



Town of Chesapeake Beach

One Page Proposals
For a Walkable
Community



Before you begin:

- This presentation is designed to provide a broad view of how Chesapeake Beach could be transformed into a fully walkable town, encouraging pedestrian and bike-friendly pathways, preservation of environmental habitats and economic development
- These proposals are intended to show a large number of ideas on how to create unique paths, trails and loops, connections to points of interest and access to the Bay
- Some proposals are within the context of larger projects, like acquiring land and creating green spaces, while others are as simple as marking a wayfaring path
- Advice: Try not to get too deep into detail on any single idea - this presentation is a broad view of what might be possible

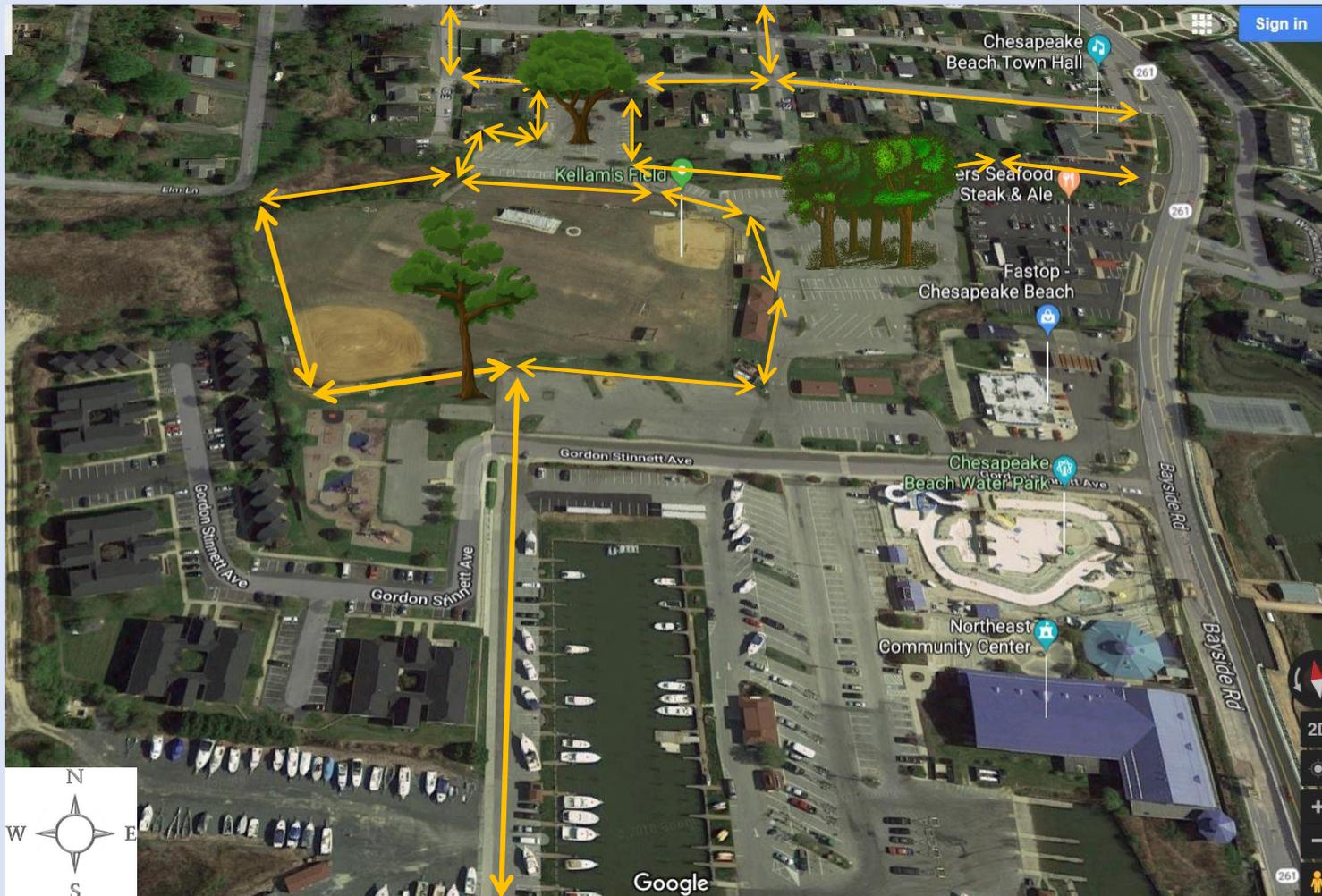
Chesapeake Beach Town Center

Redevelopment Initiative for
Chesapeake Beach Town Center
and Waterpark Parking Lot



Town Event/Recreation Center

Project Goal: Create a Town Event/Recreation Center with walking paths and robust landscaping that achieve ambiance and function ideal for transforming parking lot into event or market venue when desired.



Benefits: (1) Beautifully landscaped and hardscaped town pathways surrounding Kellam's Field and Kellam's Field parking lot will create a park like focal point for the commercial district of our town and will encourage residents and visitors to spend time there; (2) Professionally designed "smart parking" landscape, hardscape, and utility additions will add function and ambiance to our community events; (3) Clearly marked pathways will provide direction and safety for pedestrians as they travel in and around the town center.

Issues/Concerns: (1) Parking lot improvements must not sacrifice bus parking and should preserve as many parking spaces as possible; (2) Decisions pertaining to flood zone projections should be made to determine which flood mitigation steps will be incorporated into current town center projects and which flood mitigation steps will be taken in future town center projects in order to facilitate a long term cost effective approach to improvements; (3) Multiuse of Kellam's Field should not prohibit current use.

Next Steps: (1) Secure approval from County to improve county owned property; (2) Determine budget, scope, and possible phased implementation of project; (3) Solicit proposals from companies capable of performing work.



Smart parking power design makes hosting festivals and markets in the town center an easy task.

Town Event/Recreation Center

Project Goal: Create a pedestrian access point to Town Event/Recreation Center.



The Trails at Fishing Creek

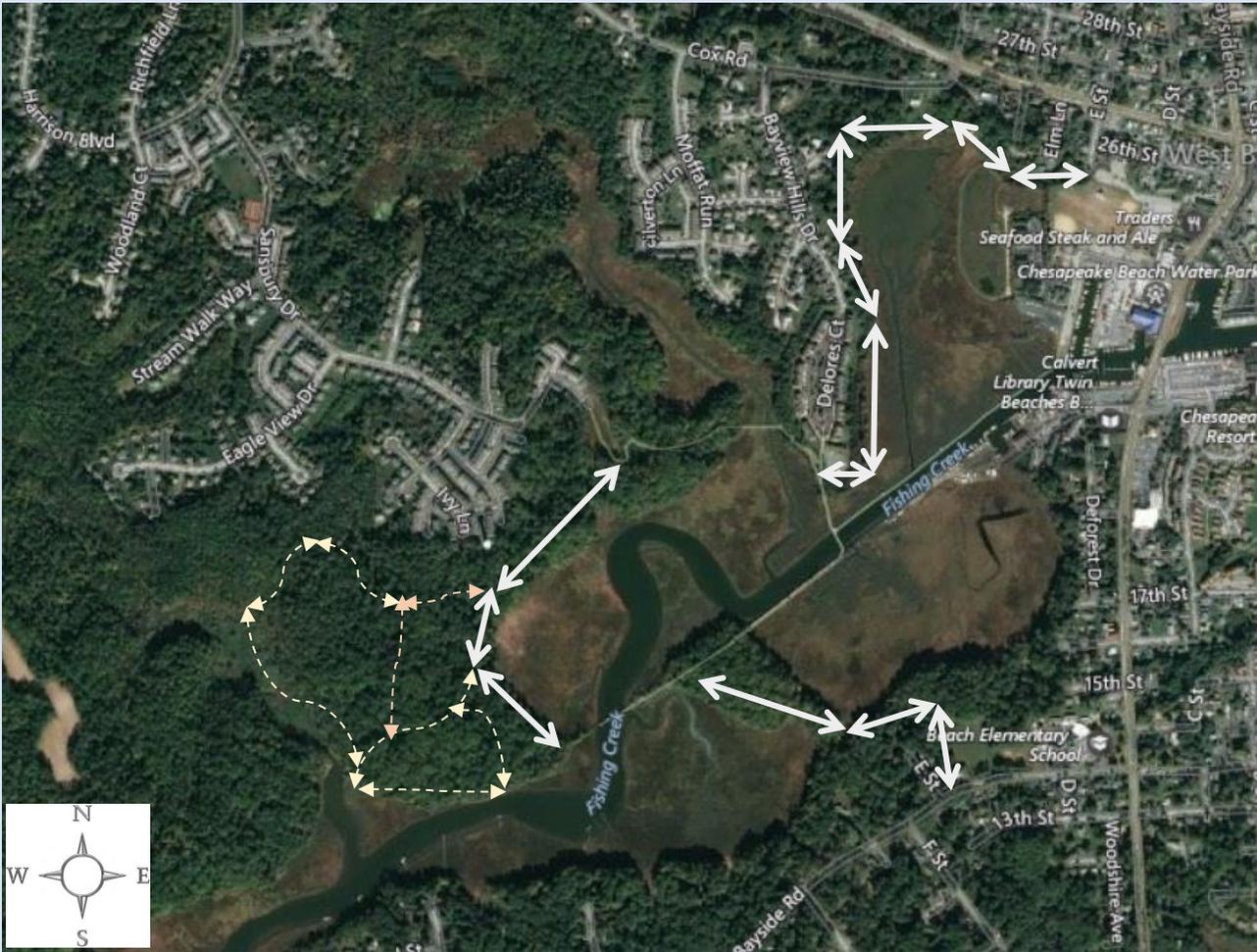
Program Open Space; Cycle Maryland

Multipurpose path network connecting town center to
Chesapeake Beach Railway Trail and Bayfront Park



Multipurpose Path From Town Center to BES

Project Goal: Create bike friendly multipurpose path around Fishing Creek connecting Chesapeake Beach neighborhoods and Beach Elementary School to town center and Railway Trail



Benefits: (1) Bike friendly path will allow for quick non-automotive transport from Chesapeake Beach neighborhoods and Beach Elementary School to town center; (2) additional recreation routes and educational reading boards offered along multipurpose path will enhance the Railway Trail attraction, making it a substantial trail network and a major point of interest for hikers and cyclists; (3) Wide multipurpose path will enable Chesapeake Beach to host community running and walking events from it's town center.

