MARYLAND DEPARTMENT OF TRANSPORTATION

September 2025

MARYLAND STATE TRANSPORTATION TRAILS STRATEGIC PLAN

Acting Secretary's Message

We're excited to introduce the Maryland State Transportation Trails Strategic Plan — a bold vision for the future of trail development, connectivity, and outdoor recreation across our state.

The Plan has been developed collaboratively by Maryland Department of Transportation, Department of Natural Resources, state agency partners, stakeholders, and the public to strengthen the transportation trails network across the state, guide project selection for shared use paths, and offer municipalities and trail advocates tools to overcome common challenges in trail projects. This has been a 12-month collaborative process undertaken by an amazing technical advisory committee that included representatives from all 23 counties and Baltimore City.

This comprehensive plan and accompanying toolkits are a true path forward for collaboration and establish a vision of a safe and accessible transportation trail network that connects Marylanders to opportunities across their communities, towns, and the state. Whether you're walking, biking, hiking, or exploring on wheels, the Maryland State Transportation Trails Strategic Plan sets the course for sustainable growth, equitable access, and stronger links between people, nature, and communities.

The Plan, which officially kicked off in September 2024, builds upon the foundation of the Maryland Department of Transportation's 2009 Trails Plan, the 2050 Bicycle and Pedestrian Master Plan, and the application of the new department-wide Complete Streets Policy. Together, along with the policy and programmatic recommendations in the Plan, these efforts support MDOT's goals to: improve safety for all users, partner with locals, prioritize investments, connect Marylanders, and partner with other agencies.

As we look to the future, this Plan reflects Maryland's commitment to healthy lifestyles, vibrant local economies, environmental stewardship, and inclusive mobility options. Together, we're paving the way for a more connected Maryland — one trail at a time.

Samantha J. Biddle
Acting Secretary

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01 INTRODUCTION

FIGURE 1 Sligo Creek Trail in Montgomery County (Source: Toole Design Group)

About the Plan

The Maryland State Transportation Trails Strategic Plan has been developed collaboratively by the Maryland Department of Transportation, the Department of Natural Resources, state agency partners, stakeholders, and the public to strengthen the transportation trails network across the state, guide project selection for shared use paths, and offer municipalities and trail advocates tools to overcome common challenges in trail projects. This Plan includes:

- an assessment of existing conditions, policies, and programs for trails in Maryland;
- vision and goals for the Statewide Trail Network and the relationship to existing state plans;
- an inventory of existing, planned, and proposed transportation trails across the state, with accompanying maps;
- resources and toolkits to support localities during key phases of the transportation trail building lifecycle, with case studies from leading agencies in Maryland;
- policy and programming recommendations for MDOT and other state agencies to help build more transportation trails across the state; and
- suggestions for project selection criteria for localities and for MDOT that help align transportation trail projects to statewide goals and priorities.

This Plan outlines a roadmap on how MDOT and its partners can work together to achieve a safe and accessible transportation trail network that connects Marylanders to opportunities across their communities, towns, and the state.

What is a Transportation Trail?

For this Plan, a transportation trail, in short, refers to a shared use path that connects to roadways and is open to public bicycle and pedestrian traffic, as well as most forms of micromobility, whether e-scooters, skateboards, or strollers.

While transportation trails may be used for recreational purposes, they also serve a transportation function by providing a low-traffic-stress facility[1] between community destinations, not just within parks. Some transportation trail facilities may have been constructed prior to the enactment of the American with Disabilities Act (ADA), and therefore some trails in this Plan are made of crushed stone and gravel. Most transportation trails, however, are ADA-compliant and follow established guidance by the American Association of State Highway Transportation Officials (AASHTO), enabling use by those requiring mobility devices. The formal definition of shared use path as defined in the Maryland Department of Transportation State Highway Administration Bicycle Policy & Design Guidelines (update expected 2026) will be utilized when referring to "trails" in this Plan, unless otherwise specified: "Shared use paths are physically separated from motorized vehicular traffic by an open space, curb, curb and gutter, or barrier and are located either within the highway right-of-way or within an independent right-of-way. Shared use paths are open to use by pedestrians and other authorized non-motorized users."

Trails covered in this plan include predominately off-road paved paths, which have a primary purpose of transportation as opposed to recreation. These trails may use independent right-of-way or may share right-of-way with roads, railroads, or utilities. Trails that are used primarily for recreation, such as single-track mountain bike (MTB) trails or hiking trails are not covered by this Plan.

FIGURE 2 Trail types within and outside of the transportation trails category as defined for this Plan

1 https://www.mdot.maryland.gov/OPCP/MDOT_LTS_Metadata_Methodology_Full.pdf

Importance of a Statewide Trail Network

Public outreach conducted for the development of this Plan shows that transportation trails are desired because of the safety and connectivity benefits they provide by keeping pedestrians and bicyclists separate from vehicles and linking users to community destinations. Trails also play a vital role in fostering collaboration across agencies and jurisdictions through coordinated planning and investment, and they can also serve as economic development catalysts by attracting tourism, supporting local businesses, and creating more vibrant communities.

For these reasons, it is no surprise that Marylanders want to see more transportation trails in more places across the state, from the mountains to the shore, which will require all levels of government to take part in the development of transportation trails. Input from across the state directly informed the vision and goals for the Statewide Trail Network, which was developed in response to public and stakeholder outreach and findings from the Existing Conditions Report.

Vision

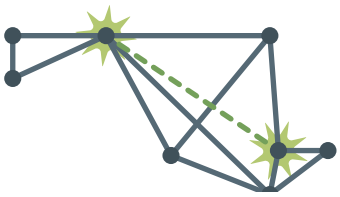
A safe and accessible transportation trail network that connects Marylanders to opportunities across their communities, towns, and the state.

Goals

Empower local communities to plan, fund, build, and maintain locally significant transportation trails in partnership with MDOT.

Systematically prioritize and build transportation trail projects that will **reduce pedestrian and bicyclist fatalities and injuries**.

Support vibrant communities through transportation trail projects that **connect visitors and residents to Maryland's opportunities**.



Complete a **high-quality statewide transportation trail network** that connects Maryland's regions.

Coordinate state agencies and resources to leverage resources and funding that advance connectivity and quality of life for all Marylanders.

Connection to State Plans

The development of Maryland's transportation trail network is closely linked to existing state transportation, environmental, and outdoor recreation plans. This Plan builds on several key policies and frameworks found in the plans listed in Table 1, ensuring a comprehensive and coordinated approach to active transportation investment. Additionally, a transportation project's relationship to goals and priorities stated in state plans is necessary to highlight in transportation priority letters that counties submit annually to MDOT to help advance projects into the State's fiscally constrained, six-year capital program, the Consolidated Transportation Program.

Existing Conditions Report

Underpinning these vision and goals is this Plan's Existing Conditions Report, which analyzed existing plans, policies, and the status of transportation trail building in Maryland across the typical project lifecycle. Relevant findings have been summarized and brought into this Plan. To read the full report, see Appendix A or visit the MDOT Transportation Trails website.

TABLE 1 State Plans Relevant for Transportation Trails

Plan (Year)	Support for Transportation Trails
Maryland Trails: A Greener Way to Go (2009)	• A statewide plan focused exclusively on transportation trails, introducing a statewide vision for trails and identifying eight "top priority links" to close gaps in the network. • Features a Transportation Trails and Missing Links Map, highlighting strategic corridors (e.g., Baltimore–Washