



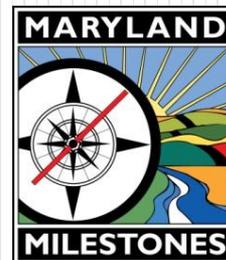
Maryland Bicycle, Pedestrian and Trail Funding Opportunities

Jessica Silwick- Transportation Alternatives

Terry Maxwell- Recreational Trail Program

Kate Sylvester – Bikeways Program

***Hosted by Prince George's Department of Parks and Recreation
& Maryland Milestones/Anacostia Trails Heritage Area, Inc.***



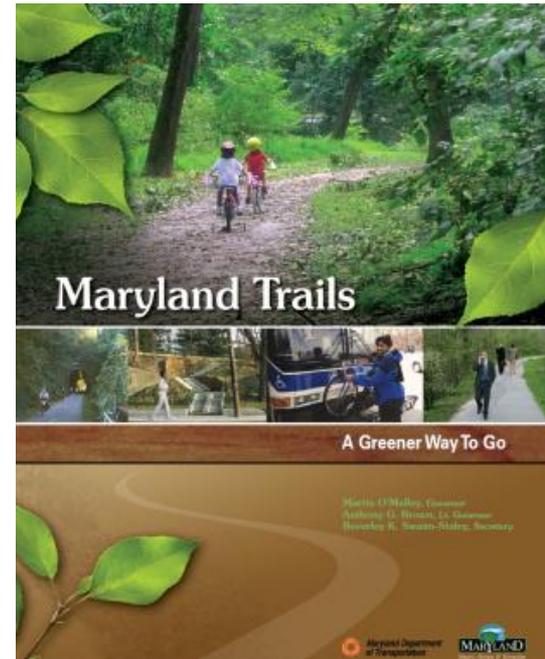


Policy and Planning Context

Maryland Trails Vision

Maryland's Vision for Trails

- Increase the number of people using trails for transportation.
- Provide a system of multi-use trails that strategically link destinations throughout the State.
- Provide a sustainable transportation alternative.
- Promote physical activity and tourism in the places Maryland residents and visitors live, learn, work and play.



- Maryland has about 800 miles of trails, 161 missing links identified
- Focus on connecting “missing links” in the trail system
- Building a connected system to attract users and serve many purposes and users

Cycle Maryland

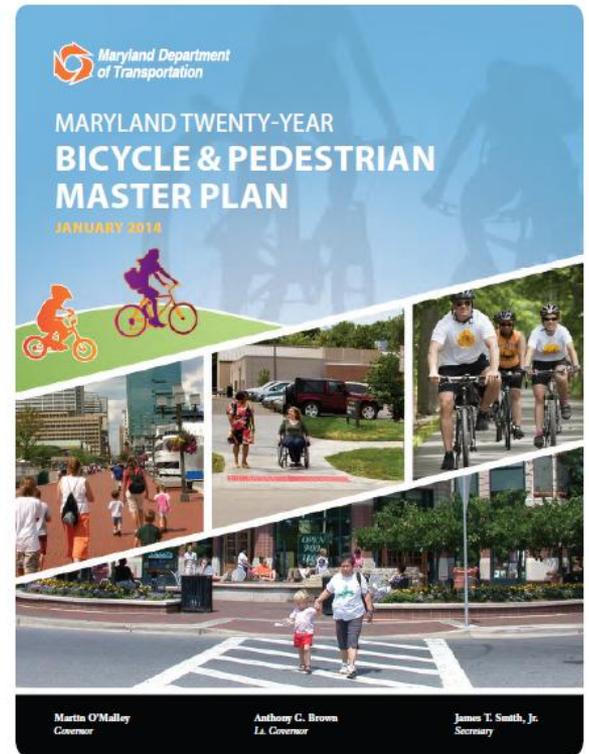


- Launched by Governor O'Malley in 2011 to encourage and promote cycling in Maryland
- Connecting on-road and off-road cycling opportunities
- Many different user types and purposes



Maryland Bicycle and Pedestrian Master Plan

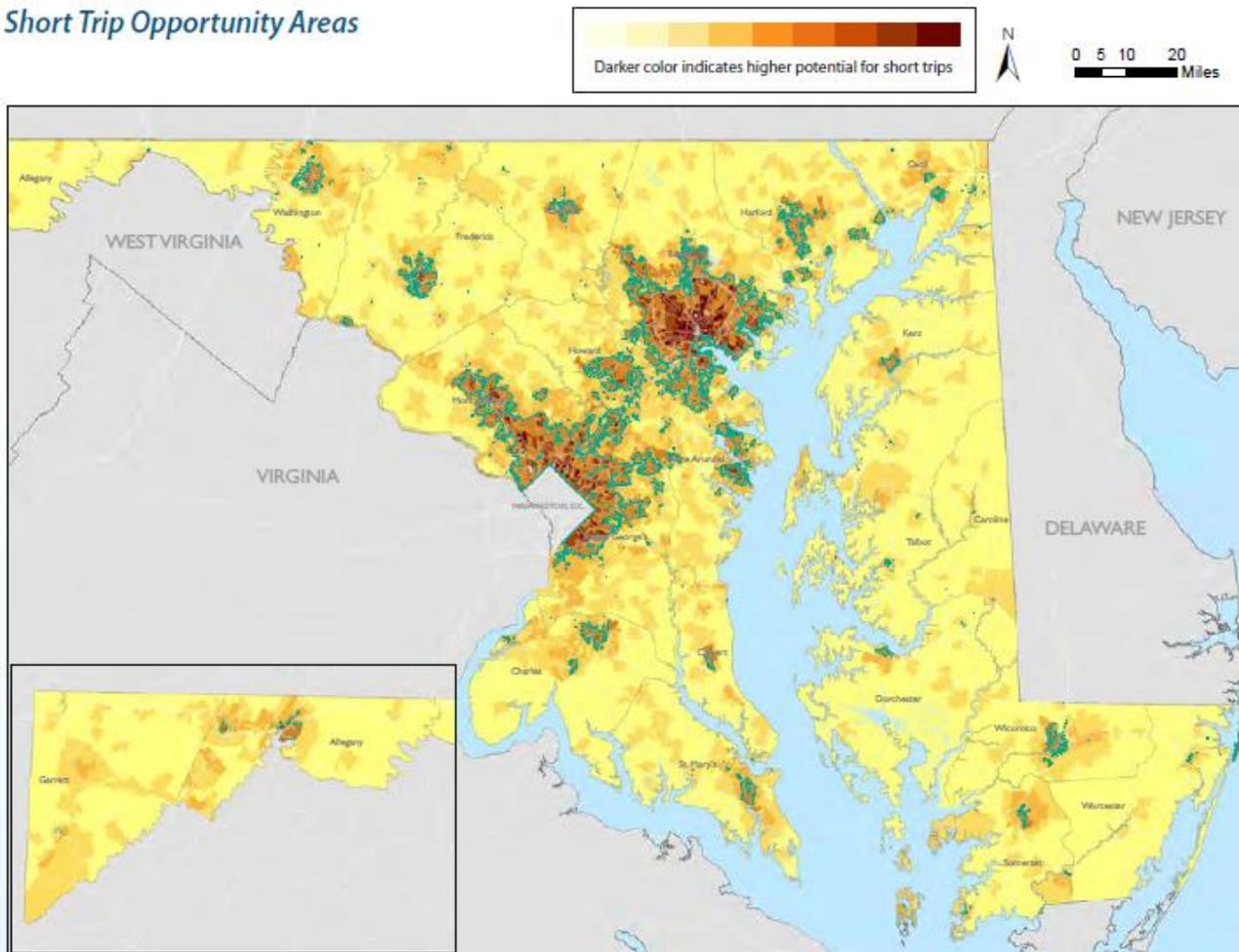
- 20-year vision, goals and performance criteria for biking and walking as travel modes
- Integrate biking and walking into Maryland's transportation system
- Plan is available at:
www.mdot.maryland.gov/bikewalkplan



Biking and Walking in Maryland

- Transportation accounts for about 15% of household expenditures and over 30% of Maryland's greenhouse gas emissions.
- 9.3% of Maryland households do not own a vehicle.
- Estimated that over 1/3 of trips in Maryland are shorter than 3 miles.
- Cyclists and pedestrians represent about 20% of Maryland fatal traffic crashes.
- Less than half of Maryland adults reported engaging in recommended levels of physical activity in 2004.

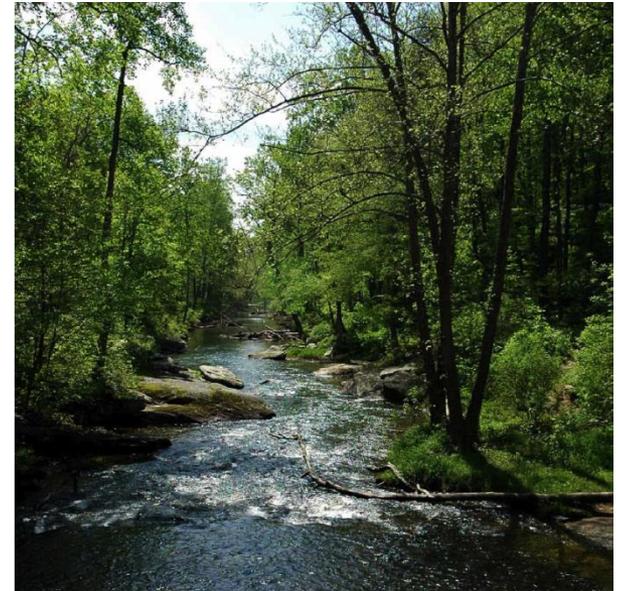
Short Trip Opportunity Areas



- Compact, mixed-use communities have many short-trips that can be made by walking and biking.
- 80% of bicycle and pedestrian crashes occurred in green highlighted area.
- Longer trips, recreation, and tourism greater focus in more rural areas.

Trail Economic Impacts

- \$40.8M direct spending attributed to Great Allegheny Passage trail users in 2008
- \$7.5 million in annual wages attributed to trail user spending
- Local trail users spend an average of \$17 each trail use.
- Overnight visitors spend an average of \$114 a day in trail communities.



