

Inclusive Mobility Toolkit

*State and National Resources to Support the
2025 MOVE Roundtable and Beyond*



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Special thanks to AARP for sponsoring and Mpact for facilitating the 2025 Roundtable.

1. BACKGROUND

The Maryland Department of Transportation (MDOT) Secretary’s Office (TSO), in collaboration with [Mpact](#) and [Maryland AARP](#), hosted a series of four roundtable discussions in September and October 2025 focused on transportation connectivity and safety in State Highway Administration’s (SHA) Context Driven suburban, rural and traditional town center contexts. The MOVE Roundtable convened a diverse stakeholder group focused on learning and goal setting around a specific local challenge using the MOVE lenses: Mobility, Opportunity, Voice, and Equity.

The 2025 MOVE Roundtable engaged local, regional and state partners to discuss communities of the Town of Mt. Airy and Town of La Plata guided by Mpact's MOVE framework to explore the question:

“What are the transportation connectivity and safety challenges, particularly for aging Marylanders and their caretakers; and how can the mobility needs of residents be improved with current resources?”

1.1. Why RURAL AND AGING POPULATIONS?

MDOT supports local jurisdictions statewide in implementing safety improvement and increasing multimodal connectivity through efforts led by the modal administrations and Secretary’s Office. **Rural communities present unique characteristics including scattered development, long trip distances and higher speed roads, which creates a higher risk of fatalities and serious injuries to the most vulnerable road users (VRU).** Rural communities are often personal vehicle-centric, which limits opportunities to connect VRUs to nearby development, even in instances where short trip opportunity areas are identified (2050 BPMP). Additionally, opportunities to increase transportation choice can boost economic development by attracting diverse investors, increase quality of life and help retain the local workforce.

The limited travel options to connect VRUs in rural communities to nearby development will increasingly pose challenges. Nationally, rural communities are home to more people over the age of 65 than urban communities, which will continue to increase as the population ages. **In Maryland, over 20% of the population in four predominately rural counties, Talbot, Worcester, Kent and Garrett is aged 65 to 84 years.** In addition to our aging population, other VRU will see benefit from additional travel options The obesity rate for rural youth is 22% compared to 17% for urban youth. Expansion of transportation opportunities can increase access to recreation spaces, increasing options for being physically active and helping combat obesity.

The Towns of Mount Airy and La Plata were selected for this roundtable series due to shared challenges, including aging or insufficient transportation infrastructure; limited public funding; gaps in reliable, affordable, and safe access to multimodal options (transit, biking, walking); and disproportionate impacts on residents with disabilities, mobility limitations, and older adults. Community profiles describing each community are found in **Appendix A**.

1.2. ROUNDTABLE PARTICIPANTS

The MOVE Roundtable series convened stakeholders from the various agencies, jurisdictions and organizations listed in Table 1. Additionally, the roundtable engaged local community members, and advocates for bicycle, pedestrian and multimodal transportation.

Table 1: Roundtable Participants

Name	Type
Maryland Department of Transportation The Secretary's Office State Highway Administration Maryland Transit Administration	State Agency (Facilitator) State Agency State Agency
Maryland AARP	Non-profit (Facilitator)
Mpact	Non-profit (Facilitator)
MZ Strategies	Consultant (Facilitator)
Town of Mount Airy	Local Jurisdiction
Town of La Plata	Local Jurisdiction
Asian American Center of Frederick	Non-Profit
Carroll County Department of Citizen Services, Department of Department of Planning Department of Public Works Ride with Us	County
Charles County Department of Public Works Department of Planning	County
Frederick County Division of Aging and Independence Transit	County
Maryland Department of Aging	State Agency
Community Members and Advocates	County and Local Jurisdiction
Southern Maryland Tri-County Council	Regional Planning Organization

1.3. HOW TO USE THIS TOOLKIT

This toolkit is intended to support further planning and implementation of opportunities identified in the roundtable:

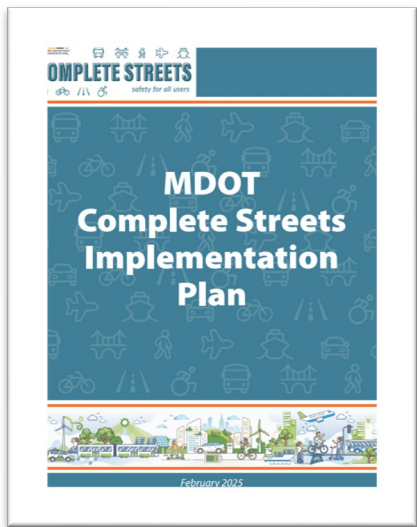
- Expand microtransit and short-trip options.
- Improve pedestrian and bike infrastructure.
- Develop volunteer driver and transit rider assistance programs.
- Continue community outreach and education to build trust and participation.

