 2:02 PM
5	none	9/27/2023 1:38 PM
6	Bike should stay off roads	9/23/2023 11:15 AM
7	To Terrapin Park Beach, and shops in Stevensville & the Narrows	9/21/2023 10:35 AM
8	I live in the area, it would be all of the above	9/21/2023 8:53 AM
9	To patronize local businesses.	9/15/2023 4:04 PM
10	Travel to local restaurants	9/11/2023 9:06 PM

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11	To avoid bridge traffic when going East-west on Kent island	9/3/2023 7:47 AM
12	All of the above	8/26/2023 7:50 AM
13	Access to restaurants and shopping on bike	8/23/2023 2:00 PM
14	Be on the go all the time espy if it helps to avoid traffic jams	8/22/2023 1:52 PM
15	more access to shopping/stores	8/21/2023 10:17 AM
16	I'd like to be able to get to the weekly farmer's mkt, and grocery store	8/13/2023 9:47 PM
17	Daily errands	8/9/2023 9:00 AM
18	Safe passage, so I/we could ride the county!!!	8/8/2023 6:10 PM
19	Get into town of Centreville from Northbrook	8/8/2023 3:05 PM
20	We would go to more restaurants, parks, etc... if it were easier to access via bike	8/8/2023 11:17 AM

Q6 What is your typical trip purpose when walking?

Answered: 287 Skipped: 2

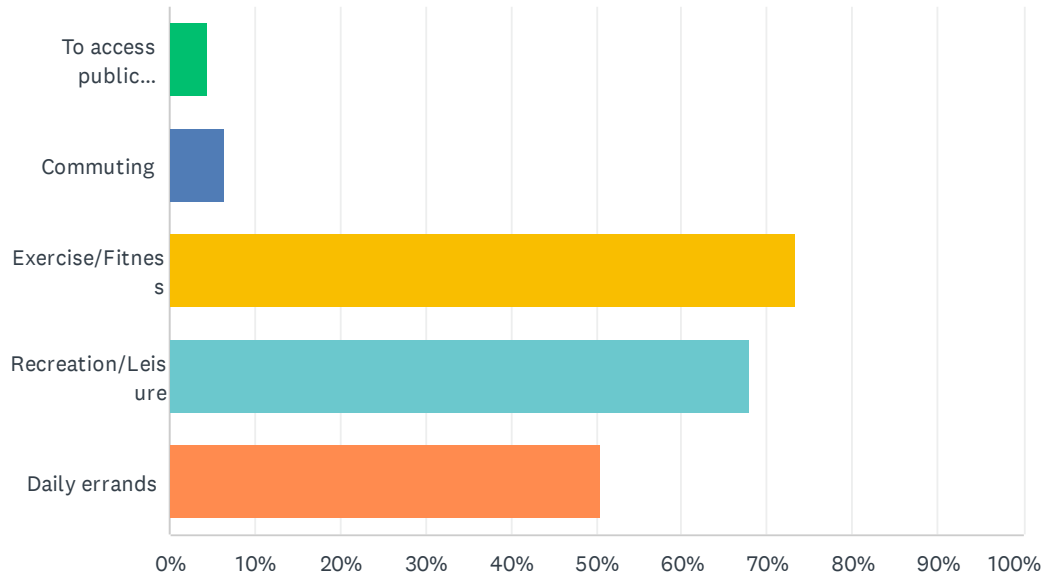


ANSWER CHOICES	RESPONSES
To access public transportation	0.00% 0
Commuting	0.35% 1
Exercise/Fitness	68.99% 198
Recreation/Leisure	27.53% 79
Daily Errands	3.14% 9
TOTAL	287

#	OTHER (PLEASE SPECIFY)	DATE
1	To get exercise while also shopping and errands.	9/27/2023 2:02 PM
2	I live in the area. I walk to local places and want to walk for exercise	9/21/2023 8:53 AM
3	If it was safer, I'd do it for exercise as well.	8/14/2023 1:31 AM
4	Dog walking	8/13/2023 9:47 PM
5	Only in our neighborhood or on the Cross Island Trail.	8/10/2023 5:27 PM
6	Would LOVE to be able to walk as commute safely!	8/8/2023 6:10 PM
7	I run for exercise and would love a safer way to cross 50	8/8/2023 11:17 AM

Q7 If pedestrian access was improved, what trip purpose would you chose to walk to? (Select all that apply)

Answered: 285 Skipped: 4

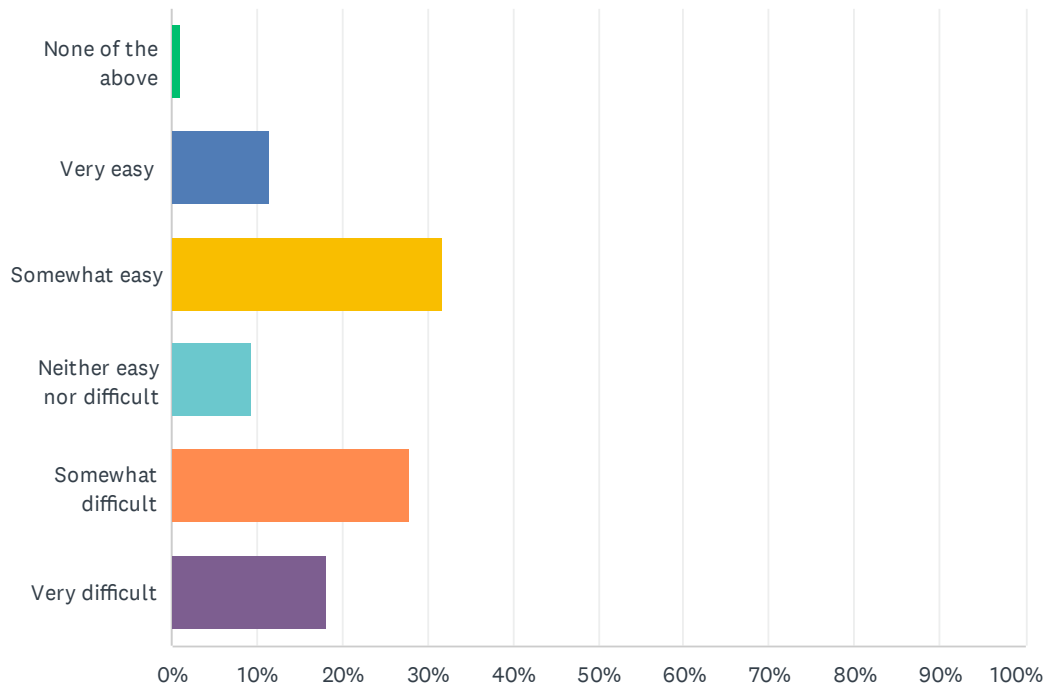


ANSWER CHOICES	RESPONSES	
To access public transportation	4.56%	13
Commuting	6.32%	18
Exercise/Fitness	73.33%	209
Recreation/Leisure	68.07%	194
Daily errands	50.53%	144
Total Respondents: 285		

#	OTHER (PLEASE SPECIFY)	DATE
1	Restaurants & retail shopping	9/27/2023 2:32 PM
2	Terrapin Park Beach, and shops in Stevensville & the Narrows	9/21/2023 10:35 AM
3	I currently have to drive in order to take a walk	8/17/2023 4:42 PM
4	Go to local businesses	8/11/2023 1:07 PM
5	Please	8/8/2023 6:10 PM

Q8 How would you rate the ability of biking in your community?

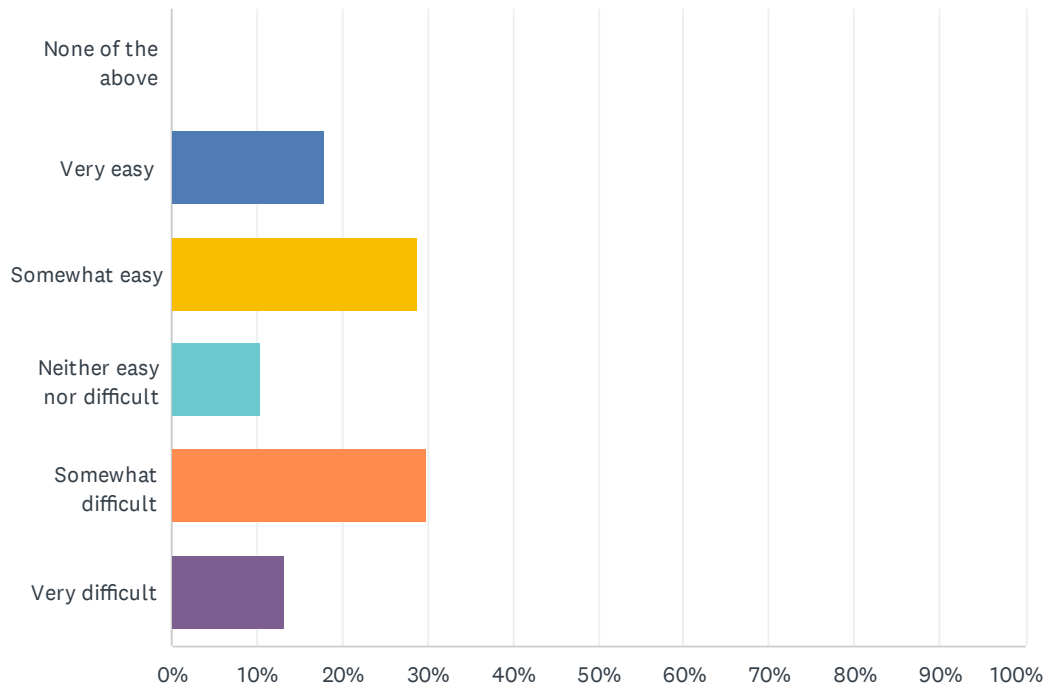
Answered: 286 Skipped: 3



ANSWER CHOICES	RESPONSES	
None of the above	1.05%	3
Very easy	11.54%	33
Somewhat easy	31.82%	91
Neither easy nor difficult	9.44%	27
Somewhat difficult	27.97%	80
Very difficult	18.18%	52
TOTAL		286

Q9 How would you rate the ability of walking in your community?

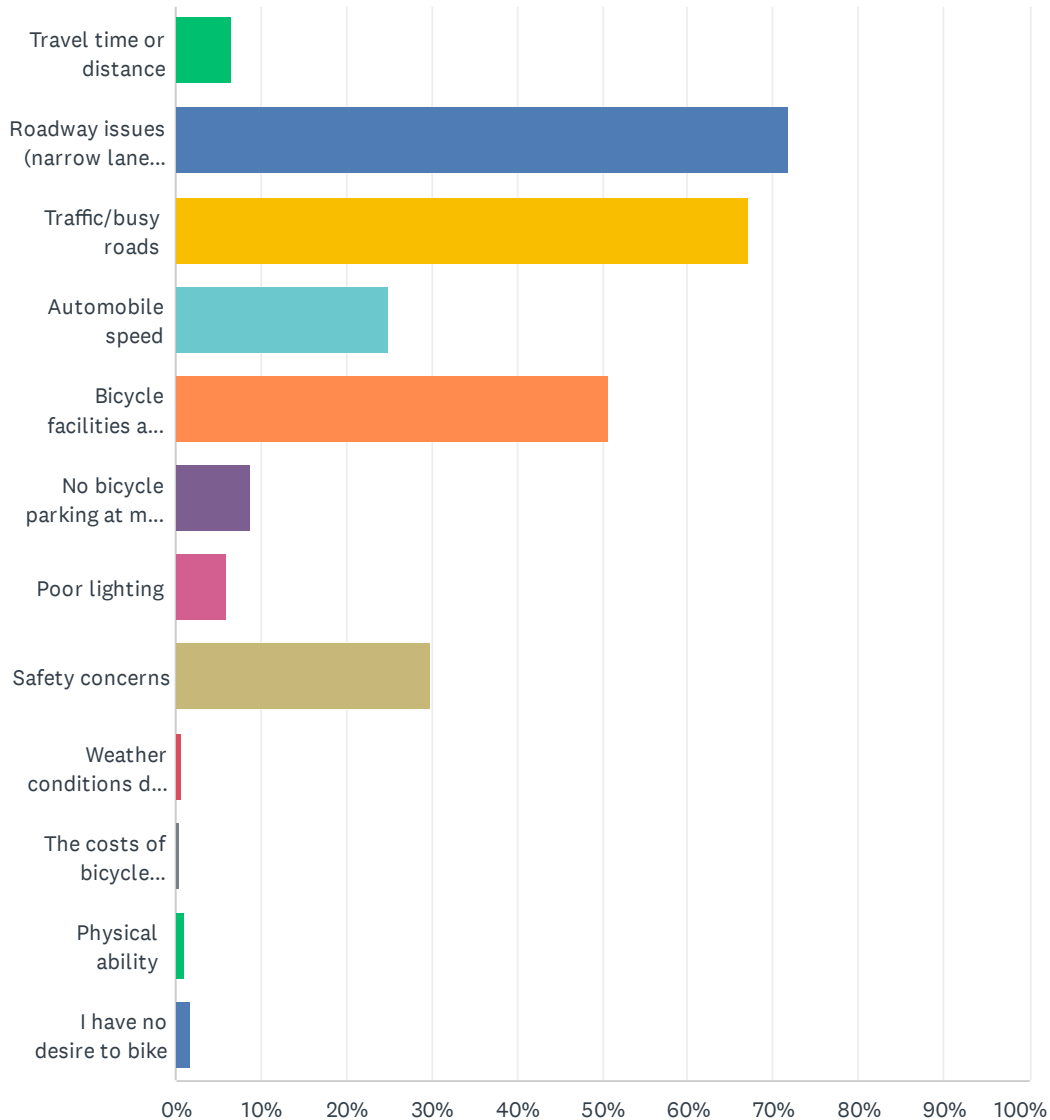
Answered: 289 Skipped: 0



ANSWER CHOICES	RESPONSES	
None of the above	0.00%	0
Very easy	17.99%	52
Somewhat easy	28.72%	83
Neither easy nor difficult	10.38%	30
Somewhat difficult	29.76%	86
Very difficult	13.15%	38
TOTAL		289

Q10 What factors make it difficult to bike in Queen Anne's County? (Select up to 3 responses)

Answered: 284 Skipped: 5



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ANSWER CHOICES	RESPONSES	
Travel time or distance	6.69%	19
Roadway issues (narrow lanes, narrow or missing shoulders, etc.)	71.83%	204
Traffic/busy roads	67.25%	191
Automobile speed	25.00%	71
Bicycle facilities are missing or deficient (trails, bike lanes)	50.70%	144
No bicycle parking at my desired destination	8.80%	25
Poor lighting	5.99%	17
Safety concerns	29.93%	85
Weather conditions do not support biking	0.70%	2
The costs of bicycle ownership	0.35%	1
Physical ability	1.06%	3
I have no desire to bike	1.76%	5
Total Respondents: 284		

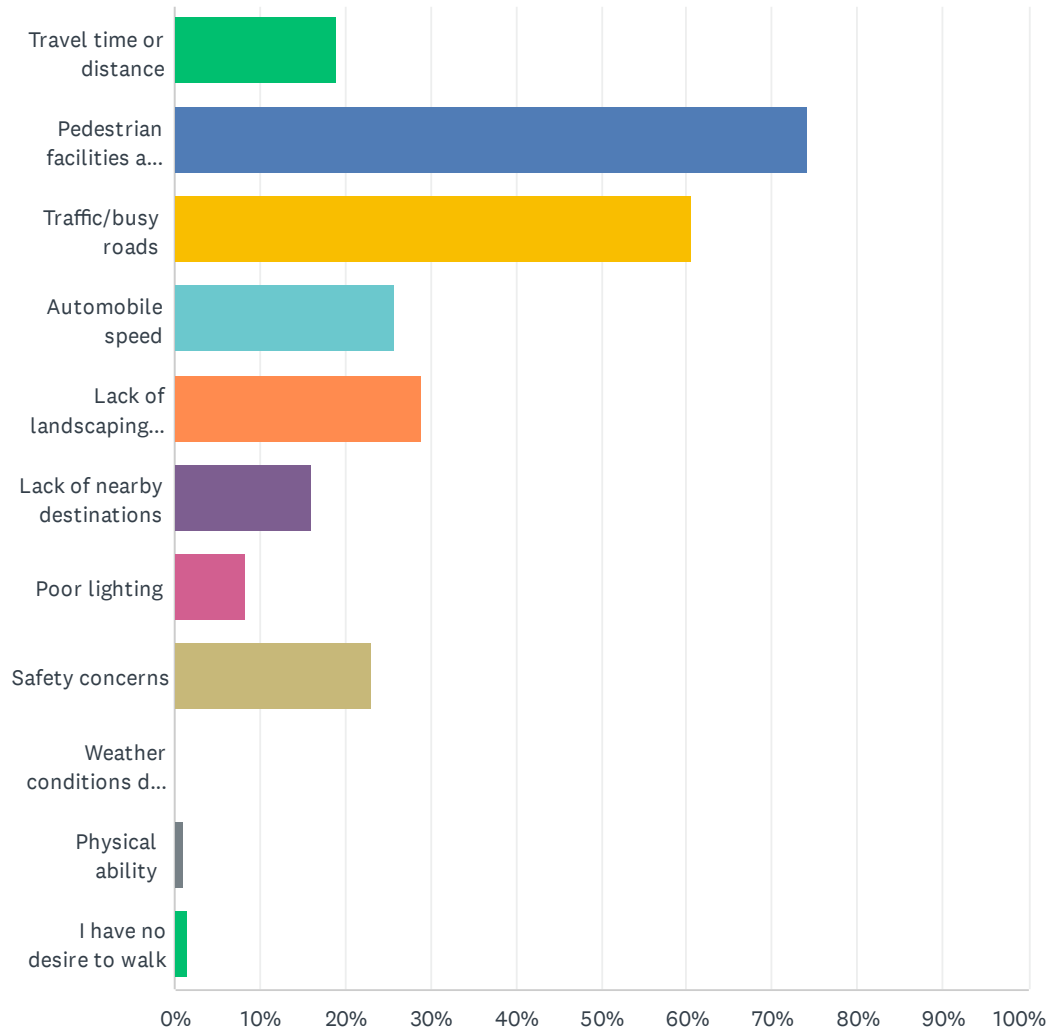
#	OTHER (PLEASE SPECIFY)	DATE
1	Distracted driving	9/28/2023 2:05 PM
2	major barriers - us 50 and us 301, queenstown golf course	9/27/2023 5:01 PM
3	route 8 people go 80 right in front of my house. blind spots frequent drunks in my ditch.	9/27/2023 1:54 PM
4	I live in North County, no one at QAC gov. thinks of North County when planning that I have seen. We are the step child of the county	9/27/2023 1:42 PM
5	No sidewalks	9/27/2023 1:32 PM
6	Keep bikes off roads	9/23/2023 11:15 AM
7	Our long point road is newly paved and the new road is very rough not smooth for biking	9/21/2023 1:42 PM
8	the intersection at the 18 and Kent Narrows Rd is dangerous for pedestrians whether walking or on a bike.	9/21/2023 8:53 AM
9	All good here for walking	9/21/2023 6:37 AM
10	Ignorant drivers	9/18/2023 11:29 AM
11	lack of connectivity to places I want to go	9/3/2023 2:48 AM
12	Cannot use EBike	8/26/2023 8:06 AM
13	Would love to have a safe path to get to the other side of 50 at the Cox Neck area from the Cross Island Trail, in order to accomplish errands over there	8/22/2023 4:10 PM
14	No crosswalk between cloverfields kimberly entrance over to sidewalk to get on the trail	8/22/2023 2:24 PM
15	Injured right now-weather-	8/22/2023 1:52 PM
16	On the trails, why are cyclists asked to stop and dismount? It's typically the opposite in my experience.	8/22/2023 12:04 PM
17	None	8/14/2023 2:28 PM
18	I live in Tower Gardens. So, when I get on Kent Point Road its very dangerous . I have been pushed off the road from speeding traffic. There needs to be either trail access on Kent Point	8/13/2023 12:11 PM

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	Road or a a bike lane added to Kent Point Road.	
19	All good	8/10/2023 1:48 PM
20	No sidewalks and no shoulder to walk on	8/10/2023 9:15 AM
21	Bikers doesn't believe they should follow rules and be respectful.	8/9/2023 11:10 PM
22	We live far from town, cannot bike/walk to commute or run errands.	8/9/2023 4:36 PM
23	none	8/9/2023 8:54 AM
24	The biggest problem on the island is absolutely no safe way to cross rt 50	8/8/2023 9:32 PM
25	Northbrook is lacking street lights for such a large community. Big safety concern during Halloween. Also when I want to get into town walking down 213 is scary especially at the turn near Hardees. The other way (by the wharf) is v scary because of car speed.	8/8/2023 3:05 PM
26	Unsupportive drivers	8/8/2023 2:44 PM

Q11 What factors make it difficult to walk in Queen Anne's County? (Select up to 3 responses)

Answered: 286 Skipped: 3



Queen Anne's County Pedestrian and Bicycle Master Plan

ANSWER CHOICES	RESPONSES	
Travel time or distance	18.88%	54
Pedestrian facilities are missing or deficient (sidewalks, trails, crosswalks, pedestrian signals)	74.13%	212
Traffic/busy roads	60.49%	173
Automobile speed	25.87%	74
Lack of landscaping and/or buffer between sidewalks and road	29.02%	83
Lack of nearby destinations	16.08%	46
Poor lighting	8.39%	24
Safety concerns	23.08%	66
Weather conditions do not support walking	0.00%	0
Physical ability	1.05%	3
I have no desire to walk	1.40%	4
Total Respondents: 286		

#	OTHER (PLEASE SPECIFY)	DATE
1	Motorists here are borderline hostile to pedestrians and bikes. Just read local FB comments whenever this comes up.	9/28/2023 8:09 AM
2	need bike path up on 8 northern end	9/27/2023 1:54 PM
3	Almost no sidewalks in north County	9/27/2023 1:42 PM
4	none	9/27/2023 1:38 PM
5	All good here for walking	9/21/2023 6:37 AM
6	Ignorant drivers	9/18/2023 11:29 AM
7	lack of connectivity to places I want to go	9/3/2023 2:48 AM
8	There is no crosswalk between cloverfields neighborhood entrance to get across love point rd from Kimberly in order to safely get across street to the trail.	8/22/2023 2:24 PM
9	Great walking available with trails	8/18/2023 6:23 PM
10	None	8/14/2023 2:28 PM
11	Plans for grocery store near Four Seasons a plus	8/14/2023 2:07 PM
12	Need more speed limiting improvements: crosswalks, speed humps, sidewalk	8/13/2023 9:47 PM
13	What sidewalks?	8/10/2023 5:27 PM
14	All good	8/10/2023 1:48 PM
15	No sidewalks or pedestrian crossing for shopping centers and restaurants	8/10/2023 9:15 AM
16	none	8/9/2023 8:54 AM
17	Shaded walkways	8/8/2023 11:31 AM
18	No shoulders on roads.	8/8/2023 10:55 AM

Q12 If you chose "Pedestrian facilities are missing or deficient" as an option above, please elaborate on where you feel the pedestrian facilities are missing or deficient below or indicate through a comment on the map.

Answered: 178 Skipped: 111

#	RESPONSES	DATE
1	No shoulders on Cox Neck Road	10/5/2023 12:29 PM
2	No walk lanes or buttons for crossing the street.	10/1/2023 2:53 PM
3	You cannot bike on Rt 50. The alternate routes are not conducive to biking or walking. There are no sidewalks or bike lanes anywhere.	10/1/2023 10:08 AM
4	Along the e/b side of Rt 50, Along portions of Rt 18 especially from the narrows area to Chester and from Grasonville to Queenstown, including a safe way to cross 50 and 301.	9/29/2023 10:58 PM
5	Connecting both trails together...sometype of pedestrian walkway that can run across the rt. 8 overpass.	9/29/2023 6:19 PM
6	Even shoulders on county roads would make a big difference.	9/29/2023 12:29 PM
7	Impossible for residents down Rt 8 to access kent island businesses by bike or foot safely. Connecting south to north trail would open this opportunity to thousands of residents.	9/29/2023 10:41 AM
8	Sidewalks in neighborhoods on Kent island. Cannot connect to cross island trail from southern Chester safely.	9/29/2023 8:51 AM
9	Crossing 50 on 8. Some means of safely connecting the cross island with the South Island trail would be nice	9/29/2023 4:13 AM
10	As a resident of Bay City, I feel pedestrian facilities connecting the N-S trail to the Cross Island trail are deficient. We would like to see the trails connected which would also allow us to walk or bicycle from our neighborhood not only to those two trails, but also local attractions like the Bay Bridge airport and marina and the local restaurants, in addition to safely exploring the existing trail network	9/28/2023 7:24 PM
11	Connect the South Island trail to the cross island trail!	9/28/2023 7:12 PM
12	Not enough Sidewalks and street lights.	9/28/2023 5:46 PM
13	Where I live and walk frequently there are no sidewalks. I walk in the road.	9/28/2023 4:21 PM
14	Walking in my immediate neighborhood is easy. To walk to town is dangerous. When we moved here(Centreville) the builder promised a trail that would connect our neighborhood to the town.	9/28/2023 3:48 PM
15	Route 8	9/28/2023 2:35 PM
16	No sidewalks in many locations including Stevensville, Chester and other unincorporated areas.	9/28/2023 2:05 PM
17	Many places without sidewalks, and no pedestrian overpasses to get over rt8 and 50 without risking your life. I can walk to Thompson Creek center, but don't due to the lack of sidewalks and careless drivers.	9/28/2023 8:09 AM
18	Grasonville area has very limited sidewalks which are narrow, have obstacles to maneuver around (mailboxes, holes, bushes), and right next to fast-ish traffic. Many cars will move to the middle of the road if able but not all. If you try to walk down other streets to make a loop you are on the road with cars moving very quickly. I typically just drive to the cross island trail to walk.	9/28/2023 6:37 AM

Queen Anne's County Pedestrian and Bicycle Master Plan

19	Love Point Road in downtown Stevensville needs traffic calming at a minimum. Sidewalks or a shoulder would be nice, but when cars are going 50 mph in a 30mph zone, it doesn't matter. Police enforcement of the speed limit would be a good start, but calls into the sheriff's office go unheard. Drop the speed limit to 25 and put in speed bumps or other traffic calming devices, please!	9/27/2023 10:10 PM
20	There are no sidewalks in our Bay City community and crossing rt 8 to try to get to Mowbray park is dangerous for bicyclists and pedestrians.	9/27/2023 10:00 PM
21	I see kids walking daily up and down love point rd. From the high school to the ice cream shop. It seems super unsafe with the cars constantly speeding by them and not paying attention.	9/27/2023 9:59 PM
22	If you live on the south side of Rt. 50 in Chester there is no access to any trails, sideward pathways. There is minimal opportunities to walk/run for any distance.	9/27/2023 7:56 PM
23	Not a ton of space between road and trail	9/27/2023 7:28 PM
24	Shoulder on some roads Cars not respecting bicycles	9/27/2023 7:21 PM
25	There is no extended trail that you can bike 20+ miles without having to go back and forth. The trails that are available are few enough that it is unsafe for people to walk and bike safely at the same time.	9/27/2023 6:13 PM
26	No sidewalks in neighborhoods; trails end/loop with no purpose. I have to drive to WALK somewhere. Useless.	9/27/2023 6:12 PM
27	Would love to be able to walk from the Promenade Apts to Safeway or to the restaurants by the hotels. Did once and I was really concern about my safety as there are no sidewalks and cars are going fast.	9/27/2023 5:48 PM
28	connection to queenstown from cross island trail	9/27/2023 5:01 PM
29	N/A	9/27/2023 4:40 PM
30	Routes. 213.& 18	9/27/2023 4:37 PM
31	Throughout most of Kent Island there are no sidewalks or other pedestrian facilities besides some of the newer communities (4 seasons, Gibson's grant as examples) and the cross-island trail	9/27/2023 4:33 PM
32	Trails do not connect. No safe way to cross Rt. 50	9/27/2023 4:08 PM
33	Overpass on RT 50 Duke St to Food Lion area	9/27/2023 3:50 PM
34	Overpasses are too narrow and dangerous for pedestrian and/or bike traffic	9/27/2023 3:42 PM
35	Speed of cars	9/27/2023 2:59 PM
36	There are no sidewalks along Rt.8 until you reach the South Island trail	9/27/2023 2:36 PM
37	Connection between the 2 main trails (across 50)	9/27/2023 2:32 PM
38	Route 8. I wish the trail would continue north so we could safely walk or ride to the shops in Thompson Creek or historic Stevensville.	9/27/2023 2:22 PM
39	The cross island trail system is great. That's the only separate bike/walk path I know of.	9/27/2023 2:22 PM
40	If you connect the bike trail up through Queenstown WE as in Centreville can utilize the trail without having to drive to the narrows.	9/27/2023 2:21 PM
41	I couldn't pick 4 options for that questiopn, but if I could it would include :ped facilities are missing or deficient": cox neck rd, rt 18, rt 50 cross overs	9/27/2023 2:03 PM
42	Crossing over route 50 via Rt8 It's currently a death trap!!! No way to get to the awesome bike trail and unique shops, restaurants, schools, etc. on other side.	9/27/2023 2:02 PM
43	route 8. cant bike to new vinyard	9/27/2023 1:54 PM
44	Northern QAC could use some additional trails	9/27/2023 1:45 PM
45	There are almost no sidewalks in North COunty or buffer areas to walk or bike. Only a couple	9/27/2023 1:42 PM

