

Maryland Trails Strategic Implementation Plan
Outreach Addendum

final
report

prepared for

Maryland Department of Transportation

prepared by

Cambridge Systematics, Inc.

with

Toole Design Group

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Cambridge Systematics, Inc.
4800 Hampden Lane, Suite 800
Bethesda, Maryland 20814

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Toole Design Group

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About the Addendum

About the Addendum

This addendum to Maryland Trails Strategic Implementation Plan (TSIP) is intended to serve as supporting documentation of the outreach conducted on behalf of the Maryland Department of Transportation (MDOT). The TSIP public involvement process was designed to be inclusive, sensitive, and responsive to the diverse issues of concern to stakeholders and the general public. This addendum presents the findings of MDOT's TSIP outreach efforts, which were conducted via an interactive website, an online survey, and through direct interviews with key stakeholder/interest groups and partner agencies involved in Maryland's trail development in order to gather information on trail issues related to transportation and of Statewide importance.

This document is organized into four sections, with a brief description of each section's contents listed below:

- **Section 1.0: Overview of Outreach Findings** - This section provides a high-level overview of outreach conducted as part of the TSIP effort;
- **Section 2.0: Summary of Online Survey** - This section breaks down the results of the online TSIP survey, which received over 600 responses;
- **Section 3.0: Summary of Stakeholder/Interest Group Interviews** - This section presents detailed summaries of 22 interviews conducted; and
- **Section 4.0: Consultation and Coordination of Planning Activities** - This section provides a brief overview of the consultation and coordination activities conducted by MDOT to ensure that the TSIP is consistent with planning efforts and initiatives in the State.

1.0 Overview of the Outreach Findings

1.0 Overview of Outreach Findings

Stakeholder input is critical to developing any long-range strategic plan, which is why an inclusive and collaborative outreach program is a hallmark of the TSIP project. MDOT engaged numerous stakeholder interest groups, such as bicycle, pedestrian, trail and heritage advocacy organizations, as well as representatives of State and local government agencies. The TSIP was developed through three tiers of involvement for partner agencies, key stakeholders, and interested advocates.

Advisory Committee – MDOT invited partner agencies and representatives of local governments to jointly develop the TSIP. These partners met at four technical milestones in the TSIP Process. Advisory Committee members represented the following partner agencies:

- Department of Business and Economic Development;
- Department of Health and Mental Hygiene;
- Department of Natural Resources;
- Department of Planning;
- Department of Transportation;
- Maryland Association of Counties;
- Maryland Municipal League;
- Maryland Bicycle and Pedestrian Advisory Committee;
- Maryland State Highway Administration; and
- Maryland Transit Administration.

Stakeholder Outreach – MDOT conducted interviews with key stakeholders across the State as well as with partner agencies involved in Maryland’s trail development in order to gather information on trail issues related to transportation and of Statewide importance. MDOT also conducted interviews with stakeholder interest groups, such as bicycle groups, pedestrian groups, Departments of Parks and Recreation, and local governments.

Survey and Website – Interested citizens desiring to participate in the TSIP were invited to complete a survey and/or provide input on specific trail needs using Google Maps via the TSIP website. The website was accessible via a link from the Office of Planning and Capital Programming (OPCP) web page (<http://www.mdot.state.md.us/Planning>).

■ Findings

As previously noted, the TSIP public involvement process was designed to be inclusive, sensitive, and responsive to the diverse issues of concern to stakeholders and the general public. A number of key themes emerged through the TSIP outreach process, which included an online survey and direct interviews with key stakeholder/interest groups. The key findings from these outreach activities are summarized briefly below. A more detailed discussion of the TSIP outreach findings are provided in Sections 2.0 and 3.0 of this addendum.

Role of Trails in Maryland

Stakeholders felt that well-designed trails should serve as a resource for:

- Transportation;
- Recreation;
- Public health and fitness;
- Nature access and education; and
- Economic development (especially heritage and eco-tourism).

Future Vision for Trails in Maryland

When asked to look out 20 years, stakeholders envisioned trails that would:

- **Provide a Transportation Option** - Trails would be safe, accommodate multiple users (i.e., bicycles and pedestrians), and provide access to transit, communities, commercial and residential areas, surrounding states, and other trails;
- **Support a Connected Network** - Maryland's network of trails would be integrated into the Statewide transportation system and Marylanders would have ready access to trails; and
- **Advance Sustainability** - Multiuse trails would provide a sustainable travel option that reflects and fosters the State's commitment to environmental stewardship.

Making Trails More Useful for Transportation

Overcoming barriers to obtain funding and to develop trails is important to stakeholders. Focusing on an overall network, or system, of trails is also important to promote transportation function. The following key elements are needed in order to make trails more useful for transportation purposes.

- **Connectivity** – Fill the gaps in the trail system to create an interconnected trail system by:
 - Constructing “missing link” trails that connect communities and distant destinations;
 - Providing the small links to destinations (transit, retail, recreational areas) that improve accessibility and make trails more “usable”; and
 - Addressing physical barriers (i.e., accommodations on bridges) and policy barriers.
- **Strong Leadership and Public Support** – Identify a visible “champion” for trails that garners leadership support at the State, regional, and local levels as well as broad public interest and support by:
 - Providing high-level policy coordination at State agencies;
 - Conducting public outreach to cultivate local political support and leadership, and overcome negative perceptions of trails (i.e., not-in-my-backyard mentality);
 - Establishing a formal committee/group to promote interagency coordination; and
 - Dedicating staff to trail development (i.e., State trail coordinator and project managers).
- **Funding** – Consider policy changes to current funding programs to make them easier to use and to attract nontraditional applicants by:
 - Providing technical outreach and administrative support to project sponsors so that the Transportation Enhancements (TEP) funding program is more attractive;
 - Identifying funding sources for trail maintenance and engineering to address trail barriers (e.g., bridges, tunnels); and
 - Tapping into alternative funding sources (e.g., foundation grants).
- **Planning** – Trail planning in Maryland is conducted by a variety of stakeholders at the grassroots, local, regional, and State levels, with various levels of experience and resources. Augment trail planning processes by:
 - Working proactively with property owners to obtain and enforce easements for trails;
 - Establishing trail design standards (signage, lighting, geometry, amenities) and provide trail planning, design, and construction technical assistance and workshops;
 - Increasing trail safety through maintenance, design, and patrolling;
 - Streamlining trail permitting and review processes to: expedite project development; accommodate projects sponsored by multiple agencies; and support trail-specific engineering requirements;

- Addressing trail development in county comprehensive plans so that they are, considered during the early stages of the development processes and are incorporated into existing communities; and
- Exploring underutilized properties such as rail and utility corridors.
- **Communication and Collaboration** - Trail development involves a diverse group of stakeholders, which can be more effectively engaged by:
 - Providing a venue (e.g., workshops) for agencies to communicate about their experiences and learn and build their technical capacity;
 - Facilitating collaboration between stakeholders (i.e., agencies, departments, different levels of government, trail users groups, land owners, railroads);
 - Creating trail data collection standards and maintain a Statewide trail inventory;
 - Identifying gaps in the trail network and develop trail infill priorities;
 - Encouraging public-private partnerships;
 - Marketing and advertise trails and promote local success stories; and
 - Identifying opportunities for partnerships to achieve common goals and leverage scarce resources.

2.0 Summary of Online Survey

2.0 Summary of Online Survey

To gain stakeholder input on current trail user habits and preferences, MDOT administered an online survey available to the public through the TSIP project website.¹ The survey was divided into three parts addressing overall trail use and need; experience with trail development and preferences for funding/administration; and survey respondent demographics.

The 699 survey responses received between July 22 and September 4, 2008 are summarized below. It should be noted that the responses may not reflect the opinions of the general population since the respondents were self-selected and were primarily identified as trail users or professionals in the field.

■ Findings

Overall Trail Use and Need

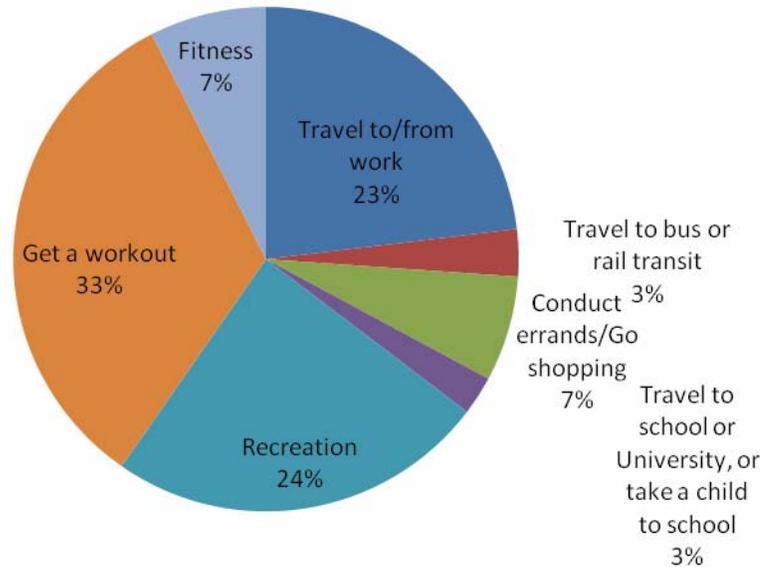
Current Trail Use

- Trail Use Frequency:
 - 85 percent of respondents use trails several times per month; and
 - 35 percent use trails once or twice per week.
- Trip Purpose (see Figure 2.1):
 - Individuals that use trails at least 3 times per week use trails for:
 - ∴ Getting a workout (33 percent);
 - ∴ Recreation (24 percent);
 - ∴ Traveling to and from work (23 percent); and
 - ∴ The majority of these respondents use trails to ride bicycles.
 - Respondents indicated that they were least likely (almost never or never) to use in-line skates or assistive devices on the trails;

¹ OPCP web page (<http://www.mdot.state.md.us/Planning>).

- Almost 10 percent of frequent trail users ride bikes with trail-a-bikes or trailers for children; and
- 36 percent of trips made by frequent trail users are for transportation.

Figure 2.1 Trail Trip Purpose for Respondents Using Trails Three or More Times per Week



- Off- and On-Road Travel:
 - People using trails for transportation generally combine trails with on-road travel; and
 - Transportation trips are more likely to be majority on road:
 - ** Trails comprise half or more of the total trip length (29 percent); and
 - ** Trails comprise less than half of the trip length (47 percent).
- Trail Level of Comfort:
 - 93 percent of respondents are somewhat comfortable or very comfortable using neighborhood streets or lightly traveled roads;
 - 89 percent of respondents are somewhat comfortable or very comfortable using sidepaths;
 - 83 percent of respondents are somewhat comfortable or very comfortable using marked, on-street bike lanes; and

- 70 percent of respondents are somewhat comfortable or very comfortable riding on paved road (nonhighway) shoulders.
 - ‡ Over 60 percent of respondents are uncomfortable or will not use paved highway shoulders; and
 - ‡ Nearly 70 percent of respondents will not ride on roads with no bicycle or pedestrian accommodations.

Increasing Trail Use

- Improvements – 95 percent of respondents said that they would use trails more often for transportation if the system was improved and expanded to:
 - Eliminate gaps in the trail system (63 percent);
 - Create links through physical barriers such as major highways (41 percent);
 - Create safer crossings at major roads (31 percent);
 - Link trails to bus stops and rail transit stations (22 percent);
 - Improve connections to and through residential subdivisions (25 percent);
 - Improve connections to and through shopping centers and office complexes (25 percent);
 - Light trails for security and evening travel (15 percent); and
 - Provide better wayfinding signs (8 percent).

Experience with Trail Development and Preferences for Funding and Administration

Preferences for Trail Funding

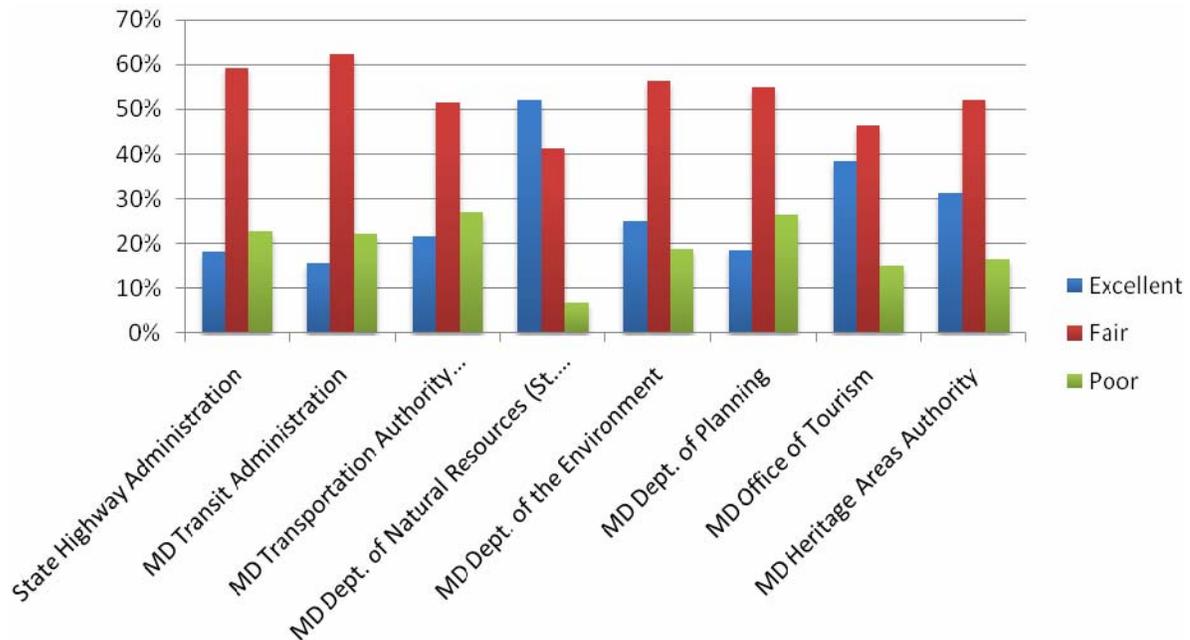
- Trail Funding:
 - 80 percent of respondents stated they do not have experience or understanding of trail funding;
 - 81 percent of respondents support a set-aside for trails from Maryland's Transportation Trust Fund;
 - Half of respondents support redirecting a larger portion of state/local tax revenues for trails;
 - 46 percent of respondents want the administrative process for funding programs simplified;
 - 38 percent of respondents want administration of State and Federal trails funding centralized;

- 37 percent of respondents support a State-County partnership for trail development; and
- 4 percent suggested that the State continue its current approach and just over 9 percent supported an increase in local taxes to fund trail projects.
- Raising Trail Funds:
 - Almost 63 percent of respondents believe that a combination of entities should be responsible for funding trails; and
 - 23 percent believe State governments should have the lead.

Preferences for Trail Administration

- Responsibility for Trail Construction and Maintenance:
 - Almost 30 percent suggest that county governments be responsible;
 - Over 27 percent suggest that State government be responsible;
 - 3 percent suggest that local (city) government be responsible; and
 - Almost 37 percent suggest that responsibility be divided amongst Federal, State and local entities.
- Satisfaction With State, Regional, County and Local Agencies on Trail Issues (see Figure 2.2):
 - Approximately 50 percent of survey respondents had experience with local or county departments;
 - When dealing with various agencies at the local and county level, over 50 percent of respondents indicated that their experiences were fair or excellent;
 - Very few respondents had experience working with regional entities (councils of government, regional planning agencies, etc.); and
 - Roughly 35 percent of survey respondents had experience working with State agencies.
 - ‡ Of those responses, approximately 55 percent indicated that their general experience with MD state agencies was fair, almost 25 percent indicated that their experience was excellent, and 20 percent indicated that their experience was poor.

Figure 2.2 Respondents Satisfaction with State, Regional, County, and Local Agencies on Trail Issues



Survey Respondent Demographics

- Proximity to Trails:
 - Two-thirds of respondents live within 3 miles of a trail; and
 - 11 percent of the respondents live over 10 miles from a trail.
- Types of Respondents:
 - Approximately two-thirds of the respondents use cars and bicycles as their primary modes of transportation;
 - 45 percent belong to at least 1 organization that represents trail users;
 - 80 percent of the respondents are general trail users and are not trail professionals or advocates;
 - Nearly 60 percent of respondents were under the age of 50 and 81 percent were between 30 and 65 years old;
 - More men responded to the survey than women (68 percent versus 32 percent);
 - 84 percent of respondents listed where they live;
 - Of those that indicated where they live Montgomery County was the most represented county (23 percent);

- The City of Baltimore was the most represented city (12 percent);
- Only three counties were not represented: Cecil, Kent and Somerset; and
- 5 percent of the respondents reside outside of Maryland (Washington D.C., Virginia, West Virginia, Pennsylvania, Delaware).

3.0 Summary of Stakeholder/ Interest Group Interviews

3.0 Summary of Stakeholder/ Interest Group Interviews

Twenty-two stakeholder/interest group interviews, including one with each of SHA's trail funding programs, were conducted between June and August 2008 to help inform the TSIP process. In general, the intent of these interviews was to convey the importance and purpose of the TSIP, to gather information from the perspective of each agency to feed into the TSIP, and to begin to identify Statewide goals and objectives.

Interviews were conducted with both partner agencies as well as advocacy organizations and local governments (i.e., county/local economic development, public works, planning and/or parks and recreation staff). Candidate stakeholder/interest groups were identified with the assistance of the TSIP Advisory Committee. Interviews were conducted face-to-face, via telephone, or at stakeholder meetings to reach a larger audience. Each interview was guided by a general interview questionnaire that covered a range of topic areas including, values and needs, funding and programming, and coordinating trail development. All interview participants were provided this general questionnaire in advance in order to maintain a similar structure for each interview session. Finally, depending on the type of stakeholder/interest group that was interviewed, a series of additional questions were also asked that focused on more targeted questions relevant to that particular type of agency (i.e., peer agencies, local governments, and nonprofit groups).

■ Stakeholder Questionnaire

Values and Needs

- What role should trails fill in Maryland?
- What would you like Maryland's trail system to look like in the next 20 years?
- What needs to be done in your region to make trails more useful for transportation? (i.e., link to transit, better maintenance, more lighting, linkages between trails, making safer road crossings, creating crossings of major barriers)
 - What can MDOT and its modal agencies do to address these issues?
- Do you know of approaches to trail development being undertaken in other states that you think work particularly well?

Funding and Programming

- What do you see as the major institutional issues impacting trail development in your area? (i.e., funding application requirements, local administration of state/Federally funded projects, coordination between agencies, availability of local match funding)
 - What are some strategies that MDOT and its modal agencies could do to help?
 - What are some strategies that local governments could do to help?
- What has been your experience with State and Federal funding programs that support trail development, such as Program Open Space, the Recreational Trails Program, and Transportation Enhancements?
 - In what ways do these programs work well?
 - In what ways could they be improved?

Coordinating Trail Development

- With what other agencies do you coordinate trail development: MDOT, SHA, DNR, other local government agencies, local citizen groups, and if applicable adjoining states?
- What types of issues typically require coordination (i.e., funding, planning, ROW, permitting, connectivity, linking to regional initiatives outside Maryland).

Conclusion

- Are there any other stakeholders that you suggest we contact via our survey effort?

■ Agency-Specific Questions

Peer Agencies

- What is your role with regard to trail funding, development (i.e., planning/design), promotion and maintenance?
 - How would you like to grow or continue this role?
- Is your agency involved in any trail-related initiatives or planning efforts that involve MDOT and its modal administrations?
 - If so, what could MDOT and its modal administrations do to better coordinate with your agency to advance trail development?
 - If not, what do you see as barriers to partnering with MDOT and its modal administrations to advance trail development?

Local Governments

- What is your role with regard to trail funding, development (i.e., planning/design), promotion and maintenance?
 - How would you like to grow or continue this role?
 - What departments within your local government have responsibilities related to trails?
- What can MDOT and its modal administrations do to support trail connectivity within your jurisdiction and between jurisdictions?
- Are there specific ways that MDOT could help your local government develop or improve its trail program?

Nonprofit Groups

- What do you think should be MDOT's role in trail development?
- What do you see as the components of a first class trail system?
- What do you think MDOT and its modal administrations could do to help trails be considered as a commuting option?

■ Summary of Stakeholder Interview Responses

All stakeholder interview responses for which participants provided answers are summarized in the following tables.

Table 3.1 Stakeholder Interview Responses to Question 1

Responding Agency	1. What role should trails fill in Maryland?
<i>Anne Arundel County</i>	<ul style="list-style-type: none"> • They should be part of the transportation infrastructure. • They should be viewed as equal with other modes. • You should be able to reach all important destinations user you own power. • They should be viewed as assets related to economic development and tourism. • Trails should be used to the state to draw people to the state for nonmotorized vacations. The state should market itself as the trail crossroads of America, and local communities where trails actually cross should market this fact. • All trails should lead to Maryland: ECG, American Discovery Trail, Great Allegheny Passage, etc.
<i>Atkins Arboretum</i>	<ul style="list-style-type: none"> • Transportation. • Health. • Recreation. • Tourism. • Access to Natural Areas, especially for people with disabilities and for those who do not have access to natural areas close to their homes. • Marketing of Livable Communities - The impact on people who drive on Route 50 of seeing the people happily biking or walking on the Cross Island Trail is immeasurable as an enticement for people to visit, move to, or recreate in the Kent Island community.
<i>Baltimore County Planning Department</i>	<ul style="list-style-type: none"> • Trails should be readily available for: recreation, public health, and transportation.
<i>Baltimore Metropolitan Council</i>	<ul style="list-style-type: none"> • Recreation and tourism; • Health and wellness; • Transportation option; and • Commuter friendly with connections (origins/destinations).

Responding Agency	1. What role should trails fill in Maryland?
<i>Department of Natural Resources</i>	<ul style="list-style-type: none"> • Close to home recreation; • Education about nature and foster a stewardship ethic; • Alternative form of transportation; • Public health and wellness benefit; and • Connecting schools, communities, and businesses to one another and to natural areas – this really is the mutual benefit with the DOT.
<i>East Coast Greenway Maryland State Committee and Baltimore Mayor’s Bicycle Advisory Committee</i>	<ul style="list-style-type: none"> • Dual role: Recreation and Transportation.
<i>Harford County Planning Department</i>	<ul style="list-style-type: none"> • Recreational and health benefits; and • More importantly, provide links to other modes (transportation benefits), especially across I-95, i.e., at the Susquehanna River.
<i>Garrett County Recreational Trail Group</i>	<ul style="list-style-type: none"> • Trails should provide fitness opportunities, alternative transportation modes, and highlight the unique features of the State while producing economic benefit rural and other areas.
<i>Maryland Bicycle and Pedestrian Advisory Committee</i>	<ul style="list-style-type: none"> • Don’t follow the mindset of past by making trails isolated without connections to the existing road network. Make sure trails are integrated with the street network so users can make connections to neighborhoods, transit, and commercial areas.
<i>Maryland Department of Planning</i>	<ul style="list-style-type: none"> • Rural areas look at linking rural areas to other parts of the state and to other states; • Rural areas view trails as an engine for economic development; having a connected system draws in tourism and therefore economic development; and • Metro areas view trails as a way to move people (i.e., TOD, connections to places).
<i>Maryland National Capital Park and Planning Commission (Prince George’s)</i>	<ul style="list-style-type: none"> • Recreation – Long distance biking, walking, walking dog and socializing. Escape urban areas; • Need different systems of trails fulfilling different roles; and • Need to take advantage of existing infrastructure (e.g., when beltway w denied install bridges instead of culverts).

Responding Agency	1. What role should trails fill in Maryland?
<i>Maryland Recreation and Parks Association</i>	<ul style="list-style-type: none"> • MDOT has the main role to play in the provision of trail, but local and county governments are also involved; • Trails are not just a recreational amenity, but also provide an alternative transportation option and provide health and wellness benefits; and • Provide access to trail that are integrated into communities.
<i>Maryland Transit Administration</i>	<ul style="list-style-type: none"> • MTA’s mission is to provide alternatives to the automobile; • Trails provide connections to existing transportation infrastructure; • MTA’s relationship to trails is: <ul style="list-style-type: none"> - Provide links to recreational trails (i.e., share ROW); and - Provide commuter trails (i.e., Purple Line connecting Bethesda to Silver Spring). • MTA has a very liberal policy toward bicycles on Metro facilities, which means that users have a seamless transition from trails to transit.
<i>National Park Service - C&O Towpath Historical Park</i>	<ul style="list-style-type: none"> • Recreation - NPS is focused on getting people outside for health. • Get people connected with parks and advocating for resource. • Commuting/ getting around - Anacostia river trail when living in PG county. • Lower end of Towpath used for commuting. Exercise and commuting. • Make it a part of lives. European model roads designed to accommodate.
<i>National Park Service - Potomac Heritage National Scenic Trail</i>	<ul style="list-style-type: none"> • Transportation; • Education; • Heritage Tourism; • Telling stories; and • Recreation.
<i>One Less Car</i>	<ul style="list-style-type: none"> • Recreation; • Trails should do a better job of connecting people to jobs, transit hubs and schools; • Trails should be considered an integral part of the transportation network; and • They should be part of the transportation system without losing what makes them great recreational resources.

Responding Agency	1. What role should trails fill in Maryland?
<i>Perils for Pedestrians</i>	<ul style="list-style-type: none"> • Recreation – The Capital Crescent Trail fulfills this role, especially on weekends and holidays. • Transportation and transportation links – the Capital Crescent Trail fulfills this role on weekdays. • NOTE: More opportunities for trails to serve as transportation exist in more densely developed areas. • The agency that develops, builds, and maintains trails is often related to its use. Trails that come from recreation and parks departments are more often used for recreation; those coming from public works departments are more often used for transportation.
<i>Queen Anne County Department of Parks and Recreation</i>	<ul style="list-style-type: none"> • Recreation, especially to improve public health and address public health issues related to obesity, heart disease, etc.; and • Alternative Transportation.
<i>SHA Programs – Recreational Trails Program</i>	<ul style="list-style-type: none"> • RTP solicit for projects and takes whatever comes in. Some criteria for projects add more points to trails that make connections or are more commuter oriented. • Gas issues are creating more support for trails and will influence their role in the future.
<i>SHA Programs – Transportation Enhancements Program</i>	<ul style="list-style-type: none"> • Enhance the transportation system and individual jurisdictions’ plans; • SHA “trail” projects are done in conjunction with highway projects and accommodate bikes through wider shoulders, etc.; and • TE was created to provide for unmet funding needs of off-road trails.
<i>St. Mary’s County Department of Parks and Recreation</i>	<ul style="list-style-type: none"> • Recreation perspective linear parts health, fitness community development; • Potential transportation alternation (three notch trail); • Education promotion to change people’s perception potential for PAX commuters. State can help with education; and • Brochures.

Responding Agency	1. What role should trails fill in Maryland?
<i>State Highway Administration</i>	<ul style="list-style-type: none"> • Transportation connectivity to enable commuting; • Statewide network (within State and connecting states); • Currently the way on-road trails are signed they don't provide much information as to origin and destinations – they don't know if they can even do it; • Whenever SHA undertakes any project (rehab or expansion) they consider on-road accommodations: <ul style="list-style-type: none"> - SHA has standard design guidelines, but these are not provided to TE; - TE projects follow 2007 bike/ped guidelines, but these are not provided with the TE application because TE bike/ped projects are off-road; and - TE wants all shared-use facilities to be off-road – separated from the road. • Having a barrier between the road and the trail makes having connectivity difficult, especially when there is a crossing.

Table 3.2 Stakeholder Interview Responses to Question 2

Responding Agency	2. What would you like Maryland's trail system to look like in the next 20 years?
<i>Anne Arundel County</i>	<ul style="list-style-type: none"> • There should be a trail route all the way around the northern part of the Chesapeake Bay, using the Bay Bridge as the final segment of the loop; • There should be a way to cross the bay bridge that is better than the current, unreliable shuttle service; • The Grand History Loop will be completed; • More counties will be making spider web systems of trails and all of the spine routes will be connected; • It will be easier to get transportation money for trails; and • The state trail funding programs will be user-friendly.
<i>Atkins Arboretum</i>	<ul style="list-style-type: none"> • The network will be so comprehensive that every citizen will use a trail at least weekly and it will become part of their everyday life.

2. What would you like Maryland’s trail system to look like in the next 20 years?	
Responding Agency	
<i>Baltimore County Planning Department</i>	<ul style="list-style-type: none"> • Overall growth in the trails system. • Find ways to rebuild the built environment with more bike lanes, separated paths, etc. Do this when extending or rehabilitating existing roads. • More greenways. • More statewide trails systems.
<i>Baltimore Metropolitan Council</i>	<ul style="list-style-type: none"> • We would a trail network that provides duality of purpose: recreation and transportation. Baltimore City is a good example of using trails like transportation spine. They are working on making connections. Commuting and connections are our vision.
<i>Department of Natural Resources</i>	<ul style="list-style-type: none"> • DNR’s definition of trails in focused on recreation and education, while MDOT’s trails are focused on trails along highways, not natural surface areas; • Even though the DOT’s focus is different, there is an overlap in the benefits of trails and wants connections to local, county, DOT, and DNR trails; • Better coordinate state agencies and locate partnership opportunities; and • Echo’s the Governor’s vision: <ul style="list-style-type: none"> - Sustainable (natural surface design system that does not impact the environment and requires minimal maintenance); - Provide diverse, high quality, recreational and educational opportunities; - Connections through multiple jurisdictions (including State-to-State) - DNR properties are in critical locations for trail connections; - Statewide inventory of all trails, including a uniform database; - Individual county trail plans incorporated of the Transportation element of the Comprehensive Plan; - Additional funding for trail development, management, and maintenance; - Political and public support for trails as a “public asset” - community acceptance of trails; and - Uniform design and signage standards (DNR’s Park Services has initiated a program to standardize all trail signage).

2. What would you like Maryland's trail system to look like in the next 20 years?	
Responding Agency	
<i>East Coast Greenway Maryland State Committee and Baltimore Mayor's Bicycle Advisory Committee</i>	<ul style="list-style-type: none"> • More interconnectivity; • Access from home to trail without using a car; and • Trail between Baltimore and DC should be done.
<i>Harford County Planning Department</i>	<ul style="list-style-type: none"> • The result of a planning process where trails are considered at the beginning of all project development – commercial, industrial, residential – rather than fitting them in after a project is planned or built.
<i>Garrett County Recreational Trail Group</i>	<ul style="list-style-type: none"> • Maryland's trail system should develop a comprehensive trail plan that does in fact provide access to the outdoors, fitness opportunities, and most importantly, an alternative mode of transportation. • Developing out-and-back trails that go nowhere, and highlight only the fact that little planning took place in their development do nothing but keep people off of the trails. • Partnerships and policies that require a buffer of trails should be developed. This would help retain the natural feeling that is so important for our trails and to encourage their use. For example, the Negro Mountain trails in Garrett Co. meander through a section of the Savage State Forest that was recently timbered right up to the trail on both sides, for most of the length of the trail. In addition to being timbered, the loggers paved the trail with rubble that is so large, it's impossible to ride a bicycle on, and very uncomfortable to even walk. A buffer of 100' on either side of the trail that allows no logging, and removal or top coating of the course aggregate that is currently used would be very valuable. • Maryland trails should be connected. They should allow people to use them for recreation and transportation. • Maryland should take inventory of its unique natural features...these could be rock outcroppings, scenic river areas, historic landmarks, unique habitats and ecosystems. Trails should be developed that allow people access to these areas.

2. What would you like Maryland’s trail system to look like in the next 20 years?	
Responding Agency	
<i>Maryland Bicycle and Pedestrian Advisory Committee</i>	<ul style="list-style-type: none"> • Install User Amenities. • The group suggested amenities should be included along trails (water fountains, restrooms, benches, and rest areas). • Putting in flat grass areas along the trail can allow users to stop and pull off the trail without obstructing the flow of traffic and can be placed at historical markers and overlooks that encourage/allow users to stop. • They suggested placing neighborhood level maps at trailheads and intersections to help orient users. These maps can point out nearby neighborhoods, commercial areas, transit locations, and institutions such as libraries. • Establish volunteer trail patrols that are trained to support law enforcement in providing assistance to trail users and to education on safety and trail etiquette. • Install appropriate lighting for trails. • Create a Smooth Ride for users by installing bike friendly grates on roadways, removing obstacles on trails, and ensuring proper drainage of trails so puddles don’t form after rains.
<i>Maryland Department of Planning</i>	<ul style="list-style-type: none"> • Network of trails with good connections and linkages; and • Engine for economic development and for recreation.
<i>Maryland National Capital Park and Planning Commission (Prince George’s)</i>	<ul style="list-style-type: none"> • System of greenway trails connected to roadway trails. More interconnectivity between communities. • Tourism aspects to trails.
<i>Maryland Recreation and Parks Association</i>	<ul style="list-style-type: none"> • Connectivity to livable places (urban and suburban locations); • Interconnected network of trails that provide linkages to places of interest; • Safe trails (visibility; accommodate bikers and walkers); • Trails in all neighborhoods; • Integrated into communities (trails portrayed as critical infrastructure); • Environmental education and fostering environmental stewardship; and • Trail network that brings a sense of community.

2. What would you like Maryland's trail system to look like in the next 20 years?	
Responding Agency	
<i>Maryland Transit Administration</i>	<ul style="list-style-type: none"> • Transit ridership will be enhanced by having trails; <ul style="list-style-type: none"> - People could ride to a station as opposed to drive and park; and - Alleviates parking demand. • More racks and lockers at rail stations - improve bicycle facilities (keeping security needs in mind); • MTA wants to provide more of a seamless connection to transportation services; and • MTA is fitting buses with bike apparatuses.
<i>National Park Service - C&O Towpath Historical Park</i>	<ul style="list-style-type: none"> • Connect trail systems, i.e., connection between great Alleghany passage to C&O Canal creates excitement. • Create Safe lines to trail corridor. People will feel unsafe leaving cars for 8 hours. • Need transit connections to parks. • Accessibility problem to parks.
<i>National Park Service - Potomac Heritage National Scenic Trail</i>	<ul style="list-style-type: none"> • It should be an interconnected set of trails; • There should be something that we call The Maryland Trails System (in all CAPS); • There should be lots of information available about trails in many different types of venues; and • Trails should be understood to be a transportation option by a majority of people in the general population.
<i>One Less Car</i>	<ul style="list-style-type: none"> • All of the missing links would be finished, such as along the Jones Falls Trail in Baltimore and around the BWI area linking to Washington, Annapolis and Baltimore. • Gas prices are going to force people to want alternatives to driving. • All of Maryland's main transit hubs will have trail connections. The Access 2000 study that looked at improving bike and pedestrian access to all of Maryland's transit station should be fulfilled, i.e., all of the improvements that were identified should be funded and built. To date only a small portion of the work identified has been undertaken. • More money will be spend on maintenance and safety measures, and on ensuring personal security.

2. What would you like Maryland's trail system to look like in the next 20 years?	
Responding Agency	
<i>Perils for Pedestrians</i>	<ul style="list-style-type: none"> • There should be more trails in closer proximity to the majority of population in Maryland, i.e., within a 10 minutes bike rail. • Trails should create more of a network (i.e., connected through linkages) rather than a series of isolate, unconnected trails. Stream valley trails in Montgomery County that run parallel to each other need to be connected. • Trails should have a greater value as transportation routes. • A set of metrics for the trails network: <ul style="list-style-type: none"> - Certain percentage of population within 10 minutes of a trail (Rails to Trails may have one to use) - Certain percentage of trails that are connected.
<i>Queen Anne County Department of Parks and Recreation</i>	<ul style="list-style-type: none"> • Connect across our county to Delaware; and • Major Trails are connected, and communities are connected to the East Coast Greenway, Appalachian Trail, American Discovery Trails, etc.
<i>SHA Programs – Recreational Trails Program</i>	<ul style="list-style-type: none"> • There are a lot of opportunities across the state with abandoned rail corridors: <ul style="list-style-type: none"> - A lot could be opened again for alternative transportation – bike/ped/passenger rail - Will require pressure from advocacy groups.
<i>SHA Programs – Transportation Enhancements Program</i>	<ul style="list-style-type: none"> • Sylvia Ramsey might have this from MDOT. • TE doesn't have a future vision for trails. • The type and number of trail applications TE receives determines their future work/vision. Currently, trail projects are a small portion of their work and are frequently not well developed.
<i>St. Mary's County Department of Parks and Recreation</i>	<ul style="list-style-type: none"> • Focus on three-notch trail working with developers- (six developers built sections) developers building section or paying fee in lieu. Based fee on linear foot cost. (Variable fee – commercial is per linear foot, Office is per square foot, Residential is per unit.) Extending into Charles County TWD's Hughesville. Want to see more trail connections to north.

2. What would you like Maryland’s trail system to look like in the next 20 years?	
Responding Agency	
<i>State Highway Administration</i>	<ul style="list-style-type: none"> • Include commuting and recreational activities; • Trails that fall within boundaries of transit, schools, activity centers; • Establish priority zones for trail usage – this would increase mode share; • There should be some type of criteria for establishing connections • There would be more staff resources or full-time employees dedicated to trail development and bike/ped issues; • Trails would be a publicly accepted asset; and • There lacks the ability to monitor usage in order to set a design standard.

Table 3.3 Stakeholder Interview Responses to Questions 3 and 3.a

3. What needs to be done in your region to make trails more useful for transportation? (i.e., link to transit, better maintenance, more lighting, linkages between trails, making safer road crossings, creating crossings of major barriers)?	
Responding Agency	3.a What can MDOT and its modal agencies do to address these issues?
<i>Anne Arundel County</i>	<ul style="list-style-type: none"> • Important gaps will be filled: the South Shore Trail, the Patuxent Crossing, and the Broadneck Trail. • Improve the links between trails and transit. • Then need to be maintained well. Comprehensive maintenance is needed. • They need to be secure. • Road Xings need to be safe and well designed. • People need to be educated about how trails can be used for transportation.
<i>Atkins Arboretum</i>	<ul style="list-style-type: none"> • The Cross Island trail needs to have better connectivity across Route 50 to the development that lies on the south side of the highway. There is only one overpass and it must be deficient in someway, as people are rarely seen using it. • Help trail advocates continue to sell trails to the farm community that tends to be in opposition to trail proposals. The Easton trail and Cross Island trails initially had opposition, but have proven to be successful and very accepted facilities

3. What needs to be done in your region to make trails more useful for transportation? (i.e., link to transit, better maintenance, more lighting, linkages between trails, making safer road crossings, creating crossings of major barriers)?

Responding Agency 3.a What can MDOT and its modal agencies do to address these issues?

*Baltimore County
Planning
Department*

- Bigger commitment to funding projects. There are competing interests for projects even within programs such as Project Open Space. Trails compete with new recreations centers and parks, and for the renovation needs of these facilities.
- Better public perceptions and attitudes about trails. Less reliance on cars will mean more people want trails for transportation. More individual property owners who understand the benefits of trails coincident with their property, instead of being concerned about crime.
- Finding space for trails within the already built environment.

RE: Question 3.a

- Pursue additional trail projects instead of relying on local governments, e.g., Gwins Trail to connect with the B&A trail.
- Statewide ad campaigns that focus on the benefits of trails (property values, local businesses). Include case studies, common messages/ themes. Create a web-based toolbox for local governments to use.

*Baltimore
Metropolitan
Council*

- Amtrak does not accommodate bicycles, which makes it difficult to use trails for tourism opportunities;
- Provide on-road trails, which are very reasonable for transportation;
- Establish a connected network;
- Make road crossings safe;
- Use road crossings as a trail advertising opportunity (signage, trail heads, kiosks) at the road crossings;
- Use uniform design standards;
- MDOT should provide more liaisons to support the TE process – assist in submission process and add staff to do site visits; and
- Look at Safe Routes to School as a model for the TE program.

Responding Agency	3. What needs to be done in your region to make trails more useful for transportation? (i.e., link to transit, better maintenance, more lighting, linkages between trails, making safer road crossings, creating crossings of major barriers)?
<i>Department of Natural Resources</i>	<p>3.a What can MDOT and its modal agencies do to address these issues?</p> <ul style="list-style-type: none"> • To make trails more useful: <ul style="list-style-type: none"> - Trails need to be a part of all community development projects; - Link to transit; - Better maintenance; - More lighting; - Linkages between trails; - Making safer road crossings; and - Creating crossings of major barriers. • DOT policy that trails are a part of all highway projects where feasible; • DOT coordination with State agencies and local trail users groups; and • DOT assistance in determining an appropriate State role in the provision of ATV's trails
<i>East Coast Greenway Maryland State Committee and Baltimore Mayor's Bicycle Advisory Committee</i>	<ul style="list-style-type: none"> • Better Maintenance, such as sweeping glass, and mowing grass and vegetation; and • Police or Ranger presence should be increased in dicey neighborhoods.
<i>Garrett County Recreational Trail Group</i>	<ul style="list-style-type: none"> • Garrett County trails are very poorly connected, and very few have surfaces that make them useful for transportation (see 2c above). To solve this problem cognitive skills must be used and if trails will be developed where heavy logging equipment is used, a topcoat of appropriate material that is suitable for bicycling or walking should be applied when heavy equipment operations are complete. • An updated comprehensive REGIONAL trail plan should be developed in order to ensure trail connectivity between counties and states. The planning process is extremely important and a regional outlook would do much better for creating a strong trail network that can be used for transportation and recreation than a county-specific plan. For example, Garrett County is near the Allegheny Highlands Trail, the C and O Canal trail, and is just north of the Thomas/Davis/Canaan Valley area where many miles of high quality trails exist. For connectivity purposes, these areas should be taken into consideration when developing a trail plan. The ability to bike or hike from Washington DC to Frostburg on the C&O, then access a Garrett Co. trail to Canaan Valley would provide a significant boost to the Garrett County economy, and provide healthy transportation alternatives the would benefit everyone.

3. What needs to be done in your region to make trails more useful for transportation? (i.e., link to transit, better maintenance, more lighting, linkages between trails, making safer road crossings, creating crossings of major barriers)?

Responding Agency 3.a What can MDOT and its modal agencies do to address these issues?

Harford County Planning Department

- Specifically, in Harford County, we need a Susquehanna River crossing to connect Cecil and Harford counties, and to provide a connection for the East Coast Greenway.
- Links to other communities and to transit such as the MARC station so people can get to major employers such as APG; and other recreational areas such as Winters Run.
- More generally, small links to get value from alternative transportation modes.

Maryland Bicycle and Pedestrian Advisory Committee

- The TSIP should address barriers to the mobility of bicyclists and pedestrians, such as getting across rivers, railroads, and Interstates. When evaluating whether an existing crossing of a barrier is usable by bicyclists and pedestrians determine what alternative crossings can be used and what new crossings should be proposed.
- Examples:
 - The new Woodrow Wilson Bridge has pedestrian/bicycle access between Virginia and Maryland. Another example is a proposal in Prince George’s County for creating a tunnel under I-495 along Henson creek.
 - Make sure trail users can cross the road safely by installing appropriate signage at road intersections (yield, stop sign, or traffic signal depending on volume). Put in standard street name signs where road meet trails; users are better informed of the transportation network and motorists will know they are crossing a trail.
 - Signs such as “Welcome to Maryland” can be installed when crossing city, town, or county jurisdictions. This can help encourage a sense of awareness of the surrounding area and promote tourism.
 - Provide multiple scale maps at regional and neighborhood levels to help users identify how the trail can serve their transportation needs and promote access.
 - Utilize the Bicycle Blvd concept to provide low volume traffic alternative to major roadways (Old Georgetown Road is nasty for bicyclists but a parallel network of streets provide a good alternative).

3. What needs to be done in your region to make trails more useful for transportation? (i.e., link to transit, better maintenance, more lighting, linkages between trails, making safer road crossings, creating crossings of major barriers)?	
Responding Agency	3.a What can MDOT and its modal agencies do to address these issues?
<i>Maryland Bicycle and Pedestrian Advisory Committee (continued)</i>	<ul style="list-style-type: none"> - Information compiled on a regular basis can help determine what needs should be addressed (in a feedback loop). - Trail Usage numbers would be helpful in determining and monitoring trail usage. Case study is Copenhagen, Denmark where TTS developed a bicycle column that counts the number of bicyclists that pass by. - System of tracking crashes and injuries to find out what steps can be taken to improve safety.
<i>Maryland Department of Planning</i>	<ul style="list-style-type: none"> • Trails should become more of a priority at the State level; • DNR should be notified when rail ROW's are abandoned so that they can get involved immediately; now have to wait for notification from MDOT; • DBED needs to get in the game and promote trail networks and realize that they can draw recreation and economic development; and • MDOT needs to have an interagency relationship with DNR and DBED to broaden the definition of trails so that trails aren't just looked at from a transportation standpoint.
<i>Maryland National Capital Park and Planning Commission (Prince George's)</i>	<ul style="list-style-type: none"> • Take advantage of existing infrastructure to provide connectivity. (e.g., culverts under, or bridges over, big roads). • Better connection from neighborhoods. • MNCPPC currently considers trails for recreational dawn to dusk use. We don't have funds to maintain lights, staff, and police. • Provide alternatives for night users (trails along roads). • What can MDOT and its modal agencies do to address these issues? • Need planning/design/construction help: Permit, design, construction, assume liability for crossing of major MDOT project. • Provide grant funding for maintenance/operation in key areas. • Consolidate requirements for TE program into one document or location. Need more time in case of Land Acquisition because this can be a very lengthy process. • Need technical assistance with ROW acquisition. • Design standards for structures are more appropriate for vehicular bridges than trail bridges. Adds to the cost of the project.

3. What needs to be done in your region to make trails more useful for transportation? (i.e., link to transit, better maintenance, more lighting, linkages between trails, making safer road crossings, creating crossings of major barriers)?	
Responding Agency	3.a What can MDOT and its modal agencies do to address these issues?
<i>Maryland National Capital Park and Planning Commission (Prince George's) - (continued)</i>	<ul style="list-style-type: none"> • Need to have a review process that is more tailored to trails instead of roads. Required to go through same approval process as highways. • Reluctance to go through TEP impeding development of trail network. • SHA should take care of trails on their property, MNCPPC on theirs, etc. Now they want locals to pay for it. • Need to have better representation in MDOT for trails/nonmotorized transportation.
<i>Maryland Recreation and Parks Association</i>	<ul style="list-style-type: none"> • Integrate into communities; • Link to transit; • Safe trails for all users; and • Personal safety.
<i>Maryland Transit Administration</i>	<ul style="list-style-type: none"> • Better connection in the South where B & A trail terminates and the Light Rail connection to Cromwell station as well as a better connection in the North from the NCHR trail to the Hunt Valley station.
<i>National Park Service - C&O Towpath Historical Park</i>	<ul style="list-style-type: none"> • When road projects are planned always provide bike paths or sidewalks. Legislation required. At least provide shoulders.
<i>National Park Service - Potomac Heritage National Scenic Trail</i>	<ul style="list-style-type: none"> • Fix the C&O Canal Towpath to make it work for transportation; • Eliminate the Gap at Slackwater; • Connect Oxon Cove Park in D.C. with Point Lookout in PG, MD with hike/bike trails/routes; • Make sure that these gaps are included in transportation plans; and • Provide technical assistance to local governments to help them close these gaps.

3. What needs to be done in your region to make trails more useful for transportation? (i.e., link to transit, better maintenance, more lighting, linkages between trails, making safer road crossings, creating crossings of major barriers)?

Responding Agency 3.a What can MDOT and its modal agencies do to address these issues?

One Less Car

- Trail connections to transit need to be improved. BWI needs to be connected to Baltimore City and all of the LRT stations in between;
- Trails need to be managed with an eye to providing good customer service (see below for details);
- Maintain good sight lines, keep vegetation cut back, obstacles removed, bumps and other urban hazards eliminated or mitigated;
- Trails need to feel open and safe;
- Police or citizen patrols on bicycles should be operational on all major trail systems;
- Road crossings need to improved for safety, as do railroad crossings;
- MDOT should be a facilitator that helps raise the status of trails; and
- MDOT/SHA should provide leadership on trail issues that relate to railroads and roadways, such as crossing safety, grade separation needs, joint use of ROW, offering and facilitating bicycle access to passenger trains that are operated by CSX, NS, and/or MTA.

Perils for Pedestrians

- Link to transit.
 - Purple line and the Capital Crescent Trail provide connections to the Silver Spring Transit Center; and
 - Montgomery County’s bus stop improvement program needs to be reviewed in terms of where trails cross, providing access to bus service.
- Maintenance - this is especially true in winter. Montgomery County does not remove snow during the winter, as the trails are viewed as recreational facilities (used for cross-country skiing when it snows), not transportation facilities.
 - Maintenance needs to be done year ‘round, not just in warm weather.
 - If the trails are not plowed, adequate alternate public facilities need to be provided. If this is a street, snow, leaves and debris needs to be cleared from road edges and sidewalks.
 - Sweeping by calendar (once in the spring and once in the fall) versus sweeping by the state of the trail. Lots of debris when it rains. One of the leading causes of bike crashes is debris on the trail.

3. What needs to be done in your region to make trails more useful for transportation? (i.e., link to transit, better maintenance, more lighting, linkages between trails, making safer road crossings, creating crossings of major barriers)?

Responding Agency 3.a What can MDOT and its modal agencies do to address these issues?

Perils for Pedestrians (continued)

- More lighting – most park trails aren’t lit at night. If these trails are to be used for transportation, need adequate alternate public facilities that are lit for night use.
- RE: Adequate alternative public facilities. If these are sidewalks – most streets in Montgomery County are six-lane arterials that are next to the road without a buffer. DPWT sees sidewalks as storage for snow. This needs to be resolved.
- Linkages between trails is important, as well as linkages between trails and surrounding neighborhoods. Sometimes there are barriers to creating these connections. A NIMBY attitude may be an immediate barrier. Time living with the trail may change this, as residents of a neighborhood next to the trail (but with no direct connection) have trouble getting to the trail. Physical barriers such as a stream are important to resolve so that the investment in the trail is realized through use. Retrofitting existing trails needs to be addressed, as well as planning and building connections as part of the process for new trails.

RE: Question 3.a

- Not sure how the coordination done now. There needs to be coordination between different levels of government, and each should have a different role. One approach is to apply the road maintenance model (that allocates responsibilities among state, county, and local governments) to trails development. Under this model, the state being responsible for a statewide network, with longer distance trails development that cross jurisdictions under their purview, with local governments would develop trails that connect neighborhoods.
- RE: Montgomery County master planning process. Does it look at long term trails connections? John has heard that stream valley trails have been dropped from the Montgomery County master plan with nothing to replace them. He also understand that two-thirds of the trail is missing from the current version of the trail for the ICC, again with no replacement.

Queen Anne County Department of Parks and Recreation

- Extend a connections to growth areas where there are jobs and retail; and
- Resolve high cost of bridges to connect across water.

RE: Question 3.a

- Make review process easier through expedited reviews and eased requirements.

3. What needs to be done in your region to make trails more useful for transportation? (i.e., link to transit, better maintenance, more lighting, linkages between trails, making safer road crossings, creating crossings of major barriers)?	
Responding Agency	3.a What can MDOT and its modal agencies do to address these issues?
<i>SHA Programs – Recreational Trails Program</i>	<ul style="list-style-type: none"> • RTP and the Office of Environmental Design are the biggest advocate of trails in SHA. Other offices favor more traditional/auto focused solutions. • In order to improve trails and work better with SHA turf issues need to be resolved. <ul style="list-style-type: none"> - Highway management takes a top down approach and makes project selection criteria make it more difficult for local governments to get control of funding; and - Need politics/pressure/objective viewpoint from TSIP to change this. • When RTP solicits for projects they should ramp up the language emphasizing that trails should “make connections.” This is not a focus of RTP right now like it is for TEP. • MDOT should tell TEP they should be more proactive about looking for trail projects that make connections. • RTP and TEP could work more with sponsors and help them to move forward with trail applications and projects.
<i>SHA Programs – Transportation Enhancements Program</i>	<ul style="list-style-type: none"> • From TE perspective trails are working well; and • It is dependent upon local jurisdictions to submit more applications for well-developed trails.
<i>St. Mary’s County Department of Parks and Recreation</i>	<ul style="list-style-type: none"> • Better communication between entities. Better local advocacy. • Want someone in regional level (e.g., to help w/trails planning/development simulate to transportation). Need manpower! If the state is serious about trails for transportation then they need to provide help.
<i>State Highway Administration</i>	<ul style="list-style-type: none"> • There is difficulty completing a trail network across jurisdictions, especially political jurisdictions. We need more coordination. • State needs to get better at marketing its services (i.e., Safe Routes to School).

Table 3.4 Stakeholder Interview Responses to Question 4

Responding Agency	4. Do you know of approaches to trail development being undertaken in other states that you think work particularly well?
<i>Anne Arundel County</i>	<ul style="list-style-type: none"> • In New Jersey Pipeline utilities own corridors and allow trail development; • In Maine they have corporate partnerships with the railroad companies; and • In Florida every county has a bicycle and pedestrian coordinator.
<i>Atkins Arboretum</i>	<ul style="list-style-type: none"> • Only know about Raleigh, North Carolina, where they recently built a major bicycle and pedestrian bridge across the beltway to provide direct access to a major Art Museum and cultural center. Such a prominent statement of commitment to overcome barriers to bicycle and pedestrian travel shows what a community's values are. • Some type of conference or gathering for trail advocates may be useful to bring people together in Maryland.
<i>Baltimore County Planning Department</i>	<ul style="list-style-type: none"> • Experience in England, Wales, Scotland – begins with the attitude of the general public's right to the country side, i.e., "the right to roam." There are more trails that traverse private property.
<i>Baltimore Metropolitan Council</i>	<ul style="list-style-type: none"> • Look at states where trails are alongside rail corridors have worked well – it's an opportunity for trails that's underutilized in Maryland; • Pennsylvania's trail are often abandoned rail bed; and • Virginia took their TE program and turned it around: <ul style="list-style-type: none"> - Decentralized contract management; - Diverse project list; and - High demand.
<i>Department of Natural Resources</i>	<ul style="list-style-type: none"> • Trail Town concept is working well in Pennsylvania. It has a town focus and promotes tourism and economic development.
<i>Garrett County Recreational Trail Group</i>	<ul style="list-style-type: none"> • Not at this time.
<i>Harford County Planning Department</i>	<ul style="list-style-type: none"> • Florida – they are proactive and have successfully created linkages cross major bodies of water (rivers, not wetlands). • Pennsylvania – The state worked with local governments on the bike trails and Susquehanna trails system. For example, they got buy-in from local governments on the statewide bike map, making sure the designated on-road routes were safe for bicyclists or rerouted.

Responding Agency	4. Do you know of approaches to trail development being undertaken in other states that you think work particularly well?
<i>Maryland Bicycle and Pedestrian Advisory Committee</i>	<ul style="list-style-type: none"> • Seattle has created bicycle/ pedestrian scale maps for their trails that show what’s in the neighborhood; Maryland could explore as a potential model.
<i>Maryland Department of Planning</i>	<ul style="list-style-type: none"> • Maryland doesn’t allow TE funds for engineering and design – which is costly for larger trails – TE funds are only allowed to be used for construction; • The 50/50 match makes it difficult to build trails in rural areas; and • Perhaps allow 80/20 match if the trail is going to be used for tourism/ economic development.
<i>Maryland Transit Administration</i>	<ul style="list-style-type: none"> • N/A.
<i>National Park Service - Potomac Heritage National Scenic Trail</i>	<ul style="list-style-type: none"> • Virginia has a Governor’s Trails and Greenways conference every two-three years; and • The Appalachian Trail Council is a model for integrating trails into K-12 curriculum, so that the AT can be a living classroom.
<i>One Less Car</i>	<ul style="list-style-type: none"> • No, ask East Coast Greenway Maryland State Committee and Baltimore Mayor’s Bicycle Advisory Committee or Barry Childress.
<i>Perils for Pedestrians</i>	<ul style="list-style-type: none"> • New York State has done some work that includes other stakeholders, especially utility companies and private property owners. For example, there is a private group working on trails in the Finger Lakes, working with private property owners for easements early in the process. • The Parks and Trails NY Conference (Rochester, September/October 2007) had a session on bringing private property owners to the table early in the process. Fran Gotcsik, Director of Programs and Policy (29 Elk Street, Albany NY 12207, (518) 434-1583, fgotcsik@ptny.org, www.ptny.org) is the contact for this effort. • Considering private property owners early in the process helps avoid the need to condemn the property. This process is costly and probably won’t be done for a trail.
<i>Queen Anne County Department of Parks and Recreation</i>	<ul style="list-style-type: none"> • DE, VA, MA, OH, WA, ME, NC; and • For example, look to OH, ME, and WA to help address MTA’s requirement for a lease agreement for rails-to-trails project that would allow them to convert back to rail, with all costs born by the lessee.

4. Do you know of approaches to trail development being undertaken in other states that you think work particularly well?	
Responding Agency <i>SHA Programs - Recreational Trails Program</i>	<ul style="list-style-type: none"> • Terry spends 80 percent of his time on Scenic Byways, so he doesn't get out of state as much as other trail coordinators; • Maybe a change needed from MDOT is to ramp up national involvement and put more time into the Recreational Trails Program; and • Change the coordinator position to a full-time position.
Responding Agency <i>SHA Programs - Transportation Enhancements Program</i>	<ul style="list-style-type: none"> • Not familiar with other state's approaches to trail development, weren't able to attend last TE conference; • Other states in early stages of developing their TEP used MD as example of how to manage their program; and • In MD, TEP doesn't pay for design of projects and requires a 50/50 share, but they take into consideration everything that sponsors do (i.e., development, advertising) when calculating the match, so usually TEP puts close to 80 percent into construction.
Responding Agency <i>St. Mary's County Department of Parks and Recreation</i>	<ul style="list-style-type: none"> • Trails in Atlanta area from ATL to Alabama.

Table 3.5 Stakeholder Interview Responses to Questions 5, 5.a, and 5.b

5. What do you see as the major institutional issues impacting trail development in your area? (i.e., funding application requirements, local administration of state/Federally funded projects, coordination between agencies, and availability of local match funding)	
5a. What are some strategies that MDOT and its modal agencies could do to help?	
Responding Agency	5b. What are some strategies that local governments could do to help?
<i>Anne Arundel County</i>	<ul style="list-style-type: none"> • Challenges: connecting across jurisdictional lines; lack of maturity among some counties with regard to trail planning and development; it is too difficult to access funding, the state transportation funding system is too bureaucratic (there is too much attention to details that are not critical and there is often an adversarial attitude with program staff)

5. What do you see as the major institutional issues impacting trail development in your area? (i.e., funding application requirements, local administration of state/Federally funded projects, coordination between agencies, and availability of local match funding)

5a. What are some strategies that MDOT and its modal agencies could do to help?

Responding Agency 5b. What are some strategies that local governments could do to help?

Anne Arundel County (continued)

RE: Question 5.a

- MDOT and modal agencies can make the funding system more user-friendly.

RE: Question 5.b

- The educational venues created annually by MACO and MML should be used to educate local people about state programs, and how to use them successfully for trails. These venues can also be used to improve the knowledge and skill level of local government staff with regard to trail planning, design and development. This venue and other should be used by local governments to better coordinate among themselves on cross-jurisdictional trail issues.

Atkins Arboretum

- Local Institutional issues:
 - Until recently there has not been a champion of trails from within Caroline County. The Elected officials have only been minimally supportive; and
 - When the DNR came to do a presentation about trails some years back, they were pretty badly beaten up by the farm community.

RE: Question 5.a

- MDOT should continue to provide a person like Sylvia who will work quietly and steadily with local advocates and help find a crack that may be a way to advance trails in a small way, but open things up to greater advancements in the future;
- A new person has become the County Administrator who is supportive of trails, this may present a new opportunity for trail advocates to find support within local government;
- Locally, trails need to be pushed in the context of local elections.
- The existing and future small successes (Easton, Kent Island, and Ridgely) need to be continually supported and resold to new communities within the County;
- The Ridgely trail project needs to be fully supported to ensure that it becomes a success that will have a positive ripple effect in the County; and
- The biggest issue is finding a champion who is respected, competent, willing to lead on trails and in a position to make something happen; this is how the Cross Island Trail happened.

5. What do you see as the major institutional issues impacting trail development in your area? (i.e., funding application requirements, local administration of state/Federally funded projects, coordination between agencies, and availability of local match funding)

5a. What are some strategies that MDOT and its modal agencies could do to help?

Responding Agency 5b. What are some strategies that local governments could do to help?

*Baltimore County
Planning
Department*

- The rules for using nonlocal funding sources don't always jibe with Baltimore County procurement regulations. This is a disincentive to use state or Federal dollars for small projects. It's easier to use local dollars for smaller projects. This is the case for big counties, such as Baltimore County. Smaller jurisdictions may have the capacity to fund and manage projects.
- Competition for funds – both internal (trails compete with other recreation facilities) and external (parks compete with needs for schools, police, etc.).
- The coordination between Baltimore County agencies and local governments in the County is improving. They are working together to make trails happen., in large part because more trails are multijurisdictional.
- For example, Doug Adams, Baltimore County's GIS person, created a working group of local government folks to standardize GIS data for trails. The project is limited to the Baltimore County area now, but the hope is to create a universal, multijurisdictional approach. (Note: Pat is not sure if someone from the State is on the working group.)
- What are some strategies that MDOT and its modal agencies could do to help?
- The state should conduct workshops to educate local jurisdictions about TE funds, how to apply, what the process is, etc.
- The state could also expand the GIS work begun by Doug Adams to provide digital information on what gets built (CAD layer), especially if it's with state funds. MDOT does/should establish standards for the GIS layer.
- What are some strategies that local governments could do to help?
- Purchasing and law offices need to be more flexible in contracting standards for requirements such as DBE, and for contract administration.

<p>5. What do you see as the major institutional issues impacting trail development in your area? (i.e., funding application requirements, local administration of state/Federally funded projects, coordination between agencies, and availability of local match funding)</p> <p>5a. What are some strategies that MDOT and its modal agencies could do to help?</p>	
<p>Responding Agency</p>	<p>5b. What are some strategies that local governments could do to help?</p>
<p><i>Baltimore Metropolitan Council</i></p>	<ul style="list-style-type: none"> • Funding is a challenge; • Routine accommodation of bikes is a key strategy to overcome issues; • MDOT could help negotiating with CSX – leverage relationship in support of trail development; • MDOT could promote uniform design standards; • Lack of on-road trails is a barrier to designing effective connections – MDOT and SHA should re-evaluate this policy and look to see where this can be included; and • Signage is needed.
<p><i>Department of Natural Resources</i></p>	<ul style="list-style-type: none"> • Funding is the biggest issue: <ul style="list-style-type: none"> – For example, volunteers often maintain trails. • DNR’s capital budget typically funds trails on DNR-owned lands – however, it’s not enough and it’s typically focused on larger facilities (i.e., picnic pavilion), and it’s now focused on refurbishing facilities and wastewater issues. <ul style="list-style-type: none"> – Trails do not typically get funded out of the capital project unless they are major project (Northern Central rail trail) – this was programmed in but it’s the exception not the rule. • The general public is not supportive of trails when they are near their land (NIMBY) • The DOT should: <ul style="list-style-type: none"> – consider trail development in all highway project in order to capture efficiencies lobby for additional funding; – continue administering Recreational Trail Program; – allow funding for planning and design in the TE program because DNR and local communities don’t have the funding for this (DNR uses TE more for environmental restoration); and – Help generate public support of trails. • Counties should: <ul style="list-style-type: none"> – Develop trail plans and incorporate into Transportation element of Comprehensive Plan (Partnership opportunity with MDP)

5. What do you see as the major institutional issues impacting trail development in your area? (i.e., funding application requirements, local administration of state/Federally funded projects, coordination between agencies, and availability of local match funding)

5a. What are some strategies that MDOT and its modal agencies could do to help?

Responding Agency 5b. What are some strategies that local governments could do to help?

East Coast

Greenway

Maryland State

Committee and

Baltimore Mayor's

Bicycle Advisory

Committee

- Feudal approaches by agencies such as MTA, SHA, local governments. It is not clear who is to take leadership on projects that require a partnership.
- When staff turns-over, institutional knowledge is lost. A whole initiative can be lost if key staff leave, get sick, or have some other situation that causes them to change jobs.
- Institutional knowledge is so valuable.

Garrett County

Recreational Trail

Group

- Funding seems to be a factor in trail development. From my perspective, the county has yet to see a quantified economic impact from its current level of effort in trail development. When it can be said that x number of people used the trails, they spent x dollars during their visit to Garrett County which helped to support x jobs, trails will get more funding.
- Quality of experience on the trail. Many of Garrett Counties beautiful trails are not advertised anywhere. The ones that are advertised and have maps available vary greatly in their quality. Many are completely washed out. Many are located in active logging areas where the user has no benefit. These areas are very unpleasant, and the destruction is visually unappealing. Many of the trails are out and back, or require the use of a shuttle if you want a longer hike. The reason this is an institutional issue is because of the lack of funding to ensure an adequate experience on the trail. Also, programming should be implemented to address the mix of uses allowed on trails....how should they be developed within State Forests? Should buffer areas be developed?

5. What do you see as the major institutional issues impacting trail development in your area? (i.e., funding application requirements, local administration of state/Federally funded projects, coordination between agencies, and availability of local match funding)

5a. What are some strategies that MDOT and its modal agencies could do to help?

Responding Agency 5b. What are some strategies that local governments could do to help?

*Harford County
Planning
Department*

- Funding application requirements, especially for TE money. The engineering requirements for TE funds are larger than small local governments can handle. Plus, often times the engineering needs to be redone, resulting in a lot of cost overruns. “The process makes you bounce back and forth.” Harford County local governments will use local funds instead of TE money. When they do this, the 50 percent match required for TE money can be more than what is needed, i.e., it costs less to build with 100 percent local dollars.
- What are some strategies that MDOT and its modal agencies could do to help?
- A single state-level project manager for each project. This person would have all the answers, provide all needed coordination with other agencies, and ensure the most efficient process. Most communities don’t have the professional staff to do the required engineering and project management.
- Engineering requirements that match a trail rather than a road. For example, a pier is not a bridge – it doesn’t carry motor vehicles. Yet, the engineering requirements set by MDOT are those for a road.
- Work on erasing the feeling that MDOT uses staff tactics to delay projects so local governments won’t use the funds and MDOT can use it for projects of their choosing.
- What are some strategies that local governments could do to help?
- Coordinate at a higher level, i.e., at the county or regional level, for project management, through some type of cooperative agreements.

5. What do you see as the major institutional issues impacting trail development in your area? (i.e., funding application requirements, local administration of state/Federally funded projects, coordination between agencies, and availability of local match funding)

5a. What are some strategies that MDOT and its modal agencies could do to help?

5b. What are some strategies that local governments could do to help?

Responding Agency	5b. What are some strategies that local governments could do to help?
<i>Maryland Bicycle and Pedestrian Advisory Committee</i>	<ul style="list-style-type: none"> • Trail integration with major road projects in congested areas can provide additional access for alternative modes. When expanding a section of roadway or putting up sound barriers see whether SHA can put in a trail alongside the project? • Gain access and easements from private landowners. The trails community needs to work with railroad and utility companies in congested areas since the available land for trail right-of-way is constrained. A presentation was given last year at a trails conference about how the NY State trails people worked closely with the private sector (Follow up: get a copy of PowerPoint from the session). • Support existing partnerships with other trail oriented groups in State Agencies, local governments, and advocacy groups. • Establish an advertising campaign to raise awareness of bike/ pedestrian trails during specific times of the year (bike to work week).
<i>Maryland Department of Planning</i>	<ul style="list-style-type: none"> • Funding match • Strategies include: <ul style="list-style-type: none"> - Design guidelines for all trails – getting plans approved by the State can be difficult since there is no standard for trails - PA has been successful in getting private instructions to fund trails (i.e., Mellon Foundation) for improvements to communities, but MD hasn't looked into foundations that could help, especially in rural areas - The State should take lead in generating contact with foundations and encourage local governments to pursue relationships
<i>Maryland National Capital Park and Planning Commission (Prince George's)</i>	<ul style="list-style-type: none"> • Agencies should all share in the responsibility for providing trails. Its always being pushed off on others. • It all comes down to need an MDOT department focused on Nonmotorized transportation/trails. No one focuses on ped/bike. Need a department to build trails. • What are some strategies that local governments could do to help? • Local agencies need more money. • Need better enforcement of trail easements by local agencies and NPS

5. What do you see as the major institutional issues impacting trail development in your area? (i.e., funding application requirements, local administration of state/Federally funded projects, coordination between agencies, and availability of local match funding)	
5a. What are some strategies that MDOT and its modal agencies could do to help?	
Responding Agency	5b. What are some strategies that local governments could do to help?
<i>Maryland Recreation and Parks Association</i>	<ul style="list-style-type: none"> • Parks and recreation are not partnering to deliver projects – they need some public outreach and visibility to know that this is something they can do • MDOT should partner with the Maryland Municipal League as well as with MRPA – they should conduct outreach to involve them and establish more formal relationships to discuss opportunities for funding trails • Parks and recreation departments are not oriented toward trails for transportation, so they need some education • Uniform design standards (Rails to Trails Conservancy issued – Trails for the 21st Century)
<i>Maryland Transit Administration</i>	<ul style="list-style-type: none"> • In general, public interest and policy coordination at MDOT have been a hugely positive influence. Political leadership has been key. • The DOT should: <ul style="list-style-type: none"> – Take more leadership – Document some of the missing links – Assist with formation of more formal committee to promote better agency coordination
<i>National Park Service - C&O Towpath Historical Park</i>	<ul style="list-style-type: none"> • John Noel is Partnerships coordinator. His job is relationships w state county State not used to working w Federal government. Difficult to use money to let contract. Had to return 300k because of contracting regulations. State used COMAR, NPS used FAR. • Tried to use it TEP again recently and ran into same problem. • Had a meeting with FHWA-Nelson Castelanow and SHA – Doug Simmons. FHWA instructed SHA to give 4F exemption to NPS. FHWA will allow SHA to transfer money to accountability to NPS. (“if bridge falls its NPS’ responsibility”) SHA and NPS created MOV to play out process. • NPS reviews and Permits construction documents and administers contracts instead of SHA. • Getting state funding helps NPS get Federal funding match. • NPS has staffing and experience to do TEP projects. • TEP process is very political • MOV establishing precedence for future partnerships.

5. What do you see as the major institutional issues impacting trail development in your area? (i.e., funding application requirements, local administration of state/Federally funded projects, coordination between agencies, and availability of local match funding)	
5a. What are some strategies that MDOT and its modal agencies could do to help?	
Responding Agency	5b. What are some strategies that local governments could do to help?
<i>National Park Service - C&O Towpath Historical Park (continued)</i>	<ul style="list-style-type: none"> • Porcari/Simmons gave letter of commitment to NPS for big slackwater project for TE grants for next three years. • NPS sees lots of opportunity to collaborate w/state over future. • Appears that state may be asking for deals and holding TEP funds hostage for 1-81 widening mitigation requirements. Appears that Roger V. is holding MOV up for Neil Pederson. Unrelated to Patuxent Aqueduct Project. • TE Project is so onerous – Victor Berrari, “Defender of bureaucracy” • What are some strategies that local governments could do to help? • NPS making effort to reach out and collaborate with local governments. Tow path improvements are economic development and enhancement for local government.
<i>National Park Service - Potomac Heritage National Scenic Trail</i>	<ul style="list-style-type: none"> • Better coordination with schools.
<i>One Less Car</i>	<ul style="list-style-type: none"> • Not familiar with all of the ins and outs of funding; • It seems like generally, trail development is moving forward, not being held back; and • MDOT could help coordinate between jurisdictions when assembling land for trails that cross jurisdictional boundaries.
<i>Perils for Pedestrians</i>	<ul style="list-style-type: none"> • STATE: Not involved directly, but hears that the paperwork can be burdensome. There is as much paperwork for a \$10,000 grant for a trail as a \$10,000,000 grant for a highway. For example, a sidewalk with no grading issues still requires a lot of paperwork. • COUNTY: Montgomery County doesn’t do planning in advance of construction funds being available. With no plans ready to go, the County loses out on opportunities for funding. • What are some strategies that MDOT and its modal agencies could do to help? • What are some strategies that local governments could do to help? • Find the right balance between getting plans done in advance of funding being available (so that they are ready to apply for funding) and having lots of plans sitting around for too long.

5. What do you see as the major institutional issues impacting trail development in your area? (i.e., funding application requirements, local administration of state/Federally funded projects, coordination between agencies, and availability of local match funding)

5a. What are some strategies that MDOT and its modal agencies could do to help?

Responding Agency 5b. What are some strategies that local governments could do to help?

*Queen Anne County
Department of
Parks and
Recreation*

RE: Question 5.a

- Coordination between agencies; they aren't always in sync with their requirements. This adds to the review and approval time. This coordination is needed before the project begins.
- Innovative approaches to mitigation needs, e.g., mitigation banks.

RE: Question 5.b

- Emphasis on public and agency awareness that trails are a needed alternative mode of transportation, and that they'll work with you on the project;
- Commitment to providing matching funds; and
- Shortening the review process with adequate staffing levels.

*SHA Programs -
Recreational Trails
Program*

- Local governments and the perception that recreational money should be spent on soccer fields as opposed to making connections and alternative ways to recreate is an issue.
 - RTP isn't seeing a lot of applications from these areas that need trail development (i.e., Baltimore County); and
 - Maybe the state should develop trail priorities so application doesn't have to originate from the local level.
- Lack of communication between RTP and TEP is a barrier.
- The State trail initiative offers lots of possibilities for improving communication and could be the beginning of even better relationship and developing a comprehensive approach to trails.

<p>5. What do you see as the major institutional issues impacting trail development in your area? (i.e., funding application requirements, local administration of state/Federally funded projects, coordination between agencies, and availability of local match funding)</p> <p>5a. What are some strategies that MDOT and its modal agencies could do to help?</p>	
Responding Agency	5b. What are some strategies that local governments could do to help?
<p><i>SHA Programs - Transportation Enhancements Program</i></p>	<ul style="list-style-type: none"> Local jurisdictions need to have more buy-in on their projects, the 30 percent design requirement was TEPs strategy to create help locals create more buy-in; The issue isn't sponsors' ability to access match funds, but their inability to develop project scope, goals, etc., in order to determine the actual amount of funds needed to build a trail project; Sponsors need to get background and skills to develop projects (TEP has discussed providing assistance, but lack funding/resources to develop and provide training program, hire and train a person to deliver this program); MDOT should have leading role in trail planning; State needs to fund hiring and training a person to provide sponsors with technical assistance; Local jurisdictions need to develop priorities for funding plans and individual trails, need vision and priorities in their own budgeting; and Local jurisdictions need master trail plans that can be coordinated with state and county plans.
<p><i>St. Mary's County Department of Parks and Recreation</i></p>	<ul style="list-style-type: none"> Capacity; with Federal funding. What are some strategies that MDOT and its modal agencies could do to help? MDOT could provide technical assistance to guide local governments through the grant development and application process. Very complicated and onerous process. Also need faster review and turnaround - takes too long to get approval on construction documents.
<p><i>State Highway Administration</i></p>	<ul style="list-style-type: none"> Difficulty identifying a regional network of on and off road and what the missing links are; Once identify the network, then need to figure out how much it costs to complete or upgrade the network; It would be helpful to know why it's so difficult to build trails; and SHA has four positions related to trails: One person does TEP administration; One does on-road facilities; One does pedestrian facilities; and one does safe routes to school.

Table 3.6 Stakeholder Interview Responses to Questions 6, 6.a, and 6.b

6. What has been your experience with state and Federal funding programs that support trail development, such as Program Open Space, the Recreational Trails Program, and Transportation Enhancements?	
6.a In what ways do these programs work well?	
Responding Agency	6.b In what ways could they be improved?
<i>Anne Arundel County</i>	<ul style="list-style-type: none"> • The Problems have been largely with TE program. Some awards have been great and been administered smoothly. Others have been very problematic. • The Program Open Space is great, and should get more funding from the state. • See above for further detail:
<i>Atkins Arboretum</i>	<ul style="list-style-type: none"> • No experience with POS. • Up to 6 Recreational Trails grants have been secured and the process and program worked wonderfully. Al Califano who works on contract with Terry Maxwell at SHA, is a very competent ex-SHA employee who knows how to help small communities get through the Recreational Trails Progress successfully. • Experience with TE Program has been a nightmare. The A.A. has applied for funds to make their new Arboretum expansion a trail head for a future rail-trail. The application process has been nothing but frustrating. It appears that the problems stem largely from the way the staff run the program. • Communication back and forth in the application process has been very poor. While the first application was rejected there was never a letter saying so, or saying why. After the acknowledgment of receipt of the application a formal denial was not received even after two years time. • After bringing in elected officials, past Secretary’s of Transportation and meeting with the current Secretary. There has finally been movement and a commitment to fund the eligible portions of the project. • There also seems to be a disconnect between what the Secretary may determines about funding, and what actually gets carried out. • It appears that the TEP program staff do not have an understanding of the big picture when it comes to trail plans, and that they are not fully committed to the mission and goals of the Federal TE program.

6. What has been your experience with state and Federal funding programs that support trail development, such as Program Open Space, the Recreational Trails Program, and Transportation Enhancements?

6.a In what ways do these programs work well?

6.b In what ways could they be improved?

Responding Agency

Baltimore County Planning Department

- No experience with TE funds, only POS and Recreational Trails. POS is relatively easy to use, but is stringent in the area of land ownership, i.e., they want a clean title of ownership. The requirement for a reverter clause is also a problem. Because of this, trails such as the Owings Mills trail are not using POS funds.
- In what ways do these programs work well?
- The established application process is the same regardless of the project. And, it is not too burdensome.
- In what ways could they be improved?
- Mitigate the inconsistent funding levels due to the revenue source being tied to the transfer tax.
- Eliminate the need for a clean title to the property.

Baltimore Metropolitan Council

- Recreational Trails Program and Program Open Space (can use to match Federal \$) – both are administered well; and
- TE has been difficult for the local level – it’s a big administrative burden.
 - 30 percent design drawings requirement eats a lot of resources;
 - cost overruns with engineering and re-engineering makes it easier for local governments just to save up and do the entire project themselves;
 - In 2007, \$17 million on the table and \$15 million requested – State is not obligating all the money they get (for free money there’s less demand);
 - a lot of funding has been to mitigate run-off (20 percent);
 - only state in nation with 50/50 match – this is too strict and is the main issue that’s a huge contributing factor to making the program not perform as well as other places; and
 - TE takes up a lot of staff time because it’s so highly specialized and must meet Federal requirements.

6. What has been your experience with state and Federal funding programs that support trail development, such as Program Open Space, the Recreational Trails Program, and Transportation Enhancements?	
6.a In what ways do these programs work well?	
Responding Agency	6.b In what ways could they be improved?
<i>Department of Natural Resources</i>	<ul style="list-style-type: none"> • DNR mainly funds trails out the National Recreational Trail program (there's a \$30,000 threshold and it's mainly used for maintaining trails, not building new ones). <ul style="list-style-type: none"> - DNR is competing against other groups for the limited pool of money. • Program Open Space provides is for the acquisition for open space and has also supported DNR's capital budget. <ul style="list-style-type: none"> - 50 percent allocated to DNR and 50 percent to local governments; and - Formula driven and if the goal is met, then they can use the funding for development. • TE program funding is key but it (along with national trails administration) requires ¾ of a staff person's time. • Maryland heritage programs is funded through Program Open Space annually (\$3 million) - they want to create linkages between heritage areas.
<i>East Coast Greenway Maryland State Committee and Baltimore Mayor's Bicycle Advisory Committee</i>	<ul style="list-style-type: none"> • Not too familiar with these institutional issues; and • It appears that all of the money available at the state level for trails is not being spent.
<i>Garrett County Recreational Trail Group</i>	<ul style="list-style-type: none"> • I don't know if we coordinate with the Historic Society but they would definitely be an asset. Trails to explore historic areas and sites would be very beneficial and perhaps open up new funding opportunities. • See 3b above. (Coordinating a REGIONAL trail plan)

6. What has been your experience with state and Federal funding programs that support trail development, such as Program Open Space, the Recreational Trails Program, and Transportation Enhancements?

6.a In what ways do these programs work well?

6.b In what ways could they be improved?

Responding Agency

Harford County Planning Department

- In what ways do these programs work well?
- State programs work very well. Sandy Trent with DNR does a great job with Program Open Space and Sylvia Ramsey does the same for Recreational Trails Program. They are easy to work with, are well organized, easy to reach and projects get done.
- TE programs, i.e., Federal dollars, are more complicated because they are managed by MDOT and SHA. The process is more complicated and harder to manage.
- In what ways could they be improved?
- Give Project Opens Space and Recreational Trails Program more funding. Change the sources of funding?
- Simplify the TE process.

Maryland Department of Planning

- Program Open Space has been good in terms of acquisition, but is difficult to use for development, especially in rural areas;
- Recreational Trails is user-friendly and is very useful at adding amenities to trails; and
- Transportation Enhancements has a lot of money for construction, but the 50/50 split is very difficult to match and excluding engineering and design makes large trail development very challenging.
 - Suggest refining the criteria for trails and rules to allow engineering and design when the impact on the region is beneficial for economic development.

Maryland National Capital Park and Planning Commission (Prince George's)

RE: Question 6.a

- They do provide money! POS is the easiest. Recreational trails and then T.E. have more administrative/review requirements
- Need to streamline administration of the grant programs. Streamline review

RE: Question 6.b

- T.E. Application need a list of standard details that they're looking for (bridge details, x-section, etc.
- Provide a template scope of work in the application.

6. What has been your experience with state and Federal funding programs that support trail development, such as Program Open Space, the Recreational Trails Program, and Transportation Enhancements?	
6.a In what ways do these programs work well?	
Responding Agency	6.b. In what ways could they be improved?
<i>Maryland Transit Administration</i>	<ul style="list-style-type: none"> • It's difficult for MTA to provide financial assistance, but they can provide in lieu services such as ROW, as built drawings, environmental research and could potentially partner to provide technical assistance (i.e., design and engineering); <ul style="list-style-type: none"> - The City of Baltimore will use TE funds for construction, but may partner MTA. • Overall transportation policy at MDOT is generally the key factor in MTA's support of trails because in the prior administration there was little support for trails; and • MTA has never asked for TE funds, but they will be tapping into it for nontrail related projects, but they are open to using TE funds for trails in the future.
<i>National Park Service - C&O Towpath Historical Park</i>	<ul style="list-style-type: none"> • In what ways do these programs work well? • Sylvia has make NPS "think big" and look at significant projects. • In what ways could they be improved? • NPS may have used Recreational Trails program. • NPS uses Line Item Funding to match TE requirements. Competitive NPS grant program. • Challenge Car Share Program - allows NPS to fund programs up to 30K with 100 percent match by local partnership. Partnering with local government and nonprofit organizations. Used to fund planning and 30 percent design this is then used to apply for TEP. • Bond Funding Bill - Used to fund 30 percent design. • 30 percent designs allow you to develop decent cost estimates. • Repair/Rehab (\$300k-\$500k) Allows for non standard costs used to match TEP.
<i>National Park Service - Potomac Heritage National Scenic Trail</i>	<p>RE: Question 6.b</p> <ul style="list-style-type: none"> • Improve coordination among SHPO, DNR, DOT, Tourism and other regulating and permitting agencies.
<i>One Less Car</i>	<ul style="list-style-type: none"> • No direct experience with funding programs.
<i>Perils for Pedestrians</i>	<ul style="list-style-type: none"> • No direct experience.

6. What has been your experience with state and Federal funding programs that support trail development, such as Program Open Space, the Recreational Trails Program, and Transportation Enhancements?

6.a. In what ways do these programs work well?

6.b. In what ways could they be improved?

Responding Agency

*Queen Anne County
Department of
Parks and
Recreation*

- Experience has been generally wonderful.
RE: Question 6.a
- I have a good rapport with those in MDOT that spearhead the program.
RE: Question 6.b
- Shorten review process – speed up the timeline of state level reviews; and
- Resubmittals cost a lot of time, especially when funders specify that project are to be completed in a certain timeframe.

*SHA Programs –
Recreational Trails
Program*

- RTP doesn't have a lot of \$\$, so it is of benefit for local governments to buy equipment with RTP \$\$ instead of construction. RTP funds are too small for construction so they're being used to leverage TEP funds.

*SHA Programs –
Transportation
Enhancements
Program*

- TE has had more \$\$ avail than projects submitted in recent years, but this is partially because the projects being submitted are not well-developed enough to be approved; and
 - In the early stages of program there was a lot of built-up need, so there was a lot of applications coming in fast for projects that had not been addressed and could not be funded by other means – now that those projects are taken care of, locals need to spend some time coordinating trails that they want to see done, need to do more than just master plans.
- Lack of sponsor follow through and expertise is a problem.
 - During solicitation period TE gets lots of calls about good projects and encourages sponsors to send in apps, but locals don't follow up and submit app.
 - Local jurisdictions have just as many problems making sure projects meet Federal requirements such as designing trails wide enough for ADA compliance, as finding matching funds. Sponsors don't think about and have problems designing trails to withstand flooding, usage, etc. In general, trail projects are submitted by planners who don't think about engineering.
 - "Need to take trail planning away from planners and give it to engineers...need to go from concepts to something more concrete."

6. What has been your experience with state and Federal funding programs that support trail development, such as Program Open Space, the Recreational Trails Program, and Transportation Enhancements?

6.a. In what ways do these programs work well?

6.b. In what ways could they be improved?

Responding Agency

*St. Mary's County
Department of
Parks and
Recreation*

- In what ways do these programs work well?
- Have used POS and Recreational Trails funding multiple times for land acquisition and trail construction. First- time TE user. POS and Recreational Trails are very easy to use and the submittal requirements are pretty modest. First time using TE funds has been complicated – too many submittal requirements for a smaller community. Also, requirement for MWBE participation has been difficult to fulfill in this part of the state.
- In what ways could they be improved?
- Need more local assistance on navigating the submittal and approval process. Would be helpful to have staff in local SHA office to help go through the process.
- Must comply with MWBE requirements to get \$30K grant time consuming – adds six months SHA must review every single sol. C. document. Not many MWBE companies in St. Mary's. Couldn't take low bidder because they didn't satisfy MWBE grants. Had to use contractor who was more expensive. Had to use contractor who was 40k more expensive – would have returned Recreational Trails money if they had known.
- Requirement more appropriate on big multimillion dollar projects.
- Mostly use Recreational Trails to POS money. Will be using \$780 K TE Grant (first time).
- TE Grant very complicated staff very helpful as SHA using TE money adds 1 year to project for review design.
- Match wasn't too much of a problem – used POS to Recreational/Trail funds. E.S. POS is a 25/15 match.

*State Highway
Administration*

- SHA on-road program is working with bicycle retrofit funds – this from SHA's capital budget; and
- CBDG might be used for trails out of the Department of Community Housing and Development.

Table 3.7 Stakeholder Interview Responses to Question 7.

Responding Agency	7. With what other agencies do you coordinate trail development: MDOT, SHA, DNR, other local government agencies, local citizen groups, and if applicable adjoining states?
<i>Anne Arundel County</i>	<ul style="list-style-type: none"> • MDOT, SHA, DNR, MTA, City of Annapolis, U.S. Navy, Neighboring Counties, Business Partners such as bike shops, Hospital, Shopping Malls, Friends of the B&A Trail, and Ft. Meade; and • The DOD may be a new funding source for trails on bases or related to BRAC development and addressing impacts.
<i>Atkins Arboretum</i>	<ul style="list-style-type: none"> • DNR, MDOT, SHA, Town of Ridgely; and • Caroline County Commissioners.
<i>Baltimore County Planning Department</i>	<ul style="list-style-type: none"> • State – DNR and MDOT; and • Baltimore County – Planning, Environmental Protection and Resource Management, Public Works, Police, Property Management, and Community Conservation.
<i>Baltimore Metropolitan Council</i>	<ul style="list-style-type: none"> • At the county level, trails are run through the Department of Parks and Recreation, not the DOT – so this leads to lack of communication between them; • BPAC advocates for connecting modes (putting bicycle carriers on buses) and now they’re being implemented by MTA; and • It’s been difficult to involve DNR because their budgets have been cut.
<i>Department of Natural Resources</i>	<ul style="list-style-type: none"> • More coordination and communication between agencies and local governments; • Need a Statewide inventory and prioritization process of what’s the current state of the system so alleviate the individual focus of trail development (DNR’s focus, county focus); • There needs to be a long-term vision because localities are making decisions outside of the larger Statewide context/vision; • DNR is coordinating with Baltimore County to build a GIS database – this a prototype for a Statewide effort for data inventory and management; and • Need to bring together state agencies with a different focus on trails – for example, DBED is focused on trails as a tourist attraction and Maryland heritage programs are focused on natural, culture, and recreational assets.

Responding Agency	7. With what other agencies do you coordinate trail development: MDOT, SHA, DNR, other local government agencies, local citizen groups, and if applicable adjoining states?
<i>East Coast Greenway Maryland State Committee and Baltimore Mayor's Bicycle Advisory Committee</i>	<ul style="list-style-type: none"> • Not relevant.
<i>Harford County Planning Department</i>	<ul style="list-style-type: none"> • MDTA is good to work with. They provide timely cost estimates for multiple years. • MDOT, DNR. • Pennsylvania trails agencies and local governments. • Local citizen groups, such as greenway committees. • Local governments.
<i>Maryland Department of Planning</i>	<ul style="list-style-type: none"> • MDP often acts as a liaison to local level and the State and Federal agencies; and • Suggest a "Trail Coordinator" at every agency for streamlined coordination.
<i>Maryland National Capital Park and Planning Commission (Prince George's)</i>	<ul style="list-style-type: none"> • All - DPWT, advocacy groups, local governments, adjoining counties to D.C.; and • Would be helpful to have a better understanding of who key players are in the region MDOT can help facilitate this.
<i>Maryland Transit Administration</i>	<ul style="list-style-type: none"> • MTA owns some freight railroads (i.e., Eastern Shore), which are abandoned, they're working with DNR that involves turning over one of the ROW's for trail usage. <ul style="list-style-type: none"> - Financial difficulties have been a problem to upgrade the ROW; and; and - MTA is giving the ROW, but there are improvements needed (i.e., bridges, take up rails and ties). • MTA is working with the City of Baltimore to make a better connection to station in Mt. Washington to Falls Road to Robert E Lee Park (owned by the City).
<i>National Park Service - C&O Towpath Historical Park</i>	<ul style="list-style-type: none"> • Still required to go through MDE and COE permitting process. Can take a long time

Responding Agency	7. With what other agencies do you coordinate trail development: MDOT, SHA, DNR, other local government agencies, local citizen groups, and if applicable adjoining states?
<i>National Park Service - Potomac Heritage National Scenic Trail</i>	<ul style="list-style-type: none"> • Regional Planning agencies, such as the Tri-County Council; • Michael Jackson at MDOT; • Local Governments; • Trail advocates and agencies in Virginia, Pennsylvania and D.C.; • Southern Maryland RC&D (Jeremy West) Resource Conservation and Development; and • Heritage Area Coordinators/Directors.
<i>One Less Car</i>	<ul style="list-style-type: none"> • SHA; • City of Annapolis and Baltimore; • Local departments of transportation; • State Bicycle Advisory Committee, which can be a “black hole”; and • Often, local Bike Clubs ask OLC to help them with local trail issues when they arise.
<i>Perils for Pedestrians</i>	<ul style="list-style-type: none"> • NO DIRECT EXPERIENCE.
<i>Queen Anne County Department of Parks and Recreation</i>	<ul style="list-style-type: none"> • MDOT, DNR (various departments and offices), MTA, SHTP, Soil Conservation (local level), Queen Anne County Council.
<i>SHA Programs - Recreational Trails Program</i>	<ul style="list-style-type: none"> • RTP Advisory committee: <ul style="list-style-type: none"> - DNR - gets about half of RTPs funding every year. RTP coordinates with DNR to come up with projects and encourages DNR to implement projects within a certain amount of time; - MDP - helps sponsors develop projects and make connections along larger regional corridors; and - User groups (motorized, mountain bike communities, etc.). • Scenic byways Advisory Committee is more state agency reps. • Department of Tourism is involved in tourism side of trails <ul style="list-style-type: none"> - Uses RTP funds to create section on family friendly trails in tourist guide to promote certain trails • RTP would like to start working with local governments to require that when new development occurs that the developer think about making connections between community/parkland, making areas walkable, less reliant on auto use, and retrofitting existing development.

Responding Agency	7. With what other agencies do you coordinate trail development: MDOT, SHA, DNR, other local government agencies, local citizen groups, and if applicable adjoining states?
<i>SHA Programs - Recreational Trails Program (continued)</i>	<ul style="list-style-type: none"> - Could use a full-time person working on trail development at MDOT for this (since it's more policy oriented). - Regional workshops or meetings with counties. • Linkages between scenic byways and trail development are happening all the time. <ul style="list-style-type: none"> - RTP provides trailhead access from byway to trail and byways provide access from road to trail. - Both encourage trail development along byways to get tourists out of cars. - Scenic byway \$\$ can be spent on design if it's a trail on a byway, 20 percent of project construction can be spent on design in RTP • Not as much coordination/communication with TEP
<i>SHA Programs - Transportation Enhancements Program</i>	<ul style="list-style-type: none"> • Have partnered with POS on many projects, mostly acquisitions and easements i.e., battlefield projects in viewsheds of state and fed roads; • Partner some with RTP (congress decided that RTP could be used for TE match as part of SAFETEA-LU); • Who they partner with and who is best funding source is a matter of the size and type of project (TE minimum request is 50,000 and they don't fund equipment, etc.); • Administration should make decisions on how programs can work together better; and • TE staff usually work on project to project basis and determine who to partner with for each project- maybe changing this approach could help streamline things.
<i>St. Mary's County Department of Parks and Recreation</i>	<ul style="list-style-type: none"> • State - MDOT, SHA, DNR. • Local- S Conservation, Public works, land used growth management. • Friends of three-notch Trail, Jim Swift, Do some maintenance. • Amish Community uses three-notch trail for horse and buggies as alternatives to Route 5 and Route 6. Can't put barrier on tail in Amish area to keep cars off. • Like the idea of training trail ombudsman used in other states. • Busy getting things built, haven't had time to focus on operations and maintenance.

Responding Agency	7. With what other agencies do you coordinate trail development: MDOT, SHA, DNR, other local government agencies, local citizen groups, and if applicable adjoining states?
<i>State Highway Administration</i>	<ul style="list-style-type: none"> • It's difficult to coordinate with counties – they aren't interested in having SHA sign routes on county roadways; • There is generally a SHA representative at the bike/ped Advisory Committee (MWCOC, BMC and MDOT); • There's no coordination between SHA's on-road program, TEP, Rec. Trail program – but this may not be a problem; • MDOT doesn't need more coordination, but needs to get better at formalizing processes; and • SHA tends to be stovepiped by funding program – there is no Trail Coordinator.

Table 3.8 Stakeholder Interview Responses to Question 8

Responding Agency	8. What types of issues typically require coordination (i.e., funding, planning, ROW, permitting, connectivity, and linking to regional initiatives outside Maryland)
<i>Anne Arundel County</i>	<ul style="list-style-type: none"> • All of the issues listed above; and • Trail Management coordination is an area that needs more standardization.
<i>Atkins Arboretum</i>	<ul style="list-style-type: none"> • Funding and planning; • Preliminary facility design; and • ROW.
<i>Baltimore County Planning Department</i>	<ul style="list-style-type: none"> • Trails development, e.g., Gwin Falls and D&A trails; • Connections, e.g., Gunpowder Falls State Park; and • Multijurisdictional land, including outside Maryland, e.g., Eastern Regional Greenway.
<i>Baltimore Metropolitan Council</i>	<ul style="list-style-type: none"> • SHAS now has design guidelines for on-road bike/ped facilities; • Better coordination for TE project submissions; • Minimizing liability risk of on-road facilities; and • Trail coordinators are in different departments across agencies.
<i>Department of Natural Resources</i>	<ul style="list-style-type: none"> • Planning for linkages; and • Uniform standards.

Responding Agency	8. What types of issues typically require coordination (i.e., funding, planning, ROW, permitting, connectivity, and linking to regional initiatives outside Maryland)
<i>East Coast Greenway Maryland State Committee and Baltimore Mayor’s Bicycle Advisory Committee</i>	<ul style="list-style-type: none"> • Not relevant.
<i>Harford County Planning Department</i>	<ul style="list-style-type: none"> • Planning – what is needed; where is it needed; how can it be done; • Identifying funding sources; • Preparing grants; • Making connections to the bigger vision, e.g., the ECG; • Connections to Cecil County and folks in Pennsylvania; and • Some permitting.
<i>Maryland Department of Planning</i>	<ul style="list-style-type: none"> • Uniform design standards would be very helpful; and • State and Federal actors in the design process tend to be highway engineers so their perspective is very different from the trail perspective. <ul style="list-style-type: none"> - Suggest including staff familiar with trail design.
<i>Maryland National Capital Park and Planning Commission (Prince George’s)</i>	<ul style="list-style-type: none"> • Utilities and ROW connectivity (yes to all). • PEPCO doesn’t like trails – would be helpful if utilities allowed them. • Identify opportunities for people to get on trails and go make them simple. Need to look @ trails as a necessity as opposed to quality of life amenities. They are the first to get cut! If the state is serious about tackling transportation/environmental energy issue, they need to commit energy and resources. • Native Prince Georgian; by limiting trails to areas that are not developable (i.e., flood plain) you are trying to put trails in areas that are environmentally sensitive. There is a tradeoff between putting trails in sensitive areas and the environmental benefits of the trails.

Responding Agency	8. What types of issues typically require coordination (i.e., funding, planning, ROW, permitting, connectivity, and linking to regional initiatives outside Maryland)
<i>Maryland Transit Administration</i>	<ul style="list-style-type: none"> • MTA follows the policy set forth by MDOT, so if MDOT champions trails, then MTA would partner with MDOT on projects that support that; • MTA partnered with SHA for “Access 2000” (one-quarter mile of rail station looked at improving pedestrian access – more focused on sidewalks and street crossings); and • MTA and SHA coordinated with the counties to provide trail funding – provided counties with the concept design (engineering, environmental) for linkages and then provided some funding to construct the trails, but they had to construct trails using their own forces to actually do the work (did this for 2 years during the Glendenning Administration). <ul style="list-style-type: none"> - Funding came out of each agencies capital budget, but here was no specific funding source; - MTA and SHA had meetings with the counties to alert them to the program; - There were specific coordinators at each agency responsible for this (Dennis German at SHA led the effort); and - In rural areas, where MTA owns RR ROW, MTA could provide ROW, MDOT could provide funding, and DNR could provide maintenance to meet recreational trail goals.
<i>National Park Service - C&O Towpath Historical Park</i>	<ul style="list-style-type: none"> • Most projects are on MPS property, but require coordination with local government.
<i>One Less Car</i>	<ul style="list-style-type: none"> • Key issues that needs coordination is ROW acquisition.
<i>Perils for Pedestrians</i>	<ul style="list-style-type: none"> • No direct experience.
<i>State Highway Administration</i>	<ul style="list-style-type: none"> • Planning and design related activities require the most coordination.

Table 3.9 Stakeholder Interview Responses to Question 9

Responding Agency	9. Are there any other stakeholders that you suggest we contact via our survey effort?
Baltimore County Planning Department	<ul style="list-style-type: none"> NOTE: Pat is not in the Office of Planning. He is in Parks and Recreations. The person in Planning is: Kathy Schlabach at (410) 887-3521.
Baltimore Metropolitan Council	<ul style="list-style-type: none"> Baltimore Bike Club; Chambers of Commerce; East Coast Greenways; and Baltimore City - Nate Evans (submitting Rails to Trails 2010 application).
Department of Natural Resources	<ul style="list-style-type: none"> Safe Routes to School Representative from SHA.
East Coast Greenway Maryland State Committee and Baltimore Mayor’s Bicycle Advisory Committee	<ul style="list-style-type: none"> Not relevant.
Harford County Planning Department	<ul style="list-style-type: none"> Mary Ann Lisanti (already on the list) - she can better answer questions on the TE program and the role of Federal funding; and Arden McClune, head of Harford County’s Capital Improvements and Programming for Parks and Recreation. (410) 638-3570, acmclune@harfordcountymd.gov
Maryland Department of Planning	<ul style="list-style-type: none"> Garrett County Recreational Trail Group of Garret County; and Don Briggs Federal - Potomac Heritage.
Maryland Recreation and Parks Association	<ul style="list-style-type: none"> Betsy Thompson, President MRPA, Rockland, MD; Ann Arundel County Recreation and Parks- Dave Dionne (410) 222-8820; Rails to Trails Conservancy; American Trails; National Center for Biking and Walking - Bill Wilkinson (202) 463-6622; and MAKE SURE ALL INTERVIEW PEOPLE ARE ON THE ANNOUNCEMENT AND SURVEY
Maryland Transit Administration	<ul style="list-style-type: none"> Dennis German, SHA.

Responding Agency	9. Are there any other stakeholders that you suggest we contact via our survey effort?
National Park Service - C&O Towpath Historical Park	<ul style="list-style-type: none"> • Speak with John Frasier (Frederick County); • Nightmare for him; • Bureaucracy is killing him; and • Has to follow COMAR regulations.
National Park Service - Potomac Heritage National Scenic Trail	<ul style="list-style-type: none"> • Yes, send me information and I will forward it via e-mail to key contacts that I have, such as the Garrett Co. Chamber of Commerce.
One Less Car	<ul style="list-style-type: none"> • Yes, we will distribute the On Line survey to our organization distribution list of 3900 folks.
Perils for Pedestrians	<ul style="list-style-type: none"> • Montgomery County - someone from Park and Planning, such as Charles Kines; someone from DPWT, such as Gail Tait-Nori; • National Park Service; • Railroads (for ROW easement issues); • Utilities, such as WSSC (for ROW easement issues); and • See question 4 for contact information for NY State.
Queen Anne County Department of Parks and Recreation	<ul style="list-style-type: none"> • In QA County: Greg Todd, QA County Chief Operations Officer: gtodd@QAC.org; and • Helen Spinelli - Department of Land Use, Growth Management, and Environmental Planning, overseas. She is in charge of Comprehensive Plan update: Hspinelli@QAC.org.
St. Mary's County Department of Parks and Recreation	<ul style="list-style-type: none"> • John Groger: john.groger@stmarys; and • Zane Braeder - E-mailing contact info.
State Highway Administration	<ul style="list-style-type: none"> • Mary Keller - Manager, TEP; • Joe Palliah - Safe Routes to School; and • Follow Up Item: Michael Jackson coordinated a meeting - MD Business Partnership meeting - Mary Kelly, Dennis Gernaman and Joe Pelia presented Fund 88, Fund 79, TEP, and SRTS.

■ Agency-Specific Questions: Peer Agencies

Table 3.10 Stakeholder Interview Responses to Questions 10 and 10.a

Responding Agency	10. What is your role with regard to trail funding, development (i.e., planning/design), promotion and maintenance? 10.a How would you like to grow or continue this role?
<i>Baltimore Metropolitan Council</i>	<ul style="list-style-type: none"> • BMC addresses bike/ped projects in the long-range plan and some projects roll into the TIP; • BMC does is not directly involved in trail development, they support it's surrounding: <ul style="list-style-type: none"> - Anne Arundel has a bike/ped plan; - Baltimore City has a bike plan; - Baltimore County has a bike plan; - Howard County – pedestrian access; and - Many counties wrap up bike ped uses. • Coordinate at the regional level and have BPAC (advisory committee); • BMC staff can provide technical assistance; and • BMC supports coordination efforts.
<i>Harford County Planning Department</i>	<ul style="list-style-type: none"> • I do all of the items listed; • How would you like to grow or continue this role? <ul style="list-style-type: none"> - Be more active in trails construction and maintenance; and - Be more active in marketing, education and fundraising. • What departments within your local government have responsibilities related to trails? <ul style="list-style-type: none"> - Parks and Recreation – construction and maintenance; - Planning – long range planning; and - Public Work – some bike lanes; sidewalks – no trails.

10. What is your role with regard to trail funding, development (i.e., planning/design), promotion and maintenance?	
Responding Agency	10.a How would you like to grow or continue this role?
<i>Maryland Department of Planning</i>	<ul style="list-style-type: none"> • MDP has no funds for trail, so their main role is to provide technical assistance to local jurisdictions: <ul style="list-style-type: none"> - Grant writing assistance; - Administering grants; and - Coordinating agencies in review. • Because MDP doesn't have funds, providing technical assistance is the best role they can provide. <ul style="list-style-type: none"> - This is especially important for rural areas who have limited staff and capabilities.
<i>Maryland Recreation and Parks Association</i>	<ul style="list-style-type: none"> • MRPA is more involved in trail development, it: <ul style="list-style-type: none"> - would like to be involved in marketing and promoting trails; - can help education people of the importance of trails; and - would like to be seen more as a partner for MDOT.
<i>Maryland Transit Administration</i>	<ul style="list-style-type: none"> • They would be happy to take more leadership where appropriate; • They see more partnerships with SHA and DNR; • MDOT can be instrumental in helping agencies find the funding to accomplish projects in support of trails - MDOT leadership is important; and • MTA supports "linkages" as part of the TSIP; documenting linkages in the TSIP helps MTA to justify funding requests for these types of projects.
<i>National Park Service - Potomac Heritage National Scenic Trail</i>	<ul style="list-style-type: none"> • Technical Assistance provider and coordination facilitator. • To grow this role I would like to always be at the table when ever trail issues related to the Potomac Heritage National Scenic Trail are discussed.
<i>State Highway Administration</i>	<ul style="list-style-type: none"> • There should be an update to the Bicycle/Pedestrian Access Master Plan technical appendix.

Table 3.11 Stakeholder Interview Responses to Questions 11, 11.a, and 11.b

Responding Agency	<p>11. Is your agency involved in any trail-related initiatives or planning efforts that involve MDOT and its modal administrations?</p> <p>11.a If so, what could MDOT and its modal administrations do to better coordinate with your agency to advance trail development?</p> <p>11.b If not, what do you see as barriers to partnering with MDOT and its modal administrations to advance trail development?</p>
<i>Baltimore Metropolitan Council</i>	<ul style="list-style-type: none"> • Better planning for existing trails and potential development; • Integrate individual county plans into a State plan; • Map rail ROWs to get a better understanding of trail opportunities; and • MDOT and its modal administrations should really look to coordinate early on.
<i>Department of Natural Resources</i>	<ul style="list-style-type: none"> • Our biggest issue is funding and staff resources. We would like to play a big role in trail initiatives.
<i>Maryland Department of Planning</i>	<ul style="list-style-type: none"> • MDOT is assisting on: <ul style="list-style-type: none"> - Trail linkages from Great Allegheny Passage in Garret County (Cumberland to Pittsburgh trail); - Frostburg to West Virginia (WVA will be connecting to Charleston); and - Garret County is looking to have a linked system of trails. • MDOT could assist in providing training for engineers to expand the “highway” perspective to include trails.
<i>Maryland Recreation and Parks Association</i>	<ul style="list-style-type: none"> • We would like to assist with education, support, and marketing. There needs to be a lot of public involvement.
<i>Maryland Transit Administration</i>	<ul style="list-style-type: none"> • MDOT should play the role of the “big picture people”; • MDOT needs strong leadership to support trails and get agencies coordinated because right now there is no formal coordination – it’s generally ad hoc (i.e., DNR and MTA partnership); • There is no formal group that meets regularly; and • It would be good to discuss what they all have in order to facilitate partnerships and accomplish activities.

Responding Agency	<p>11. Is your agency involved in any trail-related initiatives or planning efforts that involve MDOT and its modal administrations?</p> <p>11.a If so, what could MDOT and its modal administrations do to better coordinate with your agency to advance trail development?</p> <p>11.b If not, what do you see as barriers to partnering with MDOT and its modal administrations to advance trail development?</p>
<p><i>National Park Service - Potomac Heritage National Scenic Trail</i></p>	<p>RE: Question 11</p> <ul style="list-style-type: none"> • Yes. <p>RE: Question 11.a</p> <ul style="list-style-type: none"> • Coordinate with NPS with regard to signs put up in the highway ROW that relate to NPS facilities or other recreation and park facilities. Past incidents have resulted in incorrect usage of branding symbols and confusion about who manages certain park facilities.
<p><i>State Highway Administration</i></p>	<ul style="list-style-type: none"> • SHA is only looking at on-road facilities and sees it differently than the trail network.

■ Agency-Specific Questions: Local Governments

Table 3.12 Stakeholder Interview Responses to Questions 12, 12.a, and 12.b

Responding Agency	<p>12. What is your role with regard to trail funding, development (i.e., planning/design), promotion and maintenance</p> <p>12.a How would you like to grow or continue this role?</p> <p>12.b What departments within your local government have responsibilities related to trails?</p>
<p><i>Anne Arundel County</i></p>	<ul style="list-style-type: none"> • I am the Trails Program Manager for the County Parks and Recreation Dept. <p>RE: Question 12.b</p> <ul style="list-style-type: none"> • Primarily my dept., somewhat transportation and community planning.
<p><i>Baltimore County Planning Department</i></p>	<ul style="list-style-type: none"> • Promoting trails to get funding; • How would you like to grow or continue this role? – Trails planning, interagency coordination, project prioritization; and • What departments within your local government have responsibilities related to trails? – See question 7.
<p><i>Queen Anne County Department of Parks and Recreation</i></p>	<ul style="list-style-type: none"> • Nancy’s role is to write grants, concept design of trail, manage grants. Oversee design and construction. Construction is done elsewhere in dept. <p>RE: Question 12.a</p> <ul style="list-style-type: none"> • Could use some assistance with design and construction documents. • More time and resources for developing water trails. <p>RE: Question 12.b</p> <ul style="list-style-type: none"> • Coordinate with Public Works on land use, grants mgmt. Environmental design. County Commissioners for approving matching funds.

Table 3.13 Stakeholder Interview Responses to Questions 13

Responding Agency	13. What can MDOT and its modal administrations do to support trail connectivity within your jurisdiction and between jurisdictions?
<i>Baltimore County Planning Department</i>	<ul style="list-style-type: none"> • Broker discussions on potential connections, especially for regional, state or national connections; and • Conduct statewide education workshops on funding.
<i>Harford County Planning Department</i>	<ul style="list-style-type: none"> • Make roads bike/pedestrian-friendly when doing road redo's, so they are links to other modes and to destinations; • Assist when trails cross roads; help with crossing under roads; and • Coordinate long range trails planning and road construction work to identify and take advantage of opportunities of projects that coincide.
<i>Queen Anne County Department of Parks and Recreation</i>	<ul style="list-style-type: none"> • Make more funding available more often and with longer grant programs (e.g., TEP projects have to be done in 24 months which is not always enough time.)

Table 3.14 Stakeholder Interview Responses to Questions 14

Responding Agency	14. Are there specific ways that MDOT could help your local government develop or improve its trail program
<i>Harford County Planning Department</i>	<ul style="list-style-type: none"> • Increased coordination, especially; • Accommodate trails/bikes/pedestrians as part of initial project development; accommodation is a given not a maybe; • With trails and roads projects that coincide; • Providing a single project manager for each trails project (see Question 5.a); and • do what Pennsylvania did in working with local governments to make the state bike map a usable (and safe) network.
<i>Baltimore County Planning Department</i>	<ul style="list-style-type: none"> • Nothing yet.
<i>Queen Anne County Department of Parks and Recreation</i>	<ul style="list-style-type: none"> • Create and head an intergovernmental panel to manage and coordinate; • Establish a process flow chart; • Discuss what's been funded; and • Discuss upcoming funding cycles.