This toolkit can also be utilized to support related efforts which improve multimodal transportation for rural and aging populations. The toolkit provides broader resources by agency as well as meeting-specific information.

2. MDOT RESOURCES

The following MDOT resources can be used to support the planning and development of multimodal transportation networks which benefit rural and aging communities.

2.1. COMPLETE STREETS INITIATIVE



The [MDOT Model Complete Streets Initiative](#) ensures that a range of safe options for multimodal transportation, including active transportation, are prioritized throughout all phases of project development. This initiative includes tracking MDOT’s capital investments in complete streets, facilitating training and outreach (including the MOVE Roundtable), and moving forward through the [MDOT Complete Streets Implementation Plan](#). The website highlights current activities, resources and upcoming activities. More Complete Streets Resources can be found in Appendix B

Contact us at
completestreets@mdot.maryland.gov

2.2. CONTEXT DRIVEN GUIDE AND TOOLKIT



MDOT’s Context Driven initiative approaches traffic safety by considering how land use (context) interacts with the transportation system.

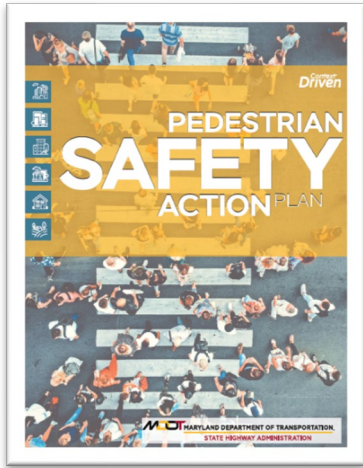
The [Context Driven Guide](#) describes each land use context identified by SHA.

MDOT identified the following land use contexts within La Plata and Mt. Airy:

- Traditional Town Center
- Suburban Activity Center
- Suburban
- Rural

The [Context Driven Toolkit](#) provides a framework for identifying the most appropriate roadway and street design elements, called countermeasures, for each land use context identified in the Context Driven Guide. These countermeasures are intended to counter different types of crash risks that occur in different land use contexts.

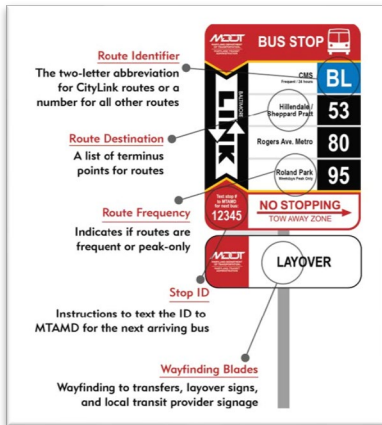
2.3. PEDESTRIAN SAFETY ACTION PLAN (PSAP)



The [Pedestrian Safety Action Plan \(PSAP\)](#) uses a data-driven approach to identify specific areas of need for vulnerable road users, and applies the Context Driven Guide and Toolkit to a prioritized list of SHA corridors most in need of improvements.

The PSAP demonstrates how counties and local jurisdictions can apply the Context Driven initiative materials into planning and help prioritize engineering investments in their community.

2.4. TRANSIT RESOURCES



The Maryland Transit Administration (MTA) has resources and best practices regarding transit communication. The [Bus Stop Design Guide](#) is an internal guidance document that is shared publicly to provide bus stop planning and design guidance to local governments and developers.

The web page includes key resources depending on need or user. Additionally, MTA's Office of Local Transit Support provides technical assistance and funding through the [Locally Operated Transit System \(LOTS\)](#) program. The webpage includes different resources and a list of local transit systems.

2.5. DISCRETIONARY GRANTS TO SUPPORT MULTIMODAL TRANSPORTATION

MDOT supports towns, cities, counties and locally operated transit services with discretionary grants. MDOT provides:

Strategic Guidance
MDOT will help you match potential projects to the most competitive federal opportunities.

