

Recreational Trails Program

Terry Maxwell

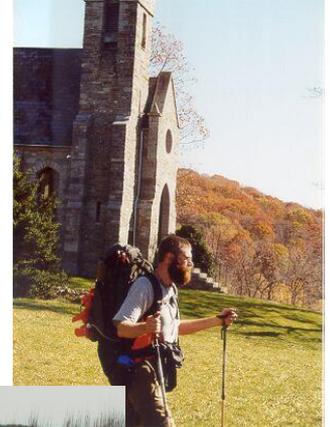
Maryland Scenic Byways / Recreational Trails Program Manager

Office of Environmental Design

State Highway Administration

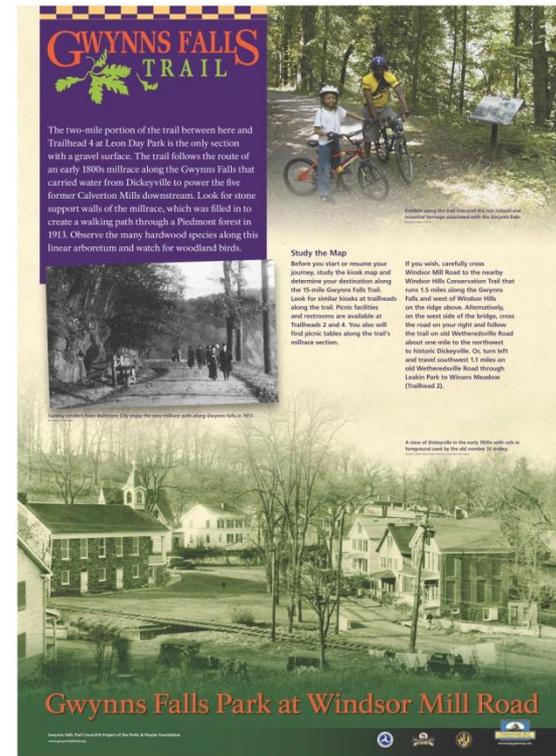
Recreational Trails Program

- RTP authorized by FAST-Act
- Section of Transportation Alternatives Program (TAP)
- Development of motorized and non-motorized recreational trails
- For recreational trail uses, including:
 - Hiking Trails
 - Shared-Use Paths
 - Bicycle Paths
 - Mountain Biking Trails
 - Water Trails
 - Equestrian Trails
 - Cross-Country Ski Trails
 - Snow Machine Trails
 - All-Terrain Vehicle Trails
 - Off-Highway Vehicle Trails



How Much?