Queen Anne's County Pedestrian and Bicycle Master Plan

	blocks in Crumpton and Sudd have sidewalks	
46	N/A	9/27/2023 1:38 PM
47	No entrance to trail from Bay City	9/27/2023 1:33 PM
48	Na	9/27/2023 1:32 PM
49	Walking paths near Matapeake schools campus, connecting to South KI neighborhoods	9/27/2023 12:59 PM
50	Between Matapeake and Rte 50	9/27/2023 12:47 PM
51	Connection between the southern and northern trail on Kent island	9/26/2023 1:24 PM
52	Connectivity between major trails, crossing over of Route 50	9/26/2023 8:00 AM
53	There are many spots in which there are intermittent sidewalks or areas that do not provide safe transitions from sidewalks/trails to auto-centric areas.	9/25/2023 2:20 PM
54	Missing sidewalks and road shoulders in Queenstown and Chester.	9/25/2023 6:59 AM
55	Keep bikes off roads They need to pay there own way	9/23/2023 11:15 AM
56	Rt 213 - northbrook and the Heights part of Centreville are dangerous to bike or walk into town.	9/23/2023 8:04 AM
57	hard to get to stores from residential areas by walking without sidewalks on busier roads (ex: old love pt/love pt to shorestop/target/food lion)	9/22/2023 6:51 PM
58	We need more sidewalks in neighborhoods and for Bay City residents to cross the street to the schools and playground at Mowbray Park.	9/22/2023 5:02 PM
59	Bennett Point Rd	9/22/2023 2:35 PM
60	Safe access to sidewalks and crosswalks at busy roadways	9/22/2023 1:00 PM
61	Benton Rd and Kimberly Rd both link the high-school to Mallard Run and Clover-fields but have no sidewalk. It seems dangerous for kids to walk from the high-school as a result.	9/22/2023 11:09 AM
62	There are not enough walking trails free from traffic in Queen Anne's County. We need more trails like those at Terrapin Nature Park.	9/22/2023 10:55 AM
63	If you had some type of bike trail along RT 304 from Centreville out to Ruthsburg/RT 481-Damonstown Rd or even just to Greenville you could get to Tuckahoe State Park and even to Ridgely.	9/22/2023 9:59 AM
64	Route 8 should have a bike path from the north end of the trail that runs n-s on KI to the cross island trail.	9/22/2023 8:51 AM
65	A pedestrian walkway at the Castle Marina/Main street circle would be good plus a way to cross over to Cult Classic/Farmer's market	9/22/2023 8:35 AM
66	Close to grasonville	9/21/2023 1:42 PM
67	Between the existing excellent bike trail on Rt 8 over the congestion at rt 50 to get to Terrapin Park, Stevensville and the Narrows.	9/21/2023 10:35 AM
68	Kent Island South trail needs to be connected to the Cross Island Trail. Trails need added to Love Point, down Dominion, Bennett Point, Grasonville Cemetery Road	9/21/2023 10:28 AM
69	Need trail connections and overpass over 50 and major traffic areas	9/21/2023 9:42 AM
70	Lack of crossing signals for pedestrians, safe sidewalks, lighting when walking around the Narrows. This is the area that I live and it's dangerous to walk around and enjoy our beautiful location! It's dangerous when you're in a car.	9/21/2023 8:53 AM
71	Sidewalks are almost nonexistent everywhere	9/21/2023 8:27 AM
72	NA	9/21/2023 6:37 AM
73	need for multiple pedestrian overpasses	9/18/2023 3:27 PM
74	Bike and pedestrian access on Kent Island is a patchwork. Trails need to be added on the south side of Rt 50 in Chester and existing trails and neighborhoods need to connected so	9/18/2023 11:29 AM

Queen Anne's County Pedestrian and Bicycle Master Plan

eventually you would have one big loop trail north and south of Rt 50 from the Bay Bridge to the Narrows with spur trails down Rt 8 (N & S), Thompson Creek, Cox Neck and Dominion.

75	-	9/18/2023 10:20 AM
76	I did not choose pedestrian...	9/15/2023 4:04 PM
77	Many communities do not have sidewalks or trail connections. Existing infrastructure offers limited connections to destinations. Places like Centreville are cut in half by state roads.	9/15/2023 9:18 AM
78	Connecting paved trail south of 50 on Rte 8 to trails north of 50.	9/13/2023 3:07 PM
79	Sidewalks along route 8 and Main Street in Stevensville	9/11/2023 9:06 PM
80	The only trail I know of is the Cross Island Trail. Which is amazing. Would be nice to have something that just wasn't in Southern QA.	9/7/2023 8:33 PM
81	On map	9/3/2023 7:47 AM
82	Along rt 18 between Chester and Stevensville	8/30/2023 3:31 PM
83	Highway 50 blocks both pedestrians and cyclists from accessing places of businesses and recreation. We need safe access over 50. The high school could benefit from bike racks to accommodate students who wish to bike to and from school. The cross way where the cross island trail goes over Lovepoint (Rt 8) near the school and senior center should really have a blinking light and some traffic calming measures.	8/28/2023 6:00 PM
84	There is NO crossover on Rte. 50 and it is not safe to do so on the only overpass we have. Walking is unsafe on rte. 8 south and north as is rte 18.	8/28/2023 4:08 PM
85	Need sidewalks in Bay City, at least down the main drag of bay city rd.	8/28/2023 3:21 PM
86	Want to use EBike on cross island trail	8/26/2023 8:06 AM
87	Bikes need separate lanes. Few Car drivers understand or care about bicycle safety. People are texting while driving.	8/26/2023 7:50 AM
88	Missing safe connection from Cross Island to South Island Trails. Also need safe connection from South Piney to points on the other side of Rt. 50.	8/25/2023 8:48 AM
89	Travel from the narrows to Bennett point	8/23/2023 2:00 PM
90	In key spots, there are no sidewalks nor bike trails to get to the other side of 50 from the existing trails (cross island at the Chester end)	8/22/2023 4:10 PM
91	Connecting the 2 trails together safely	8/22/2023 4:09 PM
92	There should be a crosswalk for the cloverfields neighborhood where Kimberly dr meets love point rd. It's dangerous to cross kids there to then access the trail by the high school and park. Our community should be able to safely walk over to the sidewalk in front of the high school to then get on the trail.	8/22/2023 2:24 PM
93	Four seasons community is uncut off from any location shops/businesses since there are no sidewalks or crosswalks to get us across to McDonald's or friendly's. And Mainstreet that crosses rte 50 to other side with stores we are cutoff.	8/22/2023 1:52 PM
94	Castle Marina road across rte 50. Along 18.	8/22/2023 12:49 PM
95	More connecting sidewalks. More rt 50 crossovers	8/22/2023 12:35 PM
96	Cannot cross HWY 50 in Kent Island. We need pedestrian friendly overpasses.	8/22/2023 12:04 PM
97	Lack of connectivity between designated trails and sidewalks and many roads	8/22/2023 11:27 AM
98	Route 18 near the stores	8/22/2023 11:22 AM
99	extremely limited sidewalk access forces pedestrians to walk along the roadways with automobile traffic, which typically are at much higher rates of speed (>35mph)	8/21/2023 10:17 AM
100	It is very difficult to cross route 50. It would be nice if there was lighting on the cross island trails.	8/21/2023 9:32 AM
101	Cross over route 50	8/20/2023 10:49 AM

Queen Anne's County Pedestrian and Bicycle Master Plan

102	Tanyard Rd. and Route 305	8/20/2023 1:12 AM
103	Thompson creek road by Target	8/19/2023 7:52 PM
104	The area from downtown Stevensville to the trail head or high school.	8/19/2023 8:38 AM
105	Sidewalks or buffers to traffic	8/19/2023 5:13 AM
106	Traffic circle needs crosswalks. Sidewalks needed to medical facilities by firehouse and to businesses south of circle	8/18/2023 6:51 PM
107	connectivity	8/18/2023 12:58 PM
108	There are no sidewalks along the busy roads	8/17/2023 8:17 PM
109	Main street from Grasonville to the Narrows. The shoulders are narrow or non-existent. There are no sidewalks and poor lighting. I would like to walk or ride my bike along main street without fear for my life.	8/17/2023 4:42 PM
110	As a member of the Kent Island Running Group, connectivity between the South Island Trail and the Cross Island Trail are a must. if that were safe we could hold a marathon event on the island. Connectivity to Queenstown and then on to Centreville should be an active lifestyle goal for the county.	8/17/2023 12:36 PM
111	Extend Cross Island trail from Royal Farms to Queenstown.	8/17/2023 9:05 AM
112	Need more marked trails in upper county.	8/17/2023 7:57 AM
113	Pedestrian facilities are missing to walk from Rte.8 South to Food Lion shopping center on Rte.50 service road.	8/17/2023 7:31 AM
114	Sidewalks on Main Street/ Route 18	8/16/2023 12:31 PM
115	A bike path needs to be added to Kent Point Rd to allow safe access to the southern kent island bike path.	8/16/2023 10:45 AM
116	The cross island trail is very limited. I live on North side of island and have no safe access to grocery stores, restaurants, etc....especially those on south side of 50	8/15/2023 1:29 PM
117	Sidewalks in Queenstown	8/15/2023 9:51 AM
118	Lack of crosswalks, heavy traffic with no defined pedestrian crossings	8/15/2023 9:30 AM
119	Getting to the trails requires crossing Rte 8, which can be very busy.	8/15/2023 6:18 AM
120	A pedestrian bridge over RT 50 at Gibsons Grant would enable access to retail establishments by foot or bike,	8/14/2023 1:56 PM
121	Need more dedicated trails	8/14/2023 7:39 AM
122	We need a sidewalk for safety from the end of the existing sidewalk coming down off the Narrows Drawbridge connecting the a trail to a sidewalk on the Hyatt/Fisherman's side, past the Hilton, pass the water treatment past Oyster Cove to end at the Cedar Point/Lippincott Marina. The trail should be safe to use with the amount of traffic that comes on 18, speeders and weekend traffic. That should also include better lighting at night. Especially between the water treatment and Cedar Point.	8/14/2023 1:31 AM
123	KI high school & Kimberly way needs a crosswalk. Benton Road needs an intervention for the winding road--dangerous! Cloverfields would benefit from sidewalks and speed bumps	8/13/2023 9:47 PM
124	Kent point road is very dangerous	8/13/2023 12:11 PM
125	Sidewalks and shoulders and street lighting.	8/13/2023 10:39 AM
126	The area between Fisherman's Inn and Grasonville has no dedicated walking or biking areas. It's dangerous.	8/13/2023 10:08 AM
127	Kent narrows through to cedar point marina	8/12/2023 9:58 PM
128	Not anyway to cross over highway without using the roadway	8/12/2023 1:00 PM
129	Cross walk around circle Castle Marina Rd	8/12/2023 12:11 PM

Queen Anne's County Pedestrian and Bicycle Master Plan

130	Along route 18 from Oyster Cove to the Hyatt Hotel.	8/11/2023 9:46 PM
131	Main Street, from Postal Road to Wells Cove Road	8/11/2023 7:01 PM
132	I would like a way to walk from my neighborhood at Four Seasons to places like Sugardoodles, right down the street, but it is too dangerous.	8/11/2023 6:19 PM
133	Between Cross Island and South Island trails.	8/11/2023 5:06 PM
134	development of Oyster cove does not have dedicated walking or biking path on Main street to be able to access the business right down the road from us. Heavy traffic days make it scary to walk on the road.	8/11/2023 3:41 PM
135	No way to access either side of rt 50 from the other side. No safe access to rt 18 from Castle marina	8/11/2023 3:28 PM
136	Missing in the area of cedar point marina to the restaurants in Kent Narrows.	8/11/2023 1:24 PM
137	Oyster cover to fisherman's village is unwalkable. Dark and no paved sidewalk anywhere	8/11/2023 1:23 PM
138	Walk ways between the turn for the Jetty on route 18 and heading towards Grasonville on 18. Specifically towards the Oyster cove community.	8/11/2023 1:13 PM
139	Sidewalk between the jetty, oyster cove and cedar point marina	8/11/2023 1:07 PM
140	East of the Jetty there are no sidewalks or safe areas for biking. When there are bikers on the road, due to the narrow roadways and lack of shoulders, cars must use oncoming lane to safely get around bikes. It is unsafe for pedestrians due to lack of sidewalks.	8/11/2023 1:06 PM
141	Pedestrian and biking facilities are missing from the Jetty area past Oyster Cove to Cedar Point Marina. We need those areas south of Rt. 50.	8/11/2023 9:47 AM
142	Certainly in accessing our commercial/shopping areas. Only the Cross Island Trail connects certain communities on Kent Island.	8/10/2023 5:27 PM
143	Along route 18 through chester to the Kent Narrows/ Cross Island trail, also along Dominion road.	8/10/2023 9:44 AM
144	There are hardly any pedestrian walkways at all in upper Queen Anne's Co. My kids would love to be able to visit their friends in the next neighborhood over but there is no safe way to get there.	8/10/2023 9:30 AM
145	Rt 18 no side walks or pedestrian crossing to get to the shopping centers and restaurants along the whole route. Also sidewalk and pedestrian crossing on Cox neck road to the shelter at the Kent Island United Methodist Church.	8/10/2023 9:15 AM
146	Kent Point Road, Stevensville	8/10/2023 9:08 AM
147	Lack of sidewalks, on well traveled rural roads.	8/10/2023 8:00 AM
148	I've never lived somewhere with less sidewalks! Only the new neighborhoods seem to have them	8/10/2023 6:59 AM
149	I made suggestions of cross walks on Postal Rd.	8/9/2023 9:12 PM
150	Walking to parks and schools along main roads are difficult, as there are often no shoulders or sidewalks so it's in no way safe to walk to KIHS from the Walker Road area or from old love point road to get to HS from Cloverfields as there is no shoulder or sidewalks to get to school or parks or trails	8/9/2023 8:50 PM
151	There are places where sidewalks simply end or narrow so much that one person can barely walk, let alone two. That's IF there even is a sidewalk. (see Main Street near the KI Library)	8/9/2023 8:21 PM
152	None	8/9/2023 4:36 PM
153	Sidewalks are very patchy if present at all, a cohesive network is badly lacking.	8/9/2023 11:02 AM
154	Living in Bay City - I am not comfortable walking or biking to access the South Island trail or accessing the trail at Terrapin due to have to walk or bike on busy route 8 - too many accidents and not safe for biking or walking to be able to utilize the trails.	8/9/2023 9:01 AM
155	Route 8 between Sonny Schulz Blvd and Route 18. It is very dangerous to bike to the existing	8/9/2023 9:00 AM

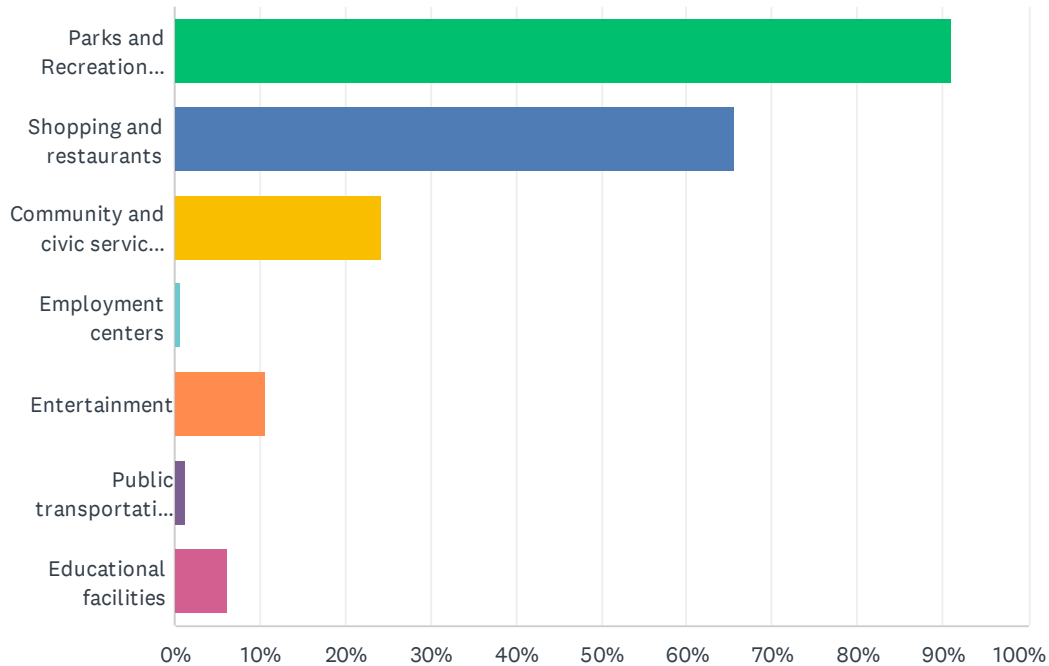
Queen Anne's County Pedestrian and Bicycle Master Plan

cross island trail from Route 8. Connecting the two trails on Kent Island would be ideal.

156	We need more safe trails for walking	8/9/2023 8:54 AM
157	Route 18 Main Street between Oyster Cove and Safeway is a death trap for cyclists and pedestrians	8/8/2023 7:55 PM
158	Connect North Brook and the town with a path. More sidewalks and paths in town to connect all the way up to food lion shopping center.	8/8/2023 7:21 PM
159	Stevensville to Chester, and Chester to Grasonville on Eastbound side. Safe passage from eastbound to westbound - all points from Bay Bridge to Talbott/Caroline Counties.	8/8/2023 6:10 PM
160	Main st, rte 18, around Oyster Cove and through to the Narrows. Very scary walking!	8/8/2023 5:40 PM
161	I live outside of Centreville off of Rt 304 and walking on that road is very dangers.	8/8/2023 4:20 PM
162	We need a pedestrian bridge from the Gibsons Grant/4 Seasons area to Chester!	8/8/2023 3:33 PM
163	Difficult to access commercial area on the other side of route 50. Pedestrian crossing in route 18 is to close to high speed traffic. No dedicated pedestrian path that connects cross island trail to downtown stevensville.	8/8/2023 3:22 PM
164	213 from northbrook until sidewalk starts. Adding delineator tubes to the shoulder at the turn between the church & hardees would make a big difference.	8/8/2023 3:05 PM
165	No or few sidewalks from communities to schools or other public places	8/8/2023 2:44 PM
166	Beyond the CIT, there is no other place to walk other than in neighborhoods	8/8/2023 1:42 PM
167	Route 18 through Chester and over the small bridge to Gibson Grant/Four Seasons could use a ded	8/8/2023 11:38 AM
168	Shaded Bike and Pedestrian lanes along Cox Neck Rd and across HWY 50	8/8/2023 11:31 AM
169	I have drawn on the map. The lack of pedestrian or bike crossings over RT50 in the Kent Island/Grasonville are severly limits options. Need to put in overpass bike lanes for low volume overpasses like Chester River Beach and Nesbitt	8/8/2023 11:28 AM
170	Kent Island specifically lacks sidewalks that are connected throughout. The bike trails are disconnected and only serve specific areas.	8/8/2023 11:26 AM
171	There should be a way to cross route 50, like a dedicated pedestrian/bike overpass, or at least a dedicated lane on the existing overpasses. It would also be nice to connect terrapin and the cross island trail to matapeake and the south island trail	8/8/2023 11:17 AM
172	21651area near crompton. Considered Millington. McGinnis rd area.	8/8/2023 11:09 AM
173	Not much offered in the northern part of the county and shoulders on county roads are minimal.	8/8/2023 10:55 AM
174	On Rt 304 Corsica Neck Road there is no safe stretch of road to walk or bike that connect with the Centreville sidewalk which begins at town boundary on Corsica River	8/8/2023 10:50 AM
175	Centreville area more paved trails to connect communities.	8/8/2023 10:32 AM
176	Postal Road in Chester, from Cox Neck Road all the way east through to Kent Narrows should be improved. Especially true since new apartments have gone in near the Chester post office. theres is also seniors apartment community there. they need a safe way to walk across to shopping or down the road to the pharmacies.	8/8/2023 10:29 AM
177	Kingstown	8/8/2023 10:24 AM
178	A sidewalk to Centreville Middle would be helpful. In the Town of Queen Anne part of the town has side walks but not ethere are some missing. I have heard a lot of residents ask for more sidewalks in Grasonville	8/1/2023 4:01 PM

Q13 What key destinations do you most commonly desire to access when biking? (Select 2)

Answered: 289 Skipped: 0



ANSWER CHOICES	RESPONSES	
Parks and Recreation (trails, greenways, Water access areas)	91.00%	263
Shopping and restaurants	65.74%	190
Community and civic services (library, town hall, community center, social organizations, firehouses)	24.22%	70
Employment centers	0.69%	2
Entertainment	10.73%	31
Public transportation (commuter locations)	1.38%	4
Educational facilities	6.23%	18
Total Respondents: 289		

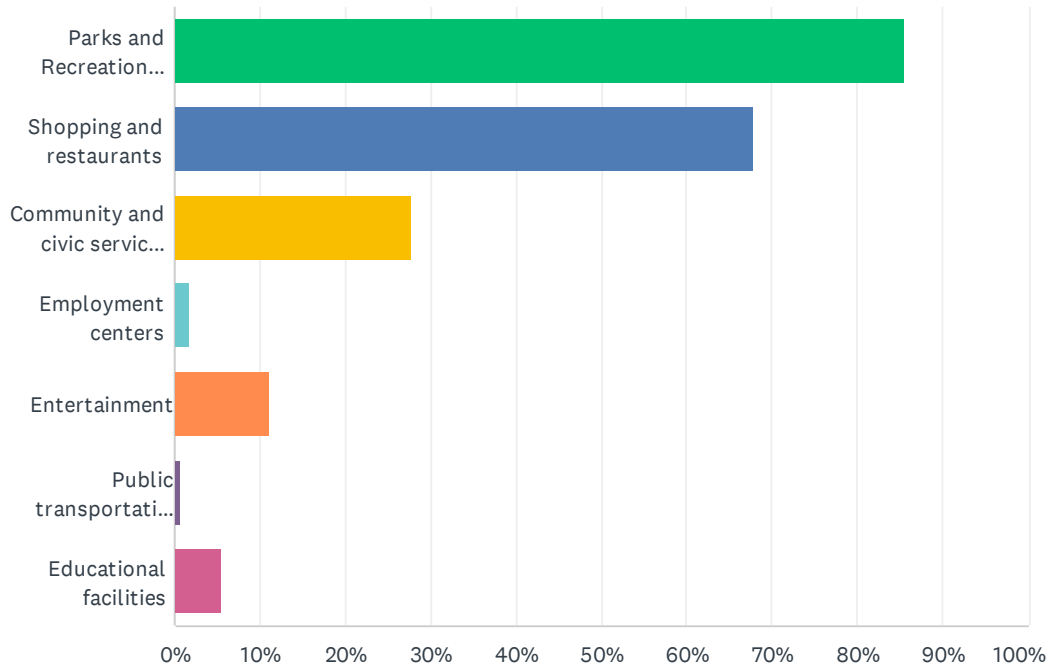
#	OTHER (PLEASE SPECIFY)	DATE
1	Marina / Bay bridge airport	9/28/2023 7:12 PM
2	I don't bike	9/28/2023 3:11 PM
3	This question does not allow more than two answers which is unfortunate since this is a multifactorial question!!	9/28/2023 2:05 PM
4	Connection to other neighborhoods for my kids to ride their bikes safely to their friends homes without having to ride in the road along Kent Point Rd. Stevensville.	9/27/2023 9:38 PM
5	vinyards!	9/27/2023 1:54 PM

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6	None	9/27/2023 1:38 PM
7	Bikes off roads	9/23/2023 11:15 AM
8	N/a	9/21/2023 9:24 AM
9	Xxxxxx	9/18/2023 9:02 PM
10	connect neighborhoods	9/18/2023 3:27 PM
11	I'd like to have a dedicated bike park or skills park	9/3/2023 2:48 AM
12	I bike or walk to anything on the cross island trail. It would be really nice to access the schools, restaurants, and shopping via the trails.	8/21/2023 9:32 AM
13	None. Don't want either but had to select to continue.	8/17/2023 1:20 PM
14	None	8/14/2023 2:28 PM
15	just exercising for myself .	8/13/2023 12:11 PM
16	C	8/13/2023 10:39 AM
17	Family	8/10/2023 5:27 PM
18	Restaurants and shopping	8/10/2023 9:15 AM
19	none	8/9/2023 8:54 AM
20	I'm too far away to bike to any of these. Biking is for exercise only.	8/8/2023 10:55 AM

Q14 What key destinations do you most commonly desire to access when walking? (Select 2)

Answered: 289 Skipped: 0



ANSWER CHOICES	RESPONSES	
Parks and Recreation (trails, greenways, Water access areas)	85.47%	247
Shopping and restaurants	67.82%	196
Community and civic services (library, town hall, community center, social organizations, firehouses)	27.68%	80
Employment centers	1.73%	5
Entertainment	11.07%	32
Public transportation (commuter locations)	0.69%	2
Educational facilities	5.54%	16
Total Respondents: 289		

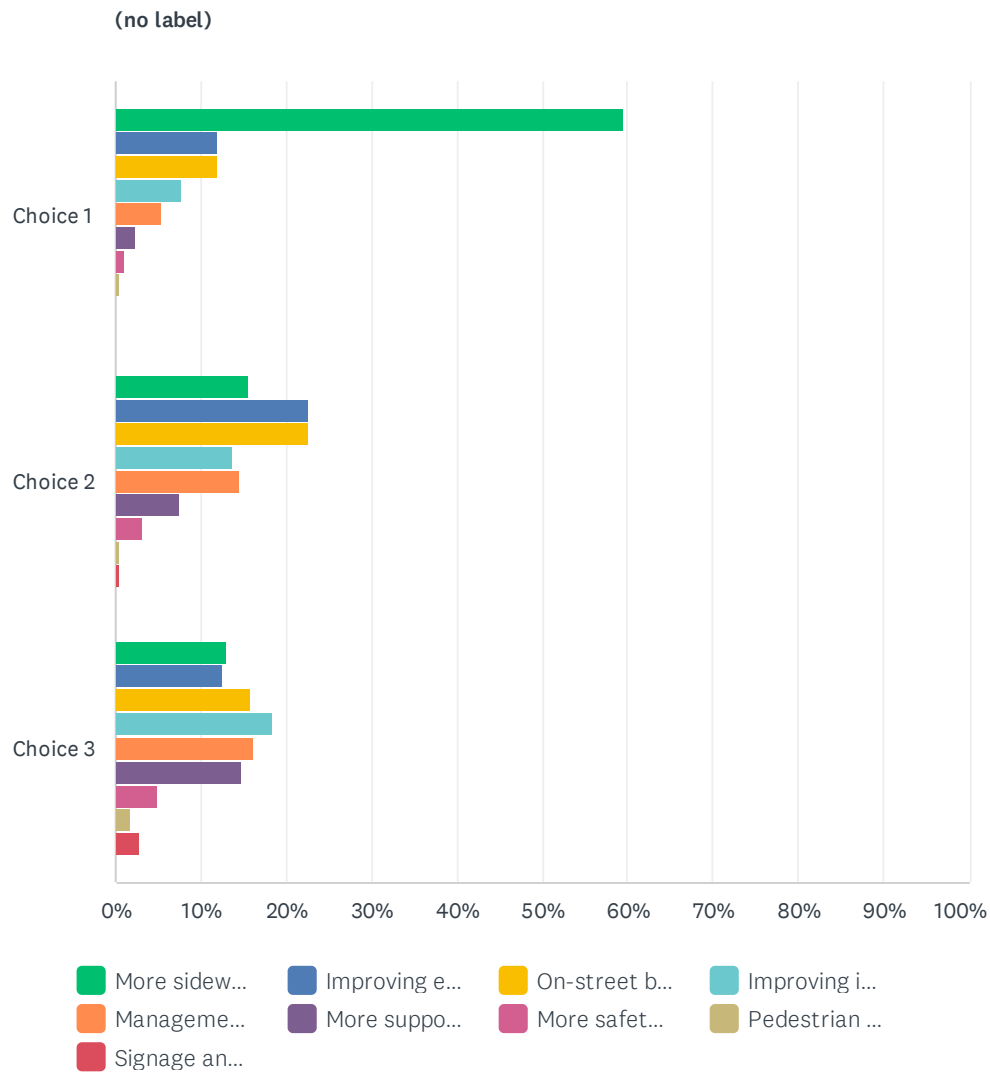
#	OTHER (PLEASE SPECIFY)	DATE
1	Marina/ Bay bridge airport	9/28/2023 7:12 PM
2	I only walk/run for exercise	9/28/2023 3:11 PM
3	This question does not allow more than two answers which is unfortunate since this is a multifactorial question!!	9/28/2023 2:05 PM
4	From parking lot to store	9/23/2023 11:15 AM
5	Xxxxxx	9/18/2023 9:02 PM

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6	Short loop	8/26/2023 8:06 AM
7	I bike or walk to anything on the cross island trail. It would be really nice to access the schools, restaurants, and shopping via the trails.	8/21/2023 9:32 AM
8	None. Don't want either of above but had to select to continue.	8/17/2023 1:20 PM
9	None	8/14/2023 2:28 PM
10	just exercise	8/13/2023 12:11 PM
11	C	8/13/2023 10:39 AM
12	None are close enough. The options are my neighborhood and the Cross Island Trail.	8/10/2023 5:27 PM
13	Work	8/10/2023 9:15 AM
14	no destination for exercise	8/10/2023 8:00 AM
15	too far to walk; I'd rather bike	8/9/2023 9:12 PM
16	none	8/9/2023 8:54 AM
17	I'm too far away to walk to any of these. Walking is for exercise only.	8/8/2023 10:55 AM

Q15 Which of the following improvements would have the most impact on walking and biking in Queen Anne's County? (Rank your top 3)

Answered: 261 Skipped: 28



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(no label)							
	MORE SIDEWALKS AND TRAILS	IMPROVING EXISTING/COMPLETING GAPS IN SIDEWALKS	ON-STREET BIKE LANES WHERE POSSIBLE	IMPROVING INTERSECTION CROSSINGS	MANAGEMENT OF TRAFFIC VOLUMES, SPEEDS, AND DRIVER BEHAVIOR	MORE SUPPORTING AMENITIES (LIGHTING, BENCHES, TRASH CANS, BIKE RACKS, BIKE REPAIR STATIONS)	MORE SAFETY AMENITIES (CAMEL SIGNALS, EMERGENCY CALL BOXES)
Choice 1	59.39% 155	11.88% 31	11.88% 31	7.66% 20	5.36% 14	2.30% 6	
Choice 2	15.56% 40	22.57% 58	22.57% 58	13.62% 35	14.40% 37	7.39% 19	
Choice 3	13.01% 32	12.60% 31	15.85% 39	18.29% 45	16.26% 40	14.63% 36	

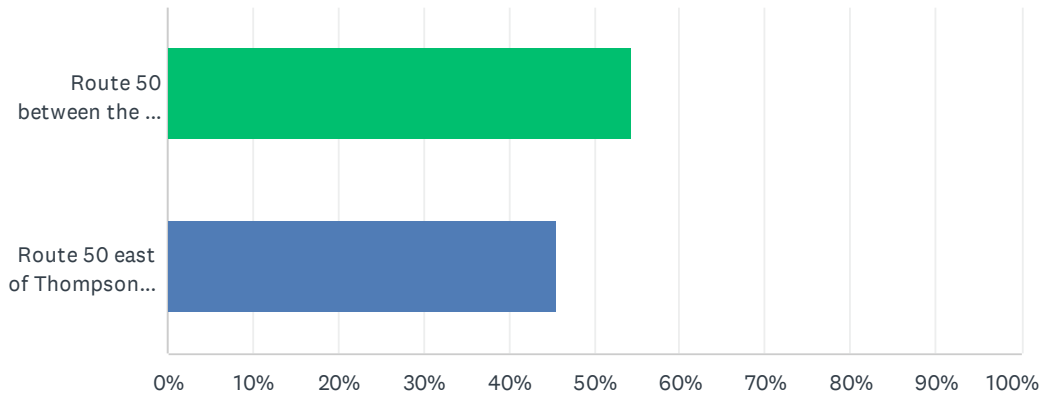
#	OTHER (PLEASE SPECIFY)	DATE
1	Fix existing walkways in Church Hill Park. What an ankle hazard	8/8/2023 10:24 AM
2	A nice walking/ dog park	8/8/2023 11:09 AM
3	Planting shade trees along trails	8/8/2023 11:31 AM
4	Safety	8/8/2023 2:03 PM
5	Prioritize kids being walk safely to KIHS - need sidewalks on Love Pt Rd and Old Love Pt rd	8/8/2023 2:44 PM
6	Northbrook's sidewalks have a couple of small gaps. Also 213 northbrook to town needs sidewalks	8/8/2023 3:05 PM
7	Provide bike safety training / education.	8/8/2023 4:20 PM
8	See 16 below	8/8/2023 7:55 PM
9	Protected bike lanes, not just paint. (where possible)	8/9/2023 8:21 PM
10	couple more crosswalks	8/9/2023 9:12 PM
11	Find a way to ensure by cyclists are mutually respectful, they do not proactive safe biking.	8/9/2023 11:10 PM
12	Pedestrian Crossing over hwy 50 and 301	8/10/2023 9:15 AM
13	Enforcing bicycle laws/rules on trail at road crossings such as bikers dismount and stop before crossing	8/11/2023 3:28 PM
14	Street lights	8/13/2023 10:39 AM
15	pedestrian bridge over RT 50	8/14/2023 1:56 PM
16	None	8/14/2023 2:28 PM
17	Extension of Cross Island Trail to Queenstown	8/17/2023 9:05 AM
18	Pedestrian Overpass	8/17/2023 12:36 PM
19	Please don't tax us anymore! Many are at there limit. May have to leave QAC due to taxes.	8/17/2023 1:20 PM
20	lets make a slower pace, not a speed bump along route 50.	8/17/2023 4:42 PM
21	Connect the N-S trail with the E-W trail	8/19/2023 8:38 AM
22	Connect the north south and east west kent island trails.	8/21/2023 9:32 AM
23	Specifically, a bike lane inChester from the cross island trail to Main Street	8/24/2023 4:49 PM
24	Allow EBikes	8/26/2023 8:06 AM

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25	More off road trails	8/28/2023 2:49 PM
26	crossover on rte. 50	8/28/2023 4:08 PM
27	Pedestrians and cyclists need safe ways to cross over highway 50 on Kent Island especially near Thompson Creek Shopping Center.	8/28/2023 6:00 PM
28	Bike trail on rt 18	8/31/2023 9:42 AM
29	Clear the trail of plant growth.	9/15/2023 4:04 PM
30	overpasses	9/18/2023 3:27 PM
31	No more bike lanes on Rt 8 roads it's congested and dangerous enough.	9/21/2023 6:37 AM
32	Overpass over 50 joining south trail with cross island!	9/21/2023 9:42 AM
33		9/21/2023 9:42 AM
34	Connect the existing trails to easily access restaurants and shops, add secure bike parking	9/21/2023 10:35 AM
35	Connect the two trails and make wider.	9/22/2023 8:51 AM
36	Bikes off roads	9/23/2023 11:15 AM
37	Connecting the southern and northern trails on Kent island	9/26/2023 1:24 PM
38	Again, almost nothing in North County	9/27/2023 1:42 PM
39	Should be able to safely travel from Bay City to Love Point Park / HS any time of day / night.	9/27/2023 4:08 PM
40	Bikes lanes from other major roads with no shoulders to trails	9/27/2023 9:38 PM
41	Pedestrian overpasses	9/28/2023 8:09 AM
42	Signage and wayfinding, web and paper resources of walking and bicycling opportunities	9/28/2023 2:05 PM
43	No choices listed to rank	9/28/2023 3:11 PM

Q16 The County has a goal to connect the Cross Island Trail with the South Island Trail. To do this a pedestrian overpass must cross Route 50. Of the two proposed Route 50 crossing locations shown on the map, which general location do you prefer?

Answered: 272 Skipped: 17



ANSWER CHOICES	RESPONSES	
Route 50 between the Bay Bridge and MD 8 interchange	54.41%	148
Route 50 east of Thompson Creek Road	45.59%	124
TOTAL		272

#	OTHER (PLEASE SPECIFY)	DATE
1	I feel that this decision should be tabled until a new bridge is constructed so that it's not having to be torn down and rebuilt after the state decides how to traffic a new bridge	9/28/2023 2:40 PM
2	I can't see a map via survey monkey. Whichever option is safe and least expensive to tax payers	9/28/2023 6:37 AM
3	It would be great if there was a dedicated bike lane on the 50 overpass to connect cox neck/dominion road to the north side of 50 to allow for trail access.	9/27/2023 7:56 PM
4	None	9/23/2023 11:15 AM
5	with pull off/viewpoint area would be nice	9/22/2023 6:51 PM
6	Less traffic there to deal with	9/22/2023 9:59 AM
7	Elevate Rt 50 from the Bay to the Narrows and reconnect the north and south sides of Kent Island with cross streets and traffic lights like the old days.	9/18/2023 11:29 AM
8	either one	9/7/2023 6:49 PM
9	The proposed crossing at MD8 is too far out of the way. It would be good for recreation use only. The Thompson Creek Rd crossing would allow residents to access shopping and other businesses when beach traffic prevents driving.	9/3/2023 2:48 AM
10	Definitely not rte 8 since there is more traffic and accidents in that area.	8/22/2023 1:52 PM
11	Castle Marina road	8/22/2023 12:49 PM

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12	East of Thompson Creek has more commerce, which is ideal, but how will one bike safely back towards the South Island Trail and vice-versa?	8/22/2023 12:04 PM
13	The narrows	8/20/2023 6:49 AM
14	Something connecting the Dominion road area to the cross island trail	8/19/2023 5:13 AM
15	None. We don't need this. Few people use these things especially in relation to the cost of installing and maintaining. Enough is enough.	8/17/2023 1:20 PM
16	None	8/14/2023 2:28 PM
17	Kent narrows crossing rt 18	8/10/2023 9:15 AM
18	Thompson Creek may be better for more people	8/9/2023 9:12 PM
19	None, does not apply to north county. Would love a trail like this near centreville that is longer than Millstream or connects to it.	8/9/2023 4:36 PM
20	This would be great!!	8/8/2023 3:33 PM
21	Ideally both would be great and serve different purposes. A crossing near terrapin would make easy access from the park to the south island trail, the other crossing would be more beneficial to residents of the nearby neighborhoods and people coming from the trail	8/8/2023 11:17 AM
22	New to the area, but something closer to east Queen Anne's county	8/8/2023 11:09 AM
23	Neither! We need more walkways in the upper county. We are always forgotten.	8/8/2023 10:24 AM

Q17 Please share any additional comments or questions you have for the Project Team.

Answered: 72 Skipped: 217

#	RESPONSES	DATE
1	I would be happy to cross over route 50 on the current overpass if the road had a bike lane and if the intersection was better managed. There is no access to all the trail infrastructure if one lives on the south side of route 50 in Chester.	10/5/2023 12:29 PM
2	Not sure where/when this survey was advertised. First time I saw it was on the night of the 29th when it was about to close.	9/29/2023 10:58 PM
3	Because of the adjacent highway traffic, the Cross Island Trail is too unpleasant to use. And construction of large, unnecessary buildings such as the recently approved Armored storage facility will exacerbate an already bad situation.	9/29/2023 12:29 PM
4	Pros and Cons to Each. Overpass at Thompson Creek would grant trail users access to Target and Foodlion shopping center. Would encourage commuting however this would mean another overpass over Rt 8 to connect to south KI trail would have to occur somewhere. A simple crosswalk will not suffice. Crossing at Bay Bridge would alleviate a rt 8 crossing, but would make running errands to food lion shopping center or target via bike more difficult. If a Rt 8 overpass was included with thompson creek overpass i think this would be best, simply to encourage non vehicle commuting. Kent Islands geography is very unique and with some key improvements, the bulk of the islands amenities could be accessed via trail. This is an incredible opportunity.	9/29/2023 10:41 AM
5	QAC, like most communities, is car-centric and not adequately designed to encourage biking or walking. There are many benefits to both including health, economics, and a connection with the environment that drivers do not experience.	9/28/2023 2:05 PM
6	Good luck. As an avid runner and someone who enjoys walking, I've said for years that it's frustrating to live close enough to walk/bike to so many places, but to not feel safe doing so due to drivers and lack of pedestrian accommodations.	9/28/2023 8:09 AM
7	Love Point Road in downtown Stevensville needs traffic calming at a minimum. Sidewalks or a shoulder would be nice, but when cars are going 50 mph in a 30mph zone, it doesn't matter. Police enforcement of the speed limit would be a good start, but calls into the sheriff's office go unheard. Drop the speed limit to 25 and put in speed bumps or other traffic calming devices, please!	9/27/2023 10:10 PM
8	It would be great if there was a bike lane or buffer lane in the Rt 18 overpass at Postal Road to allow access to the north side of 50 and cross island trail. The youth on this side are land locked while others have easy trail access.	9/27/2023 7:56 PM
9	We need a bike path on route 18 with a connection to x island trail	9/27/2023 4:37 PM
10	Connect the trails with overpass at Rt. 8	9/27/2023 4:08 PM
11	We are fortunate to have the Cross Island Trail. It would be a bonus to continue the trail up the North side of 50 and be able to cross over to Route 19 and Bennett Point Road on the South side. Better access through main street Grasonville would also be a plus. Maintaining the boardwalks may become a future issue.	9/27/2023 3:42 PM
12	Please implement biking/walking to Matapeake Elem & Middle Schools as well as to Kent Island High school. Definitely need crosswalk from Bay City Rd across Rt 8 to park & schools.	9/27/2023 2:57 PM
13	Please extend the South Island Trail to start at the Bay Bridge Airport, so that bicycles and pedestrians do not have to walk on the shoulder of Rt. 8	9/27/2023 2:36 PM
14	I really think connecting the bike trail up into Queenstown would be great. I know Queenstown has a plan to do this but needs the county's help. I could bike to my doctors office and leave my car at home.	9/27/2023 2:21 PM

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15	The speeding of cars in our county is absolutely horrendous. I'm NOT talking about Rt 50. But Rt 8 and other secondary roads. We need speed traps!!!! Route 8 is a complete nightmare to get onto. Please have speed traps and police radar. Thank you for the opportunity to voice my concerns and opinions!! Much appreciated!!!	9/27/2023 2:02 PM
16	My unincorporated town isnt on your city list...	9/27/2023 1:42 PM
17	I would not reduce traffic lanes for biking.	9/27/2023 1:38 PM
18	Sidewalks in grasonville is a must	9/27/2023 1:32 PM
19	Roads are for cars We pay for it	9/23/2023 11:15 AM
20	Make so folks in the towns can walk or bike everywhere. This will Make it safer for kids.	9/23/2023 8:04 AM
21	I would love to use the cross island trail or South trail, but as a Bay City Resident I don't feel safe biking or walking on Route 8 to get there. I would love for the trail to connect to Bay City!	9/22/2023 5:02 PM
22	1. New Grasonville trail north of Rte. 50 is beautiful but too crowded for safe biking. 2. Would love safe way to cross Route 50 near the outlet mall	9/22/2023 12:10 PM
23	We ride a tandem bicycle from Mallard Run to Club one. The trail is great but we have to take route 8 to parking lots to club one to reduce risk. If there was a bike trail to Safeway from Castle Marina Road's circle. Many more might commute by bicycle from Cloverfields Mallard Run and the surrounding communities. Also if there was a pedestrian/bike crossing near Gibson Grant that could be faster/safer.	9/22/2023 11:09 AM
24	Don't forget about the county north of Kent Island.	9/22/2023 9:59 AM
25	People move here for the peaceful safe bike trails. Adding access to shops will improve quality of life and property values even more.	9/21/2023 10:35 AM
26	I think we should make golf cart paths around Kent Island so that we can maneuver around the traffic	9/21/2023 9:42 AM
27	Rt 8 exit is too dangerous for bike paths on roads.	9/21/2023 6:37 AM
28	There's more to QA county than Kent Island. How about showing some love to the Centreville/Church Hill area. Lots of space out here and opportunities. (And learn how to spell Centreville in your drop down menu - sheesh).	9/18/2023 9:02 PM
29	The traffic on Kent Island from the Bay Bridge could be helped with more connected trails connecting communities with destinations. This could allow locals the ability to access basic services and avoid traffic congestion.	9/15/2023 9:18 AM
30	Make the Horse Trail Park down Rt #8 into a large circle with lights, benches and blacktop wide enough for bikes and walking. Add landscape.	9/11/2023 7:36 AM
31	We use the Cross Island Trail weekly. It is such an asset to our community. Pretty cool that for a small county like QAC, that we have something like this. My family is so thankful for the Trail. We are from Centreville, so would love something closer, but it's worth the drive.	9/7/2023 8:33 PM
32	none	9/3/2023 6:52 PM
33	We need to lean on the state more aggressively. When they built 50, they cut the island in half. They should be responsible for providing pedestrian overpasses	9/3/2023 2:48 AM
34	Thank you for the work that you do to improve the safety, health, and quality of life of QA residents through providing more equitable transportation and recreation options.	8/28/2023 6:00 PM
35	when bike trails cross private roads then the county should put up no trespassing signs.	8/28/2023 4:49 PM
36	Rte. 8 south is very dangerous for bikers where there is no trail.	8/28/2023 4:08 PM
37	Sheriffs office needs to be involved.	8/26/2023 12:11 PM
38	There should be a cross county trail. Extend the cross island trail from Grasonville through Queenstown along Rt 18 to the park. Then from Rt 18park to Centreville to the YMCA and High School. Then from Centreville along 304 to the state park. Why does Kent Island get all the trails? Trails are meant to connect communities and parks.	8/22/2023 4:04 PM

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39	Crossing Thompson not sure how that helps from four season / castle marina to cross to other side of 50.	8/22/2023 1:52 PM
40	Repair the bridges on the trail	8/22/2023 1:37 PM
41	This is a MUCH needed solution but won't solve the overflow traffic problems for residents who cannot walk/bike effectively.	8/22/2023 12:04 PM
42	Need to control traffic speed at Route 8 and X island trail	8/22/2023 11:27 AM
43	The biggest improvement for my family and my community would be to improve bike access along roadways that lead to shopping/restaurants. I live near the cross island trail, which is great but there are so many places within a couple hundred yards of the trail that I cannot safely access without taking my family out onto the roadways, which i will not do. When weekend traffic backs up, it would be so nice to jump on our bikes and ride to one of the restaurants on a Sunday afternoon but right now our only safe option to do that is to go all the way to the narrows, which can be difficult for families with smaller kids	8/21/2023 10:17 AM
44	xxxxx	8/18/2023 12:58 PM
45	Please address traffic management@ Fishermans village before there is a fatality. I am not sure how you can add traffic without making basic improvements to manage the volume you are creating. People crossing the roads on foot, alcohol, cars and no calming zone. Start here!!	8/17/2023 4:42 PM
46	NO MORE TAXES!!!These things are NOT needed and benefit only a few at a great cost to all. STOP SPENDING MONEY ON NEEDLESS FRILLS.	8/17/2023 1:20 PM
47	As a member of the Kent Island Running Group we will support your efforts any way that can help	8/17/2023 12:36 PM
48	I've heard of a trail in Crumpton, but can't find it.	8/17/2023 7:57 AM
49	The proposed route above has many car accidents now so safety is a concern.	8/16/2023 10:45 AM
50	While I would love to be able to actually walk or bike somewheres on the Island, I think the County needs to address the current traffic issues. Beach traffic in particular. They also need to stop allowing all of this building....I know they are getting rich off of this, but they really need to actually listen to the citizens of QAC/KI	8/15/2023 1:29 PM
51	Can't wait for the two trails to be connected!	8/15/2023 6:18 AM
52	Need to extand the walking/biking trail along Rt.8 to Kent Point road	8/14/2023 2:28 PM
53	Cross Island Trail is well maintained	8/14/2023 2:07 PM
54	A bike trail or bike lane connecting Centreville with the cross island trail would be great. Maybe converting an unused rail line, if one exists, to a multi-purpose trail would be a possibility. I would likely use such a trail or lane to travel to Kent Island to do errands and for fitness.	8/13/2023 8:58 AM
55	I did not see a map in this survey to see where the crossings are proposed	8/12/2023 1:20 PM
56	Much of this is available funds. I believe QA administration has used its funds to effectively and judiciously. Yet the serous population increase in Kent Island has added needs in the areas shown in this survey.	8/10/2023 5:27 PM
57	Queen anne's Co includes more than just Kent Island. Surrounding communities near Centreville need more pedestrian walk ways.	8/10/2023 9:30 AM
58	Larger shoulders or bike lane on Kent island rt 18 for all the people that walk or bike to the stores and Kent Narrows	8/10/2023 9:15 AM
59	I'm over he amount of bikers riding the white lines and causing safe driving concerns.	8/9/2023 11:10 PM
60	Since Kent Island is so much more congested, wouldn't it be better to consider connecting more areas on Kent Island first before going all the way to Centreville?	8/9/2023 9:12 PM
61	I would be the happiest person on the planet if the crossing for the Cross Island Trail becomes real. Also, a safe (protected) bike route/lane from the end of the south cross island trail at Matapeake to Matapeake Elementary and Middle Schools!	8/9/2023 8:21 PM
62	None, does not apply to north county. Would love a trail like this near centreville that is longer than Millstream or connects to it.	8/9/2023 4:36 PM

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63	Getting to Safeway and Big Lots is almost impossible to get to by either bike or walking from the north side of 50. It would be nice to have access to that area without being deathly afraid. I would also like to add that as a frequent walker on the trail I feel bicyclists have no regard for pedestrians. They are going much faster than the posted trail speed and do not signal when passing. I feel it is a hazard. Also bicyclist blow past the stop signs at Castle Marina crosswalk relying on automobiles to stop. I've been witness to several almost accident because bikers were going extremely fast and not obeying the stop sign that is clearly marked.	8/9/2023 8:42 AM
64	Would like to stress that this should not in any way be license to tax citizens, but rather to put obligation on existing and future developers and development plans. I see this as wiser strategy to strengthen our county's infrastructure, safety, and welfare.	8/8/2023 6:10 PM
65	Would also be great to join up the Cross Island Trail to CBEC	8/8/2023 5:40 PM
66	We need a pedestrian bridge from the Gibsons Grant/4 Seasons area to downtown Chester! We can't get anywhere on the weekends due to traffic. This would help businesses as well as the citizens!	8/8/2023 3:33 PM
67	Thanks for asking!	8/8/2023 11:31 AM
68	with Rt 50 pedestrian overpass county should also address inability to for pedestrians or bikes to cross Cox creek along south side of Rt. 50. This severely limits pedestrian access to retail along this side of Rt. 50	8/8/2023 11:28 AM
69	I think there's also a missed opportunity with connecting Cloverfields with historic Stevensville and the trail. The only way to safely get there is to go back through the neighborhood, into Mallard Run, and then on the trail. If there were a dedicated bike lane down old love point to historic stevensville you would get a lot more pedestrian/bike traffic into historic stevensville and the businesses and restaraunts.	8/8/2023 11:17 AM
70	Don't forget the people down hear closer to Delaware. We are always forgotten.	8/8/2023 11:09 AM
71	for ability to travel safely to shopping a pedestrian bridge from cross island trail to Safeway shopping would be very nice, from there you can get to many places and not have to bother with driving.	8/8/2023 10:25 AM
72	We live in Kingstown and have to drive to Church Hill to walk on lumpy, cracked and broken paths. You continue to improve Kent Island and forget about the UPPER COUNTY.	8/8/2023 10:24 AM

Q18 What is your current home zip code

Answered: 282 Skipped: 7

#	RESPONSES	DATE
1	21619	10/5/2023 12:29 PM
2	21666	10/1/2023 2:53 PM
3	21658	10/1/2023 10:08 AM
4	21666	10/1/2023 4:59 AM
5	21658	9/29/2023 10:58 PM
6	21666	9/29/2023 6:19 PM
7	21666	9/29/2023 5:46 PM
8	21617	9/29/2023 12:29 PM
9	21666	9/29/2023 10:41 AM
10	21619	9/29/2023 9:58 AM
11	21619	9/29/2023 8:51 AM
12	21666	9/29/2023 4:13 AM
13	21666	9/28/2023 7:24 PM
14	21666	9/28/2023 7:12 PM
15	21658	9/28/2023 5:46 PM
16	21666	9/28/2023 4:21 PM
17	21617	9/28/2023 3:48 PM
18	21666	9/28/2023 3:11 PM
19	21666-2774	9/28/2023 2:40 PM
20	21666	9/28/2023 2:35 PM
21	21617	9/28/2023 2:05 PM
22	21666	9/28/2023 8:09 AM
23	21619	9/28/2023 7:34 AM
24	21638	9/28/2023 6:37 AM
25	21619	9/28/2023 1:16 AM
26	21666	9/27/2023 10:10 PM
27	21666	9/27/2023 10:00 PM
28	21666	9/27/2023 9:59 PM
29	21666	9/27/2023 9:38 PM
30	21666	9/27/2023 9:01 PM
31	21617	9/27/2023 7:57 PM
32	21619	9/27/2023 7:56 PM
33	21619	9/27/2023 7:28 PM

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34	21666	9/27/2023 7:21 PM
35	21619	9/27/2023 6:33 PM
36	21666	9/27/2023 6:13 PM
37	21619	9/27/2023 6:12 PM
38	21619	9/27/2023 5:48 PM
39	21619	9/27/2023 5:39 PM
40	21666	9/27/2023 5:34 PM
41	21638	9/27/2023 5:01 PM
42	21617	9/27/2023 4:40 PM
43	21617	9/27/2023 4:37 PM
44	21619	9/27/2023 4:33 PM
45	21666	9/27/2023 4:18 PM
46	21666	9/27/2023 4:08 PM
47	21666	9/27/2023 4:01 PM
48	21666	9/27/2023 3:50 PM
49	21638	9/27/2023 3:42 PM
50	21619	9/27/2023 3:30 PM
51	21619	9/27/2023 2:59 PM
52	21666	9/27/2023 2:57 PM
53	21666	9/27/2023 2:51 PM
54	21666	9/27/2023 2:36 PM
55	21619	9/27/2023 2:32 PM
56	21666	9/27/2023 2:22 PM
57	21617	9/27/2023 2:22 PM
58	21617	9/27/2023 2:21 PM
59	21619	9/27/2023 2:15 PM
60	21619	9/27/2023 2:03 PM
61	21666	9/27/2023 2:02 PM
62	21666	9/27/2023 1:54 PM
63	21666	9/27/2023 1:50 PM
64	21617	9/27/2023 1:45 PM
65	21628	9/27/2023 1:42 PM
66	21666	9/27/2023 1:33 PM
67	21638	9/27/2023 1:32 PM
68	21638	9/27/2023 1:31 PM
69	21666	9/27/2023 12:59 PM
70	21666	9/27/2023 12:47 PM
71	21012	9/26/2023 8:00 AM

