

MARYLAND DEPARTMENT OF TRANSPORTATION

KIM LAMPHIER BIKEWAYS NETWORK PROGRAM

2025 ANNUAL REPORT

MDOT's Kim Lamphier Bikeways Network Program ("Bikeways Program" or "Bikeways") provides grants for the design and construction of bicycle facilities. The Bikeways Program supports projects that prioritize low-stress bicycle facilities, fill missing links in the state's bicycle network, and enhance last-mile bicycle connections to work, school, shopping, and transit. By leveraging existing bicycle facilities and past investments, these grants complement existing state, local, and federal programs, and promote biking as a fun, healthy, and safe transportation mode.

The Bikeways Program is a competitive, reimbursement-based grant program, with funding provided by the Maryland Transportation Trust Fund. The Bikeways Program has supported a broad range of bicycle projects, including feasibility studies, preliminary designs, Complete Streets intersection treatments, and more complex construction projects. The Bikeways Program has been particularly successful in supporting the local development of initial project design plans, helping to create a pipeline of prioritized projects that can attract additional funding sources, such as the Transportation Alternatives Program (TAP). All completed, ongoing, and recently awarded Bikeways projects are shown on MDOT's [interactive map](#).

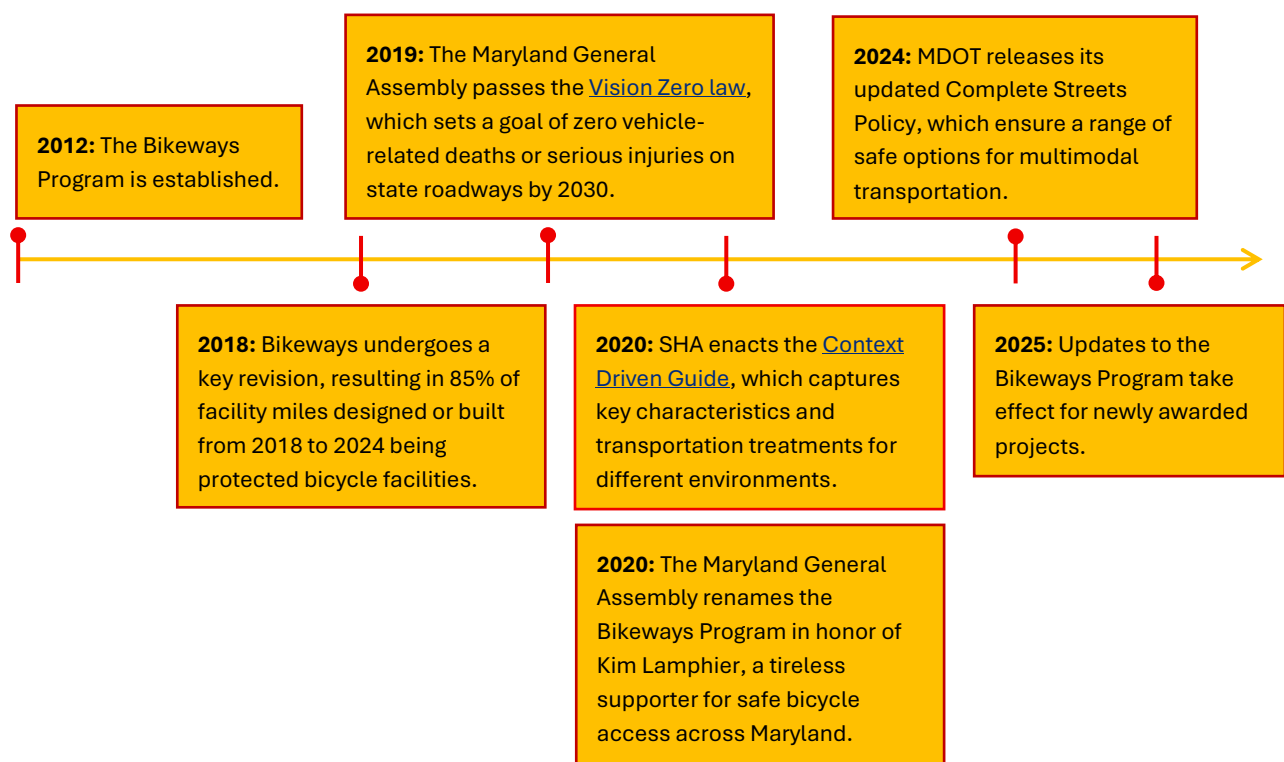


Complete Streets improvements are now eligible for Bikeways funding, benefiting all vulnerable roadway users.