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



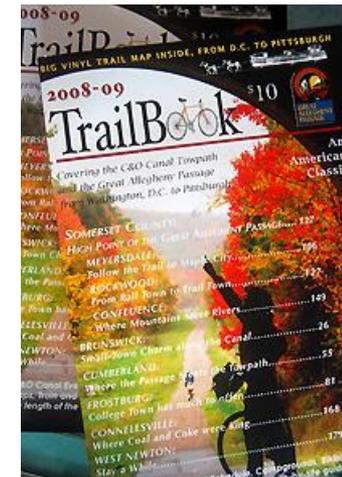
Eligible Trail Project Activities

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

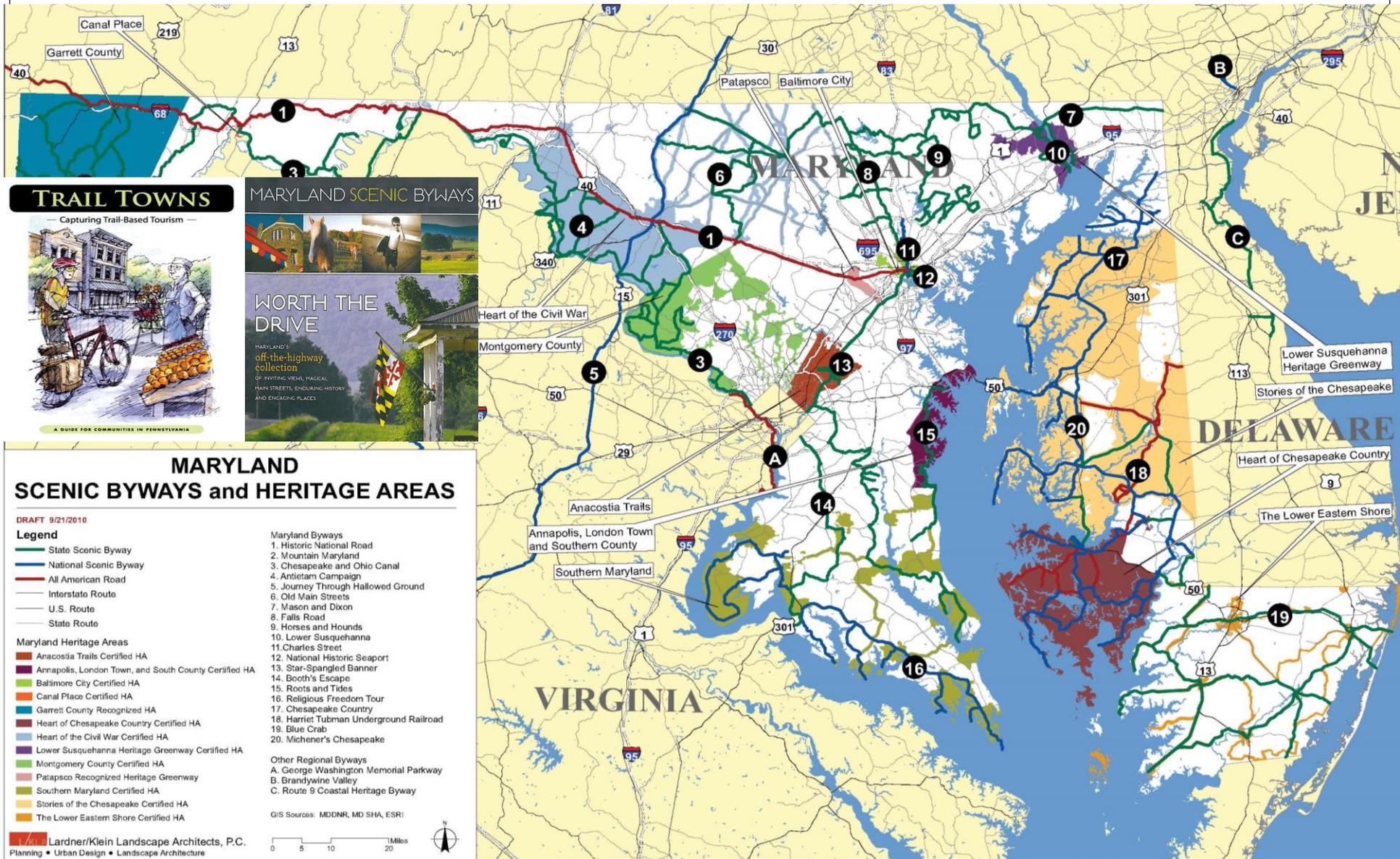


Preference to projects that...

