

**RESOLUTION NO. 21-104**

**A RESOLUTION OF THE COMMISSIONERS OF QUEENSTOWN  
ADOPTING THE QUEENSTOWN TRAILS MASTER PLAN**

**WHEREAS**, the Commissioners of Queenstown have the power to maintain recreational facilities and programs to promote the health, welfare, and enjoyment of the residents of the town; and

**WHEREAS**, the Queenstown Planning Commission began developing the Trails Master Plan in February, 2020 to provide public recreational facilities to residents of the town; and

**WHEREAS**, after engaging resident volunteers and reviewing and revising the Trails Master Plan over the last year, on June 2, 2021, the Planning Commission voted to recommend adoption of the Trails Master Plan by the Town Commissioners; and

**WHEREAS**, on August 11, 2021, the Town Commissioners and the Town Planning Commission held a Joint Work Session to discuss the Trails Master Plan and came to a mutual resolution on certain edits to the Trails Master Plan; and

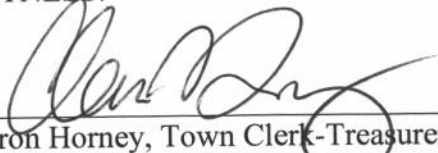
**WHEREAS**, the Town Commissioners of Queenstown have determined that it is desirable and in the public interest to adopt the Queenstown Trails Master Plan, dated August, 2021 as recommended by the Queenstown Planning Commission.

**NOW, THEREFORE, BE IT RESOLVED** by the Commissioners of Queenstown, that the Town of Queenstown Trails Master Plan, dated August, 2021, a copy of which is attached hereto and incorporated by reference herein, be and is hereby adopted as the Trails Master Plan for the Town of Queenstown, Maryland.

**AND BE IT FURTHER RESOLVED** that this Resolution be affixed to and be made a part of the Town of Queenstown Trails Master Plan.

**RESOLVED** this 25 day of August, 2021.

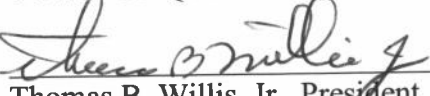
WITNESS:

  
\_\_\_\_\_  
Aaron Horney, Town Clerk-Treasurer

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Aaron Horney, Town Clerk-Treasurer

  
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Aaron Horney, Town Clerk-Treasurer

TOWN COMMISSIONERS FOR THE  
TOWN OF QUEENSTOWN:

  
\_\_\_\_\_  
Thomas B. Willis, Jr., President

(absent)  
\_\_\_\_\_  
Alton Hardee, Jr., Commissioner

  
\_\_\_\_\_  
Bryon Callahan, Commissioner

## Table of Contents

Town of Queenstown, Maryland Trails Master Plan .....	1
Chapter 1: Introduction .....	1
Planning Process and Outreach .....	2
Chapter 2: Vision, Goals, and Objectives.....	2
The Vision.....	2
The Goal .....	3
The Objective .....	3
Chapter 3: Queenstown's Trails Today .....	4
Existing Trails .....	4
Planned Trails in Queenstown and Beyond.....	5
Queen Anne's County Planning .....	9
National and Historic Trails.....	13
Chapter 5: Trail Types & Trail System Design Recommendations.....	21
Trail Type.....	21
Trail Surfaces.....	22
Trail System Design Recommendations .....	23
Enhancing and Maintaining Trail Experience .....	24
Chapter 6: Implementation .....	26
Planning .....	26
Chapter 7: Funding Sources.....	26
Funding for Trails .....	26
Capital Funding .....	27
Appendix A: Funding Sources .....	28
Bicycle and Pedestrian Funding Programs in Maryland .....	28

# Town of Queenstown, Maryland Trails Master Plan

## Chapter 1: Introduction

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

Additionally, trails ensure safe non-motorized access for residents and visitors with less dependency on automobiles. Queenstown's nearly 6.5 miles of shoreline presents unique opportunities to link public pedestrian and bike access to the Wye and Chester Rivers.