Issues/Concerns: (1) Care must be taken to design path in a manner that will not detract from the natural appeal as viewed from the Railway Trail; (2) Environmental waivers similar to those obtained for creating Railway Trail will be needed; (3) Easements in some areas may be needed for ideal placement of path; (4) Elevating path would be more expensive, but should be considered to mitigate effects of rising sea level.

Next Steps: (1) Obtain environmental waivers using conceptual plan; (2) Hire appropriate company to conduct land survey and create plan; (3) Obtain Easements; (4) Apply for grant funding; (5) Continue to develop marked hiking loops along planned multipurpose path.

(a) 12 foot wide paved multipurpose path joins Railway Trail.

(b) Small signs mark hiking loops that are not paved.

(c) Power source for subtle lighting along path is easily achieved by tapping into neighborhood power sources.

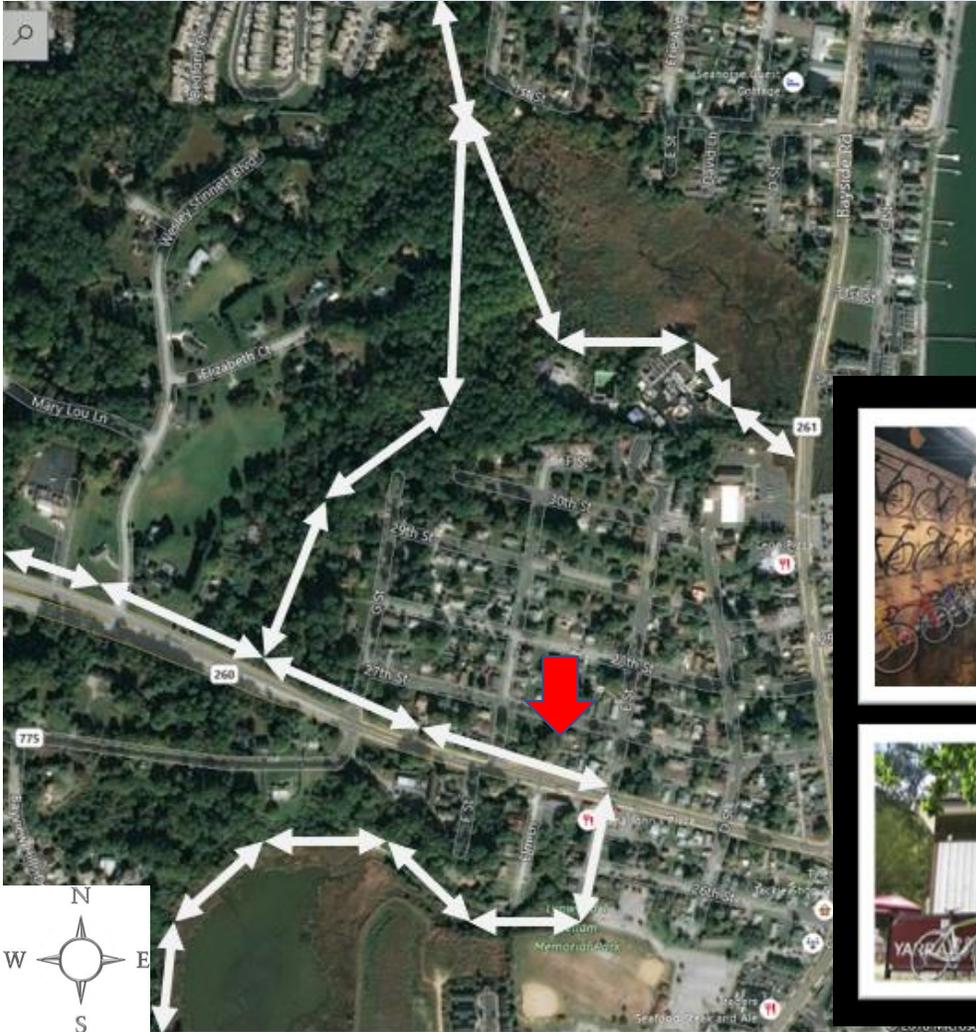
Multipurpose Path NW Extension

Project Goal: Create bike friendly multipurpose path in N Chesapeake Beach connecting Chesapeake Beach neighborhoods, Fire Station, and The American Legion to town center, library, and Railway Trail

Benefits: (1) Bike friendly path will allow for quick non-automotive transport from North and Northwest part of town to town center; (2) additional bike path lengths will attract cyclists; (3) Former antique store on E Street could be successfully redeveloped as a bike café, priming that area for additional business growth.

Issues/Concerns: (1) Environmental waivers and easements will be needed; (2) Portions of residential property may need to be screened with fencing or landscaping; (3) Funding application will need to be robust to ensure success as bicycling initiatives are taking place in cities and towns across Maryland resulting in a competitive grant environment.

Next Steps: (1) Obtain environmental waivers using conceptual plan; (2) Hire appropriate company to conduct land survey and to create a detailed plan; (3) Obtain easements; (4) Apply for grant funding.



Bicycle Cafe

Creating bicycle recreation paths as an economic development strategy is a trend that has been gaining momentum in cities and towns across the U.S. As a result, bicycle cafés have become a popular and successful business model

Chesapeake Beach is an ideal location to implement the MDOT Cycle Maryland initiative program.



Multipurpose Path Gateway Extension

Project Goal: Create a beautifully landscaped, bike friendly multipurpose path beginning at The American Legion to serve as a gateway into town and employ traffic slowing measures on MD Rt. 260



Benefits: (1) Bike friendly path will allow for quick bicycle and pedestrian transport from neighborhoods north of MD Rt. 260 into town; (2) Additional bike path lengths will attract cyclists; (3) Landscaped path will serve as an attractive gateway into town; (4) Narrowing MD Rt. 260 as it leads into town will reduce speed of vehicles; (5) Former antique store on E Street could be successfully redeveloped as a bike café, priming that area for additional business growth as described in adjoining plan

Issues/Concerns: (1) Funding application will need to be robust to ensure success as bicycling initiatives are taking place in cities and towns across Maryland resulting in a competitive grant environment; (2) Additional coordination may be required to alter state highway.

Next Steps: (1) Hire appropriate company to conduct land survey and to create a detailed plan; (2) Obtain easements; (3) Apply for grant funding.



*Bike path will link with additional networks in these location.

Additional Road and Bike Path from CB to 260

Project Goal: Create road with bridge and scenic bike path over Fishing Creek from Old Bayside Road to 260 and connect bike path to Railway Trail



Benefits: (1) Establishing a road from Old Bayside Road to MD Rt 260 will help mitigate roadway congestion typical in Chesapeake Beach during the summer months and when popular events are held; (2) Additional Road will be useful following inclement weather situations or while construction is taking place and other roads into and out of town are blocked, or are over used; (3) Additional road will mitigate eminent traffic congestion related to projected commercial growth of Chesapeake Beach; (4) Scenic bike path over bridge will connect to multipurpose path leading into town and will enhance the biking experience in Chesapeake Beach; (5) Bike path extending along the entire roadway stretch could further enhance the trail network creating options for linking Chesapeake Beach bike path with future MDOT biking initiatives.

Issues/Concerns: (1) Maximum county and state buy in and support will be needed to fund and coordinate this project; (2) Environmental waivers and easements will be needed; (3) Project will be easier if done sooner and before properties along Bayside Road sell and redevelop.

Next Steps: (1) Gain support and enthusiasm from county and state governments; (2) Obtain necessary environmental waivers and easements; (3) Work with state or county representatives to develop roadway, bridge, and bike path design; (4) Hire appropriate company to create detailed plan for bike path link to CB multipurpose path; (3) Apply for additional grant funding.