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72	21610	9/25/2023 2:20 PM
73	21619	9/25/2023 7:41 AM
74	21619	9/25/2023 6:59 AM
75	21619	9/24/2023 5:42 PM
76	21619	9/23/2023 6:11 PM
77	21666	9/23/2023 4:37 PM
78	21658	9/23/2023 11:15 AM
79	21617	9/23/2023 8:04 AM
80	21623	9/23/2023 7:55 AM
81	21666	9/22/2023 6:51 PM
82	21666	9/22/2023 5:02 PM
83	21619	9/22/2023 3:57 PM
84	21658	9/22/2023 2:35 PM
85	21666	9/22/2023 1:00 PM
86	21666	9/22/2023 12:10 PM
87	21666	9/22/2023 11:09 AM
88	21666	9/22/2023 10:55 AM
89	21617	9/22/2023 9:59 AM
90	21666	9/22/2023 8:51 AM
91	21619	9/22/2023 8:35 AM
92	21658	9/21/2023 2:43 PM
93	21638	9/21/2023 1:42 PM
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95	21666	9/21/2023 10:35 AM
96	21619	9/21/2023 10:28 AM
97	21666	9/21/2023 9:42 AM
98	21666	9/21/2023 9:42 AM
99	21666	9/21/2023 9:24 AM
100	21638	9/21/2023 8:53 AM
101	21638	9/21/2023 8:27 AM
102	21666	9/21/2023 6:37 AM
103	21666	9/20/2023 10:16 PM
104	21617	9/18/2023 9:02 PM
105	21666	9/18/2023 3:27 PM
106	21619	9/18/2023 11:29 AM
107	21658	9/18/2023 10:49 AM
108	21638	9/18/2023 10:20 AM
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Queen Anne's County Pedestrian and Bicycle Master Plan

110	21638	9/15/2023 4:04 PM
111	21620	9/15/2023 9:18 AM
112	21666	9/13/2023 3:07 PM
113	21666	9/11/2023 11:35 PM
114	21666	9/11/2023 9:06 PM
115	21666	9/11/2023 7:36 AM
116	21619	9/8/2023 3:32 PM
117	21617	9/7/2023 8:33 PM
118	21623	9/7/2023 6:49 PM
119	21619	9/6/2023 8:57 PM
120	21666	9/3/2023 6:52 PM
121	21666	9/3/2023 7:47 AM
122	21666	9/3/2023 2:48 AM
123	21617	8/31/2023 9:42 AM
124	21619	8/30/2023 3:31 PM
125	21658	8/29/2023 7:07 PM
126	21666	8/28/2023 6:00 PM
127	21666	8/28/2023 4:49 PM
128	21666	8/28/2023 4:42 PM
129	21666	8/28/2023 4:08 PM
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143	21619	8/22/2023 4:09 PM
144	21617	8/22/2023 4:04 PM
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Queen Anne's County Pedestrian and Bicycle Master Plan

148	21619	8/22/2023 1:37 PM
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172	21638	8/17/2023 4:42 PM
173	21619	8/17/2023 1:56 PM
174	21666	8/17/2023 1:20 PM
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176	21666	8/17/2023 10:09 AM
177	21638	8/17/2023 9:05 AM
178	21620	8/17/2023 7:57 AM
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Queen Anne's County Pedestrian and Bicycle Master Plan

186	21666	8/15/2023 9:42 AM
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218	21638	8/11/2023 1:31 PM
219	21638	8/11/2023 1:24 PM
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221	21638	8/11/2023 1:13 PM
222	21638	8/11/2023 1:07 PM
223	21638	8/11/2023 1:06 PM

Queen Anne's County Pedestrian and Bicycle Master Plan

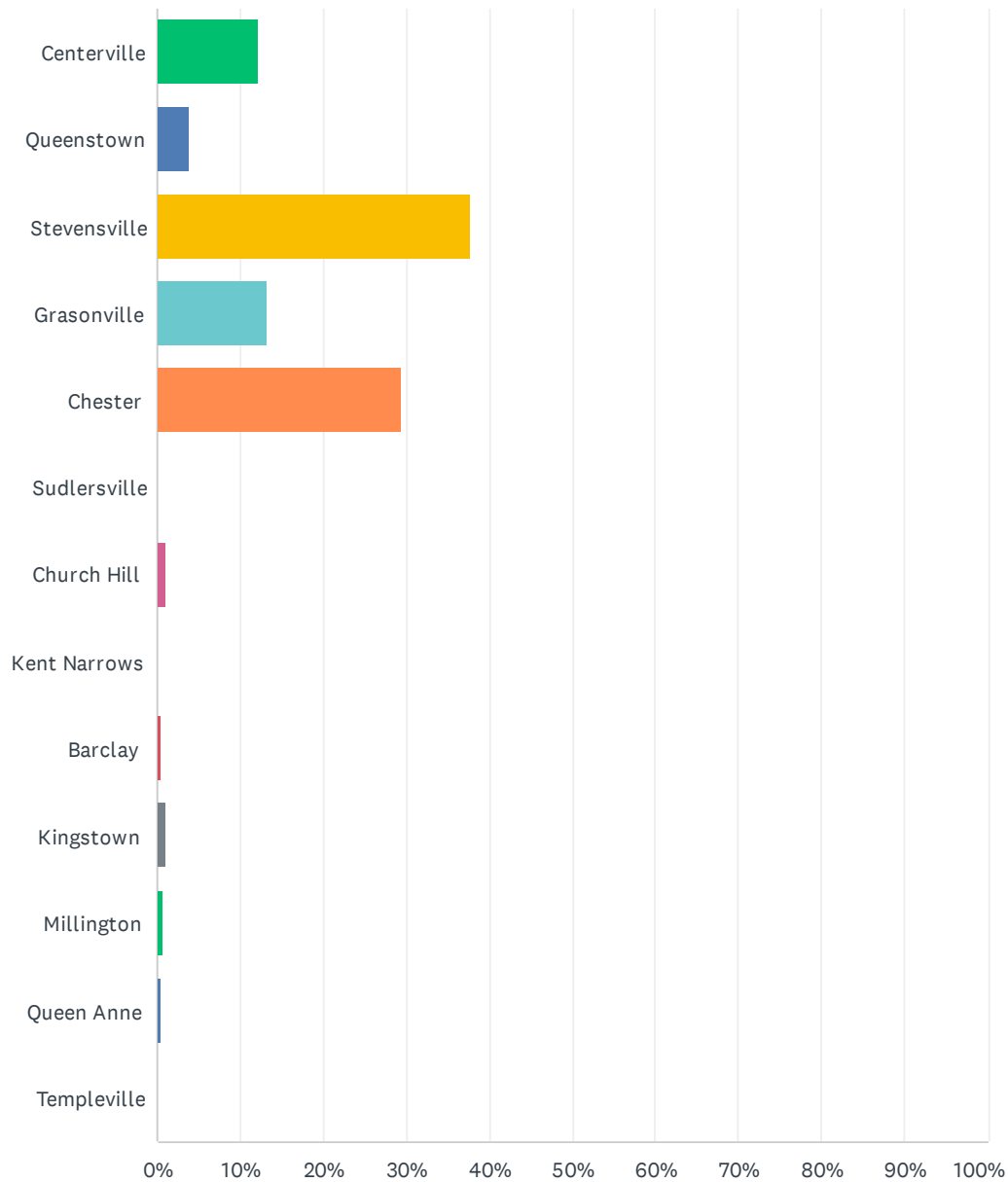
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235	21638	8/10/2023 6:59 AM
236	21666	8/9/2023 11:10 PM
237	21617	8/9/2023 9:22 PM
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245	21666	8/9/2023 9:00 AM
246	21617	8/9/2023 8:54 AM
247	21666	8/9/2023 8:42 AM
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249	21619	8/9/2023 12:20 AM
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253	21619	8/8/2023 7:38 PM
254	21617	8/8/2023 7:21 PM
255	21617	8/8/2023 6:24 PM
256	21638	8/8/2023 6:10 PM
257	21617	8/8/2023 5:53 PM
258	21638	8/8/2023 5:40 PM
259	21617	8/8/2023 4:20 PM
260	21619	8/8/2023 3:33 PM
261	21619	8/8/2023 3:22 PM

Queen Anne's County Pedestrian and Bicycle Master Plan

262	21617	8/8/2023 3:05 PM
263	21619	8/8/2023 2:44 PM
264	21666	8/8/2023 2:44 PM
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266	21629	8/8/2023 1:42 PM
267	21617	8/8/2023 12:29 PM
268	21619	8/8/2023 12:26 PM
269	21619	8/8/2023 11:38 AM
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271	21638	8/8/2023 11:28 AM
272	21666	8/8/2023 11:26 AM
273	21666	8/8/2023 11:17 AM
274	21651	8/8/2023 11:09 AM
275	21658	8/8/2023 11:02 AM
276	21607	8/8/2023 10:55 AM
277	21617	8/8/2023 10:50 AM
278	21617	8/8/2023 10:32 AM
279	21619	8/8/2023 10:29 AM
280	21619	8/8/2023 10:25 AM
281	21620- Kingstown	8/8/2023 10:24 AM
282	21657	8/1/2023 4:01 PM

Q19 What City in Queen Anne's County do you live in?

Answered: 279 Skipped: 10

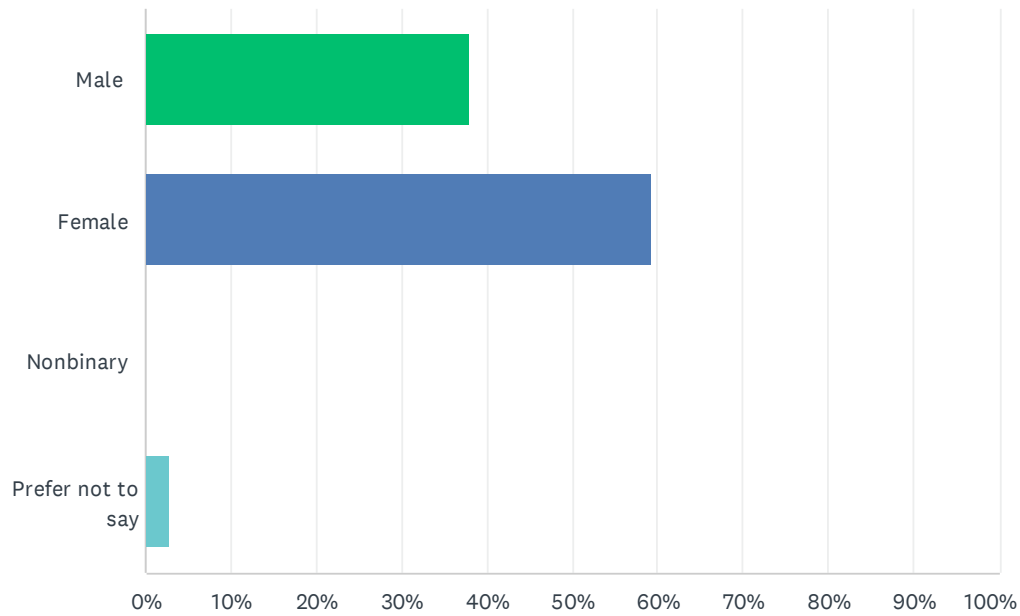


Queen Anne's County Pedestrian and Bicycle Master Plan

ANSWER CHOICES	RESPONSES	
Centerville	12.19%	34
Queenstown	3.94%	11
Stevensville	37.63%	105
Grasonville	13.26%	37
Chester	29.39%	82
Sudlersville	0.00%	0
Church Hill	1.08%	3
Kent Narrows	0.00%	0
Barclay	0.36%	1
Kingstown	1.08%	3
Millington	0.72%	2
Queen Anne	0.36%	1
Templeville	0.00%	0
TOTAL		279

Q20 What is your gender

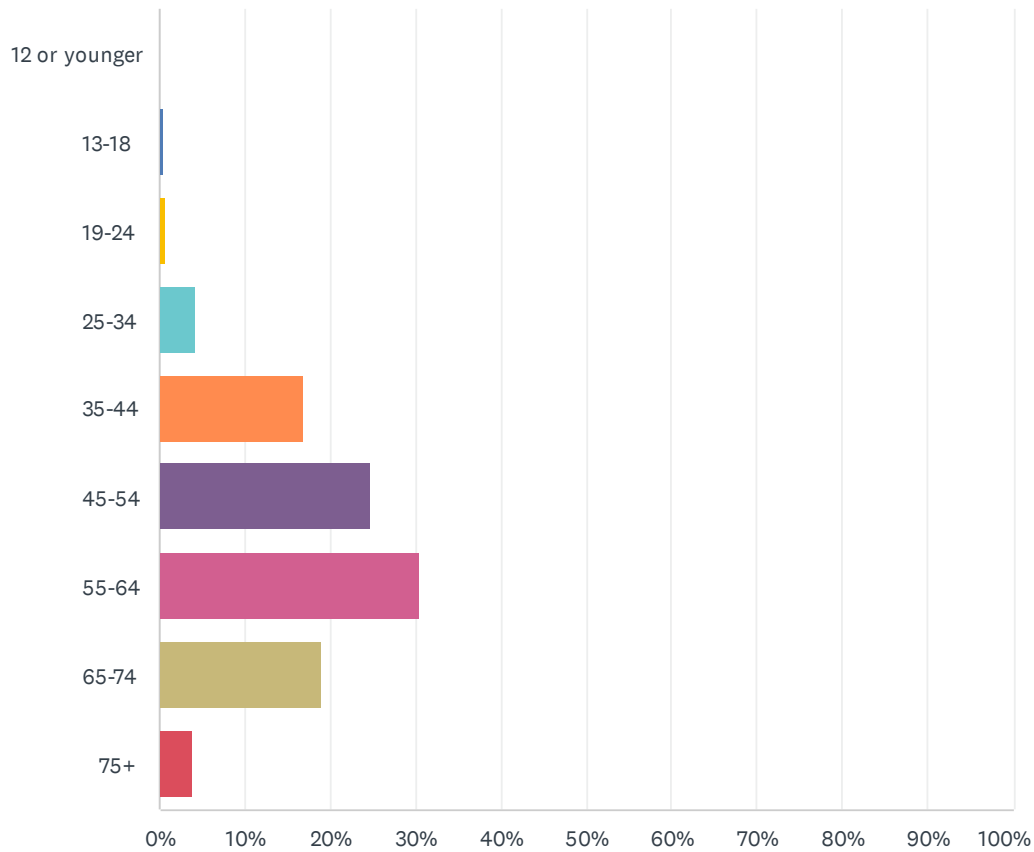
Answered: 285 Skipped: 4



ANSWER CHOICES	RESPONSES	
Male	37.89%	108
Female	59.30%	169
Nonbinary	0.00%	0
Prefer not to say	2.81%	8
TOTAL		285

Q21 What is your age?

Answered: 286 Skipped: 3



ANSWER CHOICES	RESPONSES	
12 or younger	0.00%	0
13-18	0.35%	1
19-24	0.70%	2
25-34	4.20%	12
35-44	16.78%	48
45-54	24.83%	71
55-64	30.42%	87
65-74	18.88%	54
75+	3.85%	11
TOTAL		286

Q22 If you would like to receive project updates, please include your email below.

Answered: 177 Skipped: 112

#	RESPONSES	DATE
1	Garykonig63@gmail.com	10/5/2023 12:29 PM
2	Mabaccala@gmail.com	10/1/2023 2:53 PM
3	Miller1111@hotmail.com	10/1/2023 4:59 AM
4	Mede8210@yahoo.com	9/29/2023 10:58 PM
5	kellyslavin75@gmail.com	9/29/2023 6:19 PM
6	mcanter1.mc@gmail.com	9/29/2023 10:41 AM
7	jason.shand1@gmail.com	9/29/2023 4:13 AM
8	cgoehausen@me.com	9/28/2023 7:24 PM
9	Rebeccalgoehausen@gmail.com	9/28/2023 7:12 PM
10	dgrazz20@gmail.com	9/28/2023 3:48 PM
11	Edberes@remax.net	9/28/2023 2:40 PM
12	jlentz71@gmail.com	9/28/2023 11:10 AM
13	mdiederichs75@gmail.com	9/28/2023 8:09 AM
14	Phonechristine@gmail.com	9/28/2023 6:37 AM
15	mpclague@gmail.com	9/28/2023 1:16 AM
16	dhughes2159@gmail.com	9/27/2023 10:10 PM
17	Jmbradley7@gmail.com	9/27/2023 9:59 PM
18	Jeff.carolynward@gmail.com	9/27/2023 9:38 PM
19	Lindsay.klem@verizon.net	9/27/2023 7:56 PM
20	Revstc@gmail.com	9/27/2023 7:21 PM
21	river_breeze805@yahoo.com	9/27/2023 5:34 PM
22	jthomasvt@gmail.com	9/27/2023 5:01 PM
23	cnanderson07@gmail.com	9/27/2023 4:37 PM
24	mike@maiermail.com	9/27/2023 4:33 PM
25	Wmkenney72@gmail.com	9/27/2023 4:08 PM
26	megan.dirusso@hotmail.com	9/27/2023 4:01 PM
27	stewwfinch@yahoo.com	9/27/2023 3:50 PM
28	jeansadler40@verizon.net	9/27/2023 3:42 PM
29	melissa@maiermail.com	9/27/2023 3:30 PM
30	nicoleguidetti13@gmail.com	9/27/2023 2:36 PM
31	sskjh4@gmail.com	9/27/2023 2:22 PM

Queen Anne's County Pedestrian and Bicycle Master Plan

32	Bburkhardt39@icloud.com	9/27/2023 2:21 PM
33	Warren.prender@gmail.com	9/27/2023 2:15 PM
34	armydoodrules@gmail.com	9/27/2023 2:02 PM
35	gpoc1970@yahoo.com	9/27/2023 1:50 PM
36	Ashleygick0518@gmail.com	9/27/2023 1:33 PM
37	Tnt21046@gmail.com	9/27/2023 12:47 PM
38	Kgoldberg21617@gmail.com	9/23/2023 6:11 PM
39	matsu@atlanticbb.net	9/23/2023 4:37 PM
40	This survey is rigged	9/23/2023 11:15 AM
41	benmcneil102@gmail.com	9/23/2023 7:55 AM
42	jena.lentz@yahoo.com	9/22/2023 5:02 PM
43	mschuler@atlanticbb.net	9/22/2023 3:57 PM
44	Markchannell@yahoo.com	9/22/2023 1:00 PM
45	Vahones@gmail.com	9/22/2023 12:10 PM
46	magorman11@gmail.com	9/22/2023 10:55 AM
47	dbirch@qac.org	9/22/2023 9:59 AM
48	Weaver.Cory.a@gmail.com	9/22/2023 8:51 AM
49	rsholtes@gmail.com	9/22/2023 8:35 AM
50	Bones201@atlanticbb.net	9/21/2023 2:43 PM
51	fvansant@atlanticbb.net	9/21/2023 11:38 AM
52	karenandslade@yahoo.com	9/21/2023 10:35 AM
53	vkirstein@msn.com	9/21/2023 10:28 AM
54	tholmes5193@gmail.com	9/21/2023 9:42 AM
55	markingino@gmail.com	9/21/2023 9:42 AM
56	sbruth@cdimage.com	9/21/2023 9:24 AM
57	chicagosky2@yahoo.com	9/21/2023 8:53 AM
58	Ajkov24@aol.com	9/21/2023 8:27 AM
59	snuzback001@aol.com	9/21/2023 6:37 AM
60	mmccormick97@gmail.com	9/20/2023 10:16 PM
61	mer9080@gmail.com	9/18/2023 11:29 AM
62	Nancyrl57@hotmail.com	9/15/2023 4:04 PM
63	obailey@eslc.org	9/15/2023 9:18 AM
64	Deanoch@yahoo.com	9/11/2023 11:35 PM
65	Pclagget@chesapeakebay.net	9/11/2023 9:06 PM
66	Secsharon@breezeline.net	9/11/2023 7:36 AM
67	jsnooney@gmail.com	9/8/2023 3:32 PM
68	rucinsky.mach@gmail.com	9/7/2023 6:49 PM
69	taymanmc@gmail.com	9/3/2023 6:52 PM

Queen Anne's County Pedestrian and Bicycle Master Plan

70	pringsd@gmail.com	9/3/2023 2:48 AM
71	cnanderson07@gmail.com	8/31/2023 9:42 AM
72	rich.kelble@gmail.com	8/30/2023 3:31 PM
73	lisa@mallardconstruction.com	8/29/2023 7:07 PM
74	Shevano78@gmail.com	8/28/2023 6:00 PM
75	joe@ipds.com	8/28/2023 4:49 PM
76	chartree@verizon.net	8/28/2023 4:08 PM
77	christian.slavin@gmail.com	8/28/2023 3:21 PM
78	Tathasrd@gmail.com	8/27/2023 11:52 AM
79	jokul@atlanticbb.net	8/26/2023 4:59 PM
80	paulc73@hotmail.com	8/26/2023 12:11 PM
81	etreker@gmail.com	8/26/2023 7:50 AM
82	wizank@verizon.net	8/25/2023 8:48 AM
83	marshapeters@verizon.net	8/24/2023 4:49 PM
84	2016goose@gmail.com	8/23/2023 2:00 PM
85	Cormfam@gmail.com	8/22/2023 4:10 PM
86	Mike_snyder@hotmail.com	8/22/2023 4:09 PM
87	davidd@drimprovements.com	8/22/2023 4:04 PM
88	Tnmadaras@gmail.com	8/22/2023 2:24 PM
89	Robinwojo@yahoo.com	8/22/2023 1:52 PM
90	Dashiell6@yahoo.com	8/22/2023 1:37 PM
91	wrbradley@gmail.com	8/22/2023 1:27 PM
92	Deborah@sholtesfamily.org	8/22/2023 12:49 PM
93	Drhky@gmail.com	8/22/2023 12:35 PM
94	dacassese@gmail.com	8/22/2023 12:04 PM
95	Hurstkenelaine@yahoo.com	8/22/2023 11:27 AM
96	Millergang@comcast.net	8/22/2023 11:22 AM
97	garygluz@hotmail.com	8/22/2023 10:59 AM
98	Satoyamisty@icloud.com	8/22/2023 9:21 AM
99	heather.walsh@qacps.org	8/21/2023 9:32 AM
100	amyoung2@comcast.net	8/19/2023 7:52 PM
101	sandyfrederick@icloud.com	8/19/2023 8:38 AM
102	jndornduff@atlanticbb.net	8/19/2023 5:13 AM
103	Cprivera7800@gmail.com	8/18/2023 9:18 PM
104	mrcortezzo@gmail.com	8/18/2023 6:51 PM
105	eddiewin13@gmail.com	8/17/2023 8:17 PM
106	kernercrew@comcast.net	8/17/2023 4:42 PM
107	philcurry56@gmail.com	8/17/2023 1:56 PM

Queen Anne's County Pedestrian and Bicycle Master Plan

108	Mark.allison1@verizon.net	8/17/2023 12:36 PM
109	Patmarco529@aol.com	8/17/2023 10:09 AM
110	nmengel37@gmail.com	8/17/2023 9:05 AM
111	Tina.damron1@gmail.com	8/16/2023 10:45 AM
112	bpludden@breezeline.net	8/15/2023 1:29 PM
113	antonvanpeppen@gmail.com	8/15/2023 9:42 AM
114	LOIS.VANDERBOK@ATT.NET	8/15/2023 9:30 AM
115	cnance9409@aol.com	8/15/2023 6:18 AM
116	pitts06503@gmail.com	8/14/2023 2:07 PM
117	timwade3b@yahoo.com	8/14/2023 1:56 PM
118	hkeversole@yahoo.com	8/14/2023 1:07 PM
119	Retgen@icloud.com	8/14/2023 7:39 AM
120	Ahnr1000@gmail.com	8/14/2023 1:31 AM
121	mmackey56@gmail.com	8/13/2023 9:47 PM
122	Ceelyn13@yahoo.com	8/13/2023 1:54 PM
123	edonbay@yahoo.com	8/13/2023 12:11 PM
124	Erin@erinkguyton.com	8/13/2023 10:08 AM
125	tonyburak@msn.com	8/13/2023 8:58 AM
126	adamlsimpkins@gmail.com	8/12/2023 9:58 PM
127	tlcherron@gmail.com	8/12/2023 1:20 PM
128	googwoman@yahoo.com	8/12/2023 12:11 PM
129	cherylhall48@yahoo.com	8/12/2023 11:54 AM
130	Meierja12@gmail.com	8/11/2023 10:02 PM
131	Glp21638@gmail.com	8/11/2023 9:46 PM
132	1228jack@gmail.com	8/11/2023 7:01 PM
133	Jckkmiller@atlanticbb.net	8/11/2023 5:06 PM
134	blas141@aol.com	8/11/2023 3:41 PM
135	Stacey.fowler8@gmail.com	8/11/2023 3:28 PM
136	Snappymap@yahoo.com	8/11/2023 1:24 PM
137	mogmah@yahoo.com	8/11/2023 1:23 PM
138	lgormly@yahoo.com	8/11/2023 1:06 PM
139	arh1000@yahoo.com	8/11/2023 9:47 AM
140	Misty2681@yahoo.com	8/11/2023 8:07 AM
141	randyfmartin50@gmail.com	8/10/2023 5:27 PM
142	No	8/10/2023 1:48 PM
143	Sabrinapounds14@gmail.com	8/10/2023 9:15 AM
144	carrollhouse111@yahoo.com	8/10/2023 9:08 AM
145	darlenewinegardner@remax.net	8/9/2023 9:12 PM

Queen Anne's County Pedestrian and Bicycle Master Plan

146	gironabikedc@gmail.com	8/9/2023 8:21 PM
147	Centreville spelled wrong on question 19.	8/9/2023 4:36 PM
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149	Alnicholls1@yahoo.com	8/9/2023 9:01 AM
150	Kellyjomcalister@yahoo.com	8/9/2023 9:00 AM
151	schmitt966@aol.com	8/9/2023 8:54 AM
152	Bvrlyrus@aol.com	8/9/2023 8:42 AM
153	beryleismeier@gmail.com	8/9/2023 8:24 AM
154	mary.k.skoien@gmail.com	8/8/2023 9:34 PM
155	Cwpatterson99@gmail.com	8/8/2023 9:32 PM
156	Hpavlick@gmail.com	8/8/2023 7:21 PM
157	Tathasrd@gmail.com	8/8/2023 6:24 PM
158	Sandoz.llc@gmail.com	8/8/2023 6:10 PM
159	tonyg109@gmail.com	8/8/2023 5:53 PM
160	Rcholli@aol.com	8/8/2023 5:40 PM
161	rmhackl@gmail.com	8/8/2023 4:20 PM
162	Davedipietro79@gmail.com	8/8/2023 3:33 PM
163	Lauraajohnson89@gmail.com	8/8/2023 3:05 PM
164	Debdresser42@gmail.com	8/8/2023 2:44 PM
165	Susanlamont6@gmail.com	8/8/2023 2:44 PM
166	Rgcatan@hotmail.com	8/8/2023 1:42 PM
167	Dawnsweeneyhomes@gmail.com	8/8/2023 12:26 PM
168	stoneytrent2@yahoo.com	8/8/2023 11:31 AM
169	zillig@sbcglobal.net	8/8/2023 11:28 AM
170	masten@icloud.com	8/8/2023 11:26 AM
171	jdbaudean@gmail.com	8/8/2023 11:17 AM
172	sandrarivell@yahoo.com	8/8/2023 11:09 AM
173	Chrissy Mooreaull@gmail.com	8/8/2023 10:50 AM
174	armyofonerd@yahoo.com	8/8/2023 10:29 AM
175	sak8297@yahoo.com	8/8/2023 10:25 AM
176	dmess109@yahoo.com	8/8/2023 10:24 AM
177	bmalasky@qac.org	8/1/2023 4:01 PM