■ Agency-Specific Questions: Nonprofit Groups

Table 3.15 Stakeholder Interview Responses to Questions 15

Responding Agency	15. What do you think should be MDOT’s role in trail development?
<i>One Less Car</i>	<ul style="list-style-type: none"> • Be proactive; • Set benchmarks for measuring progress in trail development; • Then measure performance of various planning, implementing and managing agencies and governments; • Tell other agencies when they are hitting the mark, and maybe exercise sanctions or peer pressure when they are not; and • Reflect results, or lack of results, back to each local government and its public.

Table 3.16 Stakeholder Interview Responses to Questions 16

Responding Agency	16. What do you see as the components of a first class trail system?
<i>One Less Car</i>	<ul style="list-style-type: none"> • Connectivity; • Public Safety and Comfort; • Customer Service; • Wayfinding Signage; and • Access to Water Fountains.
<i>East Coast Greenway Maryland State Committee and Baltimore Mayor’s Bicycle Advisory Committee</i>	<ul style="list-style-type: none"> • A first class trail system will create minimal facilities where standard trails are not physically feasible. The perfect should not be the enemy of the good. • A first class trail system will use trails as portion of other urban on-street bike routes. • It is critical that trails be maintained and kept presentable as safe public spaces. The visual impression that the using public has of a trail will determine whether they might be willing to use it, explore where it goes, or see its use as a routine part of ones life. Trails that are over grown, where the pavement is in poor conditions, where signs are missing or damaged, where lighting is not functioning, send the message that they are not important public facilities and thus are not useful. They may even be unsafe.

Table 3.17 Stakeholder Interview Responses to Questions 7

Responding Agency	17. What do you think MDOT and its modal administrations could do to help trails be considered as a commuting option?
One Less Car	<ul style="list-style-type: none">• Publicity and Public Awareness Campaigns;• Fulfill the Access 2000 Study; Stephanie Yanovitz with SHA has binders of Access 2000 study findings and needed improvements; and• Push the access to transit issue and make sure that new trails connect to transit services.

4.0 Consultation and Coordination of Planning Activities

4.0 Consultation and Coordination of Planning Activities

As part of the TSIP outreach effort, a number of plans and studies were reviewed to ensure that the TSIP is consistent with existing planning efforts and initiatives across the State. For a listing of plans reviewed, see Table 4.1 at the end of this section. Relevant transportation plans and studies were reviewed as a way to coordinate the TSIP and related planning efforts and initiatives in the State (e.g., Climate Action Plan) and to identify opportunities for shared goals, objectives, and implementation strategies that exist across State agency lines.

■ Trail Plans and Studies Coordination

One way to facilitate collaboration between planning activities is to coordinate the TSIP with previous planning efforts and with the goals of partner agencies. To that end, the TSIP development process included an evaluation of the goals and objectives found in complementary plans. The plans evaluated were authored by a wide variety of agencies and include previously published documents as well as plans “in development” and the efforts of current State committees/task forces.

The following analysis is presented in two parts:

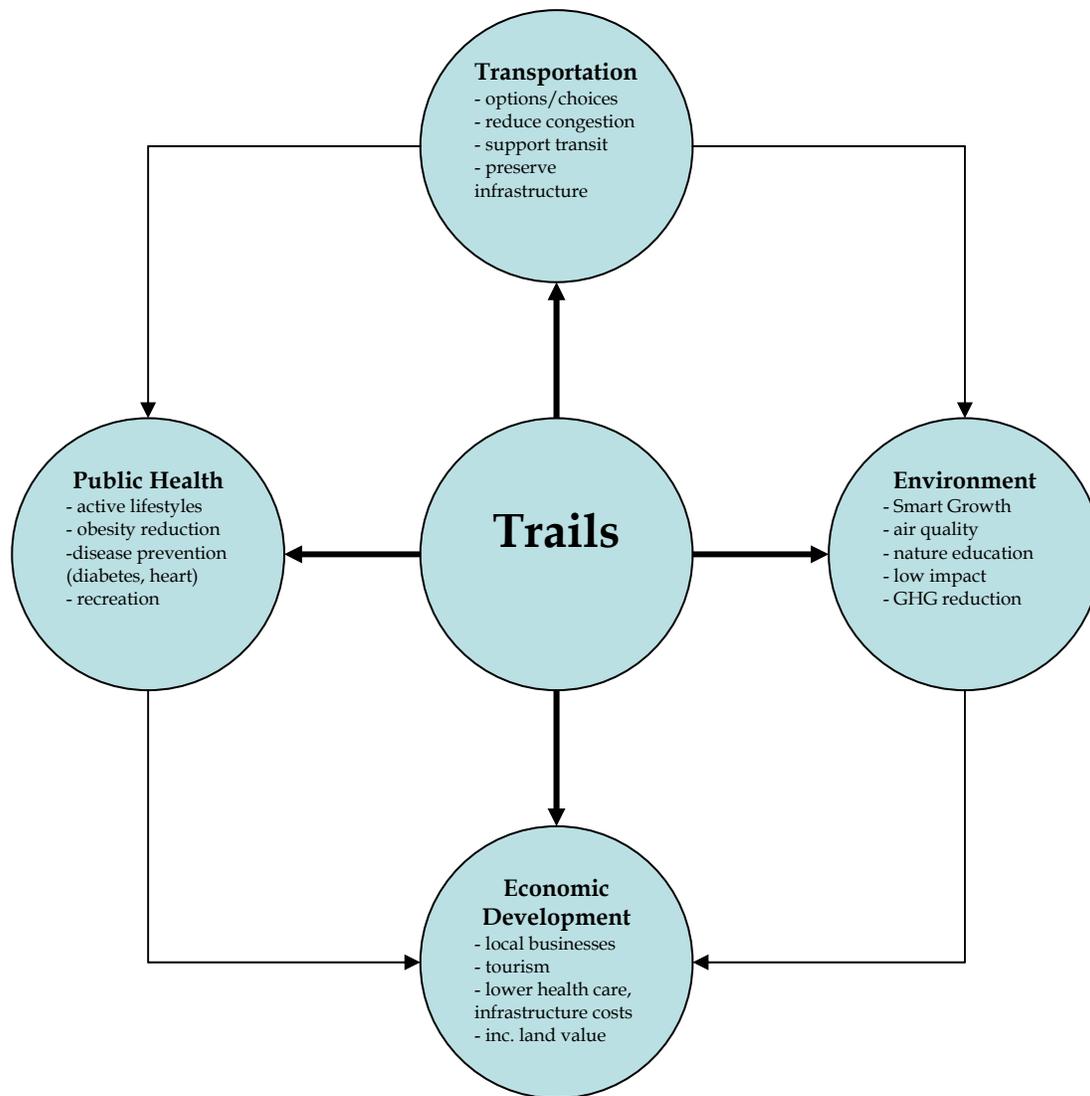
- Policy Coordination – examines the role of trails in diverse State initiatives and plans focused on achieving a variety of goals, ranging from transportation to public health; and
- Strategic Coordination – surveys the goals and objectives outlined in previous State, regional, and local trail, bikeway, greenway, bicycle, and pedestrian plans.

Policy Coordination

A variety of factors have led to growing interest in multiuse trails throughout Maryland. Volatile gas prices, traffic congestion, concerns about air quality and climate change, and increased awareness of the health benefits of active lifestyles have all drawn attention to trails as a cost-effective means to achieve a variety of goals. Although trails in Maryland have primarily been developed as recreational amenities and are managed by local Departments of Parks and Recreation, trails are increasingly becoming a unifying element of diverse agencies’ plans.

The TSIP development process included an evaluation of how trails are addressed in or support the goals and objectives of diverse State agency plans. This evaluation shaped the formation of the TSIP vision, goals, and objectives and will ensure that Maryland's transportation trail network also contributes to other State goals (see Figure 4.1).

Figure 4.1 Trails Contribution to Other State Goals



The plans reviewed can be divided into four policy areas:

- **Transportation** – MDOT takes pride in providing its citizens with a complete range of modal choices. The Department's responsibilities span all major transportation facilities, including roads, bridges, transit, rail, airports, seaports, and trails. Relative to other transportation infrastructure investments, trails have a low cost and impact on

the environment and surrounding communities, making them an attractive means to achieve transportation goals in a constrained budgetary environment.

MDOT's Access 2000 Plan took the first step towards strategically connecting Maryland's trail network by conducting a comprehensive study of pedestrian and bicycle access to rail transit stations and recommending the development of intermodal trail connections. The objective of these trail connections was to both increase accessibility and to help meet the critical transportation goal of doubling transit ridership in the State by 2020. Following this successful study, MDOT's 2002 Twenty Year Bicycle and Pedestrian Access Master Plan identified the strategy of focusing and expanding trail development initiatives in order to make Maryland "a place where people have the safe and convenient option of walking and bicycling for transportation, recreation, and health."

Trails also play an important role in achieving the 20-year vision of the 2009 Maryland Transportation Plan (MTP), to create *a world-class multimodal transportation system that supports a vibrant economy and an excellent quality of life for all Marylanders*. Several MTP objectives that directly relate to enhancing Maryland's trail network include:

- Coordinate land use and transportation planning to better promote Smart Growth; and
- Provide balanced, seamless, and accessible multimodal transportation options for people and goods.

Developing an interconnected trail network will also assist MDOT and its Modal Administrations to achieve multiple performance targets established in the Annual Attainment Report on Transportation System Performance, such as improving bicycle and pedestrian mode share, increasing Bicycle Level of Comfort (BLOC) ratings, and decreasing bicycle and pedestrian injuries and fatalities.

- Public health – Encouraging active transportation (i.e., bicycling, walking) has been a cost-effective means for some communities and businesses to address health concerns such as obesity and diseases associated with inactive lifestyles (i.e., diabetes, heart disease). The variety of health benefits associated with active transportation has sparked interest in trails throughout the public health community.

The Maryland Department of Health and Mental Hygiene's (DHMH) "Healthy Maryland" program and the Maryland Nutrition and Physical Activity Plan (NPACP) recommend creating and promoting Active Community Environments in order to achieve the goal of *prolonging the length and improving the quality of life of all Maryland citizens through increased physical activity and healthy eating*. The TSIP will help to create these environments and complements multiple NPAP objectives, including promoting nonmotorized transportation facilities, pedestrian and bicycling initiatives, built and natural environment policies that address physical activity, and green spaces for physical activity within communities. Trails for transportation also support the missions of multiple ongoing State health councils and initiatives, including the Governor's Council on Physical Fitness.

- Environment – As a transportation alternative to the single-occupant vehicle, trails have the potential to contribute to many environmental efforts, including reducing greenhouse gas emissions and fuel consumption. The Maryland Commission on Climate Change’s report, the Climate Action Plan, recommended increasing bicycle and pedestrian infrastructure, including trails, as one of eight transportation policies under the Comprehensive Greenhouse Gas and Carbon Footprint Reduction Strategy. The goal of this policy recommendation is to increase bicycle and walking mode share of all trips in Maryland’s urbanized areas by 15 percent by 2020.

Another environmental benefit of trails is that they often travel through greenways, providing trail users the opportunity to experience nature and spend time outdoors. These experiences are valuable and necessary to cultivate a culture of environmental stewardship. The Maryland Partnership for Children and Nature was recently formed with the task to “connect communities, parks, and schools via trail systems that encourage walking, biking, and increased time outdoors by youth and families” in order to increase the well-being and environmental literacy of Maryland’s youth.

- Economic development/growth – Trails contribute to the economic growth in many communities that have successfully attracted trail users to local businesses, harnessed trails as a tourist attraction, and marketed trails as an amenity to increase property values. The Trail Towns program in Pennsylvania is a local example of the potential economic benefits of trails, particularly in rural areas. These economic benefits complement the goals of the Maryland Department of Business and Economic Development, local tourism organizations, and other agencies.

As Maryland’s economy and population continue to grow, the State will need to develop transportation options that serve increasing demand and enhance access to new jobs and markets. Maryland is expected to receive approximately 50,000 new workers through the Base Realignment and Closure Act (BRAC), and one of the recommendations of the BRAC Action Plan is to encourage Smart Growth transportation policies and projects, including bicycle and pedestrian infrastructure. Trails are one of the “smartest” transportation investments because they provide nonmotorized transportation opportunities, support transit, and encourage compact, pedestrian friendly development in surrounding areas. These characteristics make trails an important element of achieving the goals of the BRAC Action Plan, Maryland’s Transit-Oriented Development Strategy, and other State economic/development initiatives.

Maryland’s first State Development Plan (SDP) promotes healthy vital communities, and conservation of rural lands, streams, rivers, and bays through coordinated economic and physical development of the State. Trails are a low-impact transportation option that can contribute to protecting environmentally sensitive lands and providing a sustainable quality of life for Maryland’s communities and rural areas. Through interagency coordination, Maryland can prioritize development of missing trail links within priority areas identified by the SDP and the Task Force on the Future of Growth and Development.

Strategic Coordination

The goals and objectives of the TSIP were developed through an iterative process. The results capture the range of current barriers to trail development in the State and opportunities for improving the trail network in the future. The goals and objectives of existing trail, greenway, bicycle, and pedestrian plans created at the State, county, regional, and city level informed the creation of the TSIP goals and objectives. Table 4.1 below shows the plans reviewed during this process.

Table 4.1 Plans Reviewed

Agency/Jurisdiction	Plan Name	Year
MDOT	Maryland Transportation Plan	2009
MDOT	Twenty Year Bicycle and Pedestrian Access Master Plan	2002
MDOT and Tri-County Council for Southern Maryland	Southern Maryland Transportation Needs Assessment	2008
Baltimore Metropolitan Council	Baltimore Regional Bicycle, Pedestrian, and Greenways Transportation Plan	2001
Metropolitan Washington Council of Governments (MWCOG)	Priorities 2000: Metropolitan Washington Greenways	2000
MWCOG	Bicycle and Pedestrian Plan for the National Capital Region	2006
Anne Arundel County	Pedestrian and Bicycle Master Plan	2003
Frederick County	Bikeways and Trails Plan	1999
Montgomery County	Countywide Bikeways Functional Master Plan	2004
City of Baltimore	Bicycle Master Plan	2006
City of Gaithersburg	Bikeways and Pedestrian Plan	1999
City of Rockville	Bicycle and Pedestrian Master Plan	2004

The goals from these plans, combined with the results of extensive stakeholder outreach, form the basis of the TSIP goals and objectives. The most common existing bicycle, pedestrian, and greenway goals found in the agency and jurisdictional plans listed above include:

- Safety and security;
- Accessibility and connectivity;
- Expand network; and
- Adapt transportation and private development practice and policy.

Table 4.2 summarizes the types of goals and objectives found in each agency and jurisdictional plan.

Table 4.2 Summary of Plan Goals and Objectives

	MDOT - Bike/Ped Plan	MDOT - MTP	Southern MD Transportation Needs Assessment	MWCOG - Greenways	MWCOG - Bike/Ped Plan	Frederick County	Montgomery County	Anne Arundel County	Baltimore MPO	City of Baltimore	City of Rockville	City of Gaithersburg
<i>Frequent Goals & Objectives</i>												
Safety and security	●	●	●	●	●	●	●	●	●	●	●	●
Accessibility and connectivity	●	●	●	●	●	●	●	●	●	●	●	●
Expand network	●		●	●	●	●	●	●	●	●	●	●
Adapt transportation and private development practice and policy	●		●	●	●	●	●	●	●	●	●	●
Address barriers (physical and funding)	●	●	●	●		●		●	●	●	●	●
Coordination and collaboration	●	●	●	●	●	●	●	●		●		●
Public education and involvement	●				●	●	●	●	●	●	●	●
<i>Less Frequent Goals & Objectives</i>												
Increase biking and walking	●				●	●	●		●	●	●	●
Access to transit	●		●	●		●	●		●	●		●
Environmental Stewardship and Smart Growth	●	●	●	●	●						●	●
Increase amenities, standards, and level of service		●	●		●				●	●	●	●
Recreation and quality of life	●			●	●	●	●					●
Economic development				●	●							