Multipurpose Path From Town Center to BES

Project Goal: Create bike friendly multipurpose path around Fishing Creek connecting Chesapeake Beach neighborhoods and Beach Elementary School to town center and Railway Trail



Benefits: (1) Bike friendly path will allow for quick transportation between from Chesapeake Beach neighborhood and Beach Elementary School to town center; (2) path will connect to existing and future existing paths along Fishing Creek; (3) path will enhance the fishing trail attraction, making it a more attractive and a major asset of interest for future and existing; (4) show the development path will allow Chesapeake Beach to meet community's long term planning goal to from (1) town center

Issues/Concerns: (1) Environmental waivers will be needed for creating Railway Trail will be needed; (2) Easements to cross creek may be needed for development of path

Next Steps: (1) Obtain environmental waivers along creek area; (2) Hire appropriate company to conduct land survey and create plan; (3) Apply for grant funding; (4) Other

Other: (1) 6.5 foot wide paved multipurpose path joins Railway Trail; (2) Power source for solar lighting along path is to be installed by tapping into neighborhood power system

*Bike path will link with Chesapeake Beach multipurpose path in this location.



Bayfront Park Overflow Parking and Bike Path

Project Goal: Create overflow parking for Bayfront Park and connect to future projects that are proposed or underway



Benefits: (1) Hazard of cars parked along MD Rt 261 will be eliminated; (2) Much needed additional parking area for bayfront park will be landscaped and maintained in a manner that improves the over all appearance of the area; (3) Phase 1 bike path from parking area to SRTS route will link Bayfront Park to Beach Elementary School; (4) Phase 2 bike path to future road project will link Bayfront Park to Chesapeake Beach multipurpose path and hiking areas on a safe bike friendly route; (5) Opportunities to link bike network to Chesapeake Village, North Calvert Woods, and other residential neighborhoods will be possible upon implementation of phase 2 bike bath; (6) All recreation opportunities in Chesapeake Beach town center are enhanced by a direct link to bay access at Bayfront Park.

Issues/Concerns: (1) Environmental waivers and easements will be needed; (2) Land may need to be acquired for parking area.

Next Steps: (1) Acquire land if needed; (2) Hire appropriate company to conduct land survey and create plan; (3) Obtain Environmental waivers and easements; (4) Apply for grant funding if available.

Additional Road and Bike Path from CB to 260

Project Goal: Create road with bridge and scenic bike path over Fishing Creek from Old Bayside Rd to 260 and connect bike path to Railway Trail

Benefits: (1) eliminating a road from Old Bayside Road to 260 will greatly mitigate roadway congestion typical in Chesapeake Beach during the summer months and other peak periods; (2) Additional Road will be useful for various emergency situations or other construction or utility work and other road use that is not in the scope of the current project; (3) scenic bike path over bridge will connect to multipurpose path leading to town and will enhance the living experience in Chesapeake Beach; (4) Bike path connecting along the river roadway stretch could further enhance the trail network creating options for linking Chesapeake Beach the path with future MDOT being initiated.

Issues/Concerns: (1) the natural beauty and scenic view and support will be needed to fund and coordinate the project; (2) Environmental waivers and easements will be needed.

Next Steps: (1) Meet support and establish local county and state governments; (2) Obtain necessary environmental waivers and easements; (3) Work with state or county representatives to develop roadway, bridge, and bike path design; (4) Hire appropriate company to conduct land survey and create a detailed plan for bike path use to 260 multipurpose path; (5) apply for additional grant funding.

Multipurpose Path From Town Center to BES

Project Goal: Create a scenic and safe path from the town center to Beach Elementary School (BES) via the river roadway stretch.

Benefits: (1) scenic bike path over bridge will connect to multipurpose path leading to town and will enhance the living experience in Chesapeake Beach; (2) Bike path connecting along the river roadway stretch could further enhance the trail network creating options for linking Chesapeake Beach the path with future MDOT being initiated.

Issues/Concerns: (1) the natural beauty and scenic view and support will be needed to fund and coordinate the project; (2) Environmental waivers and easements will be needed.

Next Steps: (1) Meet support and establish local county and state governments; (2) Obtain necessary environmental waivers and easements; (3) Work with state or county representatives to develop roadway, bridge, and bike path design; (4) Hire appropriate company to conduct land survey and create a detailed plan for bike path use to 260 multipurpose path; (5) apply for additional grant funding.

***Bike path will link with Chesapeake Beach multipurpose path in this location.**

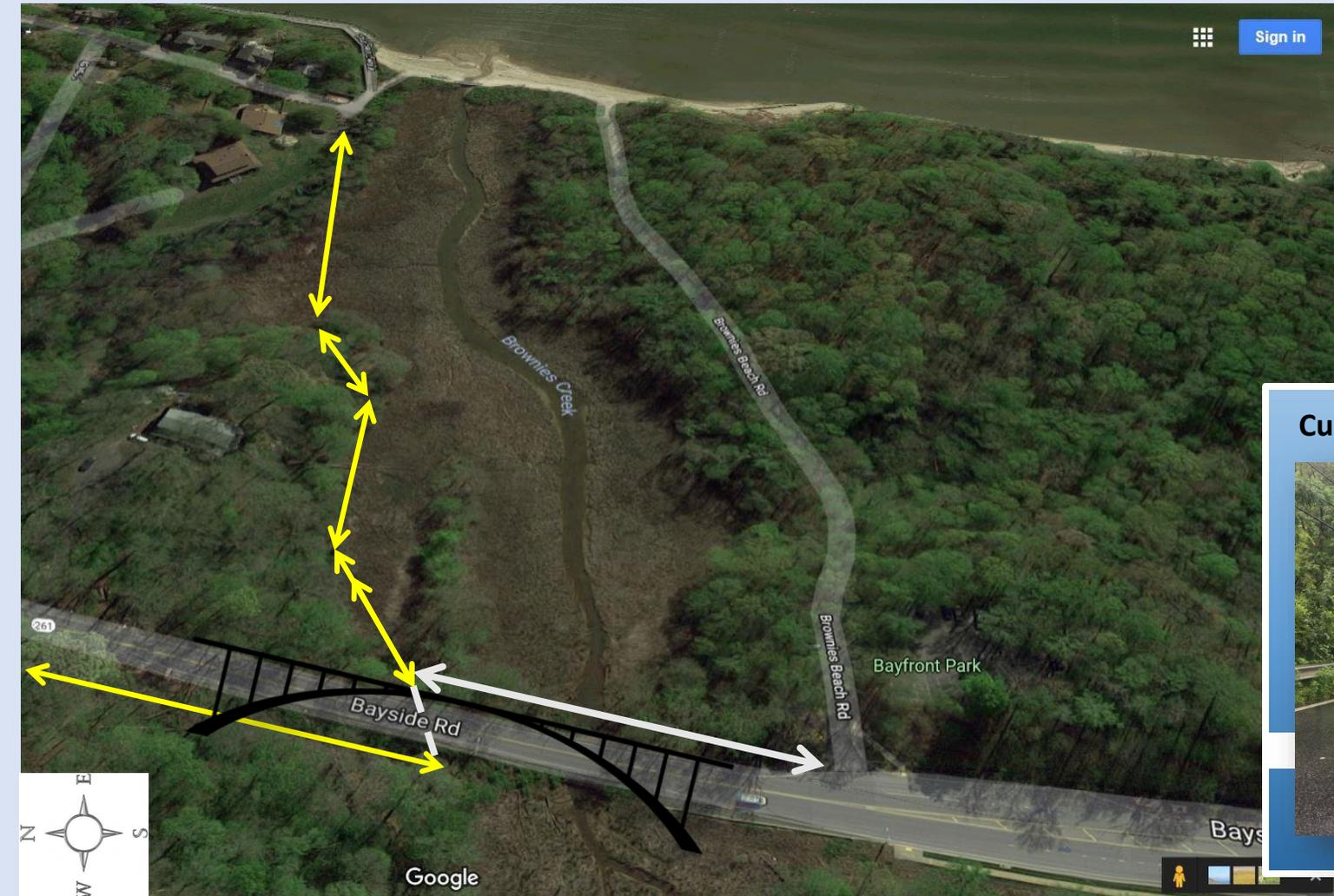


*Bike path will link with additional networks in this location.



Bayfront Park Safe Passage

Project Goal: Elevate MD Rt. 261 at flood prone area and construct multipurpose underpass to Bayfront Park parking lot. Extend Bayfront Park boardwalk to meet multipurpose path near SRTS sidewalk



Benefits: (1) Elevating road will eliminate flooding near Brownies Creek; (2) Road underpass will ensure safety of pedestrians and cyclists without impeding traffic; (3) Boardwalk extension will allow runners, walkers, and handicapped individuals to reach Bayfront Park boardwalk from parking lot without needing to traverse the beach; (4) Information boards about Brownies Creek along boardwalk will enhance learning experience during Chespax field trips;

Issues/Concerns: (1) Close coordination with MDOT will be required in order to prevent conflicts with other road improvement initiatives; (2) Environmental waivers and easements will be needed; (3) Funding will be required.

Next Steps: (1) Attempt to include underpass with SRTS funding and planning that is currently underway; (2) Attempt to include boardwalk extension with funding and planning for eminent boardwalk and slope reconstruction project; (3) Obtain easements; (4) Obtain necessary environmental waivers; (5) Apply for grant funding.