2010 Maryland State Parks
Economic Impact & Visitor Study



A Resource for Businesses along the Great Allegheny Passage

The Progress Fund • 425 West Pittsburgh Street • Greensburg, PA 15601
(724) 216-9160 • www.trailtowns.org

Trail Towns Model

- Regional coalition promoting tourism and trail-friendly

HOME



GREAT ALLEGHENY PASSAGE®

Support the Trail
Make a Donation

ENTER A KEYWORD

Search ▶

GAP Website



Trail Maps & Info

- About the Trail
- Trail Maps
- Directions & Parking
- Mileage Chart
- Elevation Chart
- Trail Status

Plan a Visit

- TrailBook
- Trip Preparations
- Lodging, Food & More
- Camping
- Bike Tours, Rides & More
- Trail Towns
- GreatLittleRides.com

News & Events

- Local Events & Festivals
- GAP Trail News
- GAP Newsletter
- Trip Reports

Trail Store

- Trail Apparel
- Books, Cards & More
- Mugs and Cups
- Pins, Patches and Decals
- Make a Donation

About Us

- Who We Are
- Reports
- Interpreting the Trail
- Trail Links
- Logo Policy
- Group Ride Permit



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(724) 216-9160 • www.trailtowns.org



Project Development Process

Maryland Trail Funding Overview

- \$16 million will be available this year in 5 reimbursable grant programs
 - Transportation Alternatives - \$8 Million
 - Safe Routes to School - \$3 Million
 - Federal Lands Access Program - \$1 Million
 - Bikeways - \$3.5 Million
 - Recreational Trails - \$1 Million
- Other funding sources
 - Maryland Heritage Areas Program
 - Program Open Space (DNR)
 - Community Legacy (DHCD)
 - Building Blocks, Green Streets (EPF)
 - TIGER (US DOT)



Project Development Process Overview

	TA	SRTS	FLAP	Bikeways	RTP
Develop concept					
Include in local plans and priorities					
Refine the concept				X	
Build support and partnerships, secure funding					
Secure Right of Way					
Design	X	X	X	X	
Permitting	X	X	X	X	X
Construct	X	X	X	X	X
Enjoy and maintain					X
Educate and Promote		X		X	X

Include in Local Plans

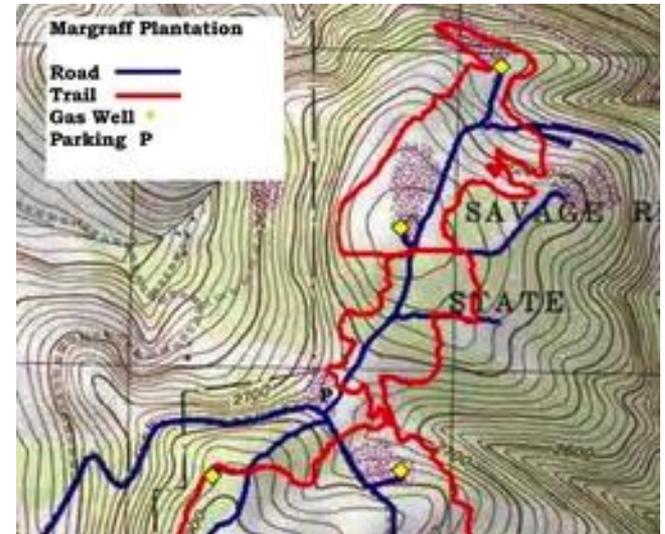
- Build community support and awareness
- Demonstrate support from the community and elected officials.
- Inclusion in adopted plans is critical for access to certain funding sources and developer contributions
- Appropriate plans may include:
 - City or County master plans
 - Community or sub-area plans
 - Transportation plans
 - Recreation plans



Queen Anne's Comprehensive Plan, planned bike routes

Refine the Concept

- Engage local staff or organizations in preliminary technical work:
 - Assess natural resource and utility impacts, physical barriers
 - Consider alternatives and weigh the costs and benefits
 - Examine right-of-way assembly
 - Contact abutting property owners
 - Outline ownership and maintenance expectations
 - Incorporate community feedback
 - Understand permitting and design requirements
 - Develop preliminary cost estimate



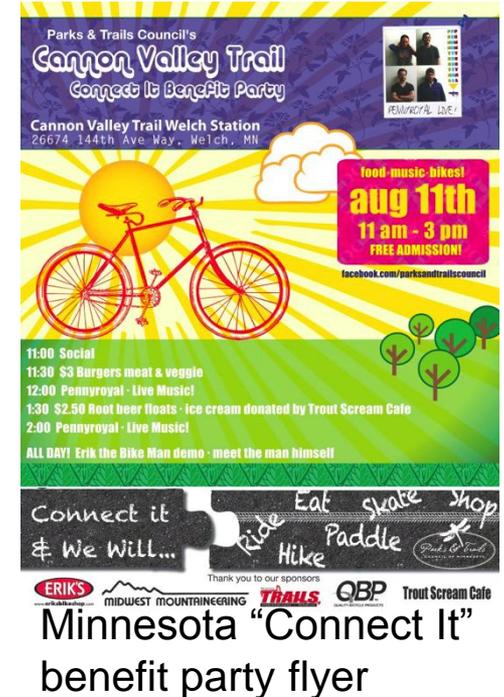
Garrett Trails, trail topography



Gazette, Rhode Island Trolley Trail information

Build Support and Partnerships

- Describe project benefits
- Create and disseminate informational materials
- Determine roles for advancing the project
- Use social media and events to share information and create excitement
- Reach out to:
 - Community members and organizations
 - Advocacy groups and non-profits
 - Local elected officials
 - Local and State staff
 - Property owners and developer
 - Local businesses



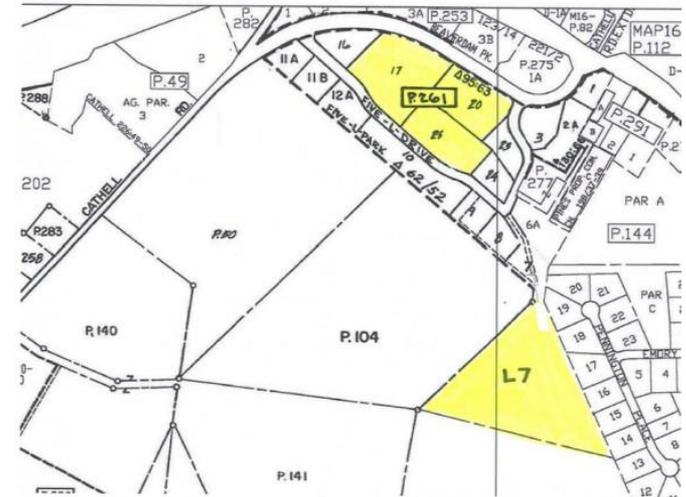
Bowie trail rendering

Secure Funding

- The focus of today's workshop!
- Consult with potential funders early to learn about requirements and priorities.
- Design can be very costly, but securing qualified, professional design services may avoid delays later on.
- Be creative and combine multiple funding sources
 - Local capital improvement programs
 - MDOT programs include Recreational Trails, Transportation Alternatives, and Bikeways Program
 - Developer contributions
 - Local business contributions
 - Tax increment financing
 - Philanthropy
 - Time and materials donations

Acquire Right of Way

- Acquire all right-of-way, including property needed for temporary use and permanent use to complete the project.
 - includes land used for water drainage, land entered upon to adjust terrain slopes, land for stormwater management outfalls, land needed for construction staging, etc.
- If federal funds are used, acquisition must be conducted in conformance with the Uniform Relocation and Real Property Acquisition Act (Public Law 91-646).

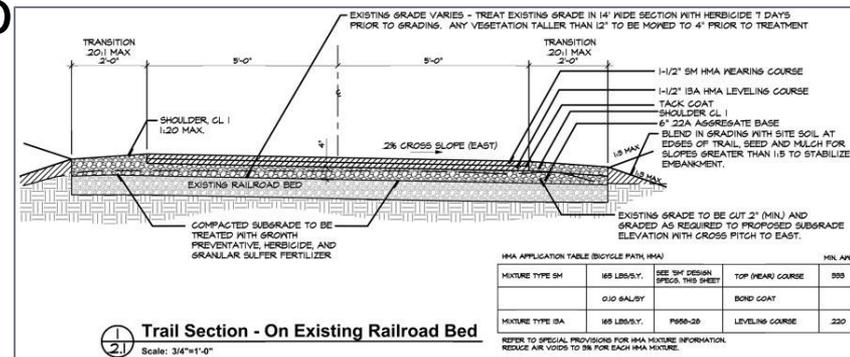
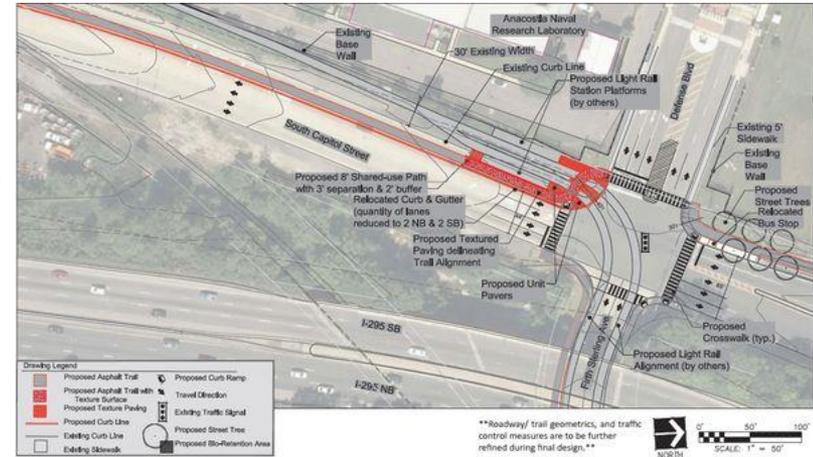


Design & Permit

- For major transportation trail projects, professional design services are recommended.
- Key reviews generally occur at 30%, 65%, 90% and final design.
- Local, State and Federal permits may be needed, and some require at least 1 year to secure.

- More information:

<http://www.mde.state.md.us/programs/permits/Pages/index.aspx>



Construct

- Follow procurement requirements and timelines
- Ensure proper construction management, oversight and inspection
- If federal funds are used, labor requirements apply
- Be sure volunteers are appropriately trained and supervised
- Keep community members and abutting property owners informed about construction schedules, maintenance of traffic, and potential disturbances



DNR trail construction

Enjoy and Maintain

- Organize an opening celebration and spread the word about the project
- Assign maintenance responsibility
 - Landscaping
 - Trash clean-up
 - Security patrols
 - Clean up after storm events
 - Periodic repairs
 - Graffiti removal
- Monitor use and any issues that may arise



Biking and Walking in Maryland

- Transportation accounts for about 15% of household expenditures and over 30% of Maryland's greenhouse gas emissions.
- Cyclists and pedestrians represent about 20% of Maryland fatal traffic crashes.
- 9.3% of Maryland households do not own a vehicle.
- Estimated that over 1/3 of trips in Maryland are shorter than 3 miles.
- Less than half of Maryland adults reported engaging in recommended levels of physical activity in 2004.