Image Source: [Howard County's Complete Streets Implementation](#)

MDOT periodically updates the [Bikeways Program's procedures](#) to align with newly enacted laws and policies that aim to enhance the safety of people walking, biking, and rolling in Maryland. Bikeways projects are awarded every year to urban, rural, and suburban communities throughout the state. In addition to supporting local active transportation priorities and plans, the Bikeways Program is critical to implementing MDOT's policies such as Complete Streets and to reaching our Vision Zero goal and objectives. Bikeways adheres to guidance from the State Highway Administration (SHA), such as the [Context Driven Guide](#) and [Bicycle Policy & Design Guidelines](#), to ensure that projects follow best practices, are accessible to all, and suit local contexts and needs. Key updates and milestones in the Bikeways Program's history are depicted in **Figure 1** below.

Figure 1: Bikeways Program Timeline



As noted above, MDOT reviewed the Bikeways Program in 2024 to better align the program with MDOT's current policies and to alleviate funding and administrative issues. New standards and guidance took effect in 2025. The revisions are as follows:

- **Eligibility criteria for applicants was updated to reflect the priorities of the Moore-Miller Administration.** The Moore-Miller Administration 2024 State Plan includes the goals of "Creating Safer Communities" and "Advancing Infrastructure to Better Connect All Marylanders to Opportunities and Each Other." To help achieve these goals, safety and equity have been elevated as criteria for project applications. Projects that enhance bicycle circulation for overburdened and underserved communities (defined by the 2022 Climate

Solutions Now Act) are also now eligible. To be eligible for funding, applicants must meet at least two of the updated eligibility criteria, which are shown on MDOT's [online map](#).

- **Project categories were changed to align with MDOT's current needs and priorities.** MDOT enacted a Complete Streets Policy in 2024. The policy emphasizes multimodal connectivity and safety for all roadway users. To incorporate components of this policy, minor retrofit projects were expanded to include State of Good Repair and Complete Streets intersection quick builds.
- **Project requirements were changed to alleviate grant management issues and create a federal funding pipeline.** After Bikeways design projects conclude, project sponsors are increasingly likely to pursue federal awards, not Bikeways awards, for construction, due to the availability of federal funds. As such, the maximum design now allowed for Bikeways design projects is 65% to better support the transition from state to federal design requirements and environmental processes. This new Bikeways requirement allows for a natural pause at a key design milestone for project sponsors to evaluate and pursue funding sources for their project's final design and construction and prepare to meet the applicable requirements. For Bikeways construction projects, the maximum award allowed is now \$500,000, and final design may be funded as a component of a Bikeways construction award.



The Town of St. Michaels is constructing an extension of the popular 1.3-mile Nature Trail with both Bikeways and federal awards.

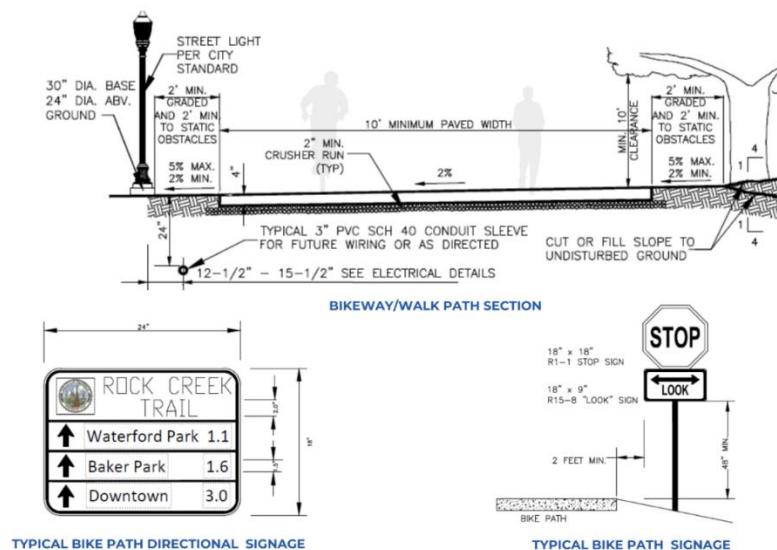
Image Source: [St. Michaels Nature Trail \(TrailLink\)](#)

COMPLETED PROJECTS

The Bikeways Program requires that design and minor retrofit projects be completed within two years, and that construction projects be completed within three years. The number of projects being completed in any given year varies depending on the previous years' awards and project schedules. While the Bikeways Program funds projects for design and construction, most Bikeways projects will have additional design phases prior to construction.

In 2025, 14 projects in the Bikeways Program were completed. All Bikeways projects completed in 2025 are shown below in **Table 1**. This included the following:

- The design of five shared-use paths in Anne Arundel County, Frederick City, Charles County, Galena, and Salisbury;
- The design of on-street low-stress facilities in Takoma Park, in Rockville, and at the University of Maryland College Park;
- The quick-build installation of a new shared-use path in Salisbury; and,
- The installation of bicycle and pedestrian counters in Rockville, Salisbury, and Baltimore.



A 1.8-mile segment of Frederick's North Branch Trail completed final design and will connect Christopher's Crossing with Waterford Park.

Image Source: [City of Frederick's North Branch Trail](#)

Table 1: Bikeways Projects Completed in 2025

| AWARD FISCAL YEAR | GRANTEE | PROJECT TITLE | PROJECT DESCRIPTION | PROJECT TYPE | AWARD AMOUNT | FINAL PROJECT COST* |
|-------------------|---------------------|---|---|----------------|--------------|---------------------|
| 2021 | Anne Arundel County | BWI Trail Spur Extension to Nursery Road Light Rail | Final design of extending the BWI Loop spur through Linthicum and terminating at Maple Road. | Design | \$600,000 | \$750,000 |
| 2021 | City of Frederick | Northern Branch (H&F Trail) | Final design of a 1.8-mile shared-use path between Christopher's Crossing and Waterford Park. | Design | \$400,000 | \$562,636 |
| 2021 | City of Takoma Park | New Ave Bikeways Final Design Plan | Final design of a new bi-directional bikeway on the southbound side of New Hampshire Avenue. | Design | \$473,173 | \$425,377 |
| 2023 | Town of Galena | Galena Shared Use Path Study | Preliminary design of a shared-use path along MD 213 (Main Street) from MD 290 to Toal Park. | Design | \$160,000 | \$192,000 |
| 2022 | City of Takoma Park | New Ave Bikeway Final Design Plans (Section B) | Final design of a bi-directional bikeway on the southbound side of New Hampshire Avenue (MD650) between Auburn Avenue to Poplar Avenue (Section B). | Design | \$254,000 | \$301,534 |
| 2023 | City of Baltimore | Bike Counter Installation Program | Expansion of the City's bicycle counter program. | Minor Retrofit | \$98,400 | \$115,818 |
| 2023 | City of Rockville | Permanent Bicycle and Pedestrian Counters | Purchase and installation of 8 permanent bicycle and pedestrian counters across Rockville. | Minor Retrofit | \$41,940 | \$78,142 |
| 2023 | City of Takoma Park | Maple Avenue Complete Street Redesign | Evaluation and design of a low-stress bicycle facility on Maple Avenue through Takoma Park. | Design | \$304,000 | \$375,220 |

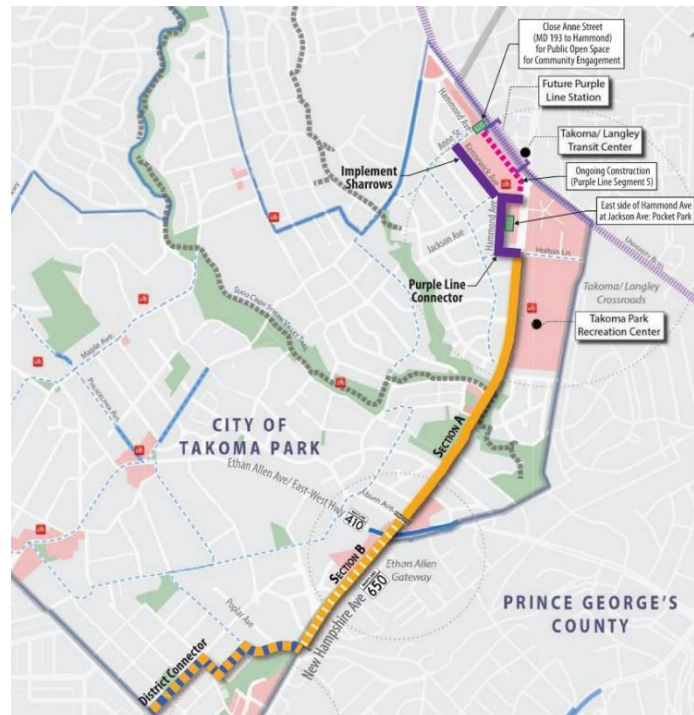
| AWARD FISCAL YEAR | GRANTEE | PROJECT TITLE | PROJECT DESCRIPTION | PROJECT TYPE | AWARD AMOUNT | FINAL PROJECT COST* |
|-------------------|---|---|---|----------------|--------------|---------------------|
| 2023 | University of Maryland College Park | Design Study for University of Maryland Bicycle Infrastructure Enhancements | Evaluation of several campus corridors for improved bicycle access and advance design on preferred alignments. | Design | \$160,000 | \$176,174 |
| 2023 | City of Salisbury | Citywide Bike and Ped Counting Program | New bicycle and pedestrian counter program to monitor transportation trends and increase safety. | Minor Retrofit | \$49,334 | \$67,430 |
| 2023 | City of Salisbury | Salisbury Naylor Mill Connector | Quick-build repurposing of Armstrong Road to create a shared-use path connecting Naylor Mill Road to Salisbury Boulevard. | Minor Retrofit | \$100,000 | \$210,343 |
| 2023 | City of Salisbury | Salisbury Rail Trail, Phases 2 & 3 | Design of a shared-use path adjacent to the railway connecting Phase 1 Salisbury Rail Trail with Salisbury University. | Design | \$139,700 | \$44,121 |
| 2023 | Tri-County Council of Southern Maryland | Smallwood Drive East Shared-Use Path Design | Design of a shared-use path along Smallwood Drive between U.S. 301 and St. Charles Parkway. | Design | \$158,234 | \$220,000 |
| 2024 | City of Rockville | Halpine Road & East Jefferson Street Bicycle Lanes | Feasibility study and preliminary design for bicycle facilities along Halpine Road and E. Jefferson Street. | Design | \$88,000 | \$93,715 |

* Note: The final project cost includes both the Bikeways award and local match. Award amounts and local match amounts vary by project. The Bikeways award is typically 80% of the project cost, with a 20% local match provided by the project sponsor; however, project sponsors can provide more funds than the required 20% local match. For Bikeways award with a federal match, the federal award is typically 80% of the total project cost, the Bikeways award 16%, and the local match 4%. Unspent Bikeways funds are recouped upon reaching the end of the grant agreement.

AWARDED PROJECTS

For the FY2026 grant cycle, MDOT awarded 12 Bikeways Program projects totaling \$1.9 million (nine design projects and three minor retrofit projects). These awards were selected from a highly competitive pool of applications which included 16 eligible applications requesting over \$3 million in awards. MDOT formed a cross-agency review group, which utilized a rubric to score applications.

The selected awards address missing links in the state's bicycle network, are called for by adopted planning documents, and describe high-quality, low-stress bicycle facilities. Key program changes proposed in 2024 took effect in 2025, making these awards the first of MDOT's new iteration of the Bikeways Program. **Table 2** summarizes the Bikeways Program projects awarded in FY2026.



The City of Takoma Park's Purple Line Connector was awarded a Bikeways grant in FY2026, while the New Avenue Bikeway project has now completed design with several Bikeways grants.
 Image Source: [City of Takoma Park's New Ave Bikeway](#)

STATUS OF ONGOING BIKEWAYS PROJECTS

In addition to the 12 FY2026 awards, there are 27 active Bikeways projects.

Table 3 describes each project's status as of January 2026.

Projects with grant amendments to extend their project timeline by 12 months are noted in this table. Project sponsors request Bikeways grant amendments for a variety of reasons, such as to complete additional community outreach or meet local procurement process requirements. Additionally, Bikeways awards that serve as a local match to federal awards are also noted. These awards substantially reduce the local project sponsor's financial match to design or construct new active transportation projects in Maryland.

Table 2: FY26 Awarded Bikeways Projects

| JURISDICTION | PROJECT TITLE | PROJECT DESCRIPTION | PROJECT TYPE | AWARD AMOUNT | ESTIMATED PROJECT COST* |
|--|--|---|----------------|--------------|-------------------------|
| Anne Arundel County | South Shore Trail Connection Gaps: Housley/Bestgate | Close two bike network gaps, totaling 0.4 miles, between Waterworks Park and the South Shore Trail. | Design | \$240,000 | \$300,000 |
| Baltimore City | Remington Avenue Separated Bicycle Lane – 30% Design | Develop 30% design for a separated 0.5-mile bicycle facility between protected facilities on University Drive and 28 th Street Cycle Track in Remington. | Design | \$160,000 | \$200,000 |
| Catonsville Rails to Trails (Baltimore County) | #8 Streetcar Path and Frederick Road Complete Street | Develop 30% design for a Complete Streets intersection and trail crossing with the #8 Streetcar Path (Rails to Trails). | Design | \$56,000 | \$70,000 |
| Town of Cheverly | Hospital Hill to Anacostia River Trail | Install temporary low-cost treatments to enhance bicycle routes such as signing, pavement markings, bicycle parking, counters, and drainage grate replacement. Begin the design of permanent infrastructure along the same alignment. | Minor Retrofit | \$400,000 | \$508,033 |
| Easton Economic Development Corporation (Town of Easton) | Easton Community Bicycle Parking Initiative | Install or replace 25 bike racks at strategic locations throughout Easton to enhance local bicycle circulation and accessibility. | Minor Retrofit | \$4,500 | \$10,000 |
| City of Frederick | Thomas Johnson-Clemson Corner Connector | Identify and evaluate options for a nonmotorized link, including a crossing of US 15, between the East Street Rails with Trails, Clemson Corner Shopping Center, and Market Square neighborhood. | Design | \$160,000 | \$200,000 |

| JURISDICTION | PROJECT TITLE | PROJECT DESCRIPTION | PROJECT TYPE | AWARD AMOUNT | ESTIMATED PROJECT COST* |
|--|--|--|----------------|--------------|-------------------------|
| Harford County | US 40 Shared Use Path – Havre de Grace to Aberdeen Train Station | Advance a 5.1-mile shared-use path along US 40 between the Aberdeen Train Station and Erie Street in Havre de Grace. The project will match a federal award. | Design | \$112,000 | \$770,000 |
| City of Hyattsville | Citywide Bike Rack Expansion for Equitable Multimodal Connectivity | The City of Hyattsville will purchase and install high-capacity, durable bike racks at transit stops, commercial corridors, civic buildings, parks, and mixed-use neighborhoods. | Minor Retrofit | \$64,000 | \$80,000 |
| City of Laurel | Cherry Lane Bikeway 65% Design | Develop semi-final design for a bikeway to connect Laurel Towne Centre, Laurel High School, and Laurel Lake on Cherry Lane between Van Dusen Road and US 1. | Design | \$200,000 | \$250,000 |
| Town of Mount Airy | Rails 2 Trail Crossing 27 | Advance an east-west multi-use trail at Watkins Park, crossing State Highway 27, and utilizing decommissioned railways tracks. The project will match a federal award. | Design | \$220,000 | \$875,000 |
| Takoma Park | Purple Line Connector | Develop 65% design for connecting cyclists from the University Boulevard / New Hampshire Avenue Purple Line station to the New Ave Bikeway. | Design | \$212,000 | \$265,000 |
| Tri-County Council for Southern Maryland (Calvert, Charles, and St. Mary's Counties) | Safe Streets for All Action Plan and Demonstration Projects | Develop preliminary design and install quick build projects based on a Safe Streets for All Action Plan. The project may match a federal award. | Minor Retrofit | \$88,000 | \$550,000 |

* Note: The final project cost includes both the Bikeways award and local match. Award amounts and local match amounts vary by project. The Bikeways award is typically 80% of the project cost, with a 20% local match provided by the project sponsor; however, project sponsors can provide more funds than the required 20%

local match. For Bikeways award with a federal match, the federal award is typically 80% of the total project cost, the Bikeways award 16%, and the local match 4%. Unspent Bikeways funds are recouped upon reaching the end of the grant agreement.

Table 3: Ongoing Bikeways Projects

| AWARD FISCAL YEAR | JURISDICTION | PROJECT TITLE | PROJECT UPDATE | PROJECT TYPE | AWARD AMOUNT | ESTIMATED PROJECT COST* |
|-------------------|-------------------|--|--|--------------|--------------|-------------------------|
| 2021 | Howard County | North Laurel Connections | Howard County is coordinating with Baltimore Gas & Electric on design. This project has received three grant amendments. | Construction | \$508,928 | \$637,285 |
| 2022 | City of Frederick | East Street Rails with Trails Phase 4 | The City is completing 30% design. This project has received one grant amendment. | Design | \$200,000 | \$50,000 |
| 2022 | Howard County | MD 32 Alternate Bike Route/Clarksville Pike Streetscape | Howard County is working on 65% design. This project has received three grant amendments. | Design | \$1,100,000 | \$1,673,000 |
| 2023 | City of Annapolis | College Creek Connector | The City of Annapolis is working on 65% design. This project has received one grant amendment. | Design | \$240,000 | \$300,000 |
| 2023 | City of Baltimore | MLK Jr. Sidepath Final Design | The City is working on 60% design. This project has received one grant amendment. | Design | \$120,800 | \$151,000 |
| 2023 | Frederick County | Frederick and Pennsylvania Line Railroad Trail, Phases 2 & 3 | Frederick County is surveying the corridor. This project has received one grant amendment. | Design | \$360,000 | \$450,000 |
| 2024 | City of Annapolis | Bay Ridge Avenue Bikeway | The City is working on 30% design. | Design | \$280,000 | \$224,000 |