Resources
MDOT will help track grant announcements, provide technical advice on your grant applications, and share monthly newsletters and webinars on federal discretionary grant opportunities.

State Assistance
MDOT will help you secure letters of support for your grant application and, on a case by-case basis, may consider state matching fund requests.

MDOT's [Federal Grants - Local Opportunities webpage](#) is updated regularly to share state and federal grant opportunities, grant funding resources, mapping and data and an interactive map of Maryland's grant applications. MDOT also shares grant information through the Federal Discretionary Grants Mailing List.

Some grants mentioned during the MOVE Roundtable include:

- [Transportation Alternatives](#)
- Safe Streets for All (SS4A)

Additionally, the US Department of Transportation provides a [DOT Competitive Grants Dashboard](#) as another resource that includes a query for eligible activities, cost sharing requirements, eligible applicants and other criteria.

3. RESOURCES FOR AGING POPULATIONS

3.1. AARP LIVABLE COMMUNITIES

AARP [Livable Communities](#) is a national initiative which helps communities become more livable and age-friendly, focusing on land use, housing and transportation. The Livable Communities webpage provides free articles, guidance and workbooks, data, and workshops. There is a Livable Communities map and Index that can be used to look up a community's livability score.

Livable Communities

Livable communities are safe and secure, have affordable and appropriate housing and transportation options, and include community spaces and services for people of all ages

The [Livability Library: Transportation Archive](#) includes information regarding complete streets implementation, ideas and articles sharing transportation success stories. The [AARP Roadmap to Livability](#) Transportation workbook includes tools and worksheets for communication engagement to support transportation projects.

3.2. MARYLAND DEPARTMENT OF AGING



The Maryland Department of Aging (MDOA) published the [Longevity Ready Maryland \(LRM\)](#) Multisector Plan on Aging in 2025, which incorporates support across the lifespan to improve healthy longevity and make Maryland a state where everyone can comfortably age in place. The plan is guided by four Epic Goals, one of which is to **optimize health, wellness, and mobility** that benefits Marylanders of all ages through investments in nutrition, health literacy, outdoor spaces, public health, and transportation infrastructure. Under this goal, expansion of complete streets programming and implementation is identified as a strategy to increase investment in services and transportation infrastructure that promote safety, accessibility, and mobility. MDOA tracks progress towards meeting this objective on the LRM website [here](#).

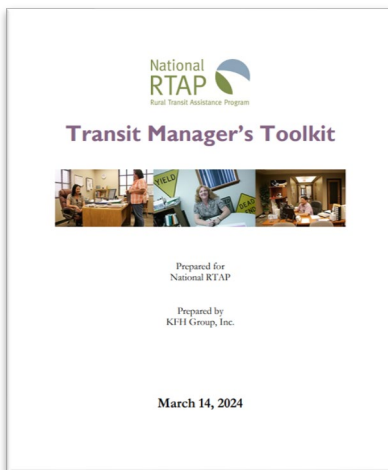
4. RESOURCES FOR PUBLIC INVOLVEMENT

4.1. U.S. DEPARTMENT OF TRANSPORTATION



The U.S. Department of Transportation (USDOT) develops technical assistance documents and resources to support public engagement in the transportation and transit decision-making processes. [Promising Practices for Meaningful Public Involvement in Transportation Decision-Making](#) provides a definition for meaningful public engagement, and tools to secure input from the public on transportation plans, programs and projects. The Federal Transit Administration (FTA) provides a webpage with guidance on [Public Involvement in Transit-Decision Making](#), with additional information found within the [FTA Planning Resource Library](#).

4.2. NATIONAL RURAL TRANSIT ASSISTANCE PROGRAM



The National Rural Transit Assistance Program (RTAP) provides public involvement tools to support transit service planning under [Planning and Evaluation](#) in the [Transit Manager's Toolkit](#).

RTAP provides free training and technical assistance to Rural and Tribal Transit Organizations and State RTAP Programs. Resources including a guide on drafting a [Coordinated Public Transit Human Services Transportation \(HST\) Plan](#), a [Marketing Toolkit](#) and an online [Website Builder](#) for small transit agencies to host resources on the RTAP website at no cost.