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

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

This Trails Master Plan ("Master Plan") focuses on identifying and enhancing existing trails. It also identifies locations for new trails linked to pedestrian bridge infrastructure improvements, thus enabling residents and visitors to safely cross these major highways on foot or by other non-motorized means.

This master plan will provide a basis for future capital improvement project funding as well as guidelines for required trail connectivity throughout planned or future residential, commercial,

or mixed-use development in Queenstown, MD.

## **Planning Process and Outreach**

The Queenstown Planning Commission developed the Trails Master Plan over 18 months, aided by an informal group of resident volunteers. A "listserv" kept volunteers informed of the progress throughout the development of the Plan. The resident volunteers also included representation from the three largest landowners one of which has a stake in the Master Plan. When land is developed in future years, the Master Plan will guide conceptual site development plans and how trail components are incorporated. The Master Plan's focus, ascertaining the community's needs and desires and improving the quality of life for Town residents, neighboring county residents, and visitors, largely derives from the input and involvement of volunteers.

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

In April 2020, an online trails survey was developed and made available for residents to complete. In the 3 weeks the survey was open, 51 responses were received. Responses were analyzed and incorporated as best as possible into the final Queenstown Trails Master Plan. Predominantly respondents (68%) indicated trails were at least very important to them. On average, respondents indicated they walked or biked for exercise, fun, or to visit friends and the average distance traveled was approximately 2 miles. Eighty-two percent (82%) of respondents indicated more dedicated trails for walking and biking would encourage them to perform this activity more often. And nearly 40% indicated a desire to reach Grasonville and ultimately the Cross County Connector Trail at Kent Narrows. Additionally, trail access to the Queenstown Outlets and access to trails within the Queenstown Harbor Golf Course was indicated as being desirable. The complete survey and response are available on the Town's website under the Trails Master Plan in the Planning Commission section.

## **Chapter 2: Vision, Goals, and Objectives**

### **The Vision**

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

- Provide a variety of trail types for use by residents and visitors that promote the highest quality of life achievable, making Queenstown a highly desirable eastern shore location in which to live, work and play;
- Place importance on the need for safe pedestrian access across both US Rt. 50 and US Rt. 301 in the form of pedestrian foot-bridges;
- Identify a system of trails (on-road, off-road, and waterway) that will link residential

neighborhoods, open spaces, parks, natural resource management areas, and commercial areas;

- Partner with County, State and other municipalities to explore linkages from Queenstown to adjacent Queen Anne's County urban areas (Grasonville & Centreville) as well as the Cross County Connector Trail; and
- Identify a waterway trails system that connects Queenstown to other Queen Anne's County locations along the Chester River and its tributaries.

### **The Goal**

The goal of the Master Plan is to provide an inventory of existing trails and develop a comprehensive, viable, and sustainable approach to maintaining the present trail system and expanding the trail system to connect with Queen Anne's County trails or future trails. This Master Plan will also provide the Town with a realistic and implementable plan that will promote healthy and active lifestyles by developing a complete and sustainable trail and pedestrian path system. It will enable residents and visitors to safely and efficiently walk, bike, or paddle throughout the Town's corporate boundaries and connect to adjacent Queen Anne's County areas through non-motorized means. Creating, expanding, and maintaining a continuous and connected trail system has the potential to:

- Promote the concepts of Smart Growth;
- Reduce vehicle trips;
- Provide a safe and integrated network to reach daily destinations;
- Tie together residential communities, commercial activities, parks, schools, recreational areas, and other public uses and spaces;
- Provide recreational opportunities, and enhance the quality of life of Queenstown residents and County residents; and
- Make Queenstown a more walkable community.