Cycle Maryland

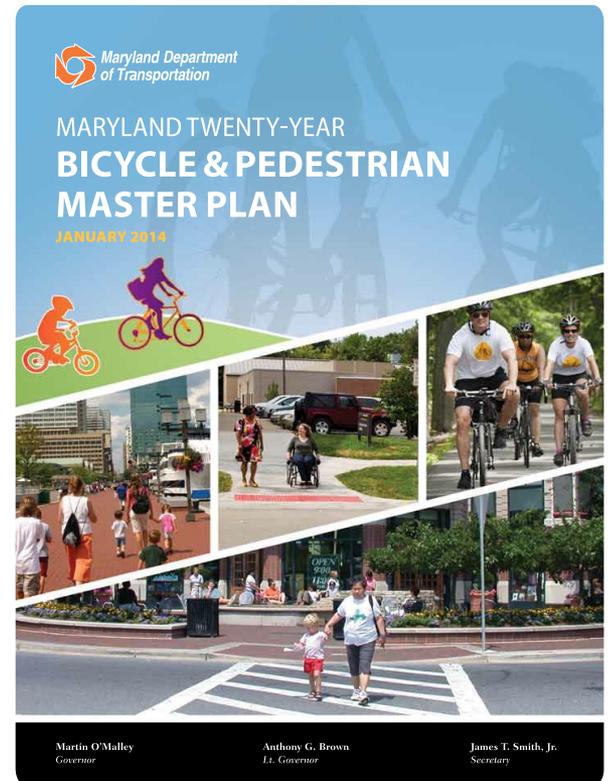


- Launched by Governor O'Malley in 2011 to encourage and promote cycling in Maryland
- League of American Bicyclists names Maryland #11 Bike Friendly State in 2013
- Connecting on-road and off-road cycling opportunities
- Many different user types and purposes



Maryland Bicycle and Pedestrian Master Plan

- 20-year vision, goals and performance criteria for biking and walking as travel modes
- Focus on MDOT actions, provides guidance and best practices for local consideration
- Plan is available at: www.mdot.maryland.gov/bikewalkplan



Martin O'Malley
Governor

Anthony G. Brown
Lt. Governor

James T. Smith, Jr.
Secretary

Maryland Bicycle and Pedestrian Master Plan

- Goal 1 – Build Connected Networks
- Goal 2 – Improve Safety
- Goal 3 – Plan and Design for Everyone
- Goal 4 – Strengthen Communities
- Goal 5 – Promote Walking and Biking in Maryland



Maryland Safe Routes to School Program (SRTS)

Jessica Silwick

Program Manager

Office of Regional and Intermodal Planning

State Highway Administration

<http://roads.maryland.gov/index.aspx?pageid=735>

Current SRTS Funding Options

- Safe Routes to School Funds
 - SAFETEA-LU (remaining funds): Signed into law on August 10, 2005
 - Only SRTS Activities
 - 100% Reimbursement
 - Approximately \$3 million to allocate in 2014
- Transportation Alternatives Funds
 - MAP-21: Signed into law on July 6, 2012
 - SRTS eligible activities and other categories
 - Bike/Pedestrian improvements, historic preservation, environmental mitigation activities, etc.
 - SHA is NOT an eligible sponsor
 - 80% Reimbursement/20% sponsor match
 - Approximately, \$10 million to allocation in 2014



MAP-21: Transportation Alternatives

SAFETEA-LU

Transportation
Enhancements

Safe Routes to
School

Recreational
Trails

MAP-21

Transportation
Alternatives

Transportation
Alternatives

Recreational
Trails

Safe Routes
to School

SRTS Goals

- Enable and encourage children, including those with disabilities, to walk and bicycle to school
- Make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age
- Facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.

Why is SRTS Important?

- Fewer kids are biking and walking



1969

48% walked or biked
12% driven

(U.S. DOT, 2009)

2009

13% walked or biked
44% driven

Benefits of SRTS programs

- Improve safety for pedestrians and bicyclists
- Reduce traffic congestion around schools
- Reduce emissions
- Improve children's health



Other benefits of SRTS programs

- Cost savings for schools (reduce need for “hazard” busing)
- Teach fundamental safety skills
- Benefit local economy
- Strengthen family bonds
- Increase child’s sense of freedom and responsibility
- Provide more transportation options for everyone



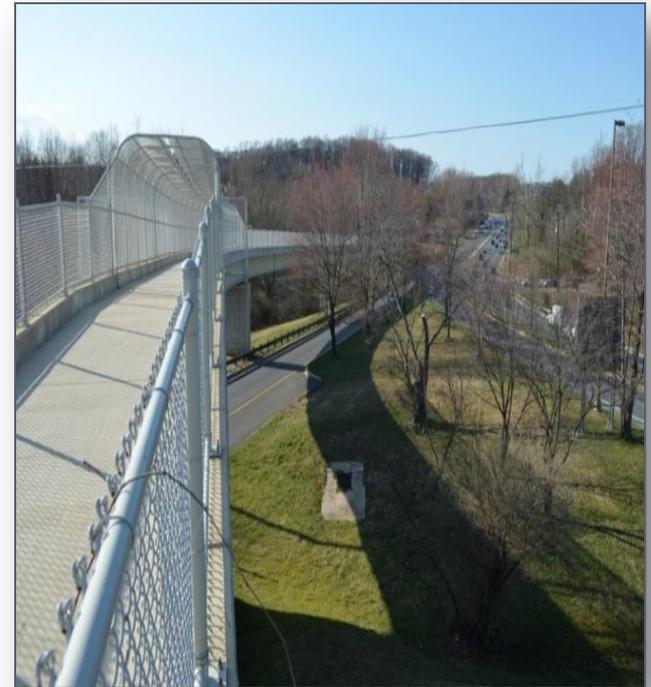
Program Requirements

- Projects must:
 - Benefit Elementary or Middle School students
 - Benefit students who walk or bike to school
 - Include school participation
 - Be within a two mile radius of the school
 - Complete participation surveys and reports



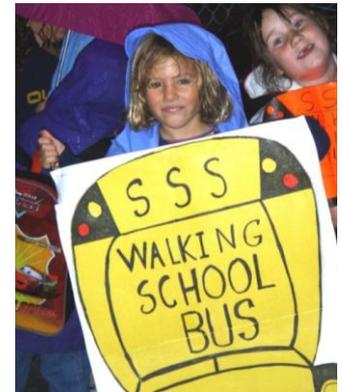
Eligible Project Sponsors

- Local government
- Regional transportation authorities
- Transit agencies
- Natural resource or public land agencies
- School district, local education agencies or schools
- Tribal governments
- Any other local or regional governmental entity with responsibility for or oversight of transportation or recreational trails
- Non-Profit Organizations
(Only Under SAFTEA-LU Funds)



The 5 E's

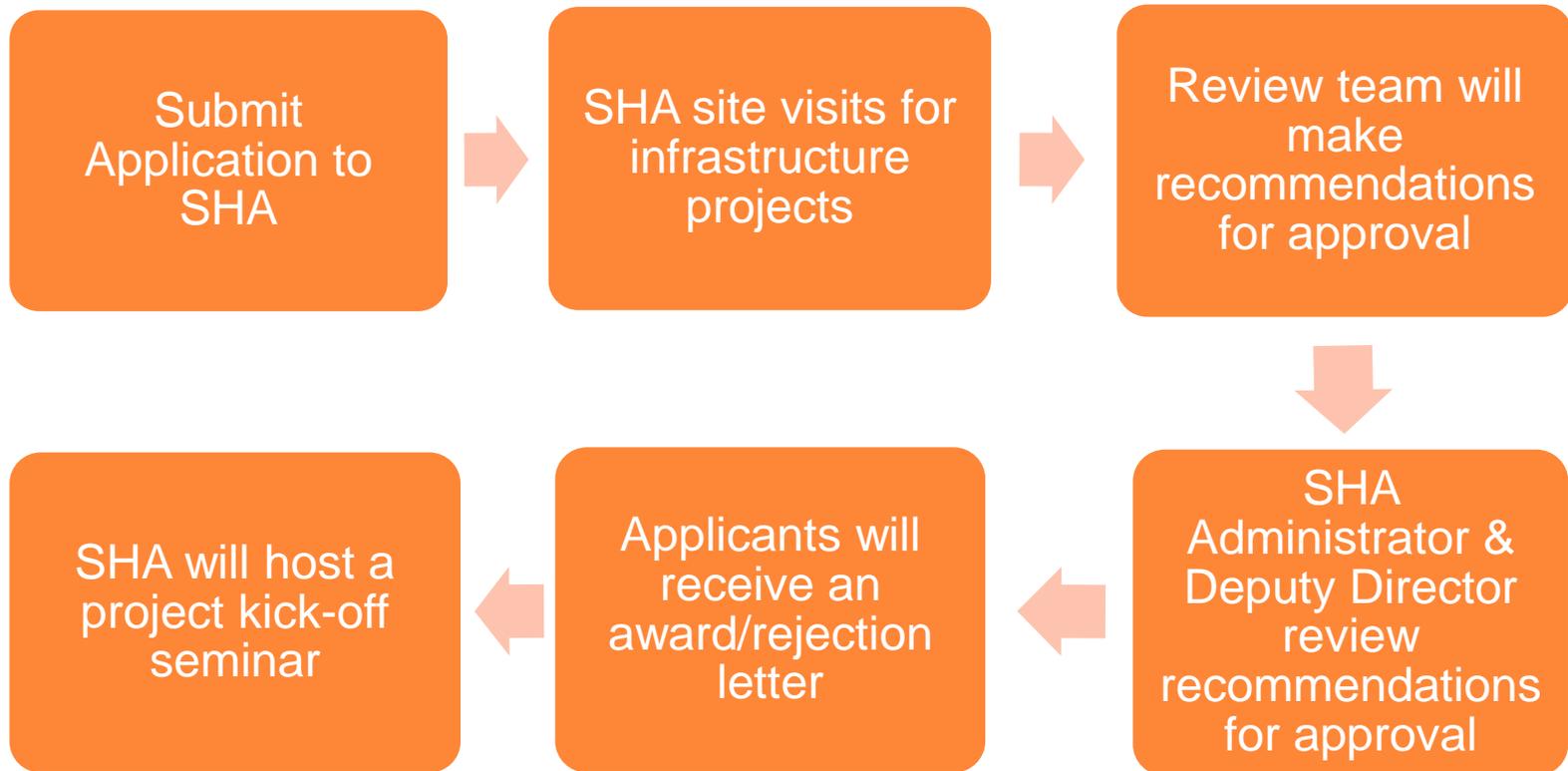
- Engineering
 - Sidewalks
 - On-Street bicycling
 - Pathways
 - Connectivity
- Education
 - Pedestrian and bicyclist safety
 - Personal security
 - Health Benefits/Environment
- Encouragement
 - Walking school buses
 - Individual competition/Contests/Events
- Enforcement
 - Training Crossing Guards/Parents/Community
 - Law Enforcement
- Evaluation



Steps in Creating a SRTS Program

- Bring together the right people
- Gather information and identify issues
- Find solutions
- Make a plan
- Get the plan funded- Apply to SHA!
- Act on the plan
- Evaluate and make changes if needed

Application Review Process



Application Submittal Information

- What
 - A complete application
- When
 - February 17th through March 28th
 - Applications are due close of business 3/28.
- How
 - Hardcopy or electronic submittal
- Where
 - SHA attention to Jessica Silwick (see contact info)

Maryland Transportation Alternatives Program (TAP)

Jessica Silwick

Program Manager

Office of Regional and Intermodal Planning

State Highway Administration

<http://www.roads.maryland.gov/Index.aspx?PageId=144>

TAP- Maryland Policy Changes

- Sidewalks are eligible
 - Requires a maintenance agreement
- Design is eligible
 - Requires project funding for Construction
 - 30% design plans required with application submittal for construction projects
- Planning is eligible for state flex funding
 - Projects will be capped at \$25,000; Overall planning project capped at \$300,000
 - May differ for MPO allocations
- Match is 80/20
 - Applications will be considered more qualified with a higher percentage of matching funds during selection

Funding Allocation



- Each state receives a portion of federal TA Program funds designated for the Fiscal Year
 - A portion of each state's funding is allocated for the Recreational Trails Program
 - Remaining balance is allocated for TA projects:
 - 50% is sub-allocated to Metropolitan Planning Organizations based on population their relative share of the total State population
 - 50% may be obligated to any area of the state