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



Enhances heritage tourism opportunities



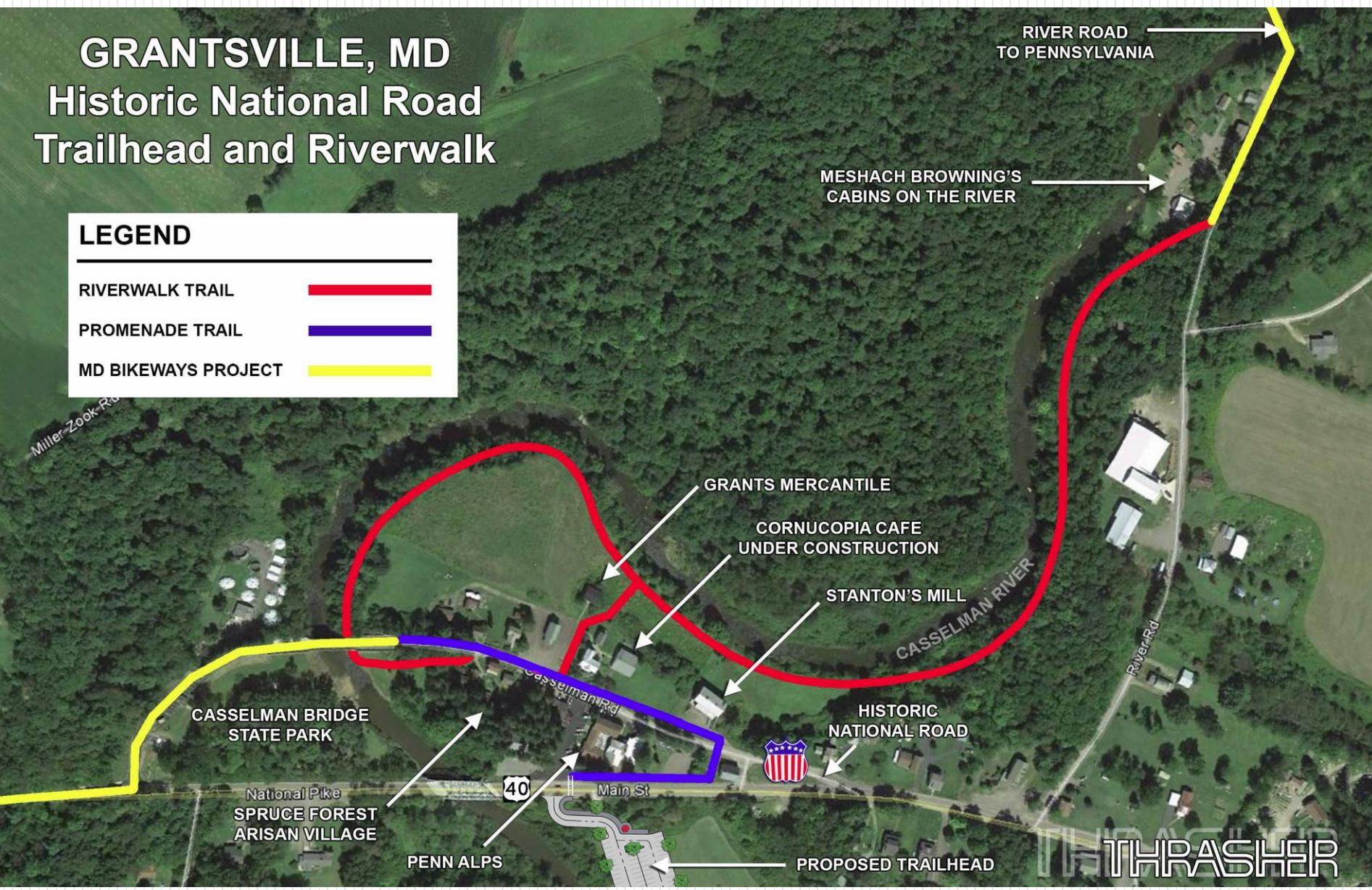
i.e.: trails along scenic byways within heritage areas

GRANTSVILLE, MD

Historic National Road Trailhead and Riverwalk

LEGEND

RIVERWALK TRAIL	
PROMENADE TRAIL	
MD BIKEWAYS PROJECT	



THRASHER

RTP Partnerships



- Each State has a State Trail Committee to assist with the program, composed of trail user groups and sister agencies
- Committees represent both nonmotorized and motorized recreational trail users
- Partnerships lead to better projects, and better maintained trails
- US Access Board, US Forest Service, and others to develop trail accessibility guidelines: see www.access-board.gov/guidelines-and-standards/recreation-facilities/outdoor-developed-areas and www.fs.fed.us/recreation/programs/accessibility/.
- OHV, Mountain Bike, and Equestrian groups develop trail design and management manuals
- RTP Database: www.rtpinfo.org
- Many trail related publications are available at www.fhwa.dot.gov/environment/recreational_trails/publications/
American Trails has an extensive resources library at <http://www.americantrails.org/resources/>