### **The Objective**

Queenstown established the following objectives in its 2017 Comprehensive Plan:

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

Additional objectives include:

- Coordinate trail planning with the recommendations contained within the Queenstown Comprehensive Plan. Identify and collaborate with Queen Anne's County and adjacent municipalities to ensure continuous and connected trail system within the planning

area;

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

Also, it is Queenstown's stated policies that:

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

### Chapter 3: Queenstown's Trails Today

#### Existing Trails

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

- Sidewalks (Figure 1)
- Decorative Sidewalks (Figure 2)
- Sidepaths (Figure 3)



Figure 1



Figure 2



Figure 3



Figure 4



Figure 5



Figure 6



Figure 7

- Natural Trail (Figure 4)
- Shared Roads (Figure 5)

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

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

Table 01 summarizes the mileage existing within the Town identified in the trails inventory and planned and future trail segments. Existing trail locations are shown on Map 01.

### **Planned Trails in Queenstown and Beyond**

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

Queenstown's Trail Vision is shown on Map 02. The vision consists of existing and future plans to connect features within the Town, e.g., off-corridor pedestrian and bike links across the Wheatlands property and water access to the Wye and Chester Rivers, as well as those near Queenstown. Other components, not currently available, present Queenstown with an opportunity to provide critical linkages in these trail corridors and function as a hub for access across Queen Anne's County and the region. Creating these linkages presents economic opportunities associated with an increased Town role in heritage, eco, and recreational tourism in the region and additional economic development opportunities along future trail corridors within Queen Anne's County and Queenstown. Maintaining and enhancing an urban/suburban trail system in Queenstown is vital to encouraging economic development in the area, and specifically in Queenstown.

"Downtown" Queenstown is generally residential, with quiet narrow side streets with two significant roadway arteries leading through downtown Queenstown; these being MD Rt. 18 and Del Rhodes Avenue (Rt. 456). The limited geographic area of the downtown limits the number of local trail options in the downtown area. The future development of the Wheatland's Farm and both the Dudley North and Dudley South tracts provide options for significant expansion. By incorporating trail segments into their design, these developments provide beneficial local connections to future proposed mixed-use developments and the ability

to link to connector trails to provide an expanded trail system.

**Table 01: Queenstown Trail Matrix**

Trail Name	Trail Segment	Type	Classification	Surface	Length
<b>Existing</b>					
Main Street	Harbor Lane - Old Warf	Sidewalk	Local	Concrete	0.48
Del Rhodes	Main St. - Royal Farms	Sidewalk	Local	Concrete	0.30
Old Point Ln.	Del Rhodes - End	Sidewalk	Local	Concrete	0.17
MD Avenue	Main St. - Steamboat Ave.	Sidewalk	Local	Concrete	0.08
Steamboat Ave.	MD Ave. - 2nd Ave.	Sidewalk	Local	Concrete	0.10
Thompson Ave.	Main St. - End	Sidewalk	Local	Concrete	0.21
Comegys Ln.	Main St. - End	Sidewalk	Local	Concrete	0.13
Queenstown Creek Trail	Main St. - End	Sidewalk	Local	Concrete	0.05
<b>Total</b>					<b>1.52</b>
<b>Planned</b>					
Wheatlands Tract Trail	Rt. 18 - Loop	Sidewalk/ Multi-use/ Natural Trail	Local	Concrete/Asphalt/ Woodchip	1.53
Dudley North Tract Trail	Main St. - Loop - Rt 18	Sidewalk/ Multi-use Trail	Local	Asphalt/Concrete	1.20
Queenstown Harbor Woodlands Trail	Main St. - Winchester Creek Rd (Grasonville)	Multi-use/Natural Trail	Local	Crushed Stone/Asphalt/Woodchip	1.50
<b>Total</b>					<b>4.23</b>
<b>Future</b>					
Rt. 18 West Connector Trail	Rt. 18 @ Wheatlands Tract - Nesbit Road	Multi-use Trail	Connector	Asphalt	1.40
Rt. 18 East Connector Trail	Rt. 18/4-H Park Road - Joseph Boyles Rd.	Sidewalk	Connector	Crushed Stone/Asphalt	0.04
<b>Total</b>					<b>1.44</b>