

LET'S REVIEW!

It's Time to Review the Draft Plan. Take a Look at Where We Started, the Philosophy for Connectivity, Overall Improvements, and a Network Map. Vote for Your Top Five Projects on the Next Board!

STEP 1 WHERE WE STARTED

The vision and goals steer the planning process and serve as checks and balances for reviewing recommendations. The following were established by the Walkable Community Committee and complement the vision and goals of the Comprehensive Plan.

VISION

To implement a connected network of walking and biking facilities, spurring transportation and recreation benefits and fostering a sense of community pride.

GOALS

ACCESS

- Extending or connecting pedestrian walkways to provide access to all town residents
- Extending or connecting existing boardwalks and trails, creating new access points
- Identifying opportunities to create a circuit of wayfinding pathways to connect nature, recreation, and commercial points-of-interest within town limits
- Extending or creating a series of interconnecting nature trails
- Safe connections from residences to nodes of activity
- Safe crossings of Bayside Road for pedestrians
- Traffic calming treatments (ex: modifications to the intersection of 260 and Bayside Rd, and pedestrian crossing signs)

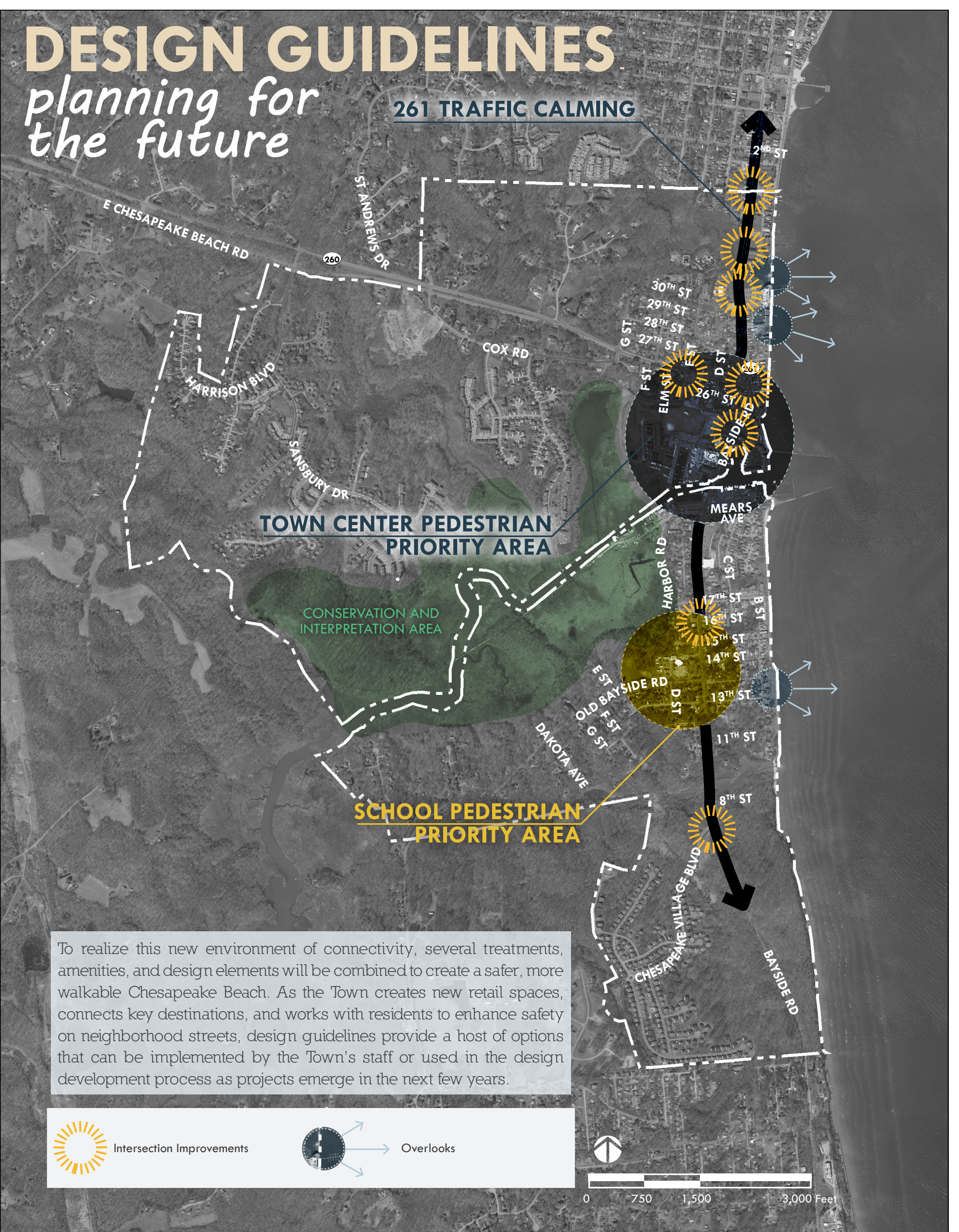
SAFETY

- Vision for a pedestrian friendly "main street" along 260 to foster economic development and create a sense of pride in the community
- Clear connections between the beach access and key destinations
- Improved connections to the boardwalk through infrastructure improvements or signing as well as awareness and marketing (ex: walking maps)
- Community branded signage that celebrates the character of the community while directing residents and visitors along safe biking and walking paths.
- Simple, low cost solutions for biking and walking paths that do not change the character of the community
- Placemaking and aesthetic elements to enhance the existing parking area near Kellam's Field

PLACEMAKING

STEP 2 A PHILOSOPHY FOR CONNECTIVITY

The map on the left illustrates where new facilities can be implemented to create a connected network (facility types are on the next board). The map on the right provides an overview of where elements from the plan's design guidelines can be implemented now and in the future.



BUILDING A CONNECTED CORE

