



TALBOT THRIVE
WALK • RUN • RIDE • ROLL

Who is Talbot Thrive?

Talbot Thrive was founded as a 501(c)3 non-profit in December of 2021. Growing out of a concern for safe, adequate places to enjoy the outdoors by biking, running, walking or rolling. It was created to address those issues and more in Talbot County.

Mission:

Talbot Thrive is dedicated to promoting healthy and safe outdoor mobility for everyone living, working and visiting Talbot County, Maryland.

Visit TalbotThrive.org



7 Board Members

Committees:

- Safety & Education
- Data, Information and Resources
- Governance
- Trails

Grant Writing

Events

Advocacy

Education

Safety



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Talbot Thrive Projects & Initiatives

Safety & Education

- Bike & Pedestrian Advisory Commission
- Bike & Pedestrian Master Plan
- Complete Streets Plan for Easton
- Bike Rodeos (funded with MODT Grant)
- Helmet Fittings at Community Events

Advocacy

- Provide feedback on SHA road redesign (i.e. Rt. 328 Matthewstown Rd. Project)
- Work with **Bike Maryland** on State level legislation
- Member of Eastern Shore Regional Trail Steering Committee with ESLC

Trails & Infrastructure

- Oyster Trail (Easton to Oxford)
- Frederick Douglass Rail Trail (Easton to Tuckahoe State Park)
- Easton (trail safety, pump track & skate park)
- St. Michael's Nature Trail – support extension
- Town of QA Rail Park –will support with grant writing if needed

Visit TalbotThrive.org

Bike Route Maps

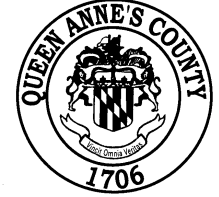
Working with local cycling club to provide revised county map of bike routes with Talbot Tourism & Economic Development



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Establish a Talbot County Bike and Pedestrian Advisory Committee

- Members appointed by the County Council representing each of the towns plus others from Public Works, Parks and Rec & Planning and Zoning and Economic Dev. (QA County has 7 members)
- “independently and in coordination with County employees and staff, identify, evaluate and see out all grants and other financial programs available to the County for the development and maintenance of bicycle and pedestrian facilities”
- QA recently completed and presented **Bike & Pedestrian Master Plan** for their County (first on the Shore)
- Provides input on annual transportation priority letter to MDOT



2008

Resolution 08-17

A RESOLUTION OF THE COUNTY COMMISSIONERS OF QUEEN ANNE'S COUNTY, MARYLAND ESTABLISHING THE QUEEN ANNE'S COUNTY BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE; PROVIDING FOR THE MEMBERSHIP, PURPOSE ORGANIZATION AND TERMS OF MEMBERS OF THE COMMITTEE; AND GENERALLY PROVIDING FOR THE ESTABLISHMENT, ORGANIZATION AND OPERATION OF THE QUEEN ANNE'S COUNTY BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE;

WHEREAS, the County Commissioner's of Queen Anne's County are interested in appointing a board of citizens, each representing their election district to advise and make recommendations to the County on bicycle and pedestrian access issues;

AND WHEREAS, the Committee would act as a liaison between the public and the County and would advise appropriate County departments on the development and maintenance of bicycle and pedestrian facilities.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNTY COMMISSIONERS OF QUEEN ANNE'S COUNTY, MARYLAND this 5th day of AUGUST, 2008 as follows:

A. There shall be a Queen Anne's County Bicycle and Pedestrian Advisory Committee ("the Committee").

B. The Committee shall consist of seven (7) members appointed by the County Commissioners of Queen Anne's County and there should be a minimum of one (1) member to represent each of the four (4) Commissioner Election Districts.

C. Of the initial membership appointed by the County Commission, two members shall serve one (1) year terms, two members shall serve two (2) years terms, and three members shall serve three (3) years terms. Thereafter, all members shall serve terms of three (3) years.

D. All members of the Commission shall serve at the pleasure of the County Commissioners.

E. The Committee may adopt rules of procedure governing its operation. The County Commissioners shall designate one member as Chairperson and the members may elect such other officers and establish such committees and sub-committees as they deem appropriate.