TA- 2014 Funding Suballocation

Total TA Funding
= \$ 12,139,181

Recreational Trails
= \$ 1,158,618

Metropolitan Washington Council of
Governments
= \$ 1,663,343

Baltimore Regional Transportation
Board = \$2,298,805

Wilmington Area Planning Council
= \$46,301

State Flex
= \$5,490,282

Population 5k and under
= \$750,933

Population 5k – 200k
=\$730,899

Purpose of the Transportation Alternatives Program

- TA projects are federally-funded community-based projects that:
 - Expand travel options
 - Improve the transportation experience by improving the cultural, historic, and environmental aspects of our transportation infrastructure



Program Eligibility

In order to be approved for federal funding, each project must:

- Be sponsored by an eligible agency or authority
- Be related to the surface transportation system
- Meet one or more of nine eligible categories listed in the federal legislation

9 Eligible Categories

- Design and Construction of on-road and off-road facilities for pedestrians, bicyclists, and other non-motorized forms of transportation
- Design and Construction of infrastructure-related projects that provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs including improvements walking and bicycling to school.
- Conversion and use of abandoned railroad corridors for trails
- Construction of turnouts, overlooks, and viewing areas
- Inventory, control, or removal of outdoor advertising
- Historic preservation and rehabilitation of historic transportation facilities
- Vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control
- Archaeological activities relating to impacts from implementation of a transportation project eligible under this title.
- Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to:
 - Address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff
 - Reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats

Project Sponsors

- Local government
- Regional transportation authorities
- Transit agencies
- Natural resource or public land agencies
- School district, local education agencies or schools
- Tribal governments
- Any other local or regional governmental entity with responsibility for or oversight of transportation or recreational trails

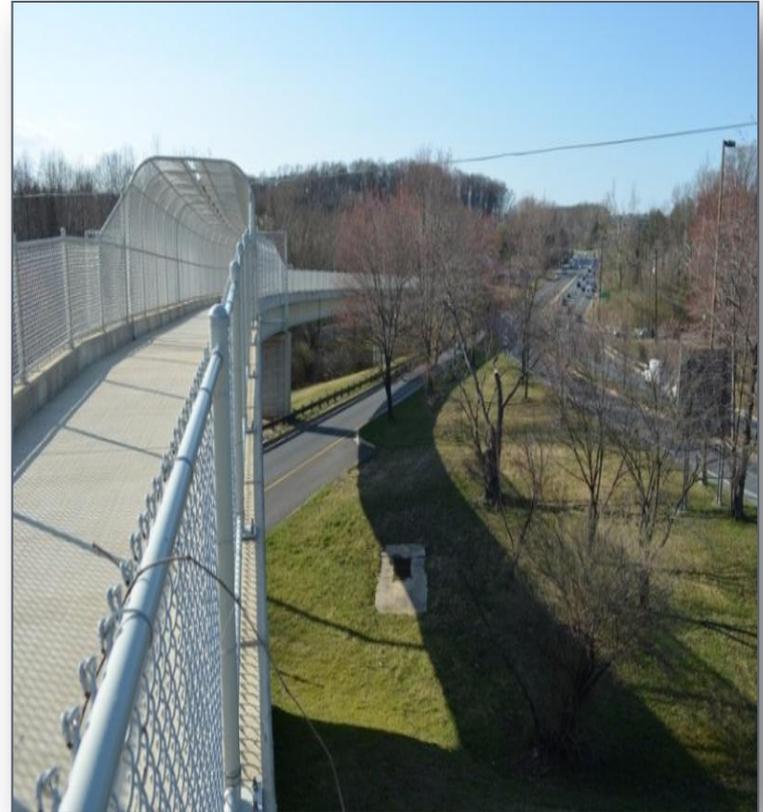


Photo Credit: NTEC

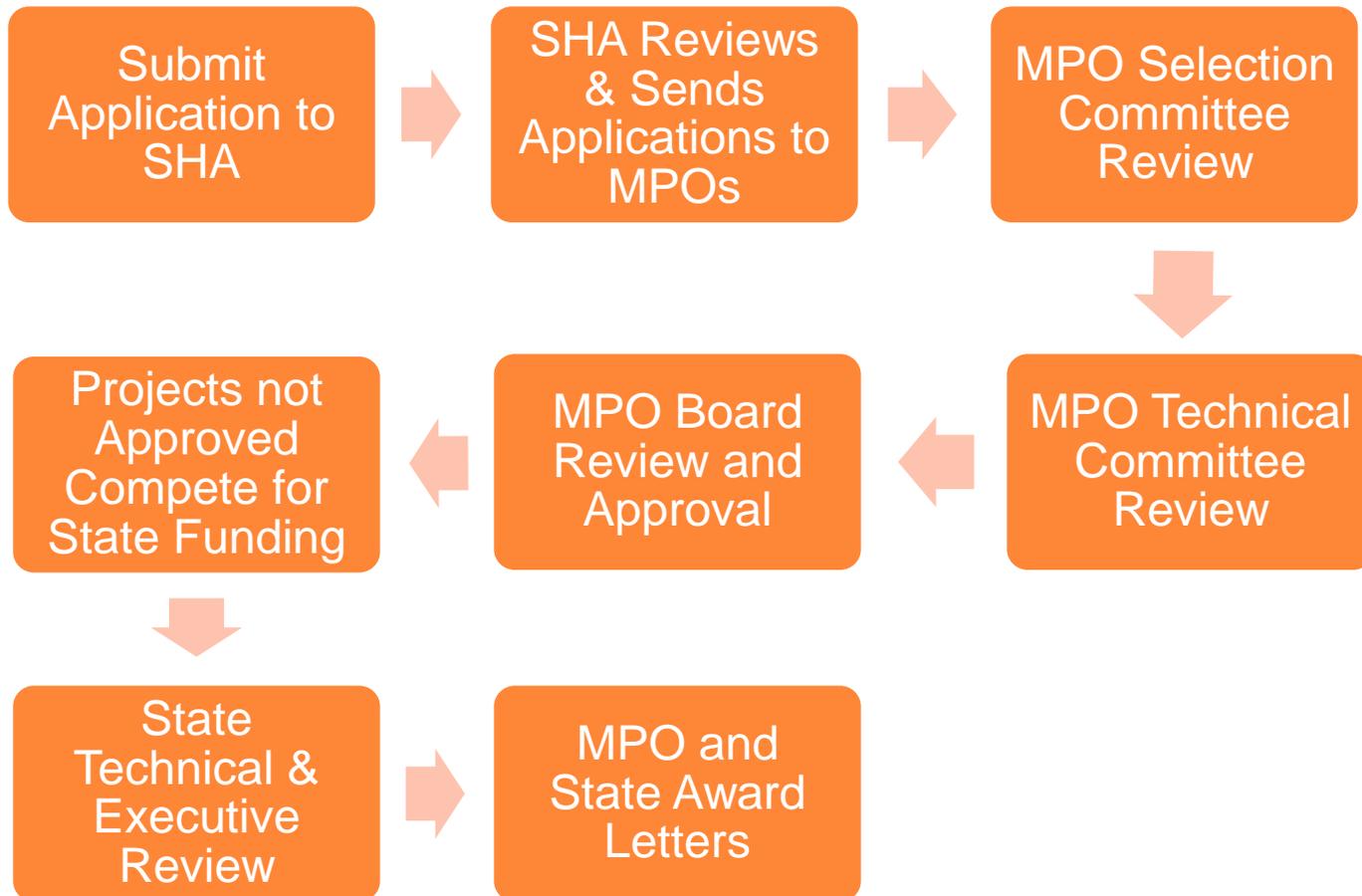
Project Responsibilities



- Sponsor:
 - Design, project management, and construction
 - Maintenance activities for the lifespan of the project
- SHA:
 - Provides assistance with the TAP process requirements – invoicing, environmental permitting, reimbursement, etc.
 - Provides approvals during design, right-of-way and construction phases

TAP Application Review Process

START :



Applications



Transportation Alternatives

Send all applications to Jessica Silwick at SHA

Accepted April 15th through May 15th

Electronic Application & Hardcopy Plans

Applications can be found at:

<http://www.roads.maryland.gov/Index.aspx?PageId=144>

Federal Lands Access Program (FLAP)

Jessica Silwick
Program Manager
Office of Regional and Intermodal Planning
State Highway Administration

<http://www.epl.fhwa.dot.gov/programs/fed-lands-maryland.aspx>

What is a Federal Lands access transportation facility?

- A public highway, road, bridge, trail or transit system
- Must be located on, adjacent to, or provide access to Federal lands
- Title or maintenance responsibility is vested in State, county, town, township, tribal, municipal, or local government

Eligible Activities

- Transportation planning, research, engineering, preventive maintenance, rehabilitation, restoration, construction, and reconstruction of Federal lands access transportation facilities
 - adjacent vehicular parking areas;
 - acquisition of necessary scenic easements and scenic or historic sites;
 - provisions for pedestrians and bicycles;
 - environmental mitigation in or adjacent to Federal land to improve public safety and reduce vehicle-caused wildlife mortality while maintaining habitat connectivity;
 - construction and reconstruction of roadside rest areas, including sanitary and water facilities; and
- Operation and maintenance of transit facilities

FLAP Funding

- Distributed by formula among States
- MD FY 2013 = approx. \$500,000
- MD FY 2014 = approx. \$500,000
- 80/20 (match requirement)
- No minimum or maximum requirements
- Federal funding = Federal procurement process requirements
- The facility owner must be the applicant

Evaluation Criteria

- **Evaluation Criteria for Selecting Projects**
- Endorsed by pertinent Federal agency as a high priority?
- High-use Federal facility/Federal economic generator?
- Consistent with State's Goals?
- Project sponsor can provide 20% match?
- Realistic scope, schedule, and budget?

- Additional Factors:
 - ◆ Safety
 - ◆ Accessibility & Mobility
 - ◆ Preservation
 - ◆ Environmental Quality & Sustainability

Applications

- Information will be posted on the Eastern Federal Lands (EFL) website:
www.efl.fhwa.dot.gov/programs/federal-lands-access.aspx

TIPS for Preparing Applications

- Review documentation materials for your state (i.e. eligibility requirements and state goals)
- Be succinct and concise
- Answer the questions to the best of your ability
- Use the best data available
- Photos and quality maps are useful
- Coordinate with pertinent agencies, property owners, partners
- Be practical, “right size” the scope, schedule and budget

Contact Information

Please contact us at any time to discuss potential projects, questions regarding eligibility, design guidelines, etc.