Current Road Conditions



(a) 261 is not an appropriate road for a crosswalk due to speed and frequency of traffic.

(b) Road alteration will reduce risk of accidents and road closure due to flooding.





Bayfront Park Extension

Program Open Space

Bayfront Garden Entrance, Boardwalk, Wooded
Paths, and Additional Parking

Bayfront Park Extension

Project Goal: Create new recreation opportunities at Bayfront Park with additional parking and bayside commercial area without altering the natural beach area



Benefits: (1) When combined, boardwalk lengths, wooded paths, and Bayfront Garden paths create a 1.5 mile scenic walkway adding valuable bay access to community; (2) Waterfront commercial properties offer potential for developing scenic dining, commercial water recreation opportunities, or bayside shops; (3) Garden parking lot offers additional retail opportunities if zoning is adjusted; (4) Transformation of poorly used and overgrown property into an attractive public asset will improve overall impression of Chesapeake Beach.

Issues/Concerns: (1) Expensive waterfront property will need to be purchased; (2) If Property A can not be acquired, the project will need to be separated and Bayfront Garden will become a stand alone project, or a longer boardwalk will be required to bypass Property A; (3) Significant grading/engineering will be required to construct boardwalk extension; (4) Land acquisition may need to occur over multiple years to achieve realization of all plan components; (5) Significant grant award or commercial partnership will be necessary if project is to be completed in its entirety.

Next Steps: (1) Research feasibility of obtaining key property; (2) Add project to Open Space program; (3) Adjust scope of project as dictated by land acquisition.

Option B



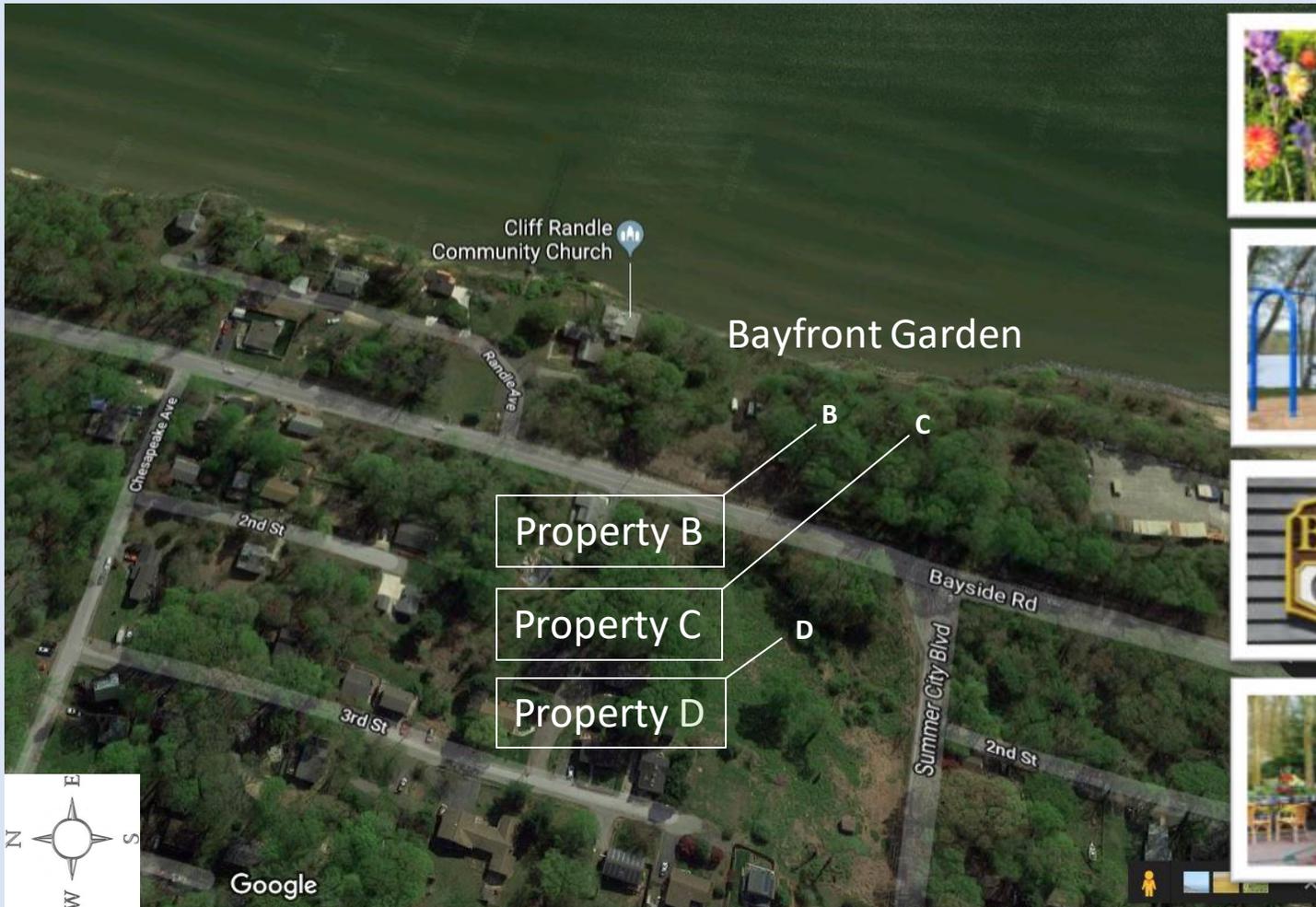
(a) Additional commercial properties B and C and Residential Property D are not required.

(b) Bayfront Garden parking eliminated or moved to different location

(c) Additional boardwalk is eliminated or shortened.

Parkside Commerce Center and Bayfront Garden

Project Goal: Create commerce area and Bayfront Garden providing for waterside retail and restaurant use, a public recreation area, and the beginning of a new commercial center in Chesapeake Beach



Benefits: (1) Entrance to Chesapeake Beach from MD Rt. 261 will be beautified according to park design; (2) Waterfront commercial properties could offer potential for developing scenic dining, commercial water recreation, or bayside shops; (3) Garden parking lot offers additional retail opportunities if zoning is adjusted; (4) Transformation of poorly used and overgrown property into an attractive public asset will improve over all impression of Chesapeake Beach; (5) Additional distressed properties in Summer City could be slowly redeveloped and added to park or converted to retail assets; (5) Public/Private partnership may be possible to reduce cost of investment to the town

Issues/Concerns: (1) Expensive waterfront property will need to be purchased; (2) Flooding on road is an issue during heavy rainfall; (3) Across the road parking creates safe crossing challenge

Next Steps: (1) Add project to Open Space program; (2) Adjust scope of project as dictated by land acquisition and funding options

The Properties

Property B: Bayfront Garden	Property C: Parking	Property D: Bayfront Garden
<p>0.51 acres of commercial waterfront property adjacent to beach</p>	<p>1.62 acres of undeveloped waterfront property directly adjacent to Property B and to Royal Newport Laboratory</p>	<p>1.06 acres of property to be converted to parking garage directly across the street from properties B and C</p>

Funding Opportunities



Bicycle and Pedestrian Project Grant Programs

MDOT administers several grant assistance programs to promote transportation alternatives that facilitate access to everyday needs, support local economies, and enhance quality of life.



Transportation Alternatives Program (TAP)

- Funding: Federal TAP allocation administered by MDOT SHA (State Highway Administration) in coordination with Metropolitan Planning Organizations (MPOs).
- Objective: Enhancing the cultural, aesthetic, historic, and environmental aspects of the intermodal transportation system.
- Eligible applicants: Local governments, regional transportation authorities, transit agencies, natural resource or public land agencies, school districts and local education agencies, tribal governments, and other local and governmental entities with oversight of transportation or recreational trails.
- Requirements: 50% cash match, project must meet one of the nine TAP categories, comply with all applicable state and federal regulations and service a transportation purpose.

Safe Routes to School Program (SRTS)

- Funding: Federal TAP allocation administered by MDOT SHA.
- Objective: Supporting infrastructure and non-infrastructure activities that enable and encourage children to safely walk, bicycle or roll to school.
- Requirements: 50% cash match, must benefit elementary and middle school children in grades K-5, and must be located within a 1-mile radius of a school.

Recreational Trails Program

- Funding: Federal TAP allocation administered

- Objective: Developing community-based, motorized and non-motorized recreational trail projects.
- Preferred projects: Connect communities with natural cultural areas or tourism areas, have broad-based community support, link or complete existing trails, mitigate impacts on the natural environment, and involve youth conservation corps or service groups.

Transportation/Land Use Connections (TLC) Program

- Funding: Administered by the Metropolitan Washington Council of Governments (MWCOC).
- Objective: Providing technical assistance for local jurisdictions in planning matters relating to coordination of transportation and land use.



Highway Safety Grants Program

- Funding: Federal allocation administered by MDOT MVA (Motor Vehicle Administration).
- Objective: Reducing the number of motor vehicle-related crashes, deaths, and injuries on Maryland highways.
- Requirements: Match one of the top safety priorities and implement the strategies identified in the Strategic Highway Safety Plan.