Project Requirements

- Memorandum of Understandings (MOU)
- Environmental Approvals
- Federal Procurement Requirements
- Requests for Reimbursement
- Project Completion and Verifications



Tips to successfully move a RTP project Environmental Approvals

- Start Environmental Approval (EA) process early (notice of award)
- Be sure that your scope and limit of work is clear (i.e.: stream crossings?)
- Be sure to understand what is “non construction vs. construction” to obtain EA
- Expedited construction items include: installing signs, trail markers, kiosks, rehab parking areas, etc...



Tips to successfully move a RTP project

Federal Procurement Requirements

- Follow small procurement process:
 - Request for Bids
 - Bid submittal sheet,
 - List of potential bidders
 - Independent cost estimate
 - Environmental Certification
 - Right of Way Certification
- Need SHA approval to **Solicit for Bids** and **Award Contract**
- Agencies with ongoing contracts must do separate procurement package(s) for this program



Tips to successfully move a RTP project

RTP and Accessibility

Accessibility Guidelines for outdoor developed areas apply to **Trails Used as Transportation Facilities (Shared Use Paths)** as well as **all trailheads when feasible.**

Conditions that permit **departures** from technical provisions (*get it in writing*):

1. Alters purpose of the trail;
2. Harms cultural, historic, religious, or significant natural features;
3. Terrain or the prevailing construction practices;
4. Construction methods prohibited by Federal, State, local regulations.

For more information, go to <https://www.access-board.gov/guidelines-and-standards/recreation-facilities/outdoor-developed-areas/background/committee-report/outdoor-developed-areas>



Featured Recreational Trail Program Projects

Mason Dixon Line Historical Interpretation, Allegany County

The Alleghany Trail Alliance constructed a monument, bike parking area at the Mason Dixon Line along the GAP.



Featured Recreational Trail Program Projects

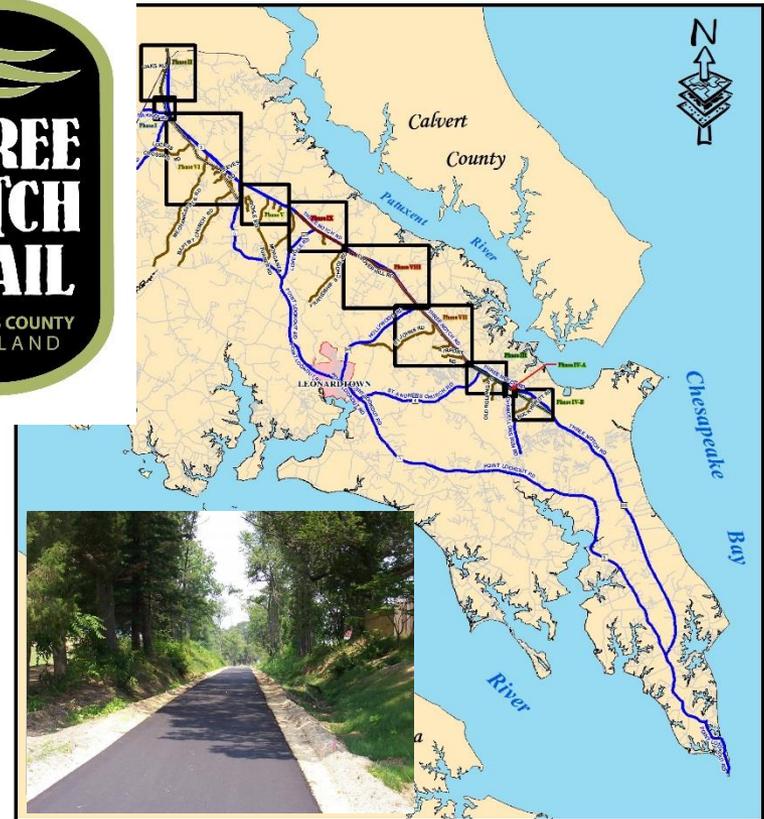
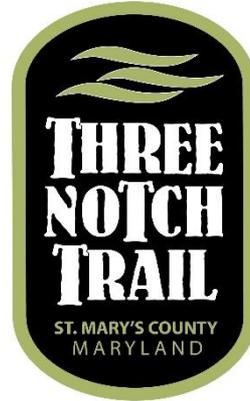
- **Zumbrum Overlook Observation Deck**
- **Interpretive panels and observation deck at the Zumbrum scenic vista adjacent to the Great Eastern Trail and the Green Ridge SF Mountain Bike Trail. Sponsored by Green Ridge SF.**