Transportation Alternatives/Safe Routes to
School/Federal Lands Access Programs
Maryland State Highway Administration
Regional and Intermodal Planning Division
707 N. Calvert Street
Baltimore, MD 21202
Jessica Silwick: 410-545-5653
Email: JSilwick@sha.state.md.us

Recreational Trails Program

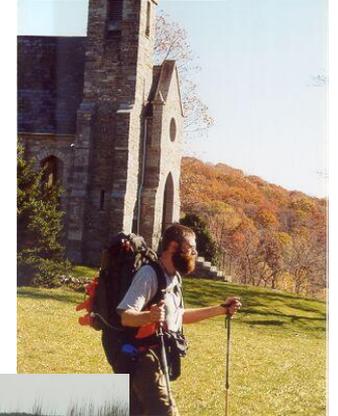
Terry Maxwell

March 20, 2014

SHA Office of Environmental Design

Recreational Trails Program

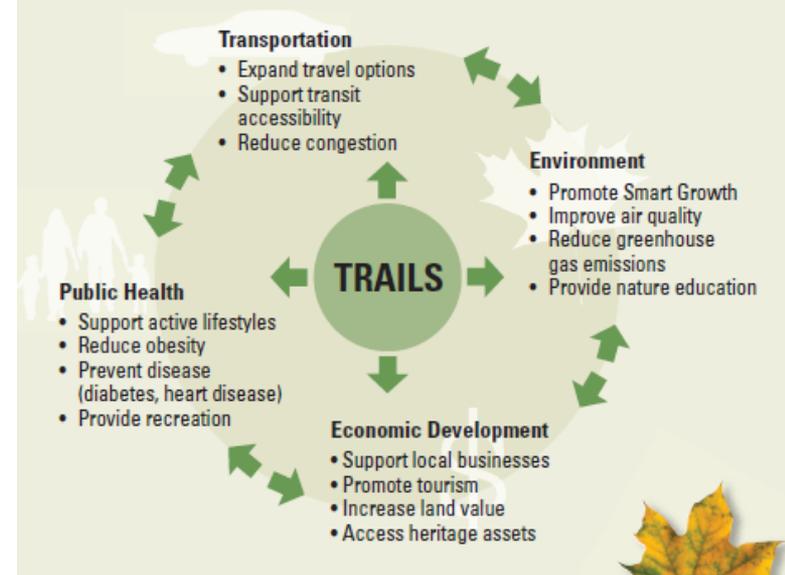
- SHA Administered
- Development of motorized and non-motorized recreational trails
- For pedestrian uses (hiking, running, wheelchair use), bicycling, in-line skating, equestrian use, kayaking, cross-country skiing, off-road motorcycling, all-terrain vehicle riding, four-wheel driving



Maryland Recreational Trail Opportunities

- Economic development
 - Enhances visitor experience
 - Supports local businesses
 - Improving access to our natural, recreational and cultural attractions
- Expands travel options
- Supports active lifestyles
- Improves livability/smart growth

Trails Contribute to Statewide Goals:



How Much?

- MD is apportioned approximately **\$1 million annually**
- Presently capped at \$30,000 per project for non-construction and \$40,000 for construction projects
- 80% federal funds to be matched 20% in-kind or cash
- Reimbursement based
- Can be sponsored by a government, or non-profit
- 50% goes to DNR; 50% goes to non-DNR projects



State Sub-allocations

- Legislation requires that States use
 - 40% for diverse recreational trail use
 - e.g. snowmobile/hiking trails (seasonal)
 - 30% for motorized recreation (waiver if necessary)
 - e.g. atv park/orv trails
 - 30% for nonmotorized recreation
 - 5% for education (optional)
 - 7% for administration (optional)



Eligible Trail Project Activities

- Construction, maintenance and restoration of land or water-based trails
- Development and rehabilitation of trail-side facilities
- Purchase and lease of trail construction or maintenance equipment
- Interpretive/educational programs
- Acquisition of easements for trail development
- *Will not cover planning/design/feasibility studies*



Construction of New Trails



Development of Trail Facilities



Maintenance of Existing Trails



Boardwalks/Viewing Platforms / Piers



Purchase/Rent Equipment



Interpretation/Education

Meadow Mountain Trail System

Discovery Trail

9.2 miles - easy
This gentle trail leaves the Discovery Center and travels through a hemlock glade. Hikers reach the rocky edge of the lake, staying cool in the evergreen shade.

Snakeroot Nature Trail

0.25 miles - easy
This self-guided nature trail features an interpretive brochure available at the Discovery Center and campground area. This leisurely hike often allows visitors a chance to view wildlife tracks and participate in other wildlife viewing and photography opportunities.

Meadow Mountain Trail

9.5 miles - moderate
Throughout the summer, many trail users enjoy the wildflowers and songs of birds along this trail as it traces through a hardwood forest of oak, maple and hickory. Users will catch limited views of the lake and maybe a white-tailed deer, turkey or ruffed grouse. Winter brings opportunities to enjoy snowshoeing, cross-country skiing and snowmobiling.

Brant Mine Trail

0.5 mile circuit - moderate
The highlight of this short trail is the Brant Coal Mine and homestead site. Interpretive hikes to the mine are conducted throughout the year. Call the Discovery Center for details.

Indian Turnip Trail

2.5 miles - moderate
Winding along the ridge of Meadow Mountain, this trail provides views and scenery typical of Western Maryland. Photographers will particularly enjoy the wildflowers in the summer.

Meadow Mountain Cove Water Trail

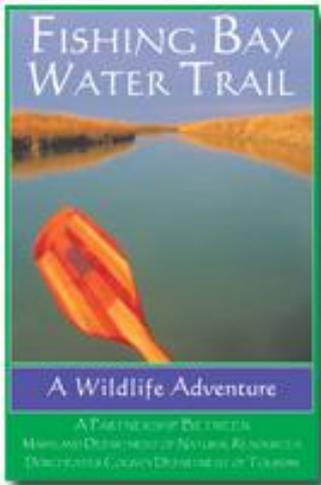
2.5 miles round-trip - flatwater, easy - 3 hours
Launching from an area near the Discovery Center, visitors can begin their trip into the solitude of Meadow Mountain Cove, a protected area of Deep Creek Lake. The cove's sequestered marsh and mature upland forest is a mix of hardwoods and hemlocks. Boaters and paddlers should avoid getting too close to the large stumps that are remnants of the giant chestnut and oak trees that once stood where the lake is today. Paddlers are often delighted by the sighting or evidence of active beavers.



While you are enjoying the park, please help us protect its natural and historic resources by following Leave No Trace Outdoor Ethics.

- Keep wildlife wild by not feeding them and keeping your distance.
- Leave what you find. Allow others to discover the park's unique resources by leaving rocks, plants, cultural artifacts and other natural objects of interest as you find them.
- Choose the right path by walking in single file on the designated trails. Trails are extremely vulnerable to damage during and following rain events. Please allow at least 4-8 hours for trails to dry after significant rain or call the park office for updated trail conditions.
- Pack it in, pack it out. Never leave behind litter, trash or felling line.
- Plan ahead and prepare for extreme weather, hazards and emergencies. Know the regulations and special concerns for the area you will visit.

Leave No Trace, Inc. is a national non-profit organization dedicated to promoting and inspiring outdoor recreation through education, research and partnerships. Leave No Trace builds awareness, appreciation and respect for our wildlands. For more information visit www.lnt.org



Application submission, review & approval process



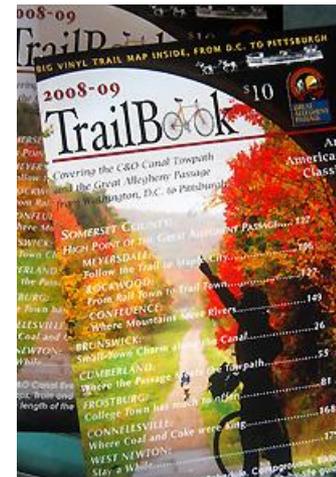
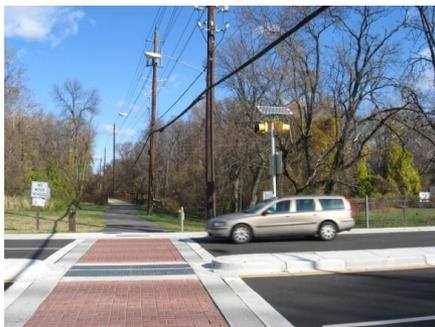
State/Federal Requirements

- Projects must meet Federal environmental and procurement requirements (NEPA, MEPA, Section 106, Section 4(f)). SHA will provide assistance to the project sponsor to acquire these approvals.
- Must be implemented within 3 years of MOU

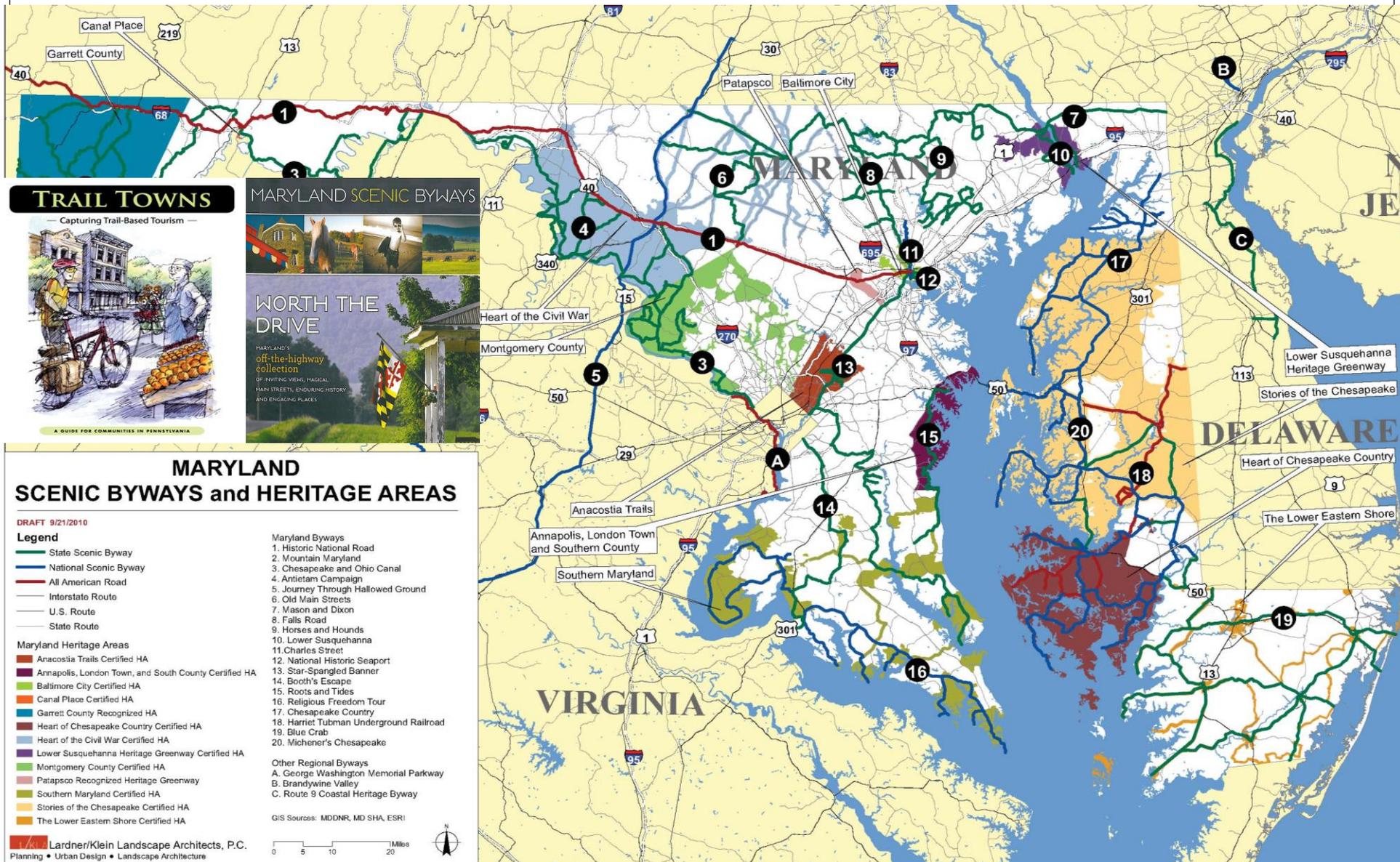


Preference to projects that...