Bikeways Program

- Funding: State transportation funds administered by MDOT TSD (The Secretary's Office).
- Objective: Promote biking as a fun, healthy, and environmentally-friendly transportation alternative.
- Eligible projects: Enhance bicycle access within 1/2 mile of a rail transit station or major bus transit hub, address bicycle network gaps, identified as a priority in County's most recent Annual Priority Letter, or enhance access within a Sustainable Community or designated Maryland Main Street.



January 24, 2018

Bike | Walk Partners



The Cycle Maryland initiative is an effort to encourage more Marylanders to get out and ride, and to make bicycling a true transportation alternative. Cycling is a great way to connect to your community, support a cleaner environment, encourage a healthier lifestyle, reduce household transportation costs and enjoy Maryland's magnificent landscape.

Maryland State Agencies

The Maryland Department of Transportation (MDOT) works with many state agencies to help deliver solutions for safe bicycle and pedestrian accommodation for Maryland residents.

Multipurpose paths and open space projects are encouraged and funded at the county, state, and national level.

By focusing our efforts on creating multipurpose path plans that will qualify for funding awards, we will add value to our town.



Funding Opportunities

Land Acquisition and Planning Programs



Program Open Space - State



Program Open Space - Local



Stewardship Program



Rural Legacy Program



Community Parks & Playgrounds Program



Resident Curatorship Program



Conservation Reserve Enhancement Program (Permanent Easement Option)



Water is our most precious amenity.



Program Open Space - Local

Program Open Space – Local provides financial and technical assistance to local subdivisions for the planning, acquisition, and/or development of recreation land or open space areas.

Established under the Department of Natural Resources in 1969, Program Open Space symbolizes Maryland's long term commitment to conserving our natural resources while providing exceptional outdoor recreation opportunities for our citizens.



Today more than 6,000 park and conservation area projects have been assisted through Program Open Space Local grants.

Program Open Space 101

- Acquires outdoor recreation and open space areas for public use.
- Administers funds made available to local communities for open and recreational space by the Outdoor Recreation Land Loan of 1969 and from the Land and Water Conservation Fund of the National Park Service, U.S. Department of the Interior.

Program Open Space Local - How to Apply

Program Open Space Local Annual Programs

Program Open Space Contacts - Who to Call



Oceans and Coasts

The EPA protects and restores ocean and coastal ecosystems by promoting watershed-based management, preventing aquatic pollution, managing ocean dumping sites, assessing coastal conditions, establishing effective partnerships and facilitating community-led science-based efforts. These programs help to ensure clean and safe waters that sustain human health, the environment and the economy.

Pollution Prevention



- [Coastal Nonpoint Pollution Control Program](#)
- [Nutrient pollution](#)
- [Ocean dumping](#)
- [Trash-Free Waters](#)
- [Vessels, marinas and ports](#)

Coastal Management



- [Coral reefs](#)
- [Coastal wetlands](#)
- [Hypoxia Task Force](#)
- [National Estuary Program](#)

Monitoring



- [Beaches](#)
- [Fish and shellfish advisories](#)
- [National Aquatic Resource Surveys](#)

Resilience and Adaptation



- [Climate Change Adaptation Resource Center](#)
- [Climate Ready Estuaries](#)
- [Ocean and coastal acidification](#)

Grants from the Department of Natural Resources and the EPA are competitive and will require effort and money in order to create a winning grant package. It is worth the time and expense.

We should **Invest** in anything that gives us more access to **Water**.

Town Tracks

Wayfaring projects, sidewalk connections, and safety implements for a walkable town



Route 260/261 Intersection

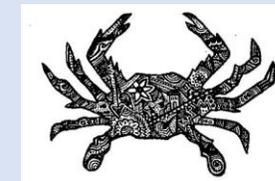
Project Goal: Redevelop intersection to promote safe pedestrian access and beautification



Benefits: Provide safe routes across MD261 to/from Veterans' Park and reduce sign clutter at intersection for a more commanding view of the Bay....our Town jewel.

Issues/Concerns: Current crosswalk is a safety hazard – located south of intersection and set back from corner so it becomes dangerous as vehicles turn south. Current signage is combined on MD 261 west of intersection.

Next Steps: 1) Contact SHA regarding moving current crosswalk to north side of intersection. 2) Work with professional group to design and integrate new Town signage to clearly mark crosswalks for pedestrians and vehicles.



Create Bay Viewing Sites

Project Goal: Identify stops along wayfaring trail to develop bay viewing opportunities



Benefits: Leverage existing public spaces to provide access to water views. Re-establish town ownership by creating publically accessible “parklets” with benches, pavilions, and landscaping/artwork. Provide scenic stops along a wayfaring trail.

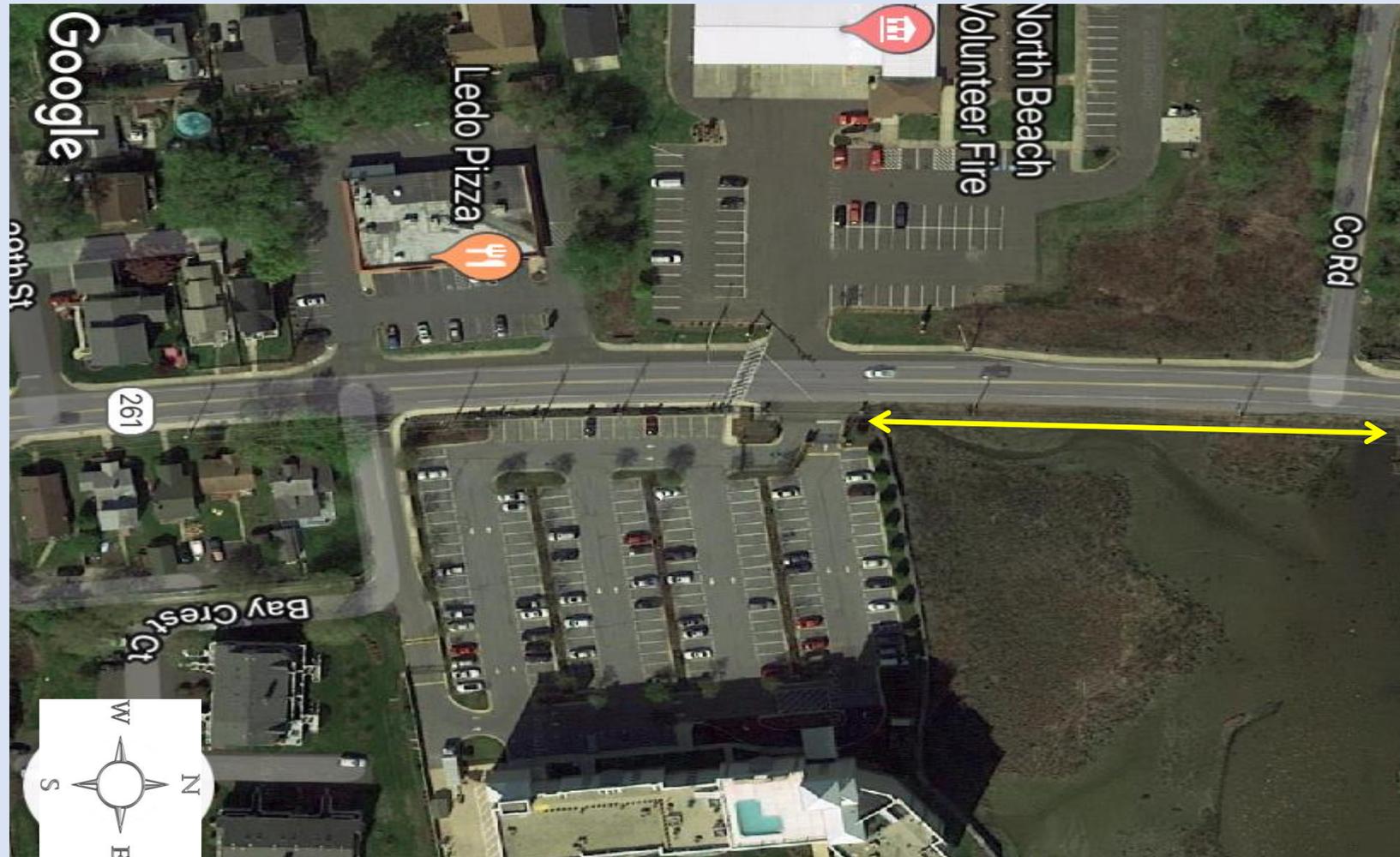
Issues/Concerns: Issues with this project are minimal: the town owns the land and incrementally improve the spaces. The town should work closely with homeowners that border these spaces.

Next Steps: WCAG to propose this idea to Planning & Zoning, and fund concept design.



Connect Chesapeake Beach to North Beach

Project Goal: Link gap in existing sidewalks on east side of 261 to connect Veterans Park to North Beach boardwalk



Benefits: Provide a safe route for pedestrians on east side of MD 261. Provide a key missing connection between Chesapeake Beach and North Beach businesses and attractions. Provide a scenic, natural trail along the water.