will establish a "spine" of connectivity. This main line of circulation will branch out across the town to establish routes suitable for users of all ages and abilities. As the route suitable for users who desire separation and protection, these facilities will likely be high investment projects that, in some cases, will require coordination with MDOT SHA. Some of these recommendations will be suitable for immediate feasibility studies and further exploration with MDOT SHA and the new State guidelines for building a context sensitive roadway. This new and inspiring strategy at the state level focuses on pairing suitable facilities with the anticipated access and mobility of users. Given the number of destinations and nature of Chesapeake Beach, pedestrians are likely to be circulating in the area and therefore, their mobility and safety is critical while vehicular movement can

be calmed. Therefore, within the Connected Core will be enhanced Pedestrian Safety Zones. These zones signify additional pedestrian trip density due to the presence of a school, cluster of commercial land uses, or critical crossings. Connected Core routes may also overlap with those identified as Recreation Amenities to accomplish connectivity to key destinations in this coastal and topographically challenging setting.

ENHANCING NEIGHBORHOOD MOBILITY

provides the arms from the circulation spine that reach out into residential areas and provide spurs to key destinations. These treatments vary in capital cost and utilize low vehicular volume routes to direct bicyclists and pedestrians

EXPANDING RECREATIONAL AMENITIES

is key to livability and tourism for Chesapeake Beach. The addition of boardwalks and trails will close gaps in daily use trails that support the health of the community. Scenic boardwalks are also a draw for tourists and provide an opportunity to educate the public about the sensitive habitats, natural

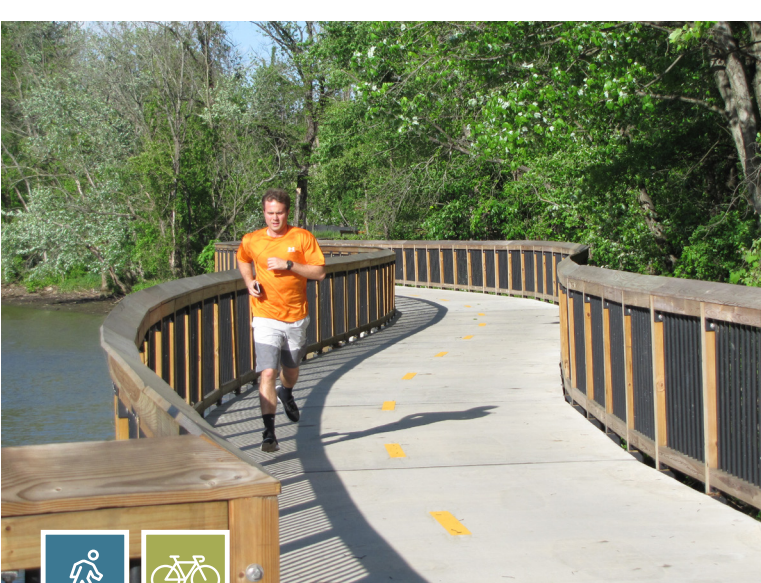
along calm roads that are enhanced with signage and traffic calming to signify the presence of all users and pedestrian safety priority. While the majority of these networks will have small treatments, the links between Connected Core and Neighborhood Mobility areas may include higher capital cost treatments to delicately transition from one environment to the next.

resources, and changing coastal setting of Maryland's shoreline. In some cases, these recreational amenities will also become critical in the spine network as some users will prefer a trail or boardwalk to less separated facilities.