- Provide **linkages** or completes existing transportation trails
- Provide **access** between trails and towns
- Provide **access** between community/school and natural, recreational, historic or cultural area
- Enhance **heritage, nature, eco-tourism opportunities**.
Is it along a designated byway, water trail, heritage area, Chesapeake Gateway, etc...?



Enhances heritage tourism opportunities



i.e.: trails along scenic byways within heritage areas

Enhances heritage tourism opportunities

-provides access to natural, cultural and historic resources

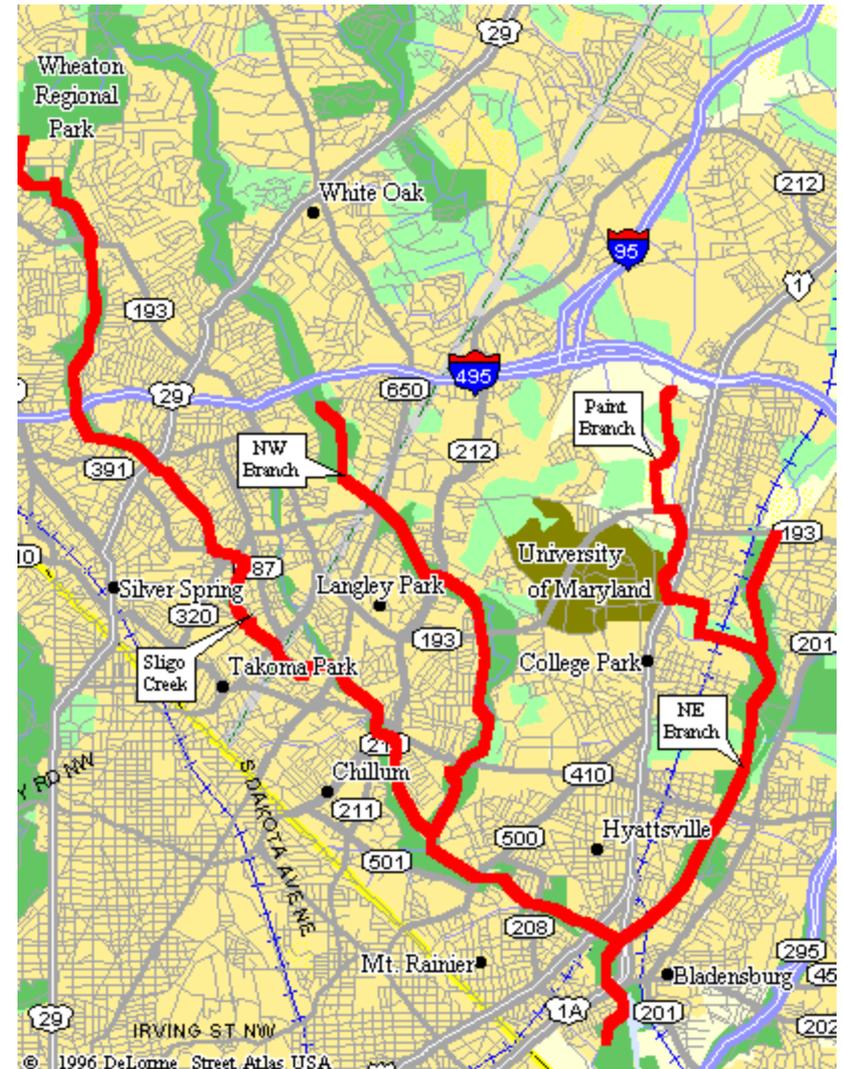


Trails, boardwalks, piers, pull-offs, interpretation, etc..

Featured Recreational Trail Program Projects

The Anacostia Tributary Trails, Prince Georges County

Located just outside DC's northeast border, this group of **paved** trails wind along the small stream valleys which feed the Anacostia River. The continuous greenway traverses a variety of natural environments from woodlands to open fields, including many wetlands. Activities available along the trail include fishing, bird watching, hiking, jogging, walking, horseback riding, and in-line skating. The southernmost point of the trail is located at Bladensburg Waterfront Park. Other stops include museums, community centers, and many local neighborhood and community parks.



Featured Recreational Trail Program Projects

Canal Towns Wayside Signs, C&O Canal towpath at the City of Brunswick

Installation of informational wayside signs on the Chesapeake and Ohio Canal towpath at Brunswick. Sponsored by Frederick County Office of Tourism and the C&O Canal National Historical Park. Signs were installed at each of the Canal Town locations in order to help hikers and cyclists learn more about the history of the towns along the Canal.



Featured Recreational Trail Program Projects

The Lewis Road Kayak Launch On Ayres Creek, Ocean City

The 37-acre site, with approximately 450 ft. of shoreline, previously used as a municipal landfill.



Featured Recreational Trail Program Projects

Rockburn Skills Park, Elkridge

Mid-Atlantic Off Road Enthusiasts (M.O.R.E), Howard County Recreation and Parks, and International Mountain Biking Association (IMBA) have created a private-public partnership to build a skills area in Rockburn Branch Park, a 450 acre park located in Elkridge



Featured Recreational Trail Program Projects

Matthew Henson Trail, Montgomery County, MD

4.2-mile regional hiker-biker trail in Montgomery County, Maryland. Cooperation between multiple state and local government agencies. The technical aspects of developing the trail in a sensitive stream valley corridor and forested areas presented many challenges that resulted in innovative design solutions, including the use of **timber boardwalks** in the most sensitive areas, primarily to preserve high quality forest and to cross a wetland.



Featured Recreational Trail Program Projects

Cross Island Trail, Kent Island

The Cross Island trail was initiated in 1996 and completed in September 2001. It spans Kent Island. The trail has a ten-foot wide asphalt paved surface, extending six miles. Several towns, senior centers, schools, shopping centers and a library are linked by the trail.



Several FY14 RTP Projects (Non-DNR)



Adkins Arboretum	Tuckahoe State Park Trail Connector
Allegany County	Great Allegheny Passage Maintenance Equipment/Patrol
Anacostia Trails Heritage Area Inc	Tributary Towns: Connecting Communities to the Trails
Anmarie Garden	Creekside Adventure Garden & Trails
City of Bowie	The Bowie Heritage Trail-Jericho Park Segment
C&O Canal National Historical Park	Towpath Forever Phase I
Caroline County Historical Society, Inc.	Linchester Mill Trail Construction Phase III
Catonsville Rails to Trails	Shortline Trail improvements: Wade Ave to Asylum Lane
City of Cumberland	Cumberland Recreational Trails Safety Program
Cylburn Arboretum Association, Inc.	Trail Improvements at Cylburn Arboretum
Student Conservation Association	Gwynns Falls/Leakin Park "Ridge Trail" Redesign
Town of Friendsville	The Friendsville Trail Access and Parking Lot Phase II
Howard County Conservancy, Inc.	Trail Safety Equipment for New Belmont Park Location
Maryland Agricultural Resource Council (501C3)	Baltimore County Farm Park Trail Improvements

Several FY14 RTP Projects (DNR)



DNR Land Trails Division	Trail Counters
DNR Wildlife and Heritage Service	Hugg - Thomas WRA Rotary Cutter
DNR Savage River State Forest	St. John's Rock/Red Dog Road ORV Trail Maintenance
DNR Wildlife and Heritage Service	Western Region Trail Project 2
DNR Forest Service	Boom Arm & Mower
DNR Fair Hill NRMA	Maintenance of the Existing Carriage Trail System
DNR Wildlife & Heritage Service	Southern Region 3 Point Hitch Chipper
DNR Forest Service	Green Ridge Trail Maintenance
DNR Wildlife and Heritage Service	Gwynnbrook Root Grapple
DNR Forest Service	Southern Region State Forest Equipment Purchase
DNR Wildlife and Heritage Service	Western Region Trail project
DNR MPS MCC	Trail Labor
DNR Wildlife and Heritage Service	Southern Region Walk Behind Mower
DNR Forest Service	Milburn Landing Trail enhancement
DNR Park Service	Woodmont Natural Resource Management Area Trail System

Questions?

If you would like to discuss a potential project, please contact:



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Maryland Bikeways Program

Spring 2014

Kate Sylvester
Office of Planning and Capital
Programming
Maryland Department of
Transportation



Bikeways Program Overview



- **State-funded reimbursable grant program**
- **New program created in 2011**
- **Eligible applicants:**
 - Government agencies and transit entities, including County, municipal, state, MPOs, RPOs, and federal public lands agencies.
- **FY2015 -- \$3.5 Million expected**
 - Solicitation and revised application will be issued soon
 - Applications will be due **Thursday, June 5**
 - Application and program information will be available at: www.cycle.maryland.gov

Bikeways Program Overview



- **Program Goals:**

- Make **bicycling** a true **transportation option** in Maryland
 - Maximize bicycle access to destinations (schools, transit, work, shopping, recreation, etc.)
 - Fill gaps in the state bicycle network
- Create connected routes that may use state roads, local roads and/or shared-use paths
- Reduce local match required for key trail missing link projects
- Encourage local bicycle network development
- Act quickly

Three Project Categories



- **Minor Retrofit**

- Up to \$100,000, no matching funds required in some cases
- Bicycle route signing, striping, sharrows, drainage grate replacement, bike racks, short trail extensions
- Can be located on local roads, state roads, or trails

- **Design**

- Design work for key bikeway projects and trails
- Feasibility assessments may address preferred alignment, environmental review, right-of-way issues, ADA, local support, cost estimates.

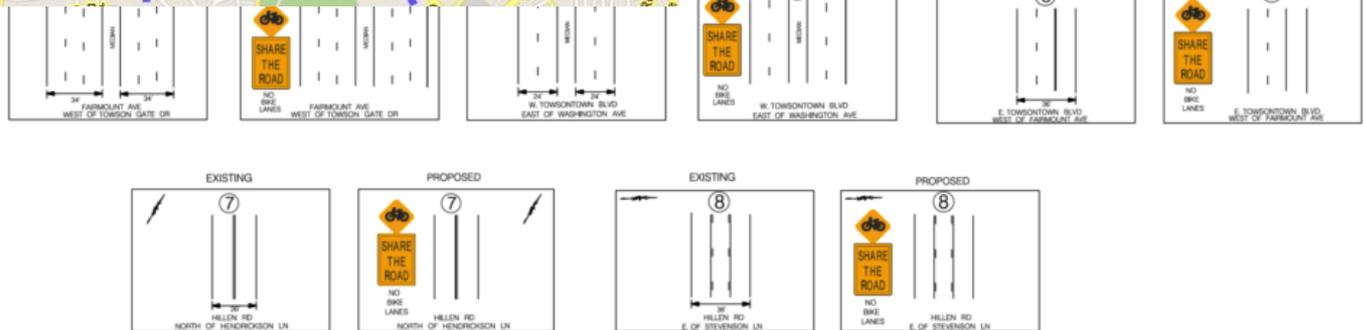
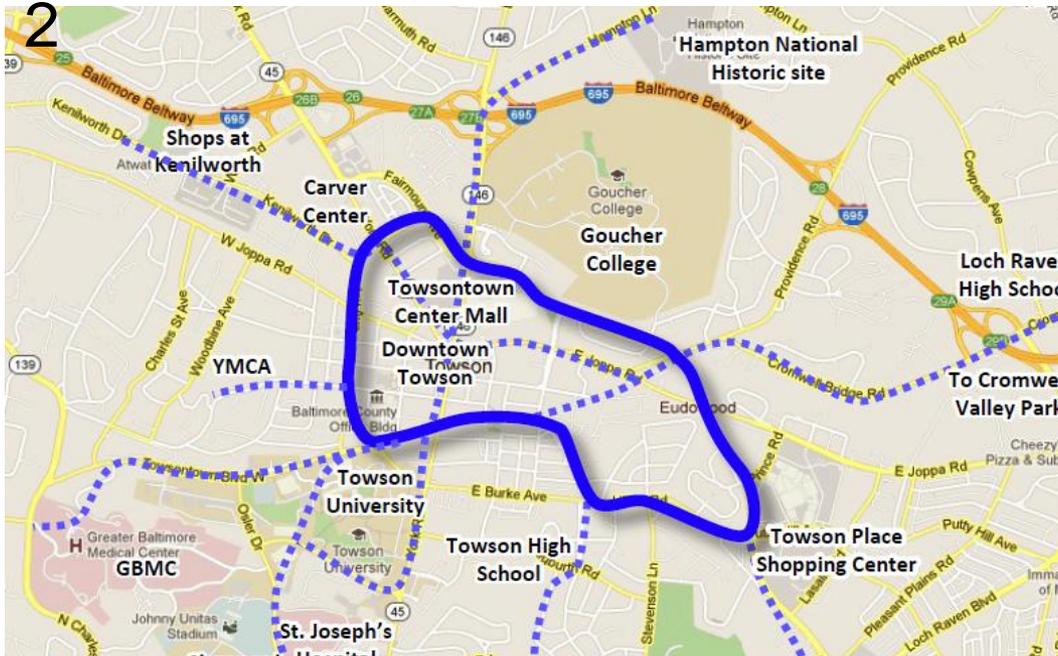
- **Major Construction**