5. APPENDICES

5.1. APPENDIX A – MT. AIRY & LA PLATA COMMUNITY PROFILES



Mount Airy, Maryland

Located in both Carroll and Frederick Counties, Mount Airy is home to about 10,000 residents. The town is centered around its historic downtown, which features a range of land uses and buildings oriented toward Main Street (MD 808). Lower density commercial development is also present north of I-70, where Main Street, the Old National Pike, and Ridge Road (MD 27) converge. Industrial businesses are located near the Mount Airy Fire Company Activities Grounds, which hosts a range of community events. While some residents work locally, Mount Airy is largely a residential community with many commuters traveling to Washington, D.C. or Baltimore for work.



Walk score: 65
(Somewhat Walkable)

The most walkable area of Mount Airy is the Historic District on Main Street. A range of destinations are closely clustered within one to two blocks. On Main Street

between the Old National Pike and Watersville Road, accessible sidewalks generally exist on both sides of the street. Connections to a two-mile Rails to Trails Loop through Watkins Park are a short distance from the Historic District.



Bike score: 31
(Somewhat Bikeable)

Beyond the Historic District, Mount Airy has few cross-town connections. Many cul-de-sacs mean that walking and biking distances are long and mixed with high

levels of car traffic. Several railroad spurs limit east-west connections in neighborhoods west of Main Street.



**Transit:
On-demand only**

Though there are no fixed routes serving Mount Airy, Carroll and Frederick Counties operate door-to-door, on-demand transit. Older adults (60+) and

people with disabilities can request a ride in Frederick County for no fee. Anyone (13+) can request a door-to-door ride in Carroll County and pay a fare based on distance traveled. There are no MTA commuter routes.

Demographics

Population: 9,700

Median Household
Income: \$155,000

Race and Ethnicity:
82.1% White (Non-
Hispanic),
8.3% Hispanic,
2.6% Black or African
American,
2.3% Asian

Average Commute
Time: 34 minutes

Most Common
Commute: Drive alone

Average Cars Per
Household: 2

Investing in Mount Airy’s Mobility Infrastructure

Several projects are underway to make it easier and safer to walk, bike, and roll in Mt. Airy, Carroll and Frederick Counties:

Project Name	Description	Estimated Cost
Rails 2 Trail Crossing 27	Complete design to convert unused railway tracks into a multi-use trail that extends the Rails-to-Trails pathway eastward, crossing State Highway 27. Funding provided by the Transportation Alternatives Program (federal) and Kim Lamphier Bikeways Network Program (state).	\$820,000* <i>*grant award only</i>
Small Bus and Minivan Replacements and Preventative Maintenance	System preservation minor projects to sustain Carroll County’s transit services. Project underway. Funding programmed in MDOT’s FY25-30 Consolidated Transportation Plan.	\$663,000
Sidewalk Upgrades for ADA Compliance at Various Locations in Carroll, Frederick, and Howard Counties	Project under construction. Recently completed: a) \$1.8 million project of ADA sidewalk upgrades in Frederick County and b) \$2.2 million project of sidewalk upgrades for ADA compliance at various locations in Carroll, Frederick, and Howard Counties. Funding programmed in MDOT’s FY25-30 Consolidated Transportation Program.	\$4.5 million
Surface Treatments at Various Locations in Carroll and Frederick Counties	MDOT’s Complete Streets policy requires that MDOT address safety, access, and mobility for all users in resurfacing projects. Recently completed \$3.5 million project of patching at various locations in Carroll and Frederick Counties. Funding programmed in MDOT’s FY25-30 Consolidated Transportation Plan.	\$2.0 million
Micro-Surface Treatment at Various Locations in Carroll, Frederick, and Howard Counties	MDOT’s Complete Streets policy requires that MDOT address safety, access, and mobility for all users in resurfacing projects. Project under construction. Funding programmed in MDOT’s FY25-30 Consolidated Transportation Plan.	\$8.1 million
Areawide Safety and Spot Improvements in Charles, Frederick, Montgomery, and Prince Georges Counties	Ongoing program to provide localized improvements to address safety and/or operational issues on MDOT SHA highways, including but not limited to bicycle and pedestrian safety improvements. Funding programmed in the FY 2023 – 2026 Transportation Improvement Program.	\$212.6 million
Areawide Environmental Projects in Charles, Frederick, Montgomery, and Prince Georges Counties	Ongoing program to provide environmental and aesthetic improvements on MDOT SHA highways, including but not limited to pedestrian or bicycle facilities. Funding programmed in the FY 2023 – 2026 Transportation Improvement Program.	\$188.4 million

La Plata, Maryland

Located in Charles County, La Plata is home to over 10,000 residents and the county seat. The town is centered around Charles Street (MD 6), which features a high diversity of land uses and historic buildings oriented toward the street. With Crain Highway (US 301) within town limits, La Plata sees both longer “pass-through” trips as well as shorter, local trips. While some residents work locally, La Plata is largely a residential community with many commuters traveling to Washington, D.C. or Baltimore for work.



Walk score: 55
(Somewhat Walkable)

The most walkable area of La Plata is around the town center. On Charles Street between Crain Highway and La Plata Parkway, accessible sidewalks generally exist on one or both sides of the street, and a range of destinations are short distances away. MDOT’s 2050 Bicycle and Pedestrian Master Plan found that La Plata has high equity needs and low bicycle accessibility.



Bike score: 47
(Somewhat Bikeable)

Beyond the town center, La Plata is generally connected through a few large streets. Many small dead-end streets mean that walking and biking distances are long and mixed with high levels of car traffic. Also, the Pope’s Creek railroad line runs north-south and presents a barrier to crossing La Plata between east and west, particularly for people walking, biking, or rolling. Notably, about two miles north of Charles Street, a separate shared-use path runs along Rosewick Road.



Transit routes: 8
6 VanGO routes +
2 MTA routes

There are eight transit routes that run in La Plata. Six local routes are operated by Charles County (VanGO), and two routes are operated by the Maryland Transit Administration (MTA). MTA routes connect commuters to Washington, D.C. VanGO routes connect La Plata residents to nearby towns (Waldorf, Nanjemoy, and Newburg), the College of Southern Maryland, County government buildings, shopping centers, and medical centers.

Demographics

Population: 10,500

Median Household Income: \$121,707

Race and Ethnicity:
47.2% White (Non-Hispanic),
34.1% Black or African American,
6.8% Hispanic,
9% Asian

Average Commute Time: 39 minutes

Most Common Commute: Drive alone

Average Cars Per Household: 2

Investing in La Plata’s Mobility Infrastructure

Five projects are underway to make it easier and safer to walk, bike, and roll in La Plata and Charles County:

Project Name	Description	Estimated Cost
Radio Station Road Sidepath	Construct a buffered bikeway and shared use path from Milton M. Somers Middle School to Laurel Springs Regional Park. The project is underway. \$385,517 awarded from MDOT’s Kim Lamphier Bikeways Network Grant Program. \$1.4 million awarded from the Transportation Alternatives Program (federal).	\$1.93 million
MD 6, Charles Street	Safety and accessibility improvements between US 301 and Willow Lane. Improvements will include mountable roundabouts that will calm traffic, improve safety, and still allow for heavy vehicle and emergency vehicle access. Construction is anticipated to start in 2027. Funding programmed in MDOT’s FY25-30 Consolidated Transportation Program.	\$6.5 million
Popes Creek Rail Trail	Complete Phase I of construction. \$1.8 million awarded from the Recreational Trails Program (federal).	\$1.8 million* <i>*grant award only</i>
Shelter and Bus Stop Improvements	Perform improvements at various VanGO bus stop locations throughout Charles County. The project is underway. Programmed in MDOT’s Consolidated Transportation Program starting in FY17.	\$50,000
Safety and Resurfacing Improvements at Various Locations in Charles County	MDOT’s Complete Streets policy requires that MDOT address safety, access, and mobility for all users in resurfacing projects. Previous \$8.8 million safety and resurfacing project recently completed in Charles County.	\$2.2 million
Areawide Safety and Spot Improvements in Charles, Frederick, Montgomery, and Prince Georges Counties	Ongoing program to provide localized improvements to address safety and/or operational issues on MDOT SHA highways, including bicycle and pedestrian safety improvements. Funding programmed in the FY 2023 – 2026 Transportation Improvement Program.	\$212.6 million
Areawide Environmental Projects in Charles, Frederick, Montgomery, and Prince Georges Counties	Ongoing program to provide environmental and aesthetic improvements on MDOT SHA highways, including pedestrian or bicycle facilities. Funding programmed in the FY 2023 – 2026 Transportation Improvement Program.	\$188.4 million