F. The Committee shall independently and in coordination with County employees and staff, identify, evaluate and seek out all grants and other financial programs available to the County for the development and maintenance of bicycle and pedestrian



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Complete a Bike & Pedestrian Master Plan for Talbot County

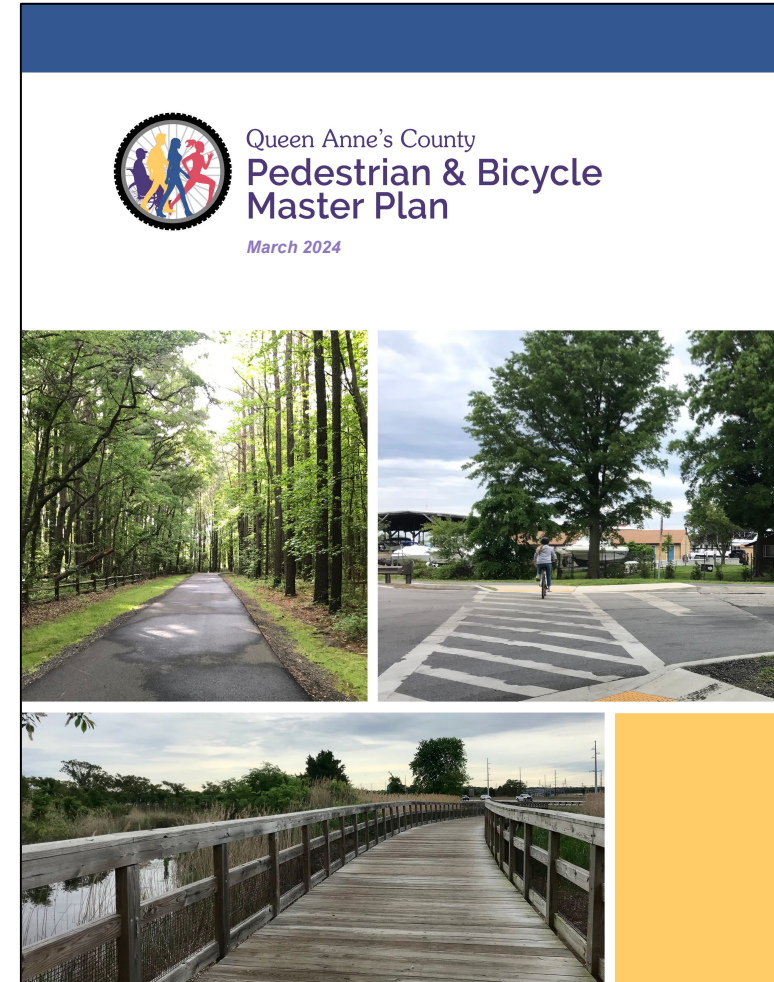
Purpose:

“Serve as the County’s adopted plan to use as a basis for connecting gaps between existing facilities and to further to prioritize projects. The intent of the Plan is to help the County achieve a more connected, accessible, and safe active transportation network.”

More detail than the comprehensive plan chapter on Transportation

Cost:

- \$110-250k+ consultant fee depending on level of detail
 - Possible Grant Funding:
 - Safe Streets for All (80/20 split)
 - ATIIIP ([Active Transportation Infrastructure Investment Program](#))
 - QA top level plan cost \$110k





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Easton to Oxford: Oyster Trail

Not Rail-Banked

- Eastern Terminus of Trail at County-owned Poplar Hill Property or Easton Woodland Park
- Western Terminus – Causeway Park, Oxford
- Possible connection to N-S Easton Rail Trail by crossing bypass (TOE project)
- Multiple property owners in between (on rail line) Talbot Thrive reaching out
- Feasibility Study Needed
- In touch with Sen. Cardin’s Office – “Legacy Project”
- Kim Lamphier Bikeways Grant for design FY24 to be completed by August (Lane). Oxford Terminus at Causeway Park
 - Next steps: public meetings on design options in Oxford
- Transportation Alternatives Program Grant (FY25) TAP for Construction applied for June 2024
 - Approx. \$400k (requires boardwalk on marshland)
 - 80/20 match
 - Supported by Council LOS, Town of Oxford
 - Cost saving alternative is to start on County property at the end of Pier St.
- Possible purchase of easement by Oxford to create a more direct route between Parks



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Eastern Shore Regional Trails Steering Committee

Eastern Shore has 30% of the state's land mass...
Approximately 7.5 Million visitors annually
Only 9.2% of the State's road-separated trails

- Led by ESLC with support from a National Parks Planning Grant
- Convene diverse stakeholders to communicate, advocate and plan together
- Communicate the value that trails have for communities and our progress
- Advocate for policies, public and private investment and assistance
- Plan and prioritize a trail network that connects communities all over Delmarva
- Will allow future grant applications working as a coalition
- Website MESTN.org coming soon