| AWARD FISCAL YEAR | JURISDICTION | PROJECT TITLE | PROJECT UPDATE | PROJECT TYPE | AWARD AMOUNT | ESTIMATED PROJECT COST* |
|-------------------|------------------------|---|--|----------------|--------------|-------------------------|
| 2024 | Anne Arundel County | Protected Bicycle Lane Delineators | The County is preparing for installation. | Minor Retrofit | \$340,000 | \$425,000 |
| 2024 | City of Baltimore | Boston Street Connector | The City is working on 30% design. This project has received one grant amendment. | Design | \$300,000 | \$375,000 |
| 2024 | Town of LaPlata | La Plata Bikeway – Radio Station Road Sidepath | The Town is preparing for construction. This project is a match for a federal award. | Construction | \$385,517 | \$1,931,106 |
| 2024 | Garrett County | Oakland to Herrington Manor State Park Trail Feasibility Study | The County is finalizing the feasibility study and preparing for its adoption. | Design | \$68,800 | \$86,000 |
| 2024 | Garrett County | Pedestrian & Bicycle Concept Plan Connecting Towns along MD 135 | The County is finalizing the concept plan. | Design | \$52,310 | \$66,000 |
| 2024 | City of Havre de Grace | Havre de Grace – Feasibility Study and Design | The City is finalizing their feasibility study. | Design | \$52,000 | \$65,000 |
| 2024 | City of Havre de Grace | Havre de Grace Quick Build | The City is preparing for installation. This project has received one grant amendment. | Minor Retrofit | \$160,000 | \$200,000 |
| 2024 | City of Gaithersburg | I-270/NIST East Shared-use Path – Phase II Design | The City is finalizing design. | Design | \$176,000 | \$220,000 |

| AWARD FISCAL YEAR | JURISDICTION | PROJECT TITLE | PROJECT UPDATE | PROJECT TYPE | AWARD AMOUNT | ESTIMATED PROJECT COST* |
|-------------------|-----------------------|--|--|----------------|--------------|-------------------------|
| 2024 | City of Takoma Park | Metropolitan Branch Trail Upgrade | The City is working on 60% design. This project has received one grant amendment. | Design | \$465,000 | \$581,000 |
| 2024 | Town of Oxford | Oxford Park Connectors | The Town is restarting the rail-trail feasibility study. | Design | \$23,962 | \$30,000 |
| 2024 | St. Mary's County | Three Notch Trail Phase Seven | The County is preparing for construction. This project is a match for a federal award. | Construction | \$1,200,000 | \$6,509,816 |
| 2025 | Anne Arundel County | Bluewater Blvd TAP Match | The County is completing design. This project is a match for a federal award. | Construction | \$141,600 | \$885,000 |
| 2025 | City of Baltimore | Harford Road Phase II | The City is initiating 30% design. | Design | \$96,000 | \$120,000 |
| 2025 | City of Baltimore | BGE Connector Trail | This project has not yet started. The grant agreement is undergoing signature and execution. | Design | \$200,000 | \$250,000 |
| 2025 | Town of North East | New Connecting Bike Paths | The Town is finalizing their trails feasibility study. | Design | \$40,000 | \$50,000 |
| 2025 | Charles County | Indian Head Rail Trail Extension – Phase 1 Engineering | This project has not yet started. The grant agreement is undergoing signature and execution. | Design | \$240,000 | \$300,000 |
| 2025 | City of Mount Rainier | Safe Crossing for the Levee Trail | The City is designing quick build improvements. | Minor Retrofit | \$75,000 | \$396,520 |

| AWARD FISCAL YEAR | JURISDICTION | PROJECT TITLE | PROJECT UPDATE | PROJECT TYPE | AWARD AMOUNT | ESTIMATED PROJECT COST* |
|-------------------|----------------------|--------------------------------------|--|--------------|--------------|-------------------------|
| 2025 | City of Greenbelt | Hanover Parkway Bikeway Final Design | The City is working on 60% design. | Design | \$320,000 | \$400,000 |
| 2025 | Town of St. Michaels | St. Michaels Nature Trail Extension | The City is finalizing design and NEPA. This project is a match for a federal award. | Construction | \$237,384 | \$1,375,748 |
| 2025 | Worcester County | MD 611 Shared Use Path | This project has not yet started. The grant agreement is undergoing signature and execution. | Design | \$75,000 | \$396,520 |

* Note: The final project cost includes both the Bikeways award and local match. Award amounts and local match amounts vary by project. The Bikeways award is typically 80% of the project cost, with a 20% local match provided by the project sponsor; however, project sponsors can provide more funds than the required 20% local match. For Bikeways award with a federal match, the federal award is typically 80% of the total project cost, the Bikeways award 16%, and the local match 4%. Unspent Bikeways funds are recouped upon reaching the end of the grant agreement.