- Trails, multi-use paths
- Can be combined with federal funding sources, such as Transportation Enhancements/Alternatives and Recreational Trails

Minor Retrofit



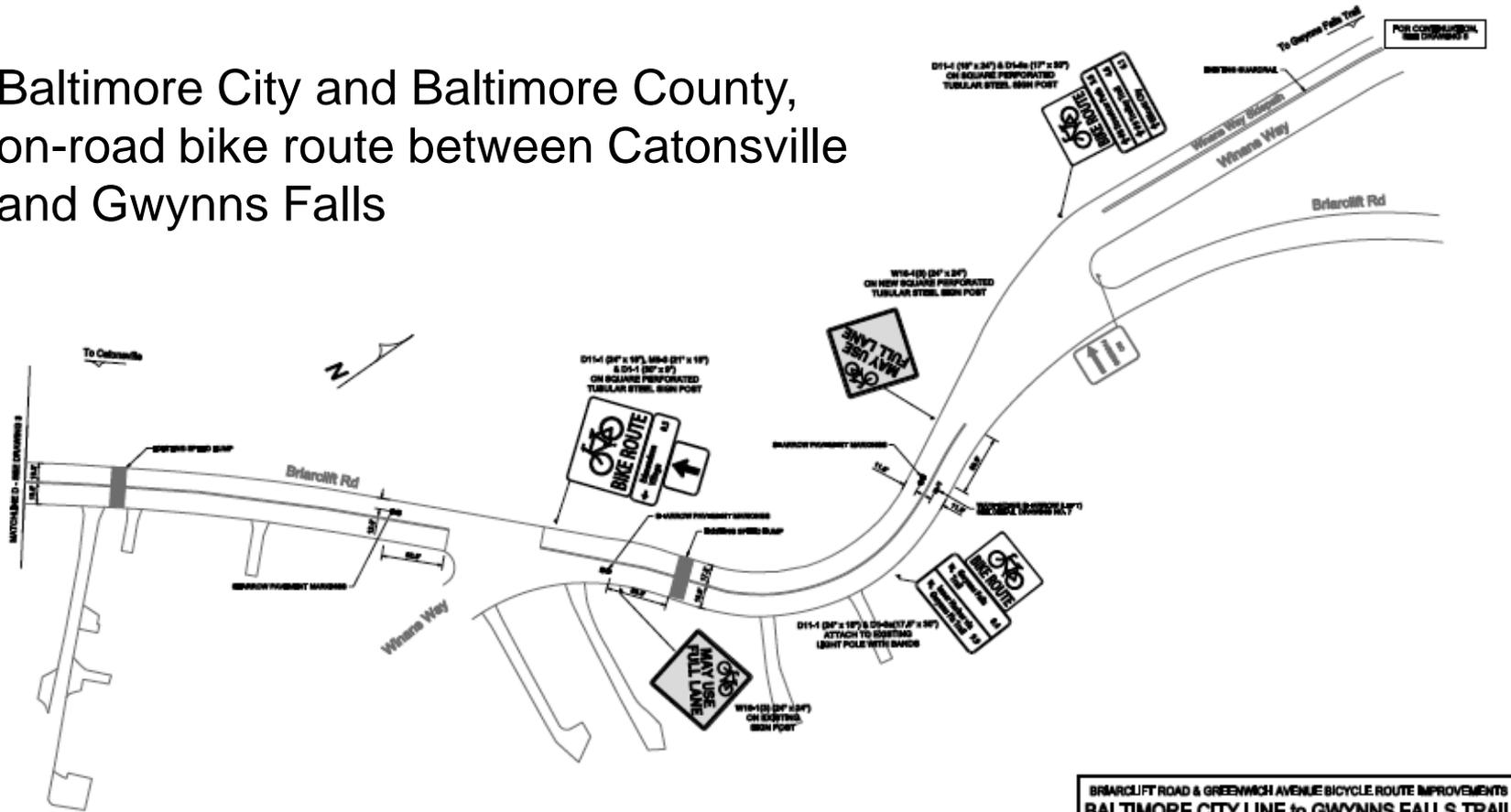
Towson bike "beltway", phases 1 and 2



Minor Retrofit



Baltimore City and Baltimore County, on-road bike route between Catonsville and Gwynns Falls

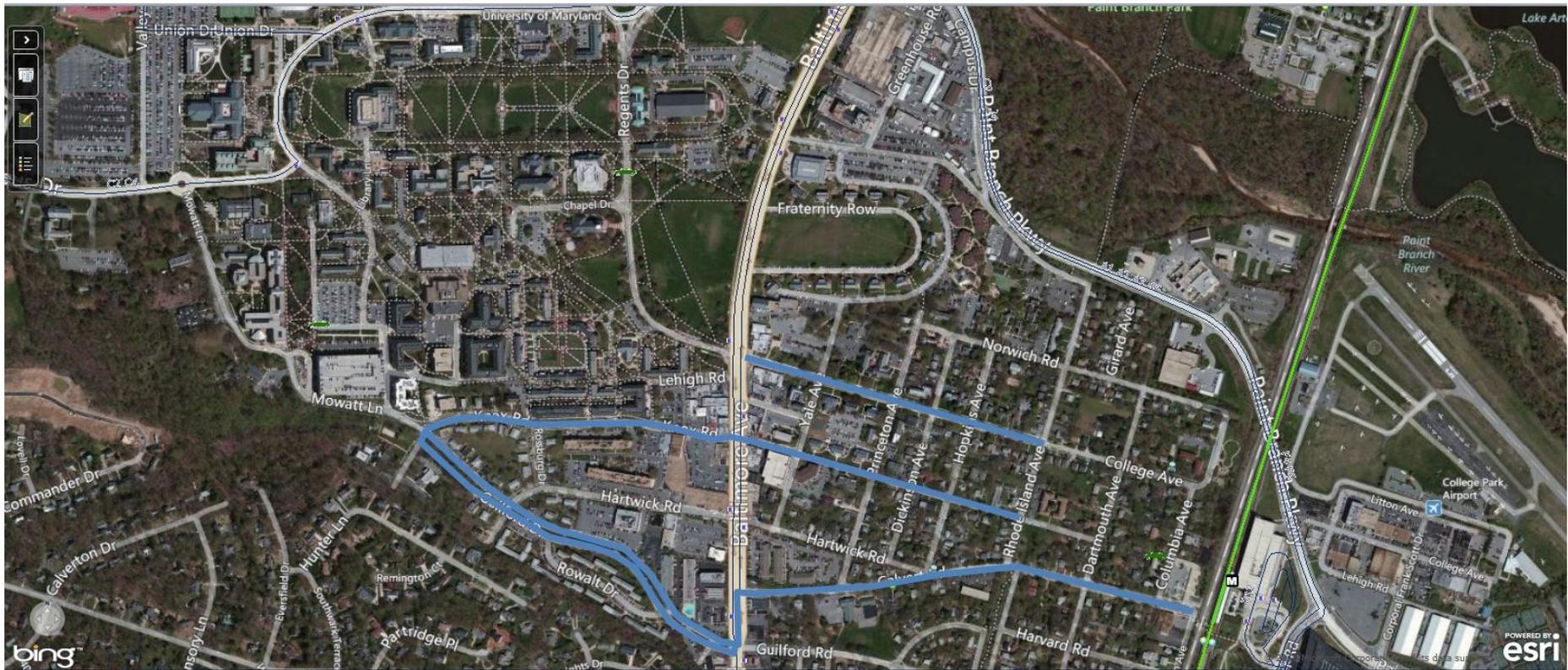


BRIARCLIFF ROAD & GREENWICH AVENUE BICYCLE ROUTE IMPROVEMENTS					
BALTIMORE CITY LINE TO GWYNN'S FALLS TRAIL					
PLAN SHEET					
DATE: 11/2012	SCALE: 1" = 40'	DRN: NPB	CHK: SQ	CHK: SQ	APPV: [Signature]
DEPARTMENT OF TRANSPORTATION CITY OF BALTIMORE				DRAWING NO. 4	