Description	Photo Caption	Category	Replies	Date of Comment
Potential Crossing Location - Route 50 between the Bay Bridge and MD 8 interchange	N/A	Potential Route 50 Crossing Location	N/A	8/4/23
Potential Crossing Location - Route 50 east of Thompson Creek Road	N/A	Potential Route 50 Crossing Location	N/A	8/4/23
Gibson Grant should have cross walk identified with stop lanes for vehicles on roadway where it crosses Trail	N/A	Crossing/Intersection Comment	<i>Original Comment</i>	8/8/23
Gibson Grant should have cross walk identified with stop lanes for vehicles on roadway where it crosses Trail	N/A	Crossing/Intersection Comment	Trail crossing should be a speed hump to encourage vehicles to slow down.	8/16/23
Given this is terminus of trail, need additional parking. Consider expanding park.	N/A	Destination Comment	<i>Original Comment</i>	8/8/23
Given this is terminus of trail, need additional parking. Consider expanding park.	N/A	Destination Comment	Larger parking lot is need it, I have to park elsewhere to go sometimes	8/8/23
Given this is terminus of trail, need additional parking. Consider expanding park.	N/A	Destination Comment	Not enough parking ,small area.How about some fitness areas designed for outside	8/11/23
Given this is terminus of trail, need additional parking. Consider expanding park.	N/A	Destination Comment	small parking area, no facilities. 2 benches in this area. No amenities	8/17/23
Given this is terminus of trail, need additional parking. Consider expanding park.	N/A	Destination Comment	Additional parking and camers for security.	9/21/23
need extend trail along Saddler Road to Chester River overpass	N/A	Bicycle Network Comment	N/A	8/8/23
Connect over Chester River Beach Rd with trail markings on road to connect to Grasonville community sidewalk system. The overpass has very little activity and should be able to support a bike trail marking sharing the road with vehicles.	N/A	Bicycle Network Comment	<i>Original Comment</i>	8/8/23
Connect over Chester River Beach Rd with trail markings on road to connect to Grasonville community sidewalk system. The overpass has very little activity and should be able to support a bike trail marking sharing the road with vehicles.	N/A	Bicycle Network Comment	Agreed, this overpass should be able to provide enough space for vehides and pedestrians.	8/9/23
Connect over Chester River Beach Rd with trail markings on road to connect to Grasonville community sidewalk system. The overpass has very little activity and should be able to support a bike trail marking sharing the road with vehicles.	N/A	Bicycle Network Comment	agree	8/16/23
Create boardwalk trail (like Cross Island Extender to Long Point park) over Cox Creek to provide pedestrian and bike access along south side of Rt 50.	N/A	Bicycle Network Comment	N/A	8/8/23
Provide pedestrian and trail access along south side of Rt 50 to community for retail and jobs.	N/A	Bicycle Network Comment	<i>Original Comment</i>	8/8/23
Provide pedestrian and trail access along south side of Rt 50 to community for retail and jobs.	N/A	Bicycle Network Comment	Agreed that such a connection is needed	8/8/23
Provide pedestrian and trail access along south side of Rt 50 to community for retail and jobs.	N/A	Bicycle Network Comment	Agree	8/10/23
Provide pedestrian and trail access along south side of Rt 50 to community for retail and jobs.	N/A	Bicycle Network Comment	I agree with this addition	8/16/23
Provide pedestrian and trail access along south side of Rt 50 to community for retail and jobs.	N/A	Bicycle Network Comment	I agree with a bike/pedestrian crossing here from Thompson Creek Rd to Cox Neck Rd and then continue it to the Narrows with a dedicated path.	9/18/23
Have pedestrian sidewalk access to Grasonville Park from Rt 18	N/A	Bicycle Network Comment	N/A	8/8/23
Suggest connect pedestrian and bike access to Queenstown via Winchester Creek access road	N/A	Bicycle Network Comment	<i>Original Comment</i>	8/8/23
Suggest connect pedestrian and bike access to Queenstown via Winchester Creek access road	N/A	Bicycle Network Comment	This area is key in connecting the north side of the county with the Kent Island area. A dedicated trail like on KI would be ideal as the highway/road activity in this area is not safe for pedestrians.	8/9/23
Suggest connect pedestrian and bike access to Queenstown via Winchester Creek access road	N/A	Bicycle Network Comment	Connection to pedestrian/bike trail from Queenstown is sorely needed.	8/15/23
Recommend bike/walking path along the full length of Cox Neck Road.	N/A	Bicycle Network Comment	<i>Original Comment</i>	8/8/23
Recommend bike/walking path along the full length of Cox Neck Road.	N/A	Bicycle Network Comment	Would great to have	8/8/23
Recommend bike/walking path along the full length of Cox Neck Road.	N/A	Bicycle Network Comment	This road is a raceway. Can't believe how face people go in this road. Bike path would need to be off road.	8/10/23
Recommend bike/walking path along the full length of Cox Neck Road.	N/A	Bicycle Network Comment	I would definitely use this if the path was separate from the road.	9/18/23
Utilize existing roads with bike safety markings to provide pedestrian and bike connectivity to Chester River Beach and Queenstown community and the Cross Island Trail.	N/A	Bicycle Network Comment	N/A	8/8/23
Recommend Bike lane across HWY 50	N/A	Bicycle Network Comment	<i>Original Comment</i>	8/8/23
Recommend Bike lane across HWY 50	N/A	Bicycle Network Comment	I agree with a bike lane across HWY 50	8/8/23
Recommend Bike lane across HWY 50	N/A	Bicycle Network Comment	An option to get to store, etc. Safely vs. Riding down Rte. 18	8/8/23
Recommend Bike lane across HWY 50	N/A	Bicycle Network Comment	I agree with this suggestion.	8/10/23
Recommend Bike lane across HWY 50	N/A	Bicycle Network Comment	Add a bike lane with some type of physical barrier between bikers and vehicles.	8/10/23
Recommend Bike lane across HWY 50	N/A	Bicycle Network Comment	agree	8/16/23
Recommend Bike lane across HWY 50	N/A	Bicycle Network Comment	Also, a safe bike crossing at Rt. 18/Castle Marina circle—I would be love to bike to Med center where I volunteer and to Sugar Doodles	9/21/23
Continue south island trail - destination: Terrapin Park.	N/A	Bicycle Network Comment	N/A	8/8/23
continue cross island trail. Destination: Terrapin Park	N/A	Bicycle Network Comment	<i>Original Comment</i>	8/8/23
continue cross island trail. Destination: Terrapin Park	N/A	Bicycle Network Comment	Stringy support connecting the two trails.	8/8/23
continue cross island trail. Destination: Terrapin Park	N/A	Bicycle Network Comment	I would really like to be able to bike my kids to Matapeake school (and feel comfortable with allowing them to bike themselves when they are older). A protected lane rather than just a standard bike lane would be ideal.	8/10/23
continue cross island trail. Destination: Terrapin Park	N/A	Bicycle Network Comment	commuter traffic is starting to stack up in the mornings and the evenings, making it hard to pull out of driveway and/or neighborhood to go route 8 North. Need another light somewhere between Pier One and Matapeake.	9/22/23
Continue South Island Trail. Destination: Terrapin Park	N/A	Bicycle Network Comment	<i>Original Comment</i>	8/8/23
Continue South Island Trail. Destination: Terrapin Park	N/A	Bicycle Network Comment	Agree	8/10/23
connect Terrapin Park to South Island Trail	N/A	Bicycle Network Comment	N/A	8/8/23
Crosswalk across Rte 8 to Mowbray Park.	N/A	Bicycle Network Comment	<i>Original Comment</i>	8/8/23
Crosswalk across Rte 8 to Mowbray Park.	N/A	Bicycle Network Comment	Agree	8/10/23
Crosswalk across Rte 8 to Mowbray Park.	N/A	Bicycle Network Comment	Why not extend the trail on the east side of rt 8. Easy access to the the school and Mowbray park. Establish the cross over near the church at that intersection.	9/21/23
Crosswalk across Rte 8 to Mowbray Park.	N/A	Bicycle Network Comment	The Cross Island Trail should extend down the east side of Rt. 8, passing the communities of Ellendale, Bay Bridge Cove, past Mowbray Park and Matapeake School. A crossover with a push button stop light could be installed to connect with the current trail near Sonny Schultz Blvd.	9/28/23
Crosswalk across Rte 8 to Mowbray Park.	N/A	Bicycle Network Comment	Being a resident of Bay City and knowing that very seldom anyone crosses Rt. 8 at Bay City Rd. Placing a cross walk over to Mowbray Park with the traffic and turn lanes leading into Bay City, there would definitely be additional accidents and unfortunately pedestrian incidents. There have been many accidents at the intersection of Bay City and Rt 8 and with additional pedestrian traffic, it would be a problem.	9/28/23

This trail is for walkers and runners as well. The bikes on the existing trail go way too fast and they come close to hitting the pedestrians that are on the trail. Many of the people on the bikes, have no regard for others on the trail. The trail needs to be widened and post speed limits up and down the trail. This should be a trail for all residents!	N/A	Pedestrian Network Comment	N/A	8/8/23
Being able to safely walk to the store would be great for the residents in the town of queen anne. I see kids riding bikes and walking to Royal Farms and Shell but it is so dangerous.	N/A	Bicycle Network Comment	Original Comment	8/8/23
Being able to safely walk to the store would be great for the residents in the town of queen anne. I see kids riding bikes and walking to Royal Farms and Shell but it is so dangerous.	N/A	Bicycle Network Comment	no safe pedestrian route from towns current sidewalk system on either side of the street. sidewalk dead ends.	8/25/23
My lines are off but if there is a way to connect the current trail thru Millstream to cross over Carter Farm to Northbrook. That would provide such a nice recreation for all of the youth and families in that neighborhood. I think the developers of Cater Farm would support it and maybe Project Open Space could provide funds for the trail. I know this is town but maybe the Parks and Rec can provide the town office with some insight on funds and know how. It would be a beautiful ride and we don't have much in this area that is safe from traffic. Just a thought. Debbie Shiley (I didnt mean to draw the line so long after North Brook!!!	N/A	Bicycle Network Comment	Original Comment	8/9/23
My lines are off but if there is a way to connect the current trail thru Millstream to cross over Carter Farm to Northbrook. That would provide such a nice recreation for all of the youth and families in that neighborhood. I think the developers of Cater Farm would support it and maybe Project Open Space could provide funds for the trail. I know this is town but maybe the Parks and Rec can provide the town office with some insight on funds and know how. It would be a beautiful ride and we don't have much in this area that is safe from traffic. Just a thought. Debbie Shiley (I didnt mean to draw the line so long after North Brook!!!	N/A	Bicycle Network Comment	We would love this extension!	9/22/23
Very steep drops off the side of the trail. During congested use, it would be easy to go off the trail when trying to avoid a collision with nothing to break your fall. Very scary.	N/A	Bicycle Network Comment	N/A	8/9/23
Very steep drop - a guard rail or vegetative barrier is needed.	N/A	Bicycle Network Comment	Original Comment	8/9/23
Very steep drop - a guard rail or vegetative barrier is needed.	N/A	Bicycle Network Comment	There are no warning devices at the narrows crosswalk There should at least be warning lights or pedestrian activated crosswalk that stops traffic	8/11/23
Very steep drop - a guard rail or vegetative barrier is needed.	N/A	Bicycle Network Comment	prefer vegetation barrier.	8/16/23
Very steep drop - a guard rail or vegetative barrier is needed.	N/A	Bicycle Network Comment	Pedestrian signals needed here, possibly on Castle Marina, near library...	9/21/23
Adding a blinking light as this is a main road and a pretty active crossing of the trail.	N/A	Crossing/Intersection Comment	Original Comment	8/9/23
Adding a blinking light as this is a main road and a pretty active crossing of the trail.	N/A	Crossing/Intersection Comment	Wholeheartedly agree with the above comment, plus the school entrance and senior center are only 100 yards or so up the road....traffic moves way too fast here and some drivers don't respect the crossing of trail users.	8/10/23
Adding a blinking light as this is a main road and a pretty active crossing of the trail.	N/A	Crossing/Intersection Comment	Trail crossing should be a speed hump to encourage vehicles to slow down.	8/16/23
Adding a blinking light as this is a main road and a pretty active crossing of the trail.	N/A	Crossing/Intersection Comment	Yes, there should be a blinking light here and additional traffic calming measures. The trees near this crossing make it difficult for motorists to see cyclists and pedestrians very far in advance. Although cyclists are supposed to dismount, they often don't. The KI cross country team crosses here daily and I have seen them nearly get run over. This crossing is a tragedy waiting to happen.	8/28/23
Adding a blinking light as this is a main road and a pretty active crossing of the trail.	N/A	Crossing/Intersection Comment	I would recommend the county modify the trail on both sides of the cross walk to make it straighter. This will allow pedestrians to see traffic much sooner than they currently can. I understand that the curves in the trail cause riders and runners to slow down, but not being able to see traffic sooner is a higher risk. Drivers would be able to see pedestrians sooner if there weren't so many blind spots in the trail leading up to the intersection.	8/28/23
Adding a blinking light as this is a main road and a pretty active crossing of the trail.	N/A	Crossing/Intersection Comment	Bikers never dismount. I have seen police on bikes who don't dismount	9/22/23
Adding a blinking light as this is a main road and a pretty active crossing of the trail.	N/A	Crossing/Intersection Comment	The county should petition the state to put a traffic light here to encompass the bike path and entrance to the high school and Senior center. Cars are flying up and down route 18 and one day there's going to be a tragic accident at the center section.	9/29/23
Adding a blinking light as this is a main road and a pretty active crossing of the trail.	N/A	Crossing/Intersection Comment	Shoulder, bike lanes or sidewalks along Rt 18, this is a heavily biked road with no shoulder, also it is a main avenue to access the High School.	9/29/23
Shoulder, bike lanes or sidewalks along Rt 18, this is a heavily biked road with no shoulder, also it is a main avenue to access the High School.	N/A	Bicycle Network Comment	Original Comment	8/9/23
Shoulder, bike lanes or sidewalks along Rt 18, this is a heavily biked road with no shoulder, also it is a main avenue to access the High School.	N/A	Bicycle Network Comment	Agree. I got in a terrible accident here and tore my ACL bc there was no shoulder.	9/3/23
Crosswalks around the traffic circle are badly needed.	N/A	Pedestrian Network Comment	Original Comment	8/9/23
Crosswalks around the traffic circle are badly needed.	N/A	Pedestrian Network Comment	Crosswalks at the traffic circle needed as well as sidewalks to businesses on the south side of the circle a d to medical building by firehouse	8/18/23
This section of the road would be ideal to use as a biking route however there is little to no shoulder in this entire stretch, with some blind spots, that make this unsafe to travel. A safe shoulder/path would be ideal.	N/A	Bicycle Network Comment	N/A	8/9/23
If a safer option is offered on 4H Park Rd., connecting to the existing trail system at the Route 18 Park would provide a safe respite for pedestrians to get away from the traffic. It could then be linked on the other side of the park back to Rt. 18 to further connect to Rt. 213 at some point.	N/A	Bicycle Network Comment	N/A	8/9/23
This stretch of road has areas that have little to no shoulder; however the portion of the road closer to Rt. 213 widens and has safer areas for pedestrians. The area of Rt. 213 from Rt. 18 to the existing trails at Millstream is also wide, this is a highly traveled area but measures could be put in place to make it safer.	N/A	Bicycle Network Comment	Original Comment	8/9/23
This stretch of road has areas that have little to no shoulder; however the portion of the road closer to Rt. 213 widens and has safer areas for pedestrians. The area of Rt. 213 from Rt. 18 to the existing trails at Millstream is also wide, this is a highly traveled area but measures could be put in place to make it safer.	N/A	Bicycle Network Comment	Having a designated bike path from Centerville to Queenstown would be a safe alternative to riding with traffic on Route 18.	9/22/23

Many cyclists use the back roads of the upper county, traffic is usually light enough to safely travel these roads and use them as connecting routes from Centerville to Church Hill, etc. The downfall again is that there is no shoulder on most of these roads and most of the time the drop off from the road to the shoulder is aggressive. The grassy shoulders are not always able to be used by pedestrians (walkers, runners) as the sides of the roads are not constantly maintained and running/walking on the side may create a hazard (i.e. an unseen animal hole/uneven area in the ground in which to sprain an ankle). The main issue is the speed of the vehicles on these roads. The major hazard to using these roads is that many people do not slow down and/or get over when there are pedestrians/cyclists. There needs to be a robust safety awareness campaign for these back roads. Just moving over a couple of feet but still driving 50 mi./hr. is not enough. If EVERYONE would be conscious and courteous to pedestrians/cyclists (not to mention the wildlife in the area) by slowing down AND moving over on these back roads then they would be a safe option for connectivity.	N/A	Bicycle Network Comment	Original Comment	8/9/23
Many cyclists use the back roads of the upper county, traffic is usually light enough to safely travel these roads and use them as connecting routes from Centerville to Church Hill, etc. The downfall again is that there is no shoulder on most of these roads and most of the time the drop off from the road to the shoulder is aggressive. The grassy shoulders are not always able to be used by pedestrians (walkers, runners) as the sides of the roads are not constantly maintained and running/walking on the side may create a hazard (i.e. an unseen animal hole/uneven area in the ground in which to sprain an ankle). The main issue is the speed of the vehicles on these roads. The major hazard to using these roads is that many people do not slow down and/or get over when there are pedestrians/cyclists. There needs to be a robust safety awareness campaign for these back roads. Just moving over a couple of feet but still driving 50 mi./hr. is not enough. If EVERYONE would be conscious and courteous to pedestrians/cyclists (not to mention the wildlife in the area) by slowing down AND moving over on these back roads then they would be a safe option for connectivity.	N/A	Bicycle Network Comment	False. Vehicles travel at a high rate of speed on the back roads of the upper cpuntry and it is not safe for children, adolescents, adults and seniors to safely ride a bike for exercise, leisure or as a reliable environmentally friendly means of transportation to school or to work. QAC should give these residents the same access to quality of life and safety as the residents of Kent Island.	9/21/23
Same issues on this side of 301 as mentioned in the comments on the other side. Back roads are lightly traveled by vehicles, but the safety is not always there with the drivers. Shoulder area is non-existent.	N/A	Bicycle Network Comment	N/A	8/9/23
Rt. 309 has wide, paved shoulders. Ideal to connect to this part of the county. Danger is speed of vehicles.	N/A	Bicycle Network Comment	N/A	8/9/23
Suggest a bike path all the way down Dominion to split. Pedestrians and bikers are always on this road and it's very, very dangerous at 50 mph and people wear black clothing. There's a lot of room for an off-road bike trail which would be safer. Maybe safety suggestion signs would be good.	N/A	Bicycle Network Comment	Original Comment	8/10/23
Suggest a bike path all the way down Dominion to split. Pedestrians and bikers are always on this road and it's very, very dangerous at 50 mph and people wear black clothing. There's a lot of room for an off-road bike trail which would be safer. Maybe safety suggestion signs would be good.	N/A	Bicycle Network Comment	This should be a priority. It is very dangerous for pedestrians to be walking/biking on a road that is 50mph.	8/10/23
Suggest a bike path all the way down Dominion to split. Pedestrians and bikers are always on this road and it's very, very dangerous at 50 mph and people wear black clothing. There's a lot of room for an off-road bike trail which would be safer. Maybe safety suggestion signs would be good.	N/A	Bicycle Network Comment	Would LOVE a dedicated path here. I'd take it all the way down to Marling Farms. Zero shoulder between the neighborhood and Dominion Rd.	8/10/23
Suggest a bike path all the way down Dominion to split. Pedestrians and bikers are always on this road and it's very, very dangerous at 50 mph and people wear black clothing. There's a lot of room for an off-road bike trail which would be safer. Maybe safety suggestion signs would be good.	N/A	Bicycle Network Comment	We need dedicated off the road bike/walking paths linking communities on the south side of Rt 50 to Rt 18 all the way to Kent Narrows.	9/18/23
A lot of people try to cross Rte 18 and it's very dangerous and almost impossible with the middle lane and tryin to watch out for turning cars going into and out of the shopping center. Maybe slow down the speed limit to 30 instead of 40. People fly into Safeway.	N/A	Pedestrian Network Comment	N/A	8/10/23
This is another bad area for crossing due to food trucks and cars speeding down the overpass.	N/A	Pedestrian Network Comment	Original Comment	8/10/23
This is another bad area for crossing due to food trucks and cars speeding down the overpass.	N/A	Pedestrian Network Comment	This is not pedestrian friendly area	8/11/23
This is another bad area for crossing due to food trucks and cars speeding down the overpass.	N/A	Pedestrian Network Comment	Not bike friendly, either.	9/18/23
A bicycle/walking path connecting the two ends of Taylor Mill Road would be exciting and would avoid having to go through busy downtown Centerville.	N/A	Bicycle Network Comment	Original Comment	8/10/23
A bicycle/walking path connecting the two ends of Taylor Mill Road would be exciting and would avoid having to go through busy downtown Centerville.	N/A	Bicycle Network Comment	Totally agree that a trail from symphony village side of Taylor mill over to the new YMCA area would be a great addition to the area.	8/16/23
a bicycle lane right up to Love point would make that a safer ride.	N/A	Bicycle Network Comment	Original Comment	8/10/23
a bicycle lane right up to Love point would make that a safer ride.	N/A	Bicycle Network Comment	Considering Love Point road as a bike path is incredibly dangerous !! Until it is made accessible as one, it should not be announced as one. Two people have been hit by a car already! I do hope that something is done about this. Thank you for asking the public about these routes. Sincerely	9/21/23
This bridge is in terrible condition and needs to have boards replaced.	N/A	Bicycle Network Comment	Original Comment	8/10/23
This bridge is in terrible condition and needs to have boards replaced.	N/A	Bicycle Network Comment	I have gotten several flat tires from all of the bridges. Please maintain	9/21/23
This bridge is in terrible condition and needs to have boards replaced. Plus the transition at the Eastern end from bridge to pavement is an abrupt jaw shaker. My beverage flew off it's holder once and I have had to replace broken bike spokes from the severe transition.	N/A	Bicycle Network Comment	Original Comment	8/10/23
This bridge is in terrible condition and needs to have boards replaced. Plus the transition at the Eastern end from bridge to pavement is an abrupt jaw shaker. My beverage flew off it's holder once and I have had to replace broken bike spokes from the severe transition.	N/A	Bicycle Network Comment	The transitions are sort of crappy and causes road bums to prefer using roads due to the hard-edged transitions on and off bridges and road crossings	9/10/23
This bridge is in terrible condition and needs to have boards replaced.	N/A	Bicycle Network Comment	N/A	8/10/23
This bridge is in terrible condition and needs to have boards replaced.	N/A	Bicycle Network Comment	N/A	8/10/23

Interaction between vehicles and trail users has improved with the with the revamped crosswalk but it still needs some tweaking to eliminate the "competition" between the two. Need to slow down and/or stop vehicles as trail users cross. Remember that although there is already a lot of increased traffic due to the new residents from Four Seasons, there is going to be a whole lot more and that needs to be addressed now.	N/A	Bicycle Network Comment	<i>Original Comment</i>	8/10/23
Interaction between vehicles and trail users has improved with the with the revamped crosswalk but it still needs some tweaking to eliminate the "competition" between the two. Need to slow down and/or stop vehicles as trail users cross. Remember that although there is already a lot of increased traffic due to the new residents from Four Seasons, there is going to be a whole lot more and that needs to be addressed now.	N/A	Bicycle Network Comment	Trail crossing should be a speed hump to encourage vehicles to slow down.	8/16/23
Interaction between vehicles and trail users has improved with the with the revamped crosswalk but it still needs some tweaking to eliminate the "competition" between the two. Need to slow down and/or stop vehicles as trail users cross. Remember that although there is already a lot of increased traffic due to the new residents from Four Seasons, there is going to be a whole lot more and that needs to be addressed now.	N/A	Bicycle Network Comment	In general, remove signs that state that "bikers should dismount," no one is doing that.	8/16/23
Interaction between vehicles and trail users has improved with the with the revamped crosswalk but it still needs some tweaking to eliminate the "competition" between the two. Need to slow down and/or stop vehicles as trail users cross. Remember that although there is already a lot of increased traffic due to the new residents from Four Seasons, there is going to be a whole lot more and that needs to be addressed now.	N/A	Bicycle Network Comment	I think bikers should HAVE to dismount, as well as walkers should, too. Perhaps a stop sign for cars, too. Both groups need to be addressed.	9/20/23
Interaction between vehicles and trail users has improved with the with the revamped crosswalk but it still needs some tweaking to eliminate the "competition" between the two. Need to slow down and/or stop vehicles as trail users cross. Remember that although there is already a lot of increased traffic due to the new residents from Four Seasons, there is going to be a whole lot more and that needs to be addressed now.	N/A	Bicycle Network Comment	I agree we should STOP vehicles for trail users here. That is how it used to be and that should be the Kent Island courtesy vibe we strive to maintain. Teach these new residents our ways!	9/28/23
Agreed that something needs to be done to make this a safer crossing. Many vehicles departing Gibson's Grant just roll on through without stopping and it becomes a "race" between trail users and vehicles to get through this area.	N/A	Crossing/Intersection Comment	<i>Original Comment</i>	8/10/23
Agreed that something needs to be done to make this a safer crossing. Many vehicles departing Gibson's Grant just roll on through without stopping and it becomes a "race" between trail users and vehicles to get through this area.	N/A	Crossing/Intersection Comment	Trail crossing should be a speed hump to encourage vehicles to slow down.	8/16/23
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Agreed that something needs to be done to make this a safer crossing. Many vehicles departing Gibson's Grant just roll on through without stopping and it becomes a "race" between trail users and vehicles to get through this area.	N/A	Crossing/Intersection Comment	Add a button to push to engage flashing lights for a duration of time on a pedestrian crossing sign	9/10/23
Agreed that something needs to be done to make this a safer crossing. Many vehicles departing Gibson's Grant just roll on through without stopping and it becomes a "race" between trail users and vehicles to get through this area.	N/A	Crossing/Intersection Comment	Crosswalk painting at John Gibson drive seems to have helped a little to alert drivers at this intersection—call more attention to stop sign that is on John Gibson north of the trail crossing—this is a "STOP" sign—not a suggestion	9/21/23
There are no signs here to give trail users the "rules of trail"; for example the "keep right for your safety", the "speed limit", the "dogs on leash", etc signs that we see on all the other Kent Island trails.	N/A	Other Comment	<i>Original Comment</i>	8/10/23
There are no signs here to give trail users the "rules of trail"; for example the "keep right for your safety", the "speed limit", the "dogs on leash", etc signs that we see on all the other Kent Island trails.	N/A	Other Comment	Posting rules in multiple. Locations makes sense.	9/27/23
A better type of separation for protection between bike riders and vehicles is needed here. The current lightweight PVC pipe barriers need to be replaced with something more substantial that would protect bike riders from vehicles that could veer off their lane.	N/A	Bicycle Network Comment	<i>Original Comment</i>	8/10/23
A better type of separation for protection between bike riders and vehicles is needed here. The current lightweight PVC pipe barriers need to be replaced with something more substantial that would protect bike riders from vehicles that could veer off their lane.	N/A	Bicycle Network Comment	I agree with previous comment. The PVC pipe barriers are usually knocked down and little kids have wondered into the traffic lane by mistake. Stronger more permanent barriers would significantly improve safety for cyclists and pedestrians.	8/28/23
A better type of separation for protection between bike riders and vehicles is needed here. The current lightweight PVC pipe barriers need to be replaced with something more substantial that would protect bike riders from vehicles that could veer off their lane.	N/A	Bicycle Network Comment	Agreed	9/21/23
A better type of separation for protection between bike riders and vehicles is needed here. The current lightweight PVC pipe barriers need to be replaced with something more substantial that would protect bike riders from vehicles that could veer off their lane.	N/A	Bicycle Network Comment	Agreed!	9/22/23
Numerous bicycles come off the rt8 trail and go down Kent point rd where there r no shoulders and cars r going 50+ mph . It is a matter of time before something serious will happen. Please extend the trail down Kent point rd. Thx	N/A	Bicycle Network Comment	<i>Original Comment</i>	8/10/23
Numerous bicycles come off the rt8 trail and go down Kent point rd where there r no shoulders and cars r going 50+ mph . It is a matter of time before something serious will happen. Please extend the trail down Kent point rd. Thx	N/A	Bicycle Network Comment	Need to connect the 2 bike paths to provide safety to riders	8/11/23
Numerous bicycles come off the rt8 trail and go down Kent point rd where there r no shoulders and cars r going 50+ mph . It is a matter of time before something serious will happen. Please extend the trail down Kent point rd. Thx	N/A	Bicycle Network Comment	Would like to see a bike and walking path extend from Rt. 8 down Kent Point Rd. Without a shoulder it is too unsafe for bicyclist and walkers to travel to the current path that is parallel to Rt.8. This would allow kids to ride their bikes to the south pier and other neighborhoods without the concern of vehicles hitting them.	8/13/23
We need a sidewalk for safety from the end of the existing sidewalk near the Jetty past Oyster Cove to end at the Cedar Point/Lippincott Marina.	N/A	Bicycle Network Comment	N/A	8/11/23
Need a standard bike lane from the Wells Cove area past Oyster Cove and to Cedar Point Marina/Lippincott. This is for safety as no real bike lane exists connecting these two points.	N/A	Bicycle Network Comment	<i>Original Comment</i>	8/11/23