BIKEWAYS PROGRAM IMPACTS SUMMARY

Since the Bikeways Program was established in 2012, more than \$42 million have been awarded to 256 projects for the design, quick-build installation, and construction of bicycle transportation projects across Maryland (see **Table 4**). All Bikeways funding is derived from the State of Maryland's Transportation Trust Fund. All projects are shown on the [Bikeways Interactive Project Map](#).

Table 4: Total Bikeways Funding Awarded

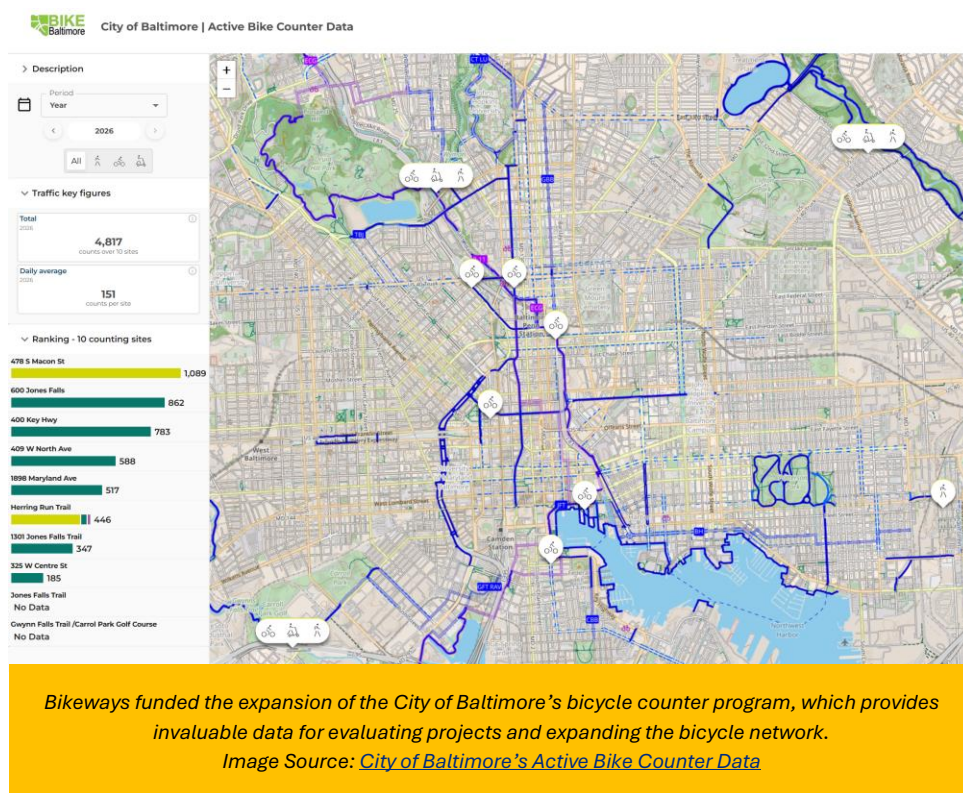
| YEAR | DESIGN AWARDS | CONSTRUCTION AWARDS | MINOR RETROFIT AWARDS | TOTAL |
|------------------------------|---------------------|---------------------|-----------------------|---------------------|
| FY2012 | \$400,000 | \$180,000 | \$624,485 | \$1,204,485 |
| Anacostia Riverwalk Trail* | - | \$3,484,000 | - | \$3,484,000 |
| FY2013 | \$1,150,000 | \$790,180 | \$741,550 | \$2,682,230 |
| FY2014 | \$121,000 | \$2,314,406 | \$794,685 | \$3,230,091 |
| FY2015 | \$640,000 | \$1,338,760 | \$600,541 | \$2,579,301 |
| FY2016 | \$574,000 | \$1,785,120 | \$415,568 | \$2,774,688 |
| FY2017 | \$659,640 | \$581,036 | \$726,068 | \$1,966,744 |
| FY2018 | \$600,000 | \$1,257,002 | \$217,512 | \$2,074,514 |
| FY2019 | \$1,255,542 | \$740,703 | - | \$1,996,245 |
| FY2020 | \$1,105,000 | \$800,000 | \$100,000 | \$2,000,000 |
| FY2021 | \$2,410,468 | \$1,152,853 | \$223,015 | \$3,786,337 |
| FY2022 | \$2,820,067 | \$326,000 | \$236,177 | \$2,968,577 |
| FY2023 | \$2,295,333 | - | \$303,274 | \$2,598,608 |
| FY2024 | \$2,024,470 | \$160,000 | \$2,525,517 | \$4,709,987 |
| FY2025 | \$1,702,771 | \$378,984 | \$75,000 | \$2,156,755 |
| FY2026 | \$1,360,000 | - | \$556,500 | \$1,916,500 |
| Total FY2012 – FY2026 | \$19,118,291 | \$15,289,044 | \$8,139,892 | \$42,129,062 |