Minor Retrofit



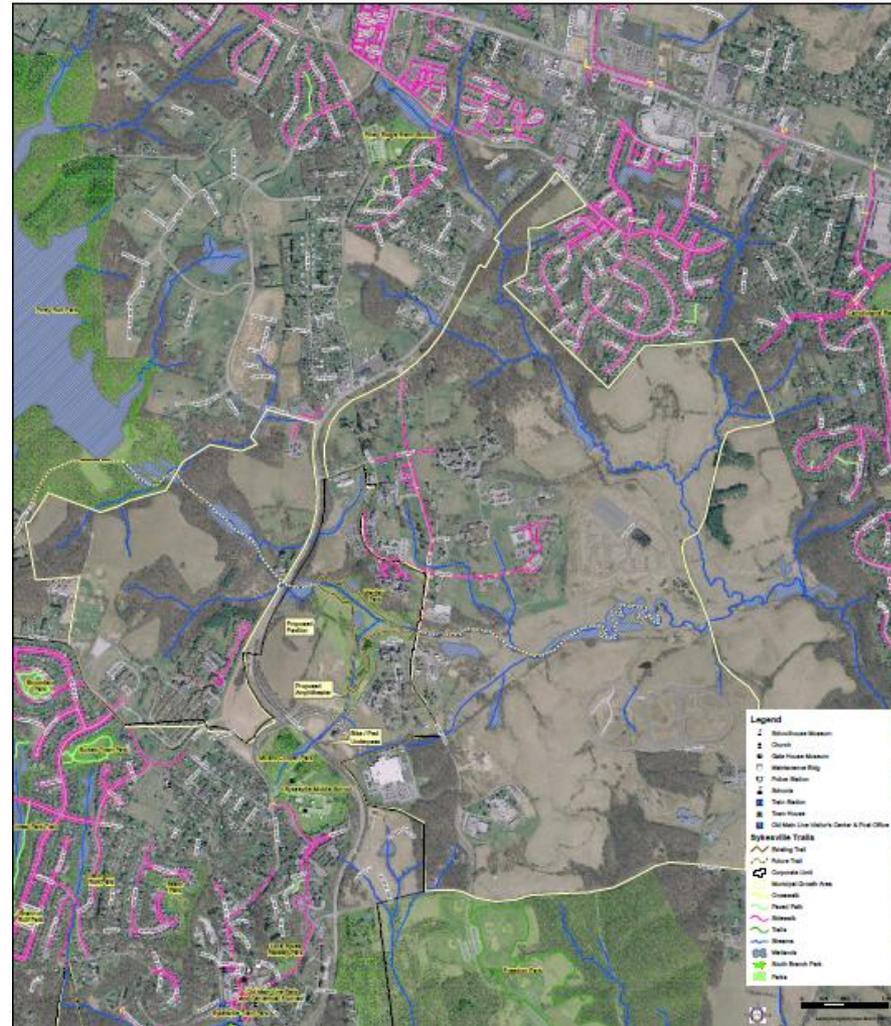
College Park bike routes



Design



Carroll County Freedom Trail alignment



Streams
Wetland Delineation

Conceptual Trail Layout

Trail Alignment Concept

Existing Sidewalks
Existing Paved Trails
Existing Sewer R/W (under proposed Trail)

Design

Capitol Heights Green and Complete



Capitol Heights Green and Complete Street
Capitol Heights Proposed Bike Lane Location Map

Legend

- Capitol Heights Prop. Bike Lane
- Forest Canopy
- Buildings
- Property Boundary
- Project Boundary
- County Bike Lanes
 - Existing
 - Planned

0 50 100 200 300 400 Feet

1 inch = 150 feet

Major Construction



Chestertown Rail Trail

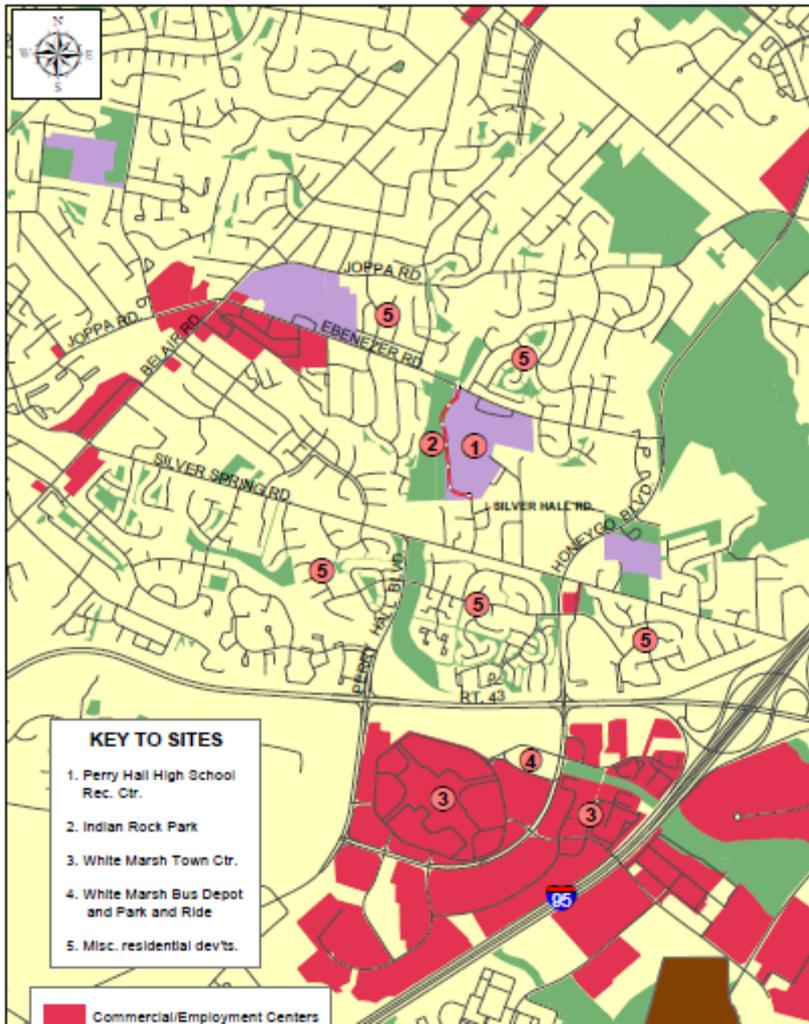


Major Construction

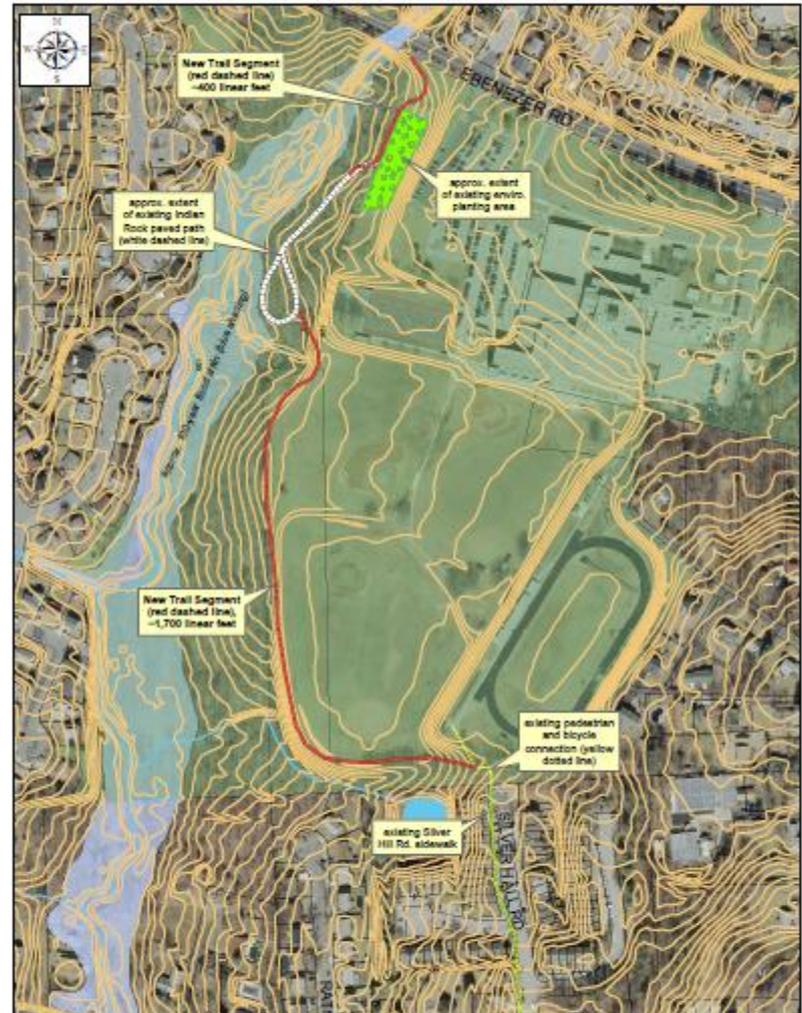


Baltimore County, Indian Rock Trail

VICINITY MAP WITH KEY DESTINATIONS



PROPOSED NORTHEAST TRAIL - INDIAN ROCK SECTION

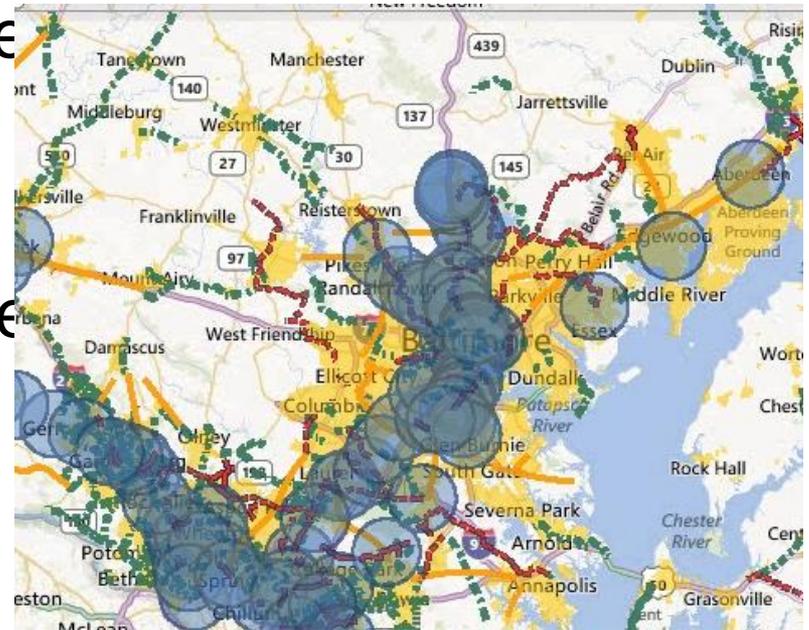


Eligible Project Areas



To be eligible, a project must be:

- Located within the Priority Funding Area (PFA), or
- Located within 3 miles of a rail transit station or major bus hub, or
- Addressing any project identified in the Trails Plan, or
- Included in the annual transportation priority letter submitted to MDOT.



Targeting Bikeways Funding



Bikeways Priority Projects (lower match funds req'd) enhance bicycle access to or within:

- Rail transit station or major bus hub (within 3 miles)
- “Missing Link” in State Trails Plan
- Sustainable Community Area
- Maryland Main Street
- Census tract(s) at or below 60% of Area Median Income
- Major institution campus
- Central business district
- Major tourism site

Required Matching Funds



Project Type	Bikeways Priority Project	Eligible Project
Minor Retrofit	0%	50%
Design	20%	50%
Major Construction	20%	50%

* Match contributions may include funds expended in support of the project no more than 24 months prior to the application submission deadline through the project completion.

Eligible Expenditures



- Eligible expenditures include:
 - Contracted design and construction services
 - Materials, signs, pavement markings, bike racks, benches
 - Up to 10% toward educational and promotional materials
- Regular staff time may be counted as match, but may not be reimbursed
- Grant agreement must be executed before any reimbursable expenses are incurred

Design Guidelines



- Comply with relevant design guidelines
 - AASHTO 2012 Bicycle Design Guidelines
 - SHA Bicycle Policy and Design Guidelines
 - MUTCD
 - APBP Bicycle Parking Guidelines
 - ADA
- Grantee maintains final design approval for local facilities

Grantee Expectations



- Upon award:
 - Submit project work plan/schedule and quarterly updates
 - Submit detailed design or project scope for review and comment
- Project Management:
 - Oversee contractors and consultants
 - Manage public involvement
 - Secure needed permits
 - Maintain financial records
 - Comply with local procurement standards
 - Invoice MDOT and submit a Final Report
- Complete project with 24 months of grant award



Questions?

We are happy to discuss potential projects and offer advice about eligibility, design guidelines, etc at any time.

Kate Sylvester, Community Planner
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Maryland Department of Transportation
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