Need a standard bike lane from the Wells Cove area past Oyster Cove and to Cedar Point Marina/Lippincott. This is for safety as no real bike lane exists connecting these two points.	N/A	Bicycle Network Comment	In total agreement.	8/11/23
Need a standard bike lane from the Wells Cove area past Oyster Cove and to Cedar Point Marina/Lippincott. This is for safety as no real bike lane exists connecting these two points.	N/A	Bicycle Network Comment	Please- this is so needed for safety. Tons of riders in this area	8/11/23
Would like to see a bike and walking path extend from Rt. 8 down Kent Point Rd. Without a shoulder it is too unsafe for bicyclist and walkers to travel to the current path that is parallel to Rt.8. This would allow kids to ride their bikes to the south pier and other neighborhoods without the concern of vehicles hitting them.	N/A	Bicycle Network Comment	<i>Original Comment</i>	8/13/23
Would like to see a bike and walking path extend from Rt. 8 down Kent Point Rd. Without a shoulder it is too unsafe for bicyclist and walkers to travel to the current path that is parallel to Rt.8. This would allow kids to ride their bikes to the south pier and other neighborhoods without the concern of vehicles hitting them.	N/A	Bicycle Network Comment	Yes, please extend the bike path down Kent Point Rd! There are many families like my own with children who would love to access the trail safely. Neighborhoods like Tower Gardens and Crosswinds would greatly benefit from such access.	8/19/23
Would like to see a bike and walking path extend from Rt. 8 down Kent Point Rd. Without a shoulder it is too unsafe for bicyclist and walkers to travel to the current path that is parallel to Rt.8. This would allow kids to ride their bikes to the south pier and other neighborhoods without the concern of vehicles hitting them.	N/A	Bicycle Network Comment	Agree	8/20/23
Would like to see a bike and walking path extend from Rt. 8 down Kent Point Rd. Without a shoulder it is too unsafe for bicyclist and walkers to travel to the current path that is parallel to Rt.8. This would allow kids to ride their bikes to the south pier and other neighborhoods without the concern of vehicles hitting them.	N/A	Bicycle Network Comment	Extending the bike path to kent point will enhance safety and increase business to that area. Improving life for many others than just cyclists	9/21/23
Would like to see a bike and walking path extend from Rt. 8 down Kent Point Rd. Without a shoulder it is too unsafe for bicyclist and walkers to travel to the current path that is parallel to Rt.8. This would allow kids to ride their bikes to the south pier and other neighborhoods without the concern of vehicles hitting them.	N/A	Bicycle Network Comment	Agreed. My family resides off of Kent Point Road and I often see many bicyclists and runners on KPR who have nowhere to go with with oncoming traffic since there are no shoulders. This is unsafe. More residents could safely take advantage of our beautiful area if the Crosswinds trail was connected to the RT 8 South trail.	9/21/23
Would like to see a bike and walking path extend from Rt. 8 down Kent Point Rd. Without a shoulder it is too unsafe for bicyclist and walkers to travel to the current path that is parallel to Rt.8. This would allow kids to ride their bikes to the south pier and other neighborhoods without the concern of vehicles hitting them.	N/A	Bicycle Network Comment	I agree	9/27/23
Sidewalks are needed so we're not walking in the street	N/A	Pedestrian Network Comment	N/A	8/15/23
Sidewalks are needed so we're not walking in the street	N/A	Pedestrian Network Comment	N/A	8/15/23
Need bike lane or separate bike Path along Thompson Creek Shopping Center Road (835)	N/A	Bicycle Network Comment	<i>Original Comment</i>	8/15/23
Need bike lane or separate bike Path along Thompson Creek Shopping Center Road (835)	N/A	Bicycle Network Comment	I agree with this addition. It should be a multiuse path separate from the road. Dedicated parking for bikes at chosen store locations.	8/16/23
If new overpass is built, need a bike path to connect to the cross island trail. This would also connect to the south island trail if the paths shown are built.	N/A	Bicycle Network Comment	<i>Original Comment</i>	8/15/23
If new overpass is built, need a bike path to connect to the cross island trail. This would also connect to the south island trail if the paths shown are built.	N/A	Bicycle Network Comment	I agree with this crossing location. Design should NOT include switchbacks or car parking. It should be designed so that cyclist do not have to slowdown. Creating additional parking negates the purpose of waling or cycling.	8/16/23
Bicycles going from the south island trail to the cross island tail have to negotiate these very dangerous intersections/overpass. Dedicated overpass must be built.	N/A	Crossing/Intersection Comment	<i>Original Comment</i>	8/15/23
Bicycles going from the south island trail to the cross island tail have to negotiate these very dangerous intersections/overpass. Dedicated overpass must be built.	N/A	Crossing/Intersection Comment	Definitely need a dedicated overpass for this area!! Great idea!	8/16/23
Bicycles going from the south island trail to the cross island tail have to negotiate these very dangerous intersections/overpass. Dedicated overpass must be built.	N/A	Crossing/Intersection Comment	Yes. Dedicated crossing	8/18/23
Bicycles going from the south island trail to the cross island tail have to negotiate these very dangerous intersections/overpass. Dedicated overpass must be built.	N/A	Crossing/Intersection Comment	Definitely add a safe connector between the two trails	9/21/23
Bicycles going from the south island trail to the cross island tail have to negotiate these very dangerous intersections/overpass. Dedicated overpass must be built.	N/A	Crossing/Intersection Comment	Yes!!!!	9/23/23
Bicycles going from the south island trail to the cross island tail have to negotiate these very dangerous intersections/overpass. Dedicated overpass must be built.	N/A	Crossing/Intersection Comment	Major need for a safe overpass here for pedestrian and bicycles, major oversight to not have one already	9/27/23
Bicycles going from the south island trail to the cross island tail have to negotiate these very dangerous intersections/overpass. Dedicated overpass must be built.	N/A	Crossing/Intersection Comment	Great idea connecting these 2 trails safely.	9/30/23
please this strech of 18 is extremely dangerous with multiple groups of people walking in the street between Fisherman's Inn and the Jetty and Bridges. A sidewalk is greatly needed	N/A	Bicycle Network Comment	<i>Original Comment</i>	8/15/23
please this strech of 18 is extremely dangerous with multiple groups of people walking in the street between Fisherman's Inn and the Jetty and Bridges. A sidewalk is greatly needed	N/A	Bicycle Network Comment	I agree that a flashing light to slow traffic where pedestrians and bikers cross over 18 from the X Trail to the Fisherman's Village area is badly needed.	9/27/23
Rt50 crossings will be very expensive. This crossing while nice should be low priority because few people will use it	N/A	Crossing/Intersection Comment	<i>Original Comment</i>	8/16/23
Rt50 crossings will be very expensive. This crossing while nice should be low priority because few people will use it	N/A	Crossing/Intersection Comment	Widen the bridge or create a path for pedestrians.	8/17/23
Rt50 crossings will be very expensive. This crossing while nice should be low priority because few people will use it	N/A	Crossing/Intersection Comment	Somewhere there is a connector needed to join the 2 Kent Island bike paths safer	8/20/23
Rt50 crossings will be very expensive. This crossing while nice should be low priority because few people will use it	N/A	Crossing/Intersection Comment	I completely disagree with the first comment. This crossing should be the highest of priorities along with extending the southern trail to this location. This will be expensive, but it will make the bulk of kent island traversable safely by bike and foot finally taking advantage of our unique geography. Given the recent traffic, encouraging car-less travel should be prioritized. Children growing up down rt 8 will finally be able to bicycle to the library, or meet friends that live in bay city or cloverfields, or watch a high school game.	9/28/23
Bike lanes to/from future Kent Island Crossing site	N/A	Bicycle Network Comment	N/A	8/16/23

Bike lane (preferably multiuse) to allow neighborhood to connect to school and businesses on both sides of the highway.	N/A	Bicycle Network Comment	<i>Original Comment</i>	8/16/23
Bike lane (preferably multiuse) to allow neighborhood to connect to school and businesses on both sides of the highway.	N/A	Bicycle Network Comment	There should be a crosswalk from Kimberly Way across old love point road to safely get across old love point road to the sidewalk they leads to the trail.	8/22/23
Potential site for future vehicle and bike crossing.	N/A	Bicycle Network Comment	N/A	8/16/23
Need bike trails on both sides of the highway. Can be added into the SHA rework of the road.	N/A	Bicycle Network Comment	<i>Original Comment</i>	8/16/23
Need bike trails on both sides of the highway. Can be added into the SHA rework of the road.	N/A	Bicycle Network Comment	Yes, we definitely need a dedicated bike/walking path from Cox Neck Rd to Kent Narrows.	9/18/23
For getting to shops from main street and for the potential highway crossing	N/A	Bicycle Network Comment	N/A	8/16/23
Bike/walking path on both sides of the bridge.	N/A	Bicycle Network Comment	N/A	8/16/23
Path from Kent Narrows to Grasonville	N/A	Bicycle Network Comment	N/A	8/16/23
Highway crossing	N/A	Bicycle Network Comment	N/A	8/16/23
crosswalk	N/A	Pedestrian Network Comment	<i>Original Comment</i>	8/16/23
			We need wider shoulder. for bike traffic. The sidewalk does not extend far enough East to the narrows. Route 18 does not have consistent asphalt shoulders in Grasonville. The lack of shoulder means pedestrians and bikes commute in lanes with cars.	
crosswalk	N/A	Pedestrian Network Comment		8/17/23
speedhump to slow vehicles entering from the highway.	N/A	Other Comment	N/A	8/16/23
speedhump to slow vehicles entering from the highway.	N/A	Other Comment	N/A	8/16/23
Multiuse path to new development	N/A	Bicycle Network Comment	N/A	8/16/23
trail following electric poles	N/A	Bicycle Network Comment	N/A	8/16/23
Possible highway crossing	N/A	Bicycle Network Comment	N/A	8/16/23
Train to follow electric lines	N/A	Bicycle Network Comment	N/A	8/16/23
potential bike crossing	N/A	Bicycle Network Comment	<i>Original Comment</i>	8/16/23
			Pedestrian Bridge needed here to allow for safe crossing of highway. Identified in the Queenstown Trails Master Plan.	
potential bike crossing	N/A	Bicycle Network Comment		9/28/23
lighting	N/A	Pedestrian Network Comment	<i>Original Comment</i>	8/16/23
			This intersection is ***so dangerous for pedestrians, bikers, and cars alike. Drivers do not stop for pedestrians... And those who do get horns. Last week, I stopped her pedestrians, and somebody behind me floored it/went around ***on my left***and almost hit the person trying to cross the street. I think huge signs and speed bumps need to be placed in that intersection. A sign (for drivers turning right from the Harris Crab house rd back into Main) need a sign that states "look right for pedestrians/bikers before proceeding!!". Same for cars coming out of Narrows restaurant street. There's way too much going on in that intersection It actually needs a crossing guard! Thanks.	
lighting	N/A	Pedestrian Network Comment	The intersection on side near new hotel is very dangerous. The area needs a circle or stop light. There is foot traffic, limited site roadway, way too many distractions.	8/17/23
			Definitely needs some better signage coming over the hill/bridge. You don't realize there's a crosswalk there until you're at the bottom. The decorative grass on the Boatel side blocks cars/bikers views, so that should be trimmed. Also a "stop to dismount" for bikes would be great, as they come flying out. It needs quite a few things.	
lighting	N/A	Pedestrian Network Comment		9/20/23
Signs say "no bikes" but this is obviously a bike path.	N/A	Bicycle Network Comment	<i>Original Comment</i>	8/16/23
Signs say "no bikes" but this is obviously a bike path.	N/A	Bicycle Network Comment	Agreed	9/21/23
Change Gate to something that filters vehicles but allows bikes	N/A	Bicycle Network Comment	N/A	8/16/23
Current bike rack is a bad style (single touch point). Upgrade to something with two touch points.	N/A	Bicycle Network Comment	N/A	8/16/23
There are no bike racks at the park.	N/A	Bicycle Network Comment	<i>Original Comment</i>	8/16/23
There are no bike racks at the park.	N/A	Bicycle Network Comment	Yes, bike racks here would be nice.	8/28/23
There are no bike racks at the park.	N/A	Bicycle Network Comment	Parks, schools, business areas, and restaurants all should have bike racks!	9/21/23
Connect Cross Island Trail to Log Canoe Circle	N/A	Bicycle Network Comment	N/A	8/16/23
We have millions of dollars in bike trails and yet cyclists insist on riding on the shoulders of our roads. I feel that if there is a bike trail available, we should mandate that cyclists MUST use them. Make it a law!!	N/A	Bicycle Network Comment	<i>Original Comment</i>	8/16/23
We have millions of dollars in bike trails and yet cyclists insist on riding on the shoulders of our roads. I feel that if there is a bike trail available, we should mandate that cyclists MUST use them. Make it a law!!	N/A	Bicycle Network Comment	Agreed!	9/27/23
We have millions of dollars in bike trails and yet cyclists insist on riding on the shoulders of our roads. I feel that if there is a bike trail available, we should mandate that cyclists MUST use them. Make it a law!!	N/A	Bicycle Network Comment	Agree	9/27/23
Connect Trail to Main Street	N/A	Bicycle Network Comment	N/A	8/17/23
path connecting library to Elementary Way along property boarder	N/A	Bicycle Network Comment	N/A	8/17/23
Make crosswalk a speed hump	N/A	Pedestrian Network Comment	N/A	8/17/23
N/A	N/A	Bicycle Network Comment	<i>Original Comment</i>	8/17/23
N/A	N/A	Bicycle Network Comment	Bikers consistently ride Perry's corner and Benett point, would be prudent to explore bike lane or trail options	8/17/23
N/A	N/A	Bicycle Network Comment	<i>Original Comment</i>	8/17/23
N/A	N/A	Bicycle Network Comment	A dedicated bike lane will connect future growth in Grasonville.	8/21/23
More sidewalks between Entertainment areas to population centers to encourage walking and safe bike riding	N/A	Bicycle Network Comment	N/A	8/17/23
Have developers create interconnectivity throughout the Perrys Corner and Bennet Pt area so that bike travel between communities is direct.	N/A	Bicycle Network Comment	<i>Original Comment</i>	8/21/23
Have developers create interconnectivity throughout the Perrys Corner and Bennet Pt area so that bike travel between communities is direct.	N/A	Bicycle Network Comment	Great idea!	9/22/23
Have developers create interconnectivity throughout the Perrys Corner and Bennet Pt area so that bike travel between communities is direct.	N/A	Bicycle Network Comment	I would love to bike that!	9/22/23
I thought there was supposed to be a bike trail extension to Sportsman Neck Road. Can this be added back to the plan?	N/A	Bicycle Network Comment	N/A	8/24/23
Share the Road signage - Remind drivers that bicycles are legal vehicles and the road must be safe for all vehicles.	N/A	Bicycle Network Comment	<i>Original Comment</i>	8/25/23
Share the Road signage - Remind drivers that bicycles are legal vehicles and the road must be safe for all vehicles.	N/A	Bicycle Network Comment	Great, yes, post sign	9/21/23
Share the Road signage - Remind drivers that bicycles are legal vehicles and the road must be safe for all vehicles.	N/A	Bicycle Network Comment	There already is a sign here that says "Share the road". It would be much more beneficial and safe if the start of the South Island Trail was extended to start by the airport. That way bicyclists and pedestrians do not have to walk on the shoulder of Rt.8	9/27/23
Share the Road signage - Remind drivers that bicycles are legal vehicles and the road must be safe for all vehicles.	N/A	Bicycle Network Comment	Signage is nice but the average driver wants to get from point A to point B as quickly as possible and does not want any delay from bicyclists (or pedestrians). Better to connect at the airport as suggested above to avoid this possible (and likely) conflict of road usage.	9/28/23
Add Share the Road signage. Driver education and enforcement needed.	N/A	Bicycle Network Comment	<i>Original Comment</i>	8/25/23
Add Share the Road signage. Driver education and enforcement needed.	N/A	Bicycle Network Comment	Agree	9/21/23
Very wide and busy intersection, alot of bike and pedestrian use to stores by single or groups of children and adults.	N/A	Crossing/Intersection Comment	N/A	8/25/23
stores used by town residents	N/A	Destination Comment	N/A	8/25/23

sidewalk dead ends, no connection to near by stores, vary active main street.	N/A	Pedestrian Network Comment	N/A	8/25/23
pedestrian disconnect to local town park.	N/A	Bicycle Network Comment	N/A	8/25/23
very cracked up sidewalk, ada compliance?	N/A	Pedestrian Network Comment	N/A	8/25/23
Flooding at crosswalk from state highway	N/A	Pedestrian Network Comment	<i>Original Comment</i>	8/25/23
Is it possible to have a walk way for people and bikes on along route 18 from the the traffic light at Dominion and 18 to the Narrows. I always see bikes and walkers along there walking or riding. Someone is going to get hit. Thank you for listening. Kunkle000@gmail.com				
Flooding at crosswalk from state highway	N/A	Pedestrian Network Comment	N/A	9/21/23
flooding from state highway at inlet	N/A	Pedestrian Network Comment	N/A	8/25/23
flooded sidewalk from state highway running towards house foundation	N/A	Pedestrian Network Comment	N/A	8/25/23
flooded sidewalk from state highway	N/A	Pedestrian Network Comment	N/A	8/25/23
cracked/ missing sidewalk, ada compliance to local store	N/A	Pedestrian Network Comment	N/A	8/25/23
no sidewalk to local post office	N/A	Bicycle Network Comment	N/A	8/25/23
Post office	N/A	Destination Comment	N/A	8/25/23
Rail Road Connection to tuckahoe	N/A	Bicycle Network Comment	N/A	8/25/23
Rail Road connection to Tuckahoe State Park	N/A	Bicycle Network Comment	N/A	8/25/23
Rail Road Connection to tuckahoe state park	N/A	Bicycle Network Comment	N/A	8/25/23
Rail Road connection to tuckahoe state Park	N/A	Bicycle Network Comment	N/A	8/25/23
Tuckahoe state park trails connection	N/A	Destination Comment	N/A	8/25/23
Crossing potential under 404 bridge with plenty of head space and easy to put on current rip rap under bridge	N/A	Crossing/Intersection Comment	<i>Original Comment</i>	8/25/23
Crossing potential under 404 bridge with plenty of head space and easy to put on current rip rap under bridge	N/A	Crossing/Intersection Comment	Agreed	9/28/23
sidewalk to no where	N/A	Pedestrian Network Comment	N/A	8/25/23
town pedestrian disconnection to local town amenities	N/A	Bicycle Network Comment	N/A	8/25/23
town pedestrian disconnection to local town amenities	N/A	Bicycle Network Comment	N/A	8/25/23
sidewalk to no where	N/A	Pedestrian Network Comment	N/A	8/25/23
We could really use a bike rack at the high school. Many students are within biking distance and would prefer to bike especially if they have sports practices or club activities after school.				
	N/A	Bicycle Network Comment	<i>Original Comment</i>	8/28/23
We could really use a bike rack at the high school. Many students are within biking distance and would prefer to bike especially if they have sports practices or club activities after school.				
	N/A	Bicycle Network Comment	Bike racks are relatively inexpensive and support the message that biking is welcomed	9/21/23
The "Off the Trail" bike trail here should be visible on the map and promoted on Google Maps and Apple Maps.				
	N/A	Bicycle Network Comment	<i>Original Comment</i>	8/28/23
The "Off the Trail" bike trail here should be visible on the map and promoted on Google Maps and Apple Maps.				
	N/A	Bicycle Network Comment	Yes, please make sure the Off-Road trail at Terrapin Nature Park is shown on the map. This is a great resource that needs more visibility.	9/3/23
The "Off the Trail" bike trail here should be visible on the map and promoted on Google Maps and Apple Maps.				
	N/A	Bicycle Network Comment	Would love to see this expanded	9/3/23
The "Off the Trail" bike trail here should be visible on the map and promoted on Google Maps and Apple Maps.				
	N/A	Bicycle Network Comment	Agree	9/21/23
A designated bike lane on either Love Point or Old Love point would allow safe access to the school, senior center, and downtown Stevensville businesses.	N/A	Bicycle Network Comment	<i>Original Comment</i>	8/28/23
A designated bike lane on either Love Point or Old Love point would allow safe access to the school, senior center, and downtown Stevensville businesses.	N/A	Bicycle Network Comment	I would like to encourage my my 5th grader to bike to school next year but would feel much safer with a designated bike lane.	9/3/23
A designated bike lane on either Love Point or Old Love point would allow safe access to the school, senior center, and downtown Stevensville businesses.	N/A	Bicycle Network Comment	Agree	9/21/23
Please do not let Four Seasons make a road into Cloverfields. This will make bike riding, walking, and jogging nearly impossible due to the massive increase of traffic that would happen.	N/A	Other Comment	<i>Original Comment</i>	8/28/23
Please do not let Four Seasons make a road into Cloverfields. This will make bike riding, walking, and jogging nearly impossible due to the massive increase of traffic that would happen.	N/A	Other Comment	Also, why is 4 Seasons allowed to post "private property" signs on extensions from X-Island trail? Very unwelcoming and elitist!	9/21/23
Please do not let Four Seasons make a road into Cloverfields. This will make bike riding, walking, and jogging nearly impossible due to the massive increase of traffic that would happen.	N/A	Other Comment	No connection into Cloverfield s from 4 season That would be a giant mistake	9/27/23
A bike trail from Cloverfields to Castle Maria Road would be awesome	N/A	Bicycle Network Comment	<i>Original Comment</i>	8/28/23
A bike trail from Cloverfields to Castle Maria Road would be awesome	N/A	Bicycle Network Comment	I disagree. I don't want anything connecting Cloverfields to four seasons.	9/22/23
Do you want to avoid people from Cloverfields or people from Four Seasons? What are you concerned about? This response makes no sense unless there is some context.				
A bike trail from Cloverfields to Castle Maria Road would be awesome	N/A	Bicycle Network Comment		9/28/23
A sidewalk connection along Kimberly way to allow HS students to walk home into Cloverfields without worrying about being hit by a car would be nice.	N/A	Bicycle Network Comment	N/A	8/28/23
Would be great to have a bike rack here. Lots of people bike here for ice cream, events, and shopping.	N/A	Bicycle Network Comment	<i>Original Comment</i>	8/28/23
Would be great to have a bike rack here. Lots of people bike here for ice cream, events, and shopping.	N/A	Bicycle Network Comment	Would be nice to have a pit stop here as well - like a bike repair shop, or shelter area to take a break.	9/3/23
Would be great to have a bike rack here. Lots of people bike here for ice cream, events, and shopping.	N/A	Bicycle Network Comment	Agree with replies	9/21/23
Would be great to have a bike rack here. Lots of people bike here for ice cream, events, and shopping.	N/A	Bicycle Network Comment	Agree-bike racks are a visual reminder that biking is a valuable method of transportation	9/21/23
Would be great to have a bike rack here. Lots of people bike here for ice cream, events, and shopping.	N/A	Bicycle Network Comment	Agree with the above. The more we can encourage people to bike and walk the better it will be for their health and the environment.	9/28/23
This trail could use a better sign and maintenance.	N/A	Other Comment	<i>Original Comment</i>	8/29/23
This trail could use a better sign and maintenance.	N/A	Other Comment	Agreed!	9/22/23
Crosswalk needed between the existing sidewalk and the senior center and senior housing.	N/A	Crossing/Intersection Comment	N/A	8/29/23
Sidewalk connection from existing sidewalks on Main Street to the Grasonville Park trail.	N/A	Bicycle Network Comment	N/A	8/29/23
Need flashing light here so vehicles recognize this dangerous crossing	N/A	Bicycle Network Comment	<i>Original Comment</i>	9/3/23
Need flashing light here so vehicles recognize this dangerous crossing	N/A	Bicycle Network Comment	Agreed	9/22/23
Need flashing light here so vehicles recognize this dangerous crossing				
	N/A	Bicycle Network Comment	Yes. It is right after a curve in the road, and cars do not anticipate bicyclists.	9/22/23
Please remove all the signs that ask cyclists to dismount. This is not law and does more harm than good. Maryland law states: When riding on a sidewalk—where such riding is permitted—or a bike path, a bicyclist may ride in a crosswalk to continue their route. Motorists are required to yield right-of-way to a bicyclist operating lawfully in a crosswalk. Drivers must look for bicycles coming from both directions. (TR §21-101, §21-202, & §21-1103)				
	N/A	Other Comment	<i>Original Comment</i>	9/3/23
Please remove all the signs that ask cyclists to dismount. This is not law and does more harm than good. Maryland law states: When riding on a sidewalk—where such riding is permitted—or a bike path, a bicyclist may ride in a crosswalk to continue their route. Motorists are required to yield right-of-way to a bicyclist operating lawfully in a crosswalk. Drivers must look for bicycles coming from both directions. (TR §21-101, §21-202, & §21-1103)				
	N/A	Other Comment	It's law that bikers dismount. I will run over with my car any bikers who don't dismount	9/22/23
This is a dangerous intersection for cars, bikers and pedestrians. A flashing light has been proposed with yellow/caution for traffic existing Rt 50 and red/stop for postal & cox neck, but has yet to be implemented. A dedicated cross walk with sidewalks should also be implemented just down cox neck away from this hazardous intersection.				
	N/A	Crossing/Intersection Comment	<i>Original Comment</i>	9/18/23