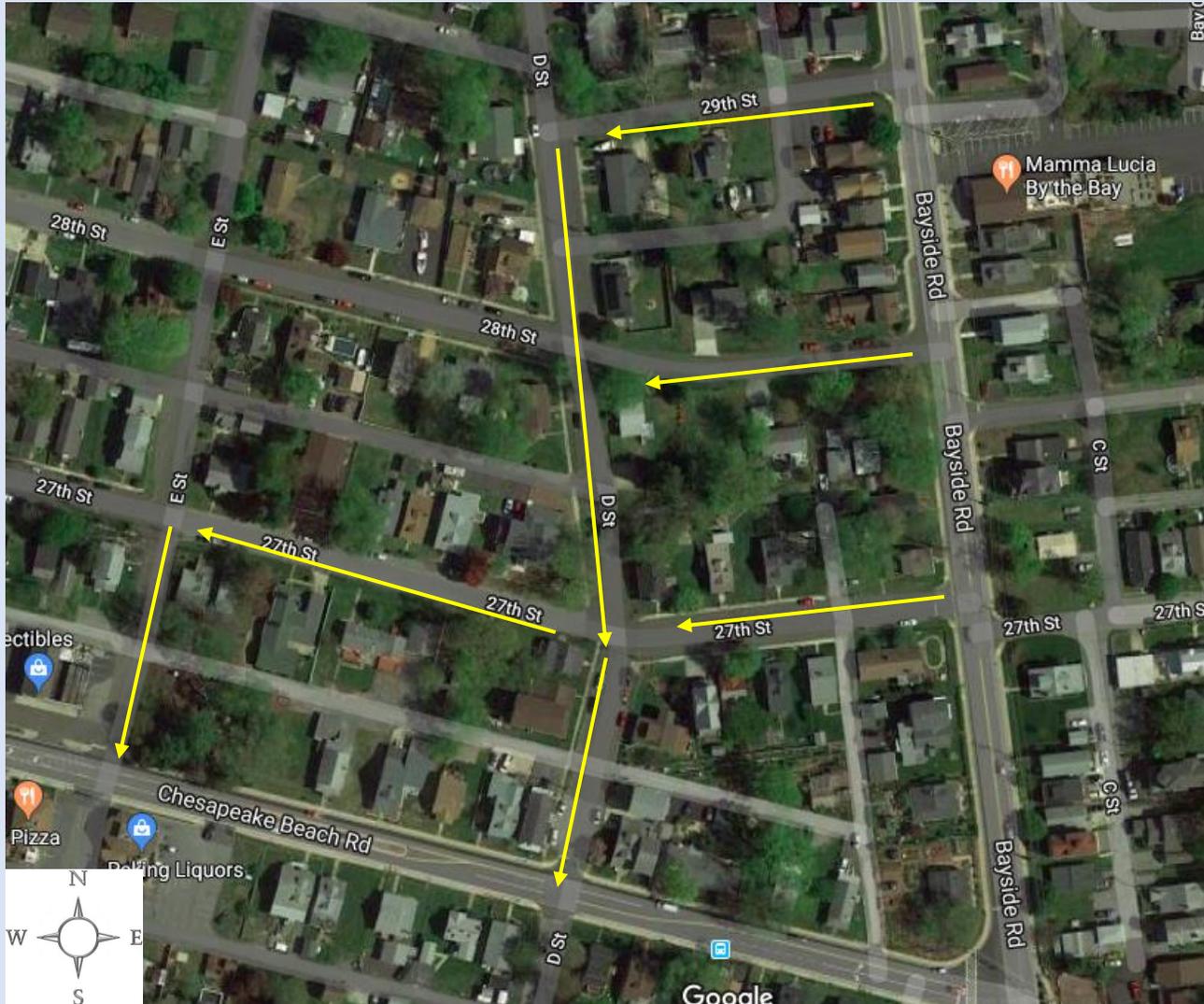
Issues/Concerns: Projected sea-level rise would require elevated walkway. Easements required to connect to existing walkways. Space is limited for current ADA-approved sidewalks.

Next Steps: WCAG to fund concept design for sidewalk/boardwalk.



Connect North Side to Town Center

Project Goal: Create circular loop back to Town Center on Wayfaring trail



Benefits: Alternative to MD261 to cross MD260. Less traffic. Part of a loop around town. With a strategic crossing of MD260 will provide link to Railway Trail, Kellam's Field and Library.

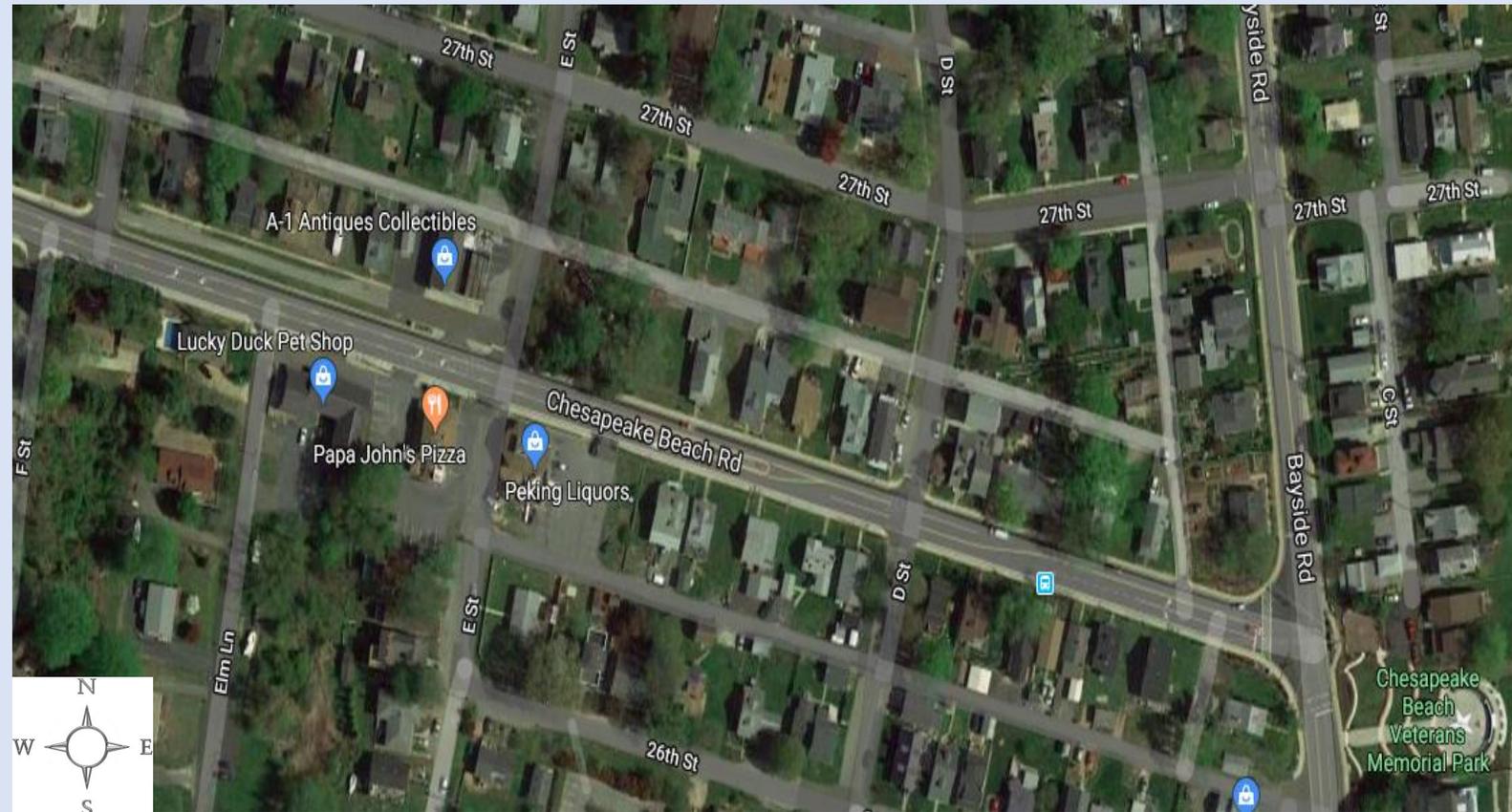
Issues/Concerns: Need a hook to get people off main road. Sidewalks are narrow, in poor repair or non-existent. Move mailboxes. Need shade trees and attractive greenscaping. Street lighting is patchy. Address gutter and excessive water run-off on E from 260 to 27th. State approval to change median and provide ped xing. Obtain necessary easements & funding.

Next Steps: WCAG to fund concept design.