* Construction project funded by the Maryland Bikeways Program and FHWA FY 2012 TIGER Grant

Between 2012 and 2025, the Bikeways Program supported the improvement, design, or construction of over 585 miles of bicycle facilities, as shown in **Table 5**. Of those miles, 74% are unprotected bicycle facilities (striped bike lanes, marked sharrows, signed bike routes, and unpaved trails) and 26% are protected facilities (paved trails or sidepaths, cycle tracks, and buffered bike lanes). The design of protected facilities comprised the majority (70%, 8.44 miles) of completed projects (12 miles) in 2025.

Table 5: Bikeways Program Impact Summary

| PROJECT TYPE | MINOR RETROFIT | DESIGN | CONSTRUCTION | TOTAL |
|--------------------------------------|----------------|---------------|--------------|---------------|
| Striped Bike Lane (mi.) | 59.97 | 6.21 | 8.90 | 75.08 |
| Marked Sharrows (mi.) | 57.44 | 20.38 | 14.50 | 92.32 |
| Signed Bike Route (mi.) | 197.42 | 42.94 | 13.80 | 254.16 |
| Paved Trail or Sidepath (mi.) | 19.73 | 88.88 | 22.80 | 131.41 |
| Unpaved Trail (mi.) | 0.00 | 11.02 | 0.38 | 11.4 |
| Cycle Track/Buffered Bike Lane (mi.) | 2.61 | 12.44 | 5.60 | 20.65 |
| Total | 337.17 | 181.87 | 65.98 | 585.02 |



LOOKING AHEAD TO 2026

The Bikeways Program directly supports MDOT's vision to provide safe, reliable, accessible, equitable, and sustainable transportation options to Marylanders across the State. The Program is notably well-positioned to support "quick build" minor retrofit projects, feasibility studies for potential active transportation projects, and preliminary and semi-final design for new bike facilities. MDOT continues to innovate on this Program to support the delivery of expanded active transportation access and Complete Streets throughout Maryland.

As the Bikeways Program enters its 14th year, MDOT is focused on the following in 2026:

- **MDOT is growing resources available to Bikeways project sponsors.** In 2025, MDOT hired a dedicated Bikeways Program Manager to support newly awarded and ongoing projects. MDOT also released its updated [Transportation Trails Strategic Plan](#), offering a suite of toolkits for building support, funding, and maintaining trails. In 2026, MDOT is rolling out optional quarterly office hours to respond to project sponsors' questions in real-time. Project sponsors will continue to coordinate directly with MDOT staff and have access to online Bikeways resources.
- **Despite budget constraints statewide, expanding Maryland's high-quality, low-stress bicycle network continues to be an MDOT priority.** Projects that advance the safety of all roadway users, especially people walking and biking, remain funded and are moving forward. The Bikeways Program is instrumental to implementing MDOT's Complete Streets Policy and to realizing safe, low-stress active transportation facilities across Maryland, particularly on local roads. With reduced funding, but updated processes, Bikeways staff will continue to facilitate coordination between project sponsors and SHA on all Bikeways projects located on or intersecting with State right-of-way. Coordinating planning and design efforts across local and State roadways is essential to increasing multimodal access and continuity for all Marylanders.
- **MDOT is strengthening the pipeline between state and federal funding programs.** As preliminary or semi-final Bikeways projects progress, sponsors must identify potential future funding sources for final design and construction, no later than the 65% design milestone. Bikeways and SHA's Transportation Alternatives Program staff are collaborating to build a smoother transition from 65% design with Bikeways to final design or construction with a federal award, if selected. Notably, environmental and design reviews are essential components of both programs, though requirements differ at the state and federal levels.

More information is available online: [MDOT Kim Lamphier Bikeways Network Program](#). Please reach out with any questions to MDBikeways@mdot.maryland.gov.