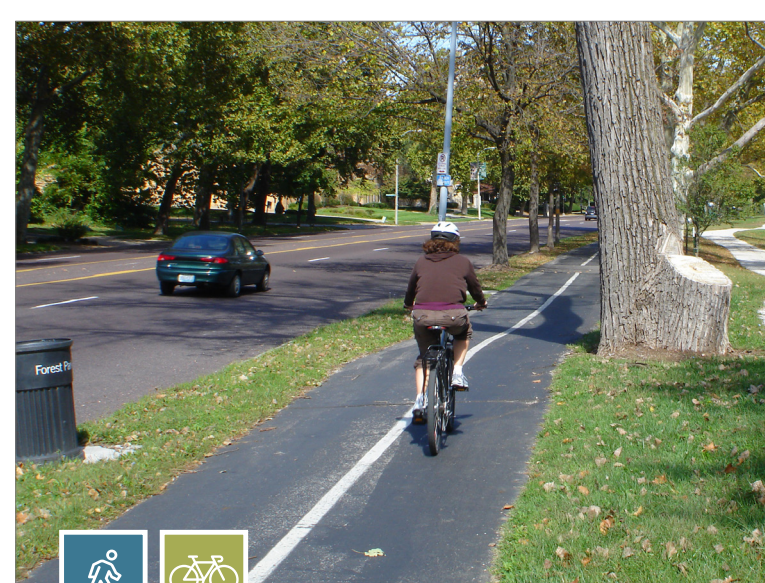
Exploring further into this chapter, the strategic map expands into facility types that employ the Design Guidelines to foster design development. As the Town uses this tool to explore funding, feasibility, and design, the facilities depicted on the network map will be further refined based on site discoveries, opportunities, and constraints. To jump-start this feasibility process, cut sheets for 16 projects are included as a deeper dive into facility recommendations that can be used in immediate grant applications, or to support design development and move quickly toward implementation.

STEP 3 NETWORK MAP PICTORIAL LEGEND

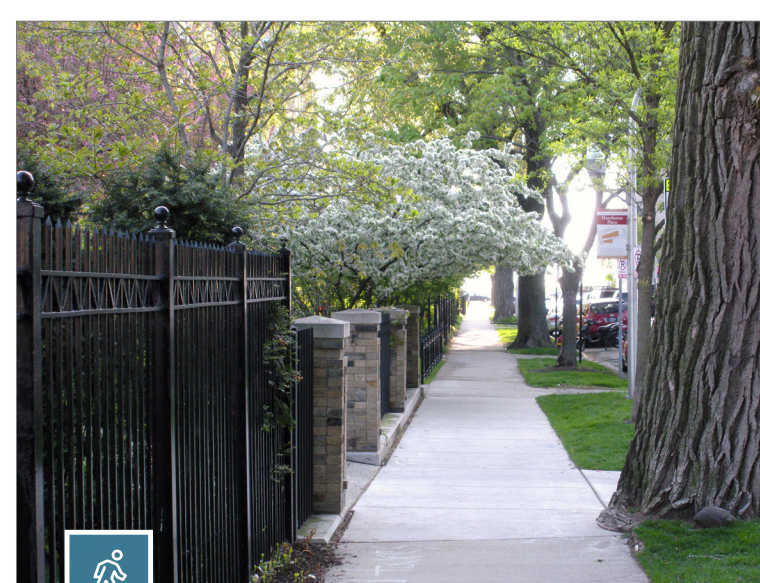
The below images illustrate some of the facility types you will see on the network map. Don't forget to vote for your top five favorite projects!



BOARDWALK /OFF-ROAD TRAIL



ON-ROAD TRAIL



SIDEWALK IMPROVEMENTS



NEIGHBORHOOD GREENWAY



INTERSECTION IMPROVEMENTS