5.2. APPENDIX B – MARYLAND COMPLETE STREETS POLICIES AND PLANS

Plan Name	Plan or Policy Type	Jurisdiction	Adopted / Approval Year
<u>MDOT Complete Streets Policy</u>	Complete Streets	Statewide	2024
<u>Anne Arundel Co Complete Streets Policy</u>	Complete Streets	Anne Arundel Co	2014
<u>Baltimore City Complete Streets</u>	Complete Streets	Baltimore City	2018
<u>Baltimore County Complete Streets Policy</u>	Complete Streets	Baltimore County	2012
<u>Bowie Complete Streets Policy</u>	Complete Streets	City of Bowie	2019
<u>Calvert – St. Mary’s Metropolitan Planning Organization Complete Streets Plan</u>	Complete Streets	C-SMMPO Boundaries	2021
<u>City of Frederick Complete Streets Policy</u>	Complete Streets	City of Frederick	2016
<u>College Park Complete Streets Policy</u>	Complete Streets	City of College Park	2016
<u>Easton Complete Streets Policy</u>	Complete Streets	Town of Easton	2016
<u>Frederick County Complete and Green Streets Policy and Plan</u>	Complete Streets	Frederick Co	2020
<u>Greenbelt Complete and Green Streets Policy</u>	Complete Streets	City of Greenbelt	2019
<u>Howard County Complete Streets Policy</u>	Complete Streets	Howard Co	2019
<u>Montgomery Co Complete Streets Design Guide</u>	Complete Streets	Montgomery Co	2024
<u>Rockville Complete Streets Policy</u>	Complete Streets	City of Rockville	2009
<u>Salisbury Complete Streets Resolution</u>	Complete Streets	City of Salisbury	2014
<u>TPB Complete Streets Policy</u>	Complete Streets	MWCOG-TPB Boundaries	2012
<u>Allegany County Local Roadway Safety Plan</u>	Strategic Highway Safety Plan	Allegany Co	2024
<u>Baltimore City Strategic Highway Safety Plan</u>	Strategic Highway Safety Plan	Baltimore City	2022
<u>Baltimore County Strategic Highway Safety Plan</u>	Strategic Highway Safety Plan	Baltimore Co	2024
<u>Calvert County Strategic Roadway Safety Plan</u>	Strategic Highway Safety Plan	Calvert Co	2023
<u>Carroll County Strategic Traffic Safety Plan</u>	Strategic Highway Safety Plan	Carroll Co	2022
<u>Cecil County Strategic Highway Safety Plan</u>	Strategic Highway Safety Plan	Cecil Co	2021
<u>Charles County Local Roadway Safety Plan</u>	Strategic Highway Safety Plan	Charles Co	2023
<u>Easton Strategic Highway Safety Plan</u>	Strategic Highway Safety Plan	Town of Easton	2025
<u>Frederick County Towards Zero Deaths Transportation Safety Plan</u>	Strategic Highway Safety Plan	Frederick Co	2022

Garrett County Local Roadway Safety Plan	Strategic Highway Safety Plan	Garrett Co	2024
Harford County Strategic Highway Safety Plan	Strategic Highway Safety Plan	Harford Co	2021
Howard County Strategic Road Safety Plan	Strategic Highway Safety Plan	Howard Co	2021
Prince George's County Strategic Roadway Safety Plan	Strategic Highway Safety Plan	Prince George's Co	2017
Safety Action Plan	Strategic Highway Safety Plan	City of Hagerstown	2025
St. Mary's County Local Roadway Safety Plan	Strategic Highway Safety Plan	St. Mary's County	2023
Washington County Strategic Highway Safety Plan	Strategic Highway Safety Plan	Washington Co	2021
Zero Deaths MD Local SHSP Page	Strategic Highway Safety Plan	Statewide	2025
Anne Arundel Vision Zero	Vision Zero	Anne Arundel Co	2022
Brentwood Vision Zero Resolution	Vision Zero	Town of Brentwood	2023
Montgomery County Vision Zero 2030 Action Plan	Vision Zero	Montgomery Co	2023
Mount Rainier Vision Zero Action Plan	Vision Zero	City of Mount Rainier	2023
Rockville Vision Zero Action Plan	Vision Zero	City of Rockville	2023
Safe Streets and Roads for All Action Plan	Vision Zero	City of Aberdeen, Town of Bel Air and City of Havre de Grace	2024
Salisbury Vision Zero Action Plan	Vision Zero	City of Salisbury	2021