Rt 260 Commercial District

Project Goal: Redevelop town entry to promote controlled commercial development



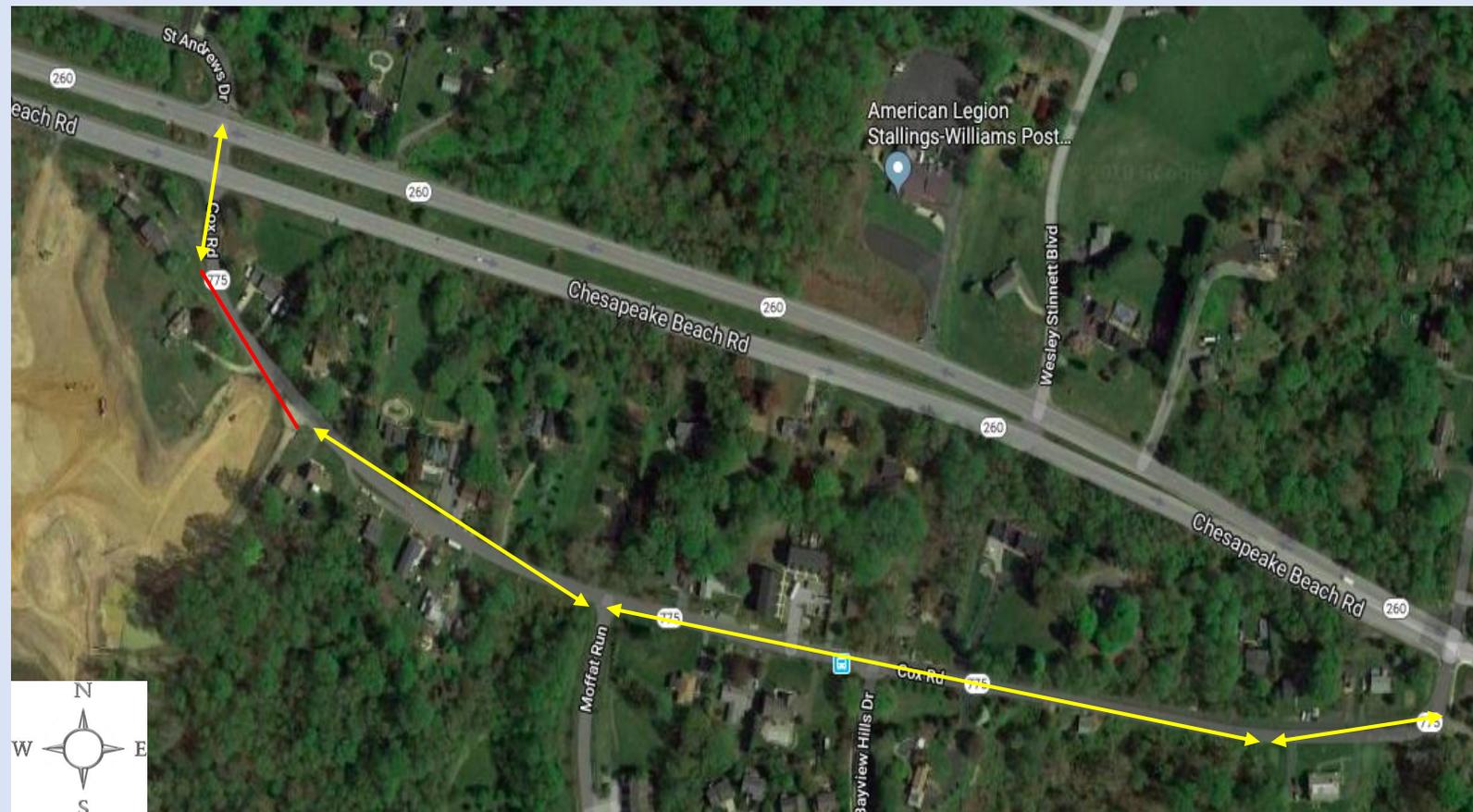
Benefits: A vibrant attractive commercial area will become a “destination” for walkers. As the gateway to town, this beautiful district will provide a visual “pop” for visitors and towns people alike as they come into town and increase our commercial tax base.

Issues/Concerns: Currently this district is a collection of 1950s cottages, unattractive and vastly under-utilized commercial buildings, mostly individually owned. The Town would need to change requirements in zoning regulations to ensure it controls what new businesses we get and what they look like i.e. set-backs from 260 allowing outdoor seating, or extensive landscaping, number of stories etc.

Next Steps: Contact P&Z Administrator for guidance on zoning requirements to obtain maximum developmental control as these properties come up for sale. Seek professional design consultants to help create and sell the town’s vision. Consider grants to buy these properties as the come up for sale and eventually re-package for sale to developer.

Cox Rd and Legion Area

Project Goal: Install gaps in pedestrian access



Benefits: Provide alternate pedestrian route for Bayview Hills and Heritage residents by connecting MD260 @ St Andrews Dr to MD260 @ G St along Cox Rd. Connects sidewalk being built at Heritage to existing sidewalks at MD260/G St.

Issues/Concerns: Steep gradients on south side of Cox Rd may require special planning considerations. Crossing MD260 to St Michaels Dr. will require SHA collaboration.

Next Steps: Conceptual planning to address issues and connect with Heritage sidewalk built by developer.



Multipurpose Path Gateway Extension

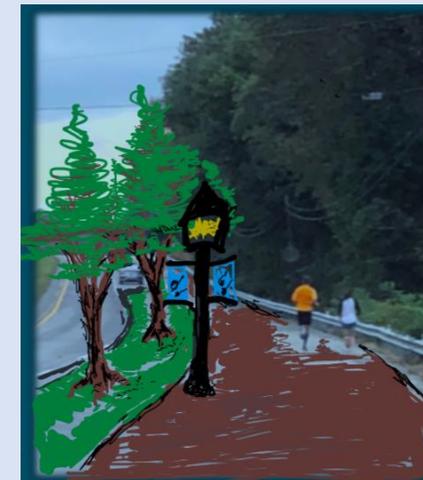
Project Goal: Create a beautifully landscaped, pedestrian/bike friendly path from G St to St Andrews Drive to serve as a gateway into town and employ traffic slowing measures on West-bound MD 260



Benefits: (1) Pedestrian friendly path will allow for quick bicycle and pedestrian transport from neighborhoods north of MD Rt. 260 and the American Legion into town; (2) Additional bike paths will attract cyclists; (3) Landscaped path will serve as an attractive gateway into town; (4) Narrowing MD Rt. 260 as it leads into town will reduce speed of vehicles; (5) Commercial development on MD260 could be successfully redeveloped, priming that area for additional business growth as described in adjoining plan; (6) environmentally friendly median for bioretention of stormwater.

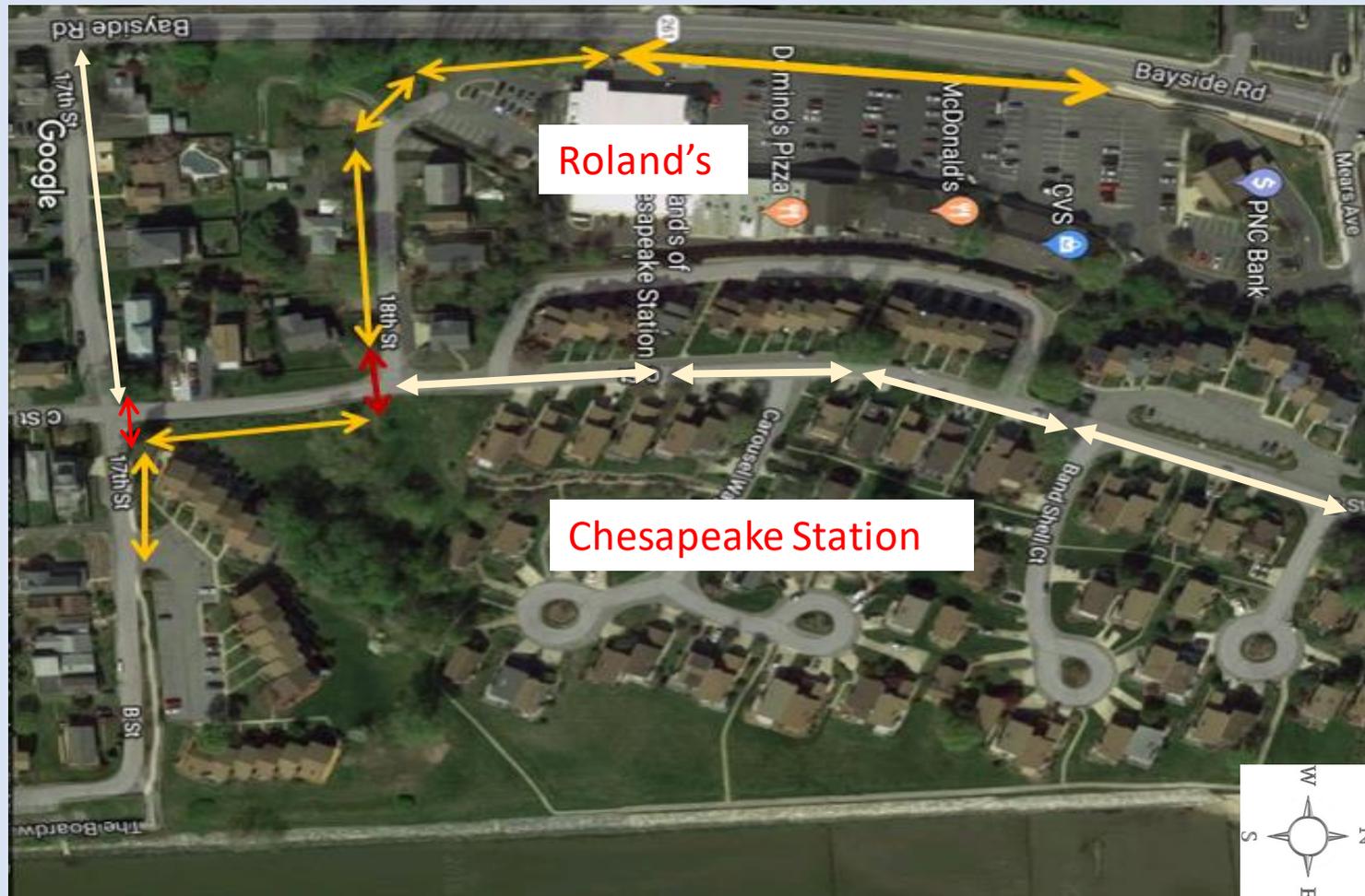
Issues/Concerns: (1) Funding application will need to be robust to ensure success as pedestrian/bicycling initiatives are taking place in cities and towns across Maryland resulting in a competitive grant environment; (2) Additional coordination with SHA to develop reduced lanes.