Featured Recreational Trail Program Projects

Three Notch Trail, St Mary's County

The latest phase is currently under construction on County owned railroad right-of-way (ROW), which runs south from Hughesville (in Charles County) to Lexington Park (to the Patuxent River Naval Air Station). The trail is a non-motorized pedestrian and bicycle trail. The trail is being constructed of asphalt and will be 10 feet wide in most sections. Also includes signage, benches, crosswalks and road. The project is managed by St. Mary County Department of Recreation & Parks



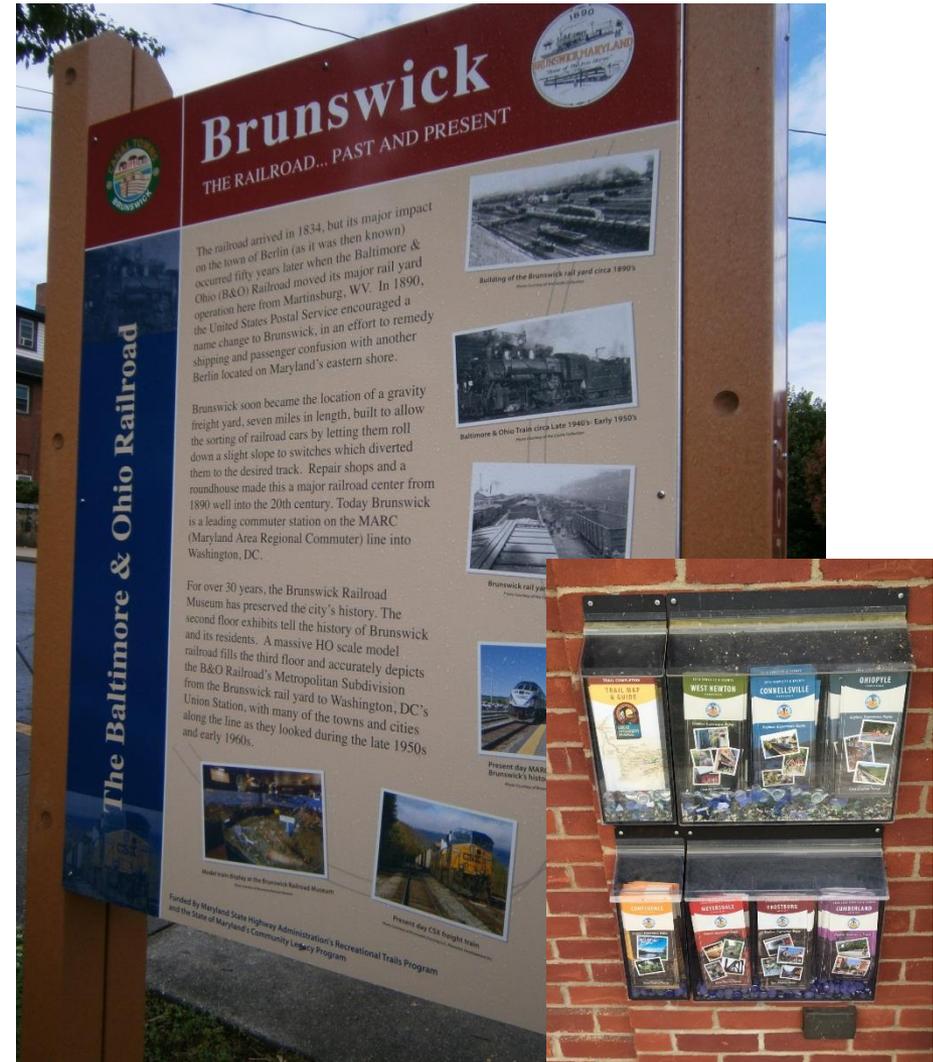
St. Mary's County, MD.
Three Notch Trail
Completed and Future Phases