This is a dangerous intersection for cars, bikers and pedestrians. A flashing light has been proposed with yellow/caution for traffic existing Rt 50 and red/stop for postal & cox neck, but has yet to be implemented. A dedicated cross walk with sidewalks should also be implemented just down cox neck away from this hazardous intersection.	N/A	Crossing/Intersection Comment	Agree	9/21/23
add side walk along gravel run road, to connect timber lane to rt 18. keep kids from walking the road with all the traffic to the transfer station at end of road	N/A	Bicycle Network Comment	N/A	9/18/23
N/A	N/A	Bicycle Network Comment	N/A	9/18/23
add a bike lane from propose bridge to the entrance of the business park	N/A	Bicycle Network Comment	N/A	9/18/23
bike lane along cox neck road	N/A	Bicycle Network Comment	N/A	9/18/23
bike lane along dominion road	N/A	Bicycle Network Comment	N/A	9/18/23
It would be great to have a connection between X-Island trail and Cult Classic area, and X-Island and Ram's Head area. I would use bike to access more restaurants and farmers market. Also, safe crossing at Castle Marina/Main St circle to access McDonalds, Sugar Doodles, Med Center, fire dept events...	N/A	Crossing/Intersection Comment	Original Comment	9/21/23
It would be great to have a connection between X-Island trail and Cult Classic area, and X-Island and Ram's Head area. I would use bike to access more restaurants and farmers market. Also, safe crossing at Castle Marina/Main St circle to access McDonalds, Sugar Doodles, Med Center, fire dept events...	N/A	Crossing/Intersection Comment	I agree that this would be a nice area to have a crossing for walking or biking. There is also a new Bagel Shop and Japanese Restaurant that would be nice to bike or walk to. Especially for the residents off Castle Marina Rd.	9/30/23
If there was a bike trail from OACHS along Ruthsburg Road to Greenville Road you could get to Tuckahoe State Park and even into Ridgely.	N/A	Bicycle Network Comment	Original Comment	9/22/23
If there was a bike trail from OACHS along Ruthsburg Road to Greenville Road you could get to Tuckahoe State Park and even into Ridgely.	N/A	Bicycle Network Comment	In addition to what I put above, the trail could go straight to Damonstown Road/RT481 and then to Tuckahoe.	9/22/23
If there was a bike trail from OACHS along Ruthsburg Road to Greenville Road you could get to Tuckahoe State Park and even into Ridgely.	N/A	Bicycle Network Comment	This would be a great bike trail. Centreville residents need some safe bike routes. I believe it would be used a great deal.	9/22/23
I spoke to one of the engineers for the State and he said it was a great idea to build a continuation of Postal Rd over Cox Creek to Cracker Barrel. This would also allow the biker from the south side of Chester to access the Rte 8 bike trail without utilizing the overpass. How may I get this information to the State?	N/A	Other Comment	N/A	9/25/23
At the crosswalk connecting the cross island trail to the parking lot near fishermen's crab deck, flashing lights and signs should be added. My husband was almost hit by a car here. I was involved in a similar incident at the same crosswalk. Drivers do not know there is a crosswalk here and are not looking for pedestrians.	N/A	Pedestrian Network Comment	Original Comment	9/27/23
At the crosswalk connecting the cross island trail to the parking lot near fishermen's crab deck, flashing lights and signs should be added. My husband was almost hit by a car here. I was involved in a similar incident at the same crosswalk. Drivers do not know there is a crosswalk here and are not looking for pedestrians.	N/A	Pedestrian Network Comment	I agree with this comment. It is a dangerous crossing for bikers if they want to cross from the Cross Island trail to Fisherman's Village.	9/27/23
Bigger signage marking turn for school and library would be nice.	N/A	Bicycle Network Comment	N/A	9/27/23
Consider extending trail from Long Point Park along Saddler Road, Chester Beach Road, VFW Road to Winchester Creek and on to the Nesbit Road overpass. Currently biking/walking is hazardous along these narrow roads.	N/A	Bicycle Network Comment	N/A	9/27/23
Widen bike/walking access lanes for safer crossing from North to South side of 50, making main street of Grasonville more accessible.	N/A	Bicycle Network Comment	N/A	9/27/23
connect cross island trail to queenstown	N/A	Destination Comment	N/A	9/27/23
construct trail on delmarva power right of way (old rail line) all the way to wye mills	N/A	Bicycle Network Comment	N/A	9/27/23
construct trail on delmarva power ROW (old rail line) to chesapeake college	N/A	Bicycle Network Comment	N/A	9/27/23
add sharrows and bike lanes on MD 18 main street in grasonville	N/A	Bicycle Network Comment	N/A	9/27/23
work with dnr and mdot to restore tuckahoe creek bridge into caroline county	N/A	Destination Comment	Original Comment	9/27/23
work with dnr and mdot to restore tuckahoe creek bridge into caroline county	N/A	Destination Comment	Agreed	9/28/23
construct trail on state owned inactive rail line	N/A	Pedestrian Network Comment	N/A	9/27/23
connect town of queen anne south to easton via rail line	N/A	Destination Comment	Original Comment	9/27/23
connect town of queen anne south to easton via rail line	N/A	Destination Comment	Agreed, though this is a Talbot County/State of MD project.	9/28/23
build new bridge over 404 to connect town of queen anne to tuckahoe state park - via state owned rail line	N/A	Destination Comment	N/A	9/27/23
construct trail on state owned inactive rail line	N/A	Pedestrian Network Comment	N/A	9/27/23
construct trail next to state owned rail line (retain rails) - rail with trail in state owned rail right of way	N/A	Pedestrian Network Comment	N/A	9/27/23
Millstream Pavilion Removal - The Millstream pavilion is often occupied by the town's homeless making it an uncomfortable place to take your family. The park is in a great location, has nice playground, canoe launch and has a paved trail but is ultimately uninviting. Typically I think pavilions are a great amenity to a park; unfortunately I think removal of this pavilion and its overgrown landscaping may increase use of the park. I cant think of a time that I have seen a family use the pavilion for how it was most likely intended.	N/A	Other Comment	N/A	9/28/23
Connecting KI north & south trails would be a historic achievement and worth the cost. Something long time residents have been hoping for since the trails were first built. This would change the entire dynamic of the island especially for school aged children by connecting the 3 large neighborhoods.	N/A	Crossing/Intersection Comment	N/A	9/28/23
Pedestrian Bridge needed here to allow for safe crossing of highway. Identified in the Queenstown Trails Master Plan.	N/A	Crossing/Intersection Comment	N/A	9/28/23
Pedestrian Bridge needed here to allow for safe crossing of highway. Identified in the Queenstown Trails Master Plan.	N/A	Crossing/Intersection Comment	N/A	9/28/23
Multi-Use trail should be installed from Harbor Lane to entrance of Queenstown Harbor Golf Course to facilitate access to future trails to western end of County and Kent Island.	N/A	Pedestrian Network Comment	N/A	9/28/23
Multi-use trail should be constructed along Rt. 18 from Old Wharf Lane to Rt. 18/4-H Park Rd. Intersection to allow for safer connection to trails leading to Centreville, MD	N/A	Pedestrian Network Comment	N/A	9/28/23
Multi-use Trail (not on roadway) should be constructed along Rt. 18 from Rt. 50 West to Nesbit Road to allow for safer travel on foot and bicycle. Potential for trail under Delmarva Power Lines was declined when Town of Queenstown (Town Planning Commission, Matt Reno) reached out to Delmarva Power.	N/A	Bicycle Network Comment	N/A	9/28/23
Queenstown Planning Commission, Vice Chairman, Matt Reno contacted Delmarva Power regarding potential for public trail under new powerlines. Delmarva indicated they would not support that concept.	N/A	Destination Comment	N/A	9/28/23
Owners of Queenstown Harbor Golf Course are in support of the trail through their property connecting Queenstown/Centreville to Grasonville, MD, per Queenstown Planning Commission.	N/A	Other Comment	N/A	9/28/23
Incorrectly marked. Tuckahoe Ave is the private road east, closer to the corner of Park and 303.	N/A	Other Comment	N/A	9/28/23
Please adjust traffic lights to recognize bicycles, especially if the area has a designated bike lane like the intersection of 309 + 404.	N/A	Bicycle Network Comment	N/A	9/28/23
Very dangerous road to ride on given the speed and weak/lowered shoulder. If shoulder was same height as road and wider would be much safer, esp given that it connects Centreville and Tuckahoe State Park	N/A	Bicycle Network Comment	N/A	9/28/23
It would be great to connect Historic Stevensville with the Cross Island Trail/KI High School to allow for greater walking and biking participation for the community and visitors.	N/A	Bicycle Network Comment	N/A	9/28/23



STAKEHOLDER FOCUS GROUP MEETINGS

Economic Development

Monday, September 25, 2023 – 10:00 – 11:00 AM

Attendees

- Heather Tinelli (QAC, Director of Economic and Tourism)
- Linda Friday (Chamber of Commerce)
- April Plummer (Economic & Tourism Development Department, Marketing & Destination Development Specialist)
- Steve Cohoon (Queen Anne's County)
- Kate Widness (Kimley-Horn)
- Emma Sexton (Kimley-Horn)
- Kathy Falk (Kimley-Horn)
- Rebecca Sulla (Kimley-Horn)

Discussion:

- The QAC Chamber of Commerce has an outdoor visitor guide promoting outdoor recreation.
 - Local businesses and Economic development support this publication.
 - https://www.qacchamber.com/assets/pdf/Great_Outdoors_2023/
- Eastern Shore Land Conservatory received a grant for connecting trails on the Eastern Shore
- Overview of survey and public coordinate map –
 - 212 surveys completed
 - 130 public comments on the map
 - Public workshop planned for late October, will be open house style
- Steve from QAC informed the group that the County hopes to get information on how developing an adopted plan would be used to secure additional funding in the future
- **Question:** What are common visitor and tourism perspectives of the ped and bike facilities?
 - QAC (Heather)
 - Based on talking to visitors, the current trails (South Island and Cross Island) are huge attractions
 - Sometimes people ask about the trails on the back roads
 - USDA Grant Funding was used to update the mapping (restaurants and hotels say people want maps all the time)
 - Heather has numbers for trail use and how many people are asking for bikes. They can also get numbers for people who are downloading visitors guide.
 - Chamber of Commerce (Linda)
 - Get questions about connectivity across US 50



- Maps – only available online (would like in paper). There's a desire to have wayfinding/way showing maps along the existing facilities so people know where they are
 - People staying in hotels want a map in-hand, not using the phone
 - Needs to be more attractive to rent a bike – have updated bikes in the Matapeake or High School area where the trails are
 - Only 1 rental site currently (and that is a pilot program)
 - *April dropped off call but would have more input on this question*
 - Ferry Feasibility Study
 - If Kent Narrows is a landing point, how do people get around?
- **Question:** Are there opportunities to improve pedestrian and bike experiences?
 - Printed maps
 - Bike Rentals in strategic locations
 - Wayfinding
 - Connectivity to businesses – the trails run past shopping experiences; let people know they can hop on a trail
 - Connectivity from Cross Island Trail to South Island Trail is the #1 thing if it is ever possible to connect the two trails
- **Question:** Have you marketed the trails, and if yes, what successes have you seen with this?
 - Yes, see link: [Great Outdoors 2023.indd \(qacchamber.com\)](#)
 - Yes, the trail maps are used to market the trails and they are placed in visitor centers
 - Trails are outlined in the Visitor's Guide and include photos in visitor marketing (can share the photos with us)
 - The USDA Grant funding covers the cost to produce an Outdoor Guide, which will include a new map
 - Are there any efforts to advertise in/with the state?
 - Yes, funding is received from the state for tourism and QAC's information is shared on the state's website
 - Chamber of Commerce also distributes maps, but they are outdated; QAC shares material with the Chamber of Commerce.
- **Question:** What are the opportunities to improve the pedestrian and bicyclist experience within Queen Anne's County?
 - There is a restroom facility on the north side but it is not confirmed if there is anything on the south side
 - There is a parking lot at Matapeake on Kent Island along with a sign, but there are probably opportunities to improve this
 - Historic Kent Island received a grant to talk about the railroad and talk about the story.
 - They don't want sign clutter, but do want to provide history and information, use QR codes to get information on history, where to go for lunch, etc.
 - QR Codes could show information and tell the story about where people are.
 - Historic Stevensville has an App – would be great to expand that to include information about the trails in the area (the App has already been paid for, so it would be great to expand)



- Include information about how to rent bikes, connect them to Rt 8
- **Question:** How do you describe the pedestrian and bike network branding for QAC?
 - The County just rebranded the County 2020-2021 slogan “Where Shore Living Begins” and changed it to “Where Shore Adventures/Memories Begin”
 - The branding is primarily used for tourism marketing – not on the trails. It is used on billboards, however, it is not intended or used for marketing to the residents.
 - The plan is to get it consistent with Parks and Recreation - they have updated signs at boat ramps to include the branding.
 - An on-going effort in the County right now is trying to get more cohesive branding for the separate projects that are going on.
 - Eastern Shore Heritage is funding signing around Kent Narrows for Waterman’s Trail and others that are in existence; and this will also be used for wayfinding in the Kent Narrows area.
 - Chamber of Commerce (Linda) follows the County branding; in addition to the new slogan they also use “Where Shore Business Begins”
- **Question:** Is there any information you can share with us on investing in the trails? Dollars spent when people come to the County or dollars spent by trail users, recreation tourists, etc.?
 - Heather tracks monthly visitors (counters may or may not be accurate)
 - Track metrics on digital advertising
 - They also have foot traffic
 - Kate asked Heather to send any information she has – 2022 Tourism Economics will come out end of October (\$ spent on hotels, retail, etc.). Heather will share 2021 now.
 - Chamber of Commerce doesn’t track any dollars
- **Question:** Do visitors come to hotels with bikes? Or do people ask hotel front desk staff about bike facilities?
 - This is tricky to track; they talk to the hotels regularly. Where there was a need, the hotels got rental bikes quickly but there are only a few bikes available at hotels.
 - People do ask about availability of bikes and kayaks.
 - We can look at the 2022 report that comes out in October to see what biking numbers looks like.
- **General Discussion:**
 - Chamber of Commerce (Linda) will send public coordinate map and survey link out to their members.
 - QAC (Heather) would like to make sure that North County and Middle County are also considered in this plan. It is a lot of miles, but there are some great places up north that we don’t want to forget.
 - QAC (Steve) asked about the visitor profile – What types of visitors come to QAC?
 - 40 execs came into QAC last week, because it was easy to sell having a meeting in a centralized location.
 - Restaurants, hotels, or businesses relocating to QAC and want to know what amenities are available
 - QAC (Heather)
 - Outdoors-related (fishing, trails)



- Culinary
- Water-oriented
- Large wedding-based
- Chesapeake Byway is heavily marketed (funding is handled by the State)
 - April thinks they went after National Scenic Byways Grants
- Age range – older couples, families for outdoor, younger for bar scene

Action Items

- QAC (Heather) to share information on:
 - Trail use and how many people are asking for bikes
 - How many people are downloading visitors guide
 - 2021 data for monthly visitors, metrics on digital advertising, and foot traffic
- Group to share photos used in visitor marketing efforts
- KH to follow-up with QAC (Steve) about Eastern Shore Land Conservatory funding for connecting trails
- KH to follow-up at the end of October to get the 2022 Tourism Economics report

Key Takeaways

- There is a desire to have updated printed maps along trails, visitor centers, and at key locations throughout the County
- Strong desire to improve connectivity to businesses and to connect the Cross Island Trail and the South Island Trail
- Interest was expressed in creating an app to include information on the trails in the County
- There is a potential to improve wayfinding signage
- Desire to establish cohesive branding for the various trail projects
- Including the middle and northern parts of the County is a key priority



STAKEHOLDER FOCUS GROUP MEETINGS

County and Town Staff

Monday, September 25, 2023 – 1:00 – 2:00 PM

Attendees

- Amy Moredock (Planning Director)
- Beryl Eismeier
- Darrell Barricklow (School Facilities Planner)
- Dave MacGlashan (Public Works, Chief of Property Management)
- Dwayne Boardman (Sheriff's office)
- Mike Watson
- Nathan Hoxter
- Robert Gunter
- Shane Moore (Public Works)
- Steve Cohoon (Public Works)
- Kate Widness (Kimley-Horn)
- Kathy Falk (Kimley-Horn)
- Rebecca Sulla (Kimley-Horn)

Discussion:

- **Question:** Are there any existing plans for pedestrian and/or bike infrastructure?
 - Amy Moredock – Town of Queenstown recently adopted a Master Ped and Bike Plan
 - Grasonville Plan (Beryl) – There is a small plan they are working on, however, per Mike Watson, nothing is set in stone yet; they are awaiting this plan
 - Connecting trail at Kent Narrows on the east side of the bridge to create a connection under the bridge – break ground in March 2024
 - Cross County Connector Trail with maps in Grasonville Area.
 - Kent Island Transportation Plan mentions some trail networks.
 - MD 8 from US 50 to Matapeake (Marine Academy Drive) with a goal to connect Cross Island Trail with South County Trail
 - From Terrapin Park to Kent Narrows – follows American Heritage Trail with the goal of connecting to Tuckahoe State Park.
 - QAC is unclear on how specific this potential project has gotten (Steve Cohoon).
 - Nathan Hoxter – Trail from Talbot County to QAC that MDOT is working on, this is using existing rail bed – sent information on this to Project Team via email
- **Question:** Are there any projects that could include pedestrian and/or bike infrastructure?
 - County has a desire to have a crossing from north of US 50 to south of US 50 on Kent Island. County is watching the Bay Bridge Study



- MDOT is doing a Planning and Environmental Linkages Study from Kent Narrows to Castle Marina Road to study the needs in the area
 - <https://mdot-sha-md18-castle-marina-to-kent-narrows-qa306b11-maryland.hub.arcgis.com/>
- **Question:** What are the challenges to funding implementation of pedestrian and bike projects?
 - Land owners – need to get agreements from private land owners to agree to allowing the county to get easements and/or purchase property
 - Used for the south island trail (or perhaps cross island, I missed it)
 - Need to know what grants to pursue for what projects
- **Question:** Have you pursued any grants for pedestrian and/or bike infrastructure?
 - Kent Narrows – National Recreational Trails Program Grant – applied for in 2020/2021 and on the clock to get it done
 - Federal grant coordination is cumbersome.
 - Program Open Space Funding is more of a ‘regular’ source of funding through the State. It is used for all sorts of amenities.
 - Have had Recreational Trail funding in the past.
 - Safe Routes to School funding was used for Cross Island Trail
 - QAC has applied for an SS4A Planning Grant (countywide) to improve safety
 - QAC is applying for a Reconnecting Communities Planning Grant for funding to take a deep dive into improvements to connect north and south Kent Island
 - Steve Cohoon will provide the application to KH
- **Question:** What is the public's perception on pedestrian and bike facilities in the County?
 - Cross Island and South Trail are used frequently
 - Biggest question is how to connect the two trails –people want to get the trails connected
 - This will also help get people together and connect the communities.
 - Sidewalk networks in town – need to make them walkable. The County hears that there are a lot of gaps in the network, specifically where new development has not occurred. Where development does occur, the county asks developers to install sidewalks.
 - Should be added to development review – the need to add sidewalks – the reviewers suggest it, but there’s nothing in the County ordinance that requires it
 - Biggest problems are on Kent Island where there are gaps, but not redevelopment
 - In rural areas, need to share the road.
 - Public perception on safety of trails/sidewalks/share the road?
 - Sheriff's office is usually provided overtime pay to patrol the trails on bikes and ATVs – this will need to expand as the trail system expands.
 - Patrolling is sporadic – peak times and special events.
 - Volunteers also go out on behalf of the sheriff's office.



- Beryl recently rented the trail for an event and received negative comments from people who hadn't rented the trail. Etiquette can be an issue between bikes (especially electric) and other users.
 - The County is starting to see a lot of e-bikes and people coming in groups in e-bikes
 - Stroads – Street-roads (mix of motorized users on e-bikes with others)
- **Question:** What are public official's perception on pedestrian and bike facilities in the County?
 - Generally supportive of adding to or creating, but it can vary from administration to administration on how much money they prioritize
 - Need to remember that increasing the trails also requires a need to update maintenance and patrolling
 - Maintenance is planned 7-10 years (sealcoat). Haven't had problems with the decking boards – they are holding up well. Weather/sun bleaches the boards, so they seal the boards to help preserve them.
 - Think the officials have increased their support of the trails as residents have used them more to get away from traffic issues on the roads
 - Weekly maintenance, how is that handled? M, W, F someone blows off the trails to get rid of debris. Rangers can also blow off the trails (use tow-behind blowers)
 - Sidewalks are maintained by landowners
- **Question:** How would you rate trail safety in the County?
 - All of the crossings have "bikers dismount" signs, compliance with this is an issue though, try to keep up with maintained
- **Question:** Do the facilities provide accessibility to desired destinations (like schools, libraries, community centers, etc.)?
 - On Kent Island, with the 2 trails there, especially once the last connection gets done, we do have good connection to schools
 - Connecting people with retail and commercial destinations is a big problem and has been over the years
 - Trail users destinations - Trail counters at Terrapin Park, MD 8, golf course – they just count people coming off/going to the trail
 -
 - Economic development - visitor perspective on who is coming to the area and how this all interacts with one another
 - Private businesses - are they open to having this kind of connectivity?
 - Bike rental shops have come to the County and want to put bike share on County property
 - Need bike racks outside of businesses to encourage biking
 - Bike share rentals – there have been efforts to try to put them on County property but it should be closer to hotels and where people are staying
 - Shane Moore - connect Bay City to Mannapeake School Complex - SHA will not do a crosswalk across Route 8 because there aren't facilities on the Matapeake side



- **Question:** Are there gaps within the pedestrian and bike network that are critical to the success of the network?
 - #1 is crossing US 50 on Kent Island so the 2 existing trails connect
 - Amy – see the information she dropped into the chat (included in general discussion section of notes) – will take us to the North.
 - Look at the Queenstown plan and connect to Centreville and get into the rural area (tricky).
 - Collaboration with Eastern Shore Conservancy will help
- **General Discussion:**
 - Links shared in chat (from Amy Moredock):
 - Presentation: <https://www.queenstown-md.com/wp-content/uploads/2020/08/Trails-Master-Plan-PowerPoint.pdf>
 - Actual Plan on MDP website: <https://planning.maryland.gov/Documents/OurWork/compplans/20-DRF-Queenstown-QUEE.pdf>
 - Final Plan adopted by the Town: <https://www.queenstown-md.com/wp-content/uploads/2022/04/Trail-Master-Plan-Final.pdf>
 - Eastern Shore Regional Trail Vision: <https://www.eslc.org/towns/eastern-shore-regional-trail-vision/>

Action Items

- Steve Cohoon to send RCN grant application to the County
- KH to review Kent Island Transportation Plan

Key Takeaways

- Review the Kent Island Transportation Plan for trails plan
- A key goal for the County is to connect the Cross Island Trail and the South Island Trail
 - They are paying close attention to the Bay Bridge Study
- MDOT is currently doing a [Planning and Environmental Linkages \(PEL\) Study](#) from Kent Narrows to Castle Marina Road - this pairs with the County's desire to establish a crossing at Route 50
- Connectivity to the northern portion of the County is a key goal
- State and Federal funding sources have been explored but the County would like to know of any additional opportunities
- There was a desire expressed to improve walkability and connectivity of sidewalk networks in town
 - There is nothing in the County zoning ordinances right now that require sidewalks to be built at new developments
- Trail etiquette is inconsistent, especially with users on e-bikes
- Sharing the road in the rural parts of the County is a challenge due to safety concerns
- Sheriff's office will patrol the trails but not regularly, there are some volunteers that will help out for this



- There is a strong desire to establish connections to retail and commercial destinations in the County
 - It may be a challenge to get businesses to put bike racks on their property



STAKEHOLDER FOCUS GROUP MEETINGS

Advocacy Group

Monday, September 25, 2023 – 5:30 – 6:30 PM

Attendees

- Jim Moran
- Nick Newell
- Kyle Lee
- Owen Bailey (Eastern Shore Conservatory)
- Leslie Sandoz
- Nathan Hoxter
- Peter Claggett
- Steve Chandlee (Parks and Recreation)
- Steve Cohoon (Public Works)
- Kate Widness (Kimley-Horn)
- Kathy Falk (Kimley-Horn)
- Rebecca Sulla (Kimley-Horn)

Discussion:

- **Question:** In a few words, how would you describe your bicycling and walking experience in the County?

○



- Nate with BPAC/County - Speed limits in country sections make biking difficult and uncomfortable; People fly by on cars. Invisible corners, especially around corn stalks. Thinks speed limits or signs would be helpful.
- Kyle Lee with BPAC - feels on the trails is fine and safe, but on road trails are not
 - Country roads not safe – when walking a dog with neighbors cars still fly by even with speed limit signs; Some cars will get over, but not all. It is hard to see around hills and corners on the country roads. People will



- drive the speed that they feel they can drive even if that is higher than the posted speed limit. Drivers need to slow down and move over
 - Loud trucks are intimidating sounding when they drive by
 - Shoulders are not safe and maintenance is an issue (potholes, etc.) along country roads - many are very overgrown and you cannot walk on them (poison ivy, other things)
 - Country scenic byway roads need the most help - the speeds are high even when people are obeying the speed limit (50mph is still fast when people go by)
 - What do people want on the Country Roads?
 - Most do not have a Shoulder, they have an embankment, ditch, and an aggressive slope
 - Nathan – It would be hard to upgrade the County roads to provide what all people want. Perhaps start with the road to Tuckahoe State Park, since that seems to be a defined part.
 - Nate - Shoulders in the country roads are not maintained and are often overgrown
 - Owen Bailey - advocating for a trail development, riding next to cars on the country roads
 - Types of facilities you feel unsafe on? - Most country roads don't even have a shoulder
 - Disconnected - Cross Island Connector Trail - there are limited connections and they do not connect to Centerville, other towns, etc.
 - Generally trails are disconnected and there is a strong desire to see connections
 - Sidewalks needs improvements
 - Peter Claggett - uses the shoulder if he's on Route 8 (he's on a road bike, so too fast for a trail), but south of Matapeake - vehicles will be aggressive to bikers along roadways, dedicated facilities are needed and preferred
- **Question:** What are some of the challenges you hear of from existing users as it pertains to the existing pedestrian and bike network?
 - Challenges already discussed include the trails and sidewalks being disconnected and animosity from drivers
 - Public education
 - Connecting to the South Island trail
 - Major road crossings
 - Owen - maintenance – both short and long term maintenance is a challenge
 - Leslie Sandoz - safe connectivity from one trail to the next and accessibility to likely stops (from one stop to the next), schools, tasks, more multimodal options to get to desired destinations
 - Need to campaign that this plan is good for everything – for gas savings, for morale
 - Tourism (Kyle) – look at marinas, when people pull in they don't have a car, they have bikes (example of St. Michael's – people come by boat and drive around town via bikes)
 - No way to get from 55+ communities (Four Seasons, Gibsons Grant, etc.) to Safeway alive via bike



- Nate – Current zoning ordinances do not include anything on bicycle racks
 - Consider adding something into the zoning code that factors this into use classification
 - Suggested requiring back racks depending upon the use
 - Steve Cohoon confirmed that there is no ordinance requiring bike racks or connection to trails
 - Peter Claggett agreed that bike racks are important – he won't go to a restaurant that doesn't have bike racks
 - Peter Claggett - Connecting people to destinations is a challenge because it is currently lacking, echoed sentiment about need for bike racks
- **Question:** What are some of the opportunities you hear of from existing users as it pertains to the existing pedestrian and bike network?
 - Trail heads, parking opportunities, wayfinding and way showing, etc.
 - Route 50 crossing
 - Nick Newell - Visible trail maps placed along common routes; having trail maps printed out at bulletins and showing people where to go
 - Printing out maps at kiosks along trails in an opportunity
 - Can offer maps both online and printed to be more inclusive of all ages and abilities
 - Steve Chandlee – an app - National Trails Map – has the Cross Island Trail on it
 - QAC BPAC has a Friends of Queen Anne's County Trails public Facebook Page (similar to Anne Arundel County's Friends of the Trails). This is not a County-sponsored group.
 - Leslie is on the MDOT Pedestrian Subcommittee for Walkability – they do Zoom chats and talk about what they are doing
 - Walktober and walkinars
- **Question:** What is your perception on how the pedestrian and bike facilities are maintained in the County?
 - Cross Island and South Island Trails are very well maintained
 - Well maintained and responsive to storm damage
 - Trails are well maintained
 - Maintenance is good overall. Roots are the main issue in certain areas.
 - Sidewalks need some help in towns/ADA issues from roots bursting sidewalks
- **Question:** What trends have you seen with biking and walking in the County?
 - Both have increased
 - More families biking
 - Increased county riding
 - Getting more popular with tourists
 - Leslie mentioned that next Wednesday, October 4 is Walk Maryland Day and they will have people promoting trails and outdoor activities in the County
 - E-bikes may be an issue due to the speeds they obtain, trail speed limits are 15 mph
 - People taking golf carts on the trails is a concern
 - Bike/brewery pairing



- **Question:** What do you think it would take to get non-users to use pedestrian and bike facilities?
 - Increased connectivity
 - Road separated infrastructure
 - Structured walking groups
 - Kent Island Running Group (KIRG) 60-70 members (2 races on the island) and Leslie organizes another race
 - The KIRG also includes walkers
 - Leslie tried to start a walk group to reinvent trail trackers - similar to a neighborhood watch group that looks for issues on trails, such as roots, etc.
 - Increased traffic due to additional bay bridge
 - Safety
 - Kent Island area, using trails to walk kids to school – need to make sure parents/families feel safe on the trails
- **Question:** Would facility use increase if additional facilities are provided?
 - Children are a good indicator of a healthy trail system
 - Kyle – “if you build it, they will come”, so yes

Action Items

- N/A

Key Takeaways

- People do not feel safe on country roads, specifically in the middle and north parts of the County where speed limits tend to be higher and there is limited bike and pedestrian infrastructure
- Trails and sidewalks being disconnected is a major challenge
- Desire for connections to the towns in the middle and northern parts of the County
 - There is a desire/potential for improvements near Tuckahoe State Park
 - Connections to the towns (Centerville was specifically mentioned)
- Sidewalk network needs improvement
- Updating the zoning codes to be inclusive of bike rack placement is an opportunity we could explore
- Opportunities include:
 - Adding signage/wayfinding at trail heads to direct people to key attractions
 - Having biking maps printed and available on an app
 - Increasing connectivity
- There is a need for regulations on e-bike speed on trails
- Increasing connectivity in network is strongly desired

Pedestrian and Bicycle Funding Opportunities: U.S. Department of Transportation Highway, Transit, and Safety Funds

November 16, 2023

This table indicates likely eligibility for pedestrian and bicycle activities and projects under U.S. Department of Transportation surface transportation funding programs. Activities and projects need to meet program eligibility requirements. See notes and basic program requirements below, with links to program information. Project sponsors should integrate the safety, accessibility, equity, and convenience of walking and bicycling into surface transportation projects.