Next Steps: (1) Work with SHA or hire appropriate company to conduct land survey and to create a detailed plan; (2) Obtain easements; (3) Apply for grant funding.



Connect Bayfront Park to Chesapeake Station

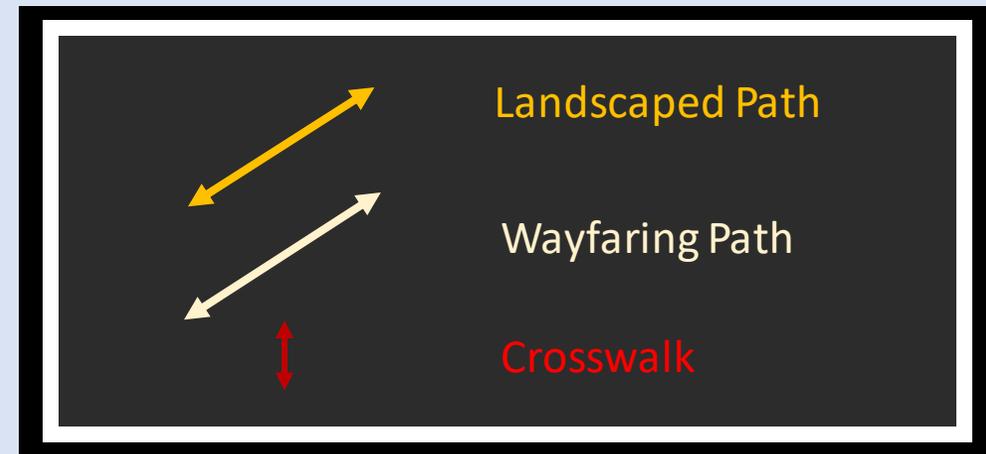
Project Goal: Create a safe scenic path with robust landscaping from heart of town to Bayfront Park



Benefits: Wayfaring project to connect existing boardwalk on the bay to MD261/Town Center. Provide key missing connection between South end of Chesapeake Beach and Town Center.

Issues/Concerns: 1) 17th St: elevation and sight line issues. 2) Roland's exit: requires extending sidewalk along MD261 and 18th St (residents). 3) Coordination with Chesapeake Station HOA.

Next Steps: WCAG to develop conceptual plans.



Old Bayside Rd Phase II

Project Goal: Eliminate gap in pedestrian and non-vehicular access along Old Bayside Road from "F" to "I" streets.



Benefits:

- Significant safety improvement for pedestrians, including school children, residents, and visitors who use Old Bayside Road.
- Connects a pedestrian, wheelchair and bicycle friendly pathway to Beach Elementary, Twin Beaches Library, Northeast Community Center, Chesapeake Station Shopping Center, recreational facilities and other town resources.
- Provides a safe route for residents who have no access to a car & must travel exclusively by foot or bicycle to work or other destinations.
- Promotes healthy lifestyle and well-being.
- Supports larger vision of a robust path/trail network in Chesapeake Beach.

Issues/Concerns:

- Geography/Topography -Slopes/Drop-off
- Critical area impact.
- Limited/no road shoulders.
- Attainment of right of ways, easements

Next Steps:

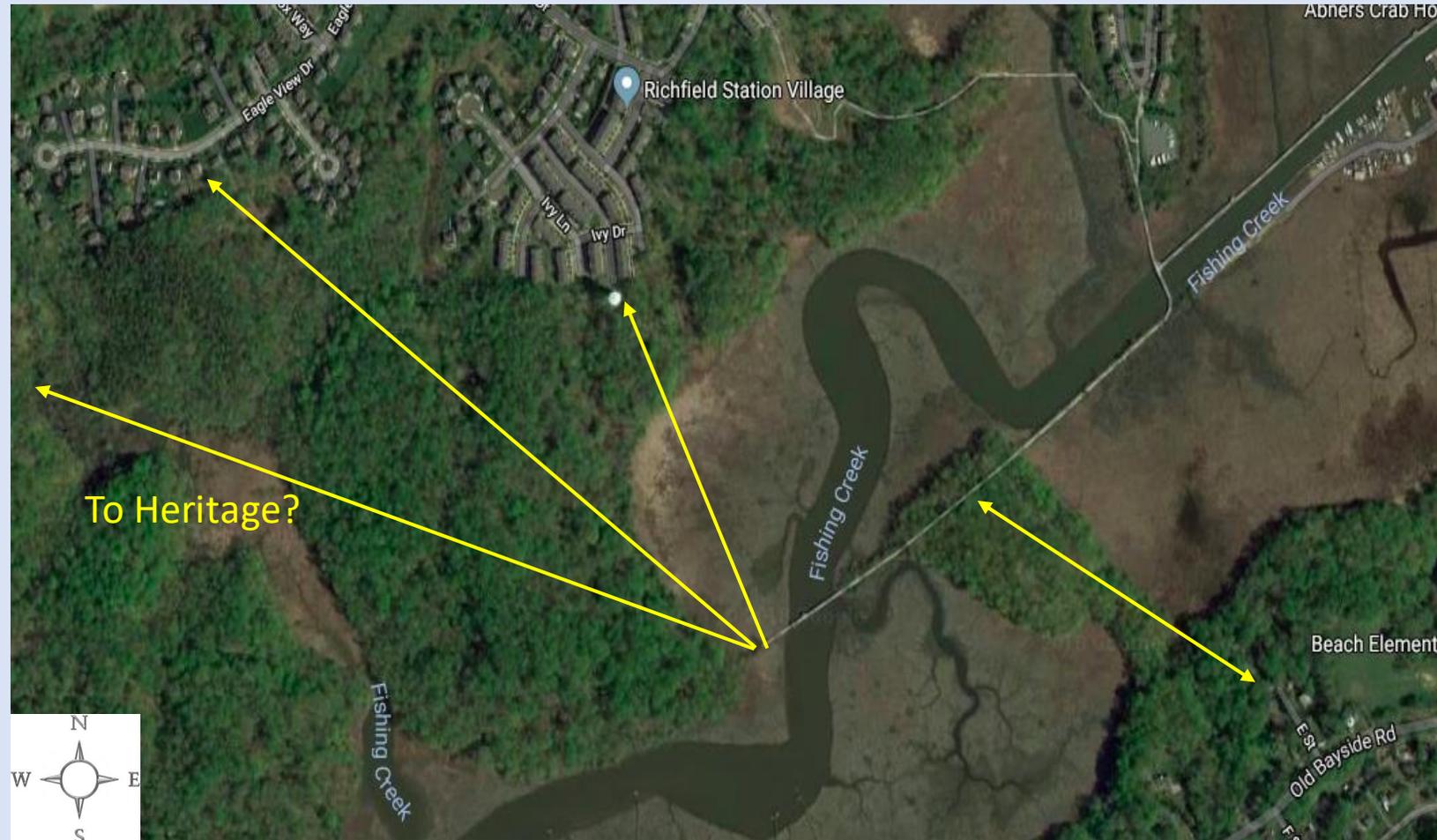
- Determine County's Current Plans for Old Bayside Rd.
- Determine Town's Current Plans for Old Bayside Rd.
- Determine funding and grants (urban development grants?) available for the project.
- Determine time line for project



This project will also link to RR Trail, Bayfront Park access, and other trail networks into & out of town.

Railway Trail Extensions

Project Goal: Extend existing railway trail to points west and south



Benefits: Create multiple access points to and from this hugely valuable resource. Additional access points increase the reach and accessibility for more residents, and enhance the trail's value as a connector. Additionally, these extensions allow for multiple loops, which enable routes that don't backtrack over themselves.

Issues/Concerns: Permits and approvals for some of these extensions will be a challenge to the critical area and protected wetlands. We may want to consider low-impact marked trails where appropriate, as opposed to a boardwalk structure.

Next Steps: WCAG, with proper approval, to research the permitting and approval process for various trail and boardwalk options. Also, WCAG to research a low-impact option for connecting, via an existing "billy-goat" trail, south to Beach Elementary.