Featured Recreational Trail Program Projects

Canal Towns Wayside Signs, C&O Canal

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



Featured Recreational Trail Program Projects



The Lewis Road Kayak Launch On Ayres Creek, Ocean City

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



Featured Recreational Trail Program Projects

Rockburn Skills Park, Elkridge

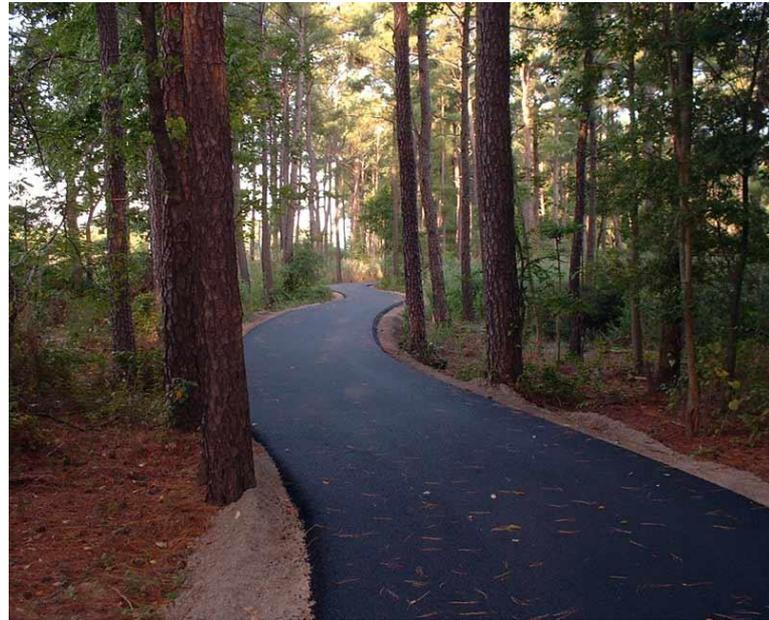
Mid-Atlantic Off Road Enthusiasts (M.O.R.E), Howard County Recreation and Parks, and International Mountain Biking Association (IMBA) have created a private-public partnership to build a skills area in Rockburn Branch Park, a 450 acre park located in Elkridge



Featured Recreational Trail Program Projects

Cross Island Trail, Kent Island

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



Application submission, review & approval process



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Off Road Vehicle Trails in MD



- MD ORV Stakeholders Group: DNR, SHA, Maryland OHV Alliance, the Middle Atlantic Four Wheel Drive Association and members of motorcycle, ATV, motor cross and snowmobile groups
- Looking at both opportunities on private and public lands. Both the DNR and the Alliance are working on access to some prime private land as well as suitable tracks on public lands. The St. John's Rock ORV Project in Garrett County is really the only noteworthy project on public land. Other ORV funds have been going towards maintenance of roads.
- Challenges to ORV use in Maryland
 - **Environmental issues:** if a project is identified, it needs to go through the NEPA process, which often kills a good project right out of the gate. Other challenges include nearby residents, zoning, etc.
 - **Users:** some areas may be suitable for some users such as ATV and Off Road Motorcycle but not for others such as four wheel drive etc....
 - **Management:** if we obtain access on private land, then who will manage the property. It will have to be a pay to play arrangement.
- State and some local jurisdictions really want this to work. They recognize the huge positive impact that an ORV area would have on their economy.