	Pedestrian and Bicycle Funding Opportunities: Highway, Transit, and Safety Funds																													
	Key: \$ = Activity likely eligible. Restrictions may apply, see program notes and guidance. ~\$ = Eligible, but not competitive unless part of a larger project.																													
	Federal Highway Administration														Federal Lands			OST Grant						OST Loan		FTA			NHTSA	
Activity or Project Type	ATIIP	BRI	CRP	CMAQ	HSIP	RHCP	NHPP	PROT	STBG	TASA	RTP	SRTS	PLAN	NSBP	FLTTP	TTP	TTPSF	INFRA	RAISE	RCN	SS4A	SMART	Thrive	RRIF	TIFIA	FTA	AoPP	TOD	402	405
Access enhancements to public transportation (benches, bus pads, lighting)	\$		\$	\$			\$	\$	\$	\$				\$	\$	\$		\$	\$	\$	~\$			~\$	~\$	\$				
Americans with Disabilities Act (ADA)/504 Self Evaluation / Transition Plan	\$		\$						\$	\$	\$		\$		\$	\$					\$		TA				\$	~\$		
Barrier removal for ADA compliance	\$	\$	\$				\$	\$	\$	\$	\$	\$		\$	\$	\$		\$	\$	\$	~\$			~\$	~\$	\$				
Bicycle plans	\$		\$					\$	\$	\$		\$	\$		\$	\$	\$			~\$	\$					\$	\$	~\$		
Bicycle helmets (project or training related)	~\$				\$				\$	SSRTS		\$				\$													\$	
Bicycle helmets (safety promotion)	~\$				\$				\$	SSRTS		\$				\$														
Bicycle lanes on road	\$		\$	\$	\$	\$	\$	\$	\$	\$		\$		\$	\$	\$	\$	~\$	~\$	\$	\$			~\$	~\$	\$				
Bicycle parking (see Bicycle Parking Solutions)	\$		\$	\$			\$			\$	\$	\$		\$	\$	\$		~\$	~\$	\$	~\$			~\$	\$	\$				
Bike racks on transit	\$		\$	\$					\$	\$					\$	\$			~\$	\$	~\$				~\$	\$				
Bicycle repair station (air pump, simple tools, electric outlets)	\$		\$						\$	\$					\$	\$			~\$	\$	~\$			~\$	~\$	\$				
Bicycle share (capital and equipment including charging stations and outlets; not operations)	\$		\$	\$			\$		\$	\$					\$	\$		~\$	~\$	\$	~\$			~\$	~\$	\$				
Bicycle storage or service centers (e.g. at transit hubs) including charging stations and outlets; not operations)	\$		\$	\$					\$	\$					\$	\$			~\$	\$	~\$			~\$	\$	\$				
Bridges / overcrossings for pedestrians and/or bicyclists	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$			\$	\$	\$	\$	\$	\$	\$			~\$	~\$	\$				
Bus shelters and benches	\$		\$	\$			\$	\$	\$	\$				\$	\$	\$		\$	\$	\$	~\$			~\$	~\$	\$				
Charging stations for electric bicycles and scooters NEW	\$		\$	\$						\$	\$	\$				\$	\$					~\$		~\$	~\$					
Coordinator positions: State/local (CMAQ/STBG limited)				\$					\$	SSRTS		\$				\$					~\$									
Community Capacity Building (develop organizational skills and processes)	~\$												\$			\$				NAE	~\$		TA				~\$	~\$		
Crosswalks for pedestrians, pedestrian refuge islands (new or retrofit)	\$		\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$		\$	\$	\$	\$	\$	\$	\$	\$			~\$	~\$	\$				
Curb ramps	\$	\$	\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$		\$	\$	\$	\$	\$	\$	\$	\$			~\$	~\$	\$				
Counting equipment	\$				\$	\$	\$		\$	\$	\$	\$	\$		\$	\$	\$	\$			\$	~\$			~\$	\$				
Data collection and monitoring for pedestrians and/or bicyclists	\$		\$		\$	\$	\$		\$	\$	\$	\$	\$		\$	\$	\$	\$	\$	\$	\$				~\$	\$	~\$	~\$		
Emergency and evacuation routes for pedestrians and/or bicyclists	\$		\$				\$	\$	\$	\$	\$	\$			\$	\$		\$	\$	\$	~\$				\$	\$	~\$	~\$		
Encouragement and education activities related to safe access for bicyclists and pedestrians NEW	~\$			\$	\$				\$	SSRTS	\$	\$	\$			\$					~\$	~\$								
Historic preservation (pedestrian, bicycle, transit facilities)	~\$		\$						\$	\$				\$	\$	\$			~\$	~\$	~\$			~\$	~\$	\$				
Landscaping, streetscaping (pedestrian/bicycle route; transit access); related amenities (benches, lighting, shade, trees, water fountains); usually part of larger project	\$		\$			~\$	\$	\$	\$	\$					\$	\$		~\$	~\$	~\$	~\$			~\$	~\$	\$				
Lighting (pedestrian and bicyclist scale associated with pedestrian/bicyclist project)	\$		\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$		\$	\$	\$	\$	\$	\$	\$	\$			~\$	~\$	\$				
Maps (for pedestrians and/or bicyclists) (see Idea Book)	\$		\$	\$					\$	\$		\$	\$	\$		\$					\$					\$				
Micromobility projects, including scooter share (capital and equipment, including charging stations and outlets; not operations)	\$		\$	\$					\$	\$					\$	\$			\$	\$	~\$	~\$		~\$	~\$					
Paved shoulders for pedestrian and/or bicyclist use	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$		\$		\$	\$	\$	\$	~\$	\$	\$	\$			~\$	~\$					
Pedestrian plans	\$		\$					\$	\$	\$		\$	\$		\$	\$	\$	~\$	\$	~\$	\$					\$	\$	\$		
Public education and awareness programs to inform motorists and nonmotorized road users on nonmotorized road user safety NEW	~\$				\$				\$	SSRTS		\$				\$													\$	\$

	Pedestrian and Bicycle Funding Opportunities: Highway, Transit, and Safety Funds																													
	Key: \$ = Activity likely eligible. Restrictions may apply, see program notes and guidance. ~\$ = Eligible, but not competitive unless part of a larger project.																													
	Federal Highway Administration														Federal Lands			OST Grant						OST Loan		FTA			NHTSA	
Activity or Project Type	ATIP	BRI	CRP	CMAQ	HSIP	RHCP	NHPP	PROT	STBG	TASA	RTP	SRTS	PLAN	NSBP	FLTTP	TTP	TPSF	INFRA	RAISE	RCN	SS4A	SMART	Thrive	RRIF	TIFIA	FTA	AoPP	TOD	402	405
Rail at-grade crossings	\$		\$		\$	\$	\$	\$	\$	\$	\$	\$			\$	\$	\$	\$	\$	\$	~\$			\$	\$	\$				
Recreational trails	\$							\$	\$	\$	\$			\$	\$	\$			\$	\$	~\$				~\$					
Resilience improvements to pedestrian and bicycle facilities or to protect or enhance use. REVISED	\$	~\$	~\$	~\$			\$	\$	\$	\$	\$	\$	note	\$	\$	\$		\$	\$	\$	~\$	~\$		~\$	~\$					
Road Diets (pedestrian and bicycle portions)	\$		\$	\$	\$		\$	\$	\$	\$		\$			\$	\$	\$	\$	\$	\$	\$			~\$	\$					
Road Safety Assessment for pedestrians and bicyclists	\$				\$	\$			\$	\$			\$		\$	\$	\$			\$	\$		TA		~\$		~\$			
Safety education and awareness activities and programs to inform pedestrians, bicyclists, and motorists on ped/bike traffic safety laws	~\$				\$				\$	\$SRTS		\$	\$			\$					\$						~\$	~\$	\$	\$
Safety education positions					\$				\$SRTS	\$SRTS		\$				\$					\$								\$	
Safety enforcement (including police patrols)					\$				\$SRTS	\$SRTS		\$				\$					\$								\$	\$
Safety program technical assessment (for peds/bicyclists)	~\$				\$				\$SRTS	\$SRTS		\$	\$		\$	\$				\$	\$		TA						\$	
Separated bicycle lanes	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$		\$		\$	\$	\$	\$	\$	\$	\$	\$			~\$	~\$	\$				
Shared use paths / transportation trails	\$		\$	\$	\$	\$	\$	\$	\$	\$	\$	\$		\$	\$	\$	\$	\$	\$	\$	\$			~\$	~\$	\$				
Sidewalks (new or retrofit)	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$		\$	\$	\$	\$	\$	\$	\$	\$			~\$	~\$	\$				
Signs, signals, signal improvements (incl accessible pedestrian signals) see note	\$		\$	\$	\$	\$	\$	\$	\$	\$		\$		\$	\$	\$	\$	\$	\$	\$	\$	\$		~\$	~\$	\$				
Signing for pedestrian or bicycle routes	\$		\$	\$	\$		\$	\$	\$	\$		\$		\$	\$	\$	\$	\$	\$	\$	\$			~\$	~\$	\$				
Spot improvement programs (programs of small projects to enhance pedestrian and bicycle use) REVISED	\$		\$	~\$	\$	\$	\$		\$	\$	\$	\$			\$	\$	\$	\$	\$	~\$	\$	~\$		~\$	~\$	\$				
Stormwater mitigation related to pedestrian and bicycle project impacts REVISED	\$				\$	\$	\$	\$	\$	\$	\$	\$	note		\$	\$	\$	\$	\$	\$	~\$			~\$	~\$	\$	note	note		
Technical Assistance (see Cross-cutting notes) NEW	~\$			~\$	\$				\$	\$	\$	\$	note			\$	\$			~\$	~\$	~\$	TA							
Traffic calming	\$		\$		\$		\$	\$	\$	\$		\$			\$	\$	\$	\$	\$	\$	\$			~\$	~\$	\$				
Trail bridges	\$		\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$			\$	\$	\$	\$	\$	\$	~\$			~\$	\$					
Trail construction and maintenance equipment	\$		\$						\$	\$	\$				~\$	~\$	~\$				~\$			~\$	~\$					
Trail/highway crossings and intersections	\$	\$	\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$		\$	\$	\$	\$	\$	\$	\$	\$			~\$	~\$					
Trailside/trailhead facilities (restrooms, water, but not general park amenities)	\$		~\$						\$	\$	\$			\$	\$	\$			~\$					~\$	~\$					
Training	~\$			\$	\$				\$	\$	\$	\$	\$			\$					\$		TA				~\$	~\$	\$	
Training for law enforcement on ped/bicyclist safety laws	~\$			~\$	\$				\$SRTS	\$SRTS		\$				\$					\$						~\$	~\$	\$	\$
Tunnels / underpasses for pedestrians and/or bicyclists	\$		\$	\$	\$	\$	\$	\$	\$	\$	\$	\$			\$	\$	\$	\$	\$	\$	\$			\$	\$	\$				
Vulnerable Road User Safety Assessment	\$				\$				\$	\$		\$	\$			\$	\$			\$			TA				~\$	~\$		

Abbreviations (alphabetical order)

ADA/504 : Americans with Disabilities Act of 1990 / Section 504 of the Rehabilitation Act of 1973 AoPP : Areas of Persistent Poverty Program ATIIP : Active Transportation Infrastructure Investment Program [web link under development] BIL : Bipartisan Infrastructure Law (Infrastructure Investment and Jobs Act (Pub. L. 117-58) BRI : Bridge Programs, including: BFP : Bridge Formula Program; BIP : Bridge Investment Program; BRR : Bridge Replacement and Rehabilitation Program CMAQ : Congestion Mitigation and Air Quality Improvement Program CRP : Carbon Reduction Program FLTTP : Federal Lands and Tribal Transportation Programs: Federal Lands Access Program , Federal Lands Transportation Program , Tribal Transportation Program , Federal Lands Planning Program and related programs for Federal and Tribal lands such as the Nationally Significant Federal Lands and Tribal Projects program FTA : Federal Transit Administration Capital Funds	PLAN : Statewide Planning and Research (SPR) or Metropolitan Planning funds (FHWA and/or FTA funding) PROTECT : Promoting Resilient Operations for Transformative, Efficient, and Cost Saving Transportation RAISE : Rebuilding American Infrastructure with Sustainability and Equity RCN : Reconnecting Communities and Neighborhoods Grant Program (includes Reconnecting Communities Pilot Program (RCP) and Neighborhood Access and Equity programs) RHCP : Railway-Highway Crossings (Section 130) Program RRIF : Railroad Rehabilitation and Improvement Financing (loans) RTP : Recreational Trails Program SMART : Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program SRTS : Safe Routes to School Program (and related activities) SS4A : Safe Streets and Roads for All STBG : Surface Transportation Block Grant Program
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HSIP : Highway Safety Improvement Program IIJA : Infrastructure Investment and Jobs Act (Pub. L. 117-58), also known as the Bipartisan Infrastructure Law INFRA : Infrastructure for Rebuilding America Discretionary Grant Program NAE : Neighborhood Access and Equity Program NHPP : National Highway Performance Program NHTSA 402 : National Highway Traffic Safety Administration State and Community Highway Safety Grant Program NHTSA 405(g) : National Highway Traffic Safety Administration National Priority Safety Programs (Nonmotorized safety) NSBP : National Scenic Byways Program	TASA : Transportation Alternatives Set-Aside (formerly Transportation Alternatives Program, Transportation Enhancements) Thrive : Thriving Communities Initiative (TA: Technical Assistance) TIFIA : Transportation Infrastructure Finance and Innovation Act (loans) TOD : Transit-Oriented Development TTP : Tribal Transportation Program TTPSF : Tribal Transportation Program Safety Fund
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Cross-cutting notes

This table indicates likely eligibility for pedestrian, bicycle, and micromobility activities and projects under U.S. Department of Transportation surface transportation funding programs. Activities and projects must meet program eligibility requirements. See notes and links to program information below. Although the primary focus of this table is stand-alone activities and projects, programs can also fund pedestrian and bicycle facilities as part of larger projects. Project sponsors are encouraged to consider [Complete Streets](#) and Networks that routinely integrate the safety, accessibility, equity, and convenience of walking and bicycling into surface transportation projects. The Federal-aid eligibility of the pedestrian and bicycle elements are considered under the eligibility criteria applicable to the larger highway project. Pedestrian and bicycle activities also may be characterized as environmental mitigation for larger highway projects, especially in response to impacts to a Section 4(f) property or work zone safety, mobility, and accessibility impacts on bicyclists and pedestrians.

- See FHWA’s [Policy on Using Bipartisan Infrastructure Law Resources to Build a Better America](#).
- See [FHWA Bicycle and Pedestrian Planning, Program, and Project Development](#) (Guidance), [Publications](#), [Pedestrian and Bicyclist Safety](#), and Bicycle transportation and pedestrian walkways statute at [23 U.S.C. 217](#).
- Bicycle Project Purpose: 23 U.S.C. 217(i) requires that bicycle facilities “be principally for transportation, rather than recreation, purposes”. However, 23 U.S.C. 133(b)(7) and 133(h) authorize recreational trails under [STBG](#) and [TASA](#), therefore, 23 U.S.C. 217(i) does not apply to trail projects (including for bicycle use) using [STBG](#) or [TASA](#) funds. Section 217(i) applies to bicycle facilities other than trail-related projects, and section 217(i) applies to bicycle facilities using other programs ([NHPP](#), [HSIP](#), [CMAQ](#)). The transportation requirement under section 217(i) only applies to bicycle projects, not to any other trail use or transportation mode.
- Signs, signals, signal improvements includes ensuring accessibility for persons with disabilities. See [Accessible Pedestrian Signals](#). See also [Proven Safety Countermeasures](#), such as [Crosswalk Visibility Enhancements](#), [Leading Pedestrian Interval](#) signals, [Lighting](#), [Pedestrian Hybrid Beacons](#), and [Rectangular Rapid Flashing Beacons](#).
- Technical Assistance includes assisting local agencies and other potential grantees to identify pedestrian and bicycle safety and infrastructure issues, and to help them develop and implement successful projects. Technical assistance may be authorized under a program or sometimes as a limited portion of a program. See FHWA links to [Technical Assistance and Local Support](#).
- The [DOT Navigator](#) is a resource to help communities understand the best ways to apply for grants, and to plan for and deliver transformative infrastructure projects and services.
- Aspects of DOT initiatives may be eligible as individual projects. Activities above may benefit safe, comfortable, multimodal networks; environmental justice; and equity.
- Occasional DOT or agency incentive grants may be available for specific research or technical assistance purposes.
- Operation costs: In general, ongoing and routine operation costs (such as ongoing costs for bike sharing or scooter sharing) are not eligible unless specified within program legislation. See links to program guidance for more information.

Program-specific notes

DOT funding programs have specific requirements that activities and projects must meet. Eligibility must be determined on a case-by-case basis. See links to program guidance for more information.

FHWA Programs

- [ATIIP](#) (IIJA § 11529): Subject to appropriations. Projects costing at least \$15,000,000 to develop or complete active transportation networks and spines, or at least \$100,000 to plan or design for active transportation networks and spines.
- [BRI](#): [BFP](#), (IIJA, Div. J, title VIII, para. (1)), [BIP](#) (23 U.S.C. 124), [BRR](#) (Department of Transportation Appropriations Act, 2022): For specific highway bridge projects and highway bridge projects that will replace or rehabilitate a bridge; project must consider pedestrian and bicycle access as part of the project and costs related to their inclusion are eligible under these programs.
- [CRP](#) (23 U.S.C. 175): Projects should support the reduction of carbon dioxide emissions from on-road highway sources.
- [CMAQ](#) (23 U.S.C. 149): Projects must demonstrate emissions reduction and benefit air quality. See the [CMAQ guidance](#) for a list of projects that may be eligible for CMAQ funds. CMAQ funds may be used for shared use paths, but not for trails that are primarily for recreational use.
- [HSIP](#) (23 U.S.C. 148): Projects must be consistent with a State’s [Strategic Highway Safety Plan](#) and (1) correct or improve a hazardous road location or feature, or (2) address a highway safety problem. Certain noninfrastructure safety projects can also be funded using HSIP funds as specified safety projects.
- [RHCP](#) (23 U.S.C. 130): Projects at all public railroad crossings including roadways, bike trails, and pedestrian paths.
- [NHPP](#) (23 U.S.C. 119): Projects must benefit National Highway System (NHS) corridors and must be located on land adjacent to any highway on the National Highway System (23 U.S.C. 217(b)).
- [PROTECT](#) (23 U.S.C. 176): Funds can only be used for activities that are primarily for the purpose of resilience or inherently resilience related. With certain exceptions, the focus must be on supporting the incremental cost of making assets more resilient.
- [STBG](#) (23 U.S.C. 133): Broad eligibility for pedestrian, bicycle, and micromobility projects under 23 U.S.C. 206, 208, and 217 (23 U.S.C. 133(b)(7)). Activities marked “\$SRTS” means eligible only as an SRTS project benefiting schools for kindergarten through 12th grade. Nonconstruction projects related to safe access for bicyclists and pedestrians (such as bicycle and pedestrian education) are eligible under STBG (23 U.S.C. 217(a)).

- [TASA](#) (23 U.S.C. 133(h)): Broad eligibility for pedestrian, bicycle, and micromobility projects. Activities marked “\$SRTS” means eligible only as an SRTS project benefiting schools for kindergarten through 12th grade.
- [RTP](#) (23 U.S.C. 206): Projects for trails and trailside and trailhead facilities for any recreational trail use. RTP projects are eligible under TA Set-Aside and STBG.
- [SRTS](#) (23 U.S.C. 208): Projects for any SRTS activity. FY 2012 was the last year for dedicated - funds, but funds are available until expended. SRTS projects are eligible under TA Set-Aside and STBG.
- [PLAN](#) (23 U.S.C. 134 and 135): Funds must be used for planning purposes, for example: Maps: System maps and GIS; Safety education and awareness: for transportation safety planning; Safety program technical assessment: for transportation safety planning; Training: bicycle and pedestrian system planning training. Transportation planning associated with activities would be eligible, SPR and PL funds are not available for project implementation or construction.
- [NSBP](#) (23 U.S.C. 162): Discretionary program subject to annual appropriations. Projects must directly benefit and be located on or near an eligible designated scenic byway.

FHWA Federal Lands Programs

- [FLTTP](#) (23 U.S.C. 201-204): Projects must provide access to or within Federal or Tribal lands. Programs include: Federal Lands and Tribal Transportation Programs ([Federal Lands Access Program](#), [Federal Lands Transportation Program](#), [Federal Lands Planning Program](#)) and related programs for Federal and Tribal lands such as the [Nationally Significant Federal Lands and Tribal Projects](#) (NSFLTP) program.
 - [Federal Lands Transportation Program](#) (23 U.S.C. 203): For Federal agencies for projects that provide access within Federal lands.
 - [Federal Lands Access Program](#) (FLAP) (23 U.S.C. 204): For State and local entities for projects that provide access to or within Federal or Tribal lands.
- [TTP](#) (23 U.S.C. 202): For federally recognized Tribal governments for projects within Tribal boundaries and public roads that access Tribal lands.
- [TTPSF](#) (23 U.S.C. 202(e)(1) and 23 U.S.C. 148(a)(4)): Grants available to federally recognized Indian Tribes through a competitive, discretionary program to plan and implement transportation safety projects.

OST Grant Programs

- [INFRA](#) (IIJA § 11110): Funds projects that improve safety, generate economic benefits, reduce congestion, enhance resiliency, and hold the greatest promise to eliminate freight bottlenecks and improve critical freight movements.
- [RAISE](#) (IIJA § 21202): Funds capital and planning grants to help communities build transportation projects that have significant local or regional impact and improve safety and equity.
- [RCN](#): Combines [RCP](#) (IIJA § 11509 and div. J, title VIII, Highway Infrastructure Programs, para. (7)), which provides funds for planning grants and capital construction grants that relate to a transportation facility that creates a barrier to community connectivity and [Neighborhood Access and Equity Grant Program](#), Inflation Reduction Act (IRA) § 60501; enacted as Pub. L. 117-169, 23 U.S.C. 177, which provides funds for projects that improve walkability, safety, and affordable transportation access and funding for planning and capacity building activities in disadvantaged or underserved communities.
- [SMART](#) (IIJA § 25005): Provides grants to eligible public sector agencies to conduct demonstration projects focused on advanced smart community technologies and systems in order to improve transportation efficiency and safety.
- [SS4A](#) (IIJA § 24112): Discretionary program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. Projects must be identified in a comprehensive safety action plan (§ 24112(a)(3)).
- [Thrive](#) (Department of Transportation Appropriations Act, 2022 (Pub. L. 117-103, div. L, title I): Technical assistance, planning, and capacity-building support in selected communities.

OST Loan Programs

- [RRIF](#) (Chapter 224 of title 49 U.S.C.): Program offers direct loans and loan guarantees for capital projects related to rail facilities, stations, or crossings. Pedestrian and bicycle infrastructure components of “economic development” projects located within ½-mile of qualifying rail stations may be eligible. May be combined with other grant sources.
- [TIFIA](#) (Chapter 6 of title 23 U.S.C.): Program offers secured loans, loan guarantees, or standby lines of credit for capital projects. Minimum total project size is \$10 million; multiple surface transportation projects may be bundled to meet cost threshold, under the condition that all projects have a common repayment pledge. May be combined with other grant sources, subject to total Federal assistance limitations.

FTA Programs

- [FTA](#) (49 U.S.C. 5307): Multimodal projects funded with FTA transit funds must provide access to transit. See [Bicycles and Transit, Flex Funding for Transit Access](#), the FTA [Final Policy Statement on the Eligibility of Pedestrian and Bicycle Improvements Under Federal Transit Law](#), and [FTA Program & Bicycle Related Funding Opportunities](#).
 - Bicycle infrastructure plans and projects must be within a 3-mile radius of a transit stop or station. If more than 3 miles, within a distance that people could be expected to safely and conveniently bike to the particular stop or station.
 - Pedestrian infrastructure plans and projects must be within a ½ mile radius of a transit stop or station. If more than ½ mile, within a distance that people could be expected to safely and conveniently walk to the particular stop or station.
 - FTA funds cannot be used to purchase bicycles for bike share systems.
- [FTA AoPP](#) (Further Consolidated Appropriations Act, 2020 (Pub. L. 116-94); Consolidated Appropriations Act, 2021 (Pub. L. 116-260)): Promotes multimodal planning, engineering, and technical studies, or financial planning to improve transit services, facilities, and access in areas experiencing long-term economic distress, not for capital purchases.
- [FTA TOD](#): Provides planning grants to support community efforts to improve safe access to public transportation, services, and facilities, including for pedestrians and cyclists. The grants help organizations plan for transportation projects that connect communities and improve access to transit and affordable housing, not for capital purchases.

NHTSA Programs

- NHTSA [402](#) (23 U.S.C. 402): Project activity must be included in the State’s Highway Safety Plan. Contact the [State Highway Safety Office](#) for details.
- NHTSA [405](#) (23 U.S.C. 405): Funds are subject to eligibility, application, and award. Project activity must be included in the State’s Highway Safety Plan. Contact the [State Highway Safety Office](#) for details. The [Bipartisan Infrastructure Law](#) expanded the eligible use of funds for a Section 405 Nonmotorized Safety grant beginning in FY 2024. [See 23 U.S.C. 1300.26](#). For prior year grant awards, FAST Act eligible uses remain in place.
- Project agreements involving safety education, or any other positions must specify hours of eligible activity required to perform the project. Project agreements may not be expressed in terms of full or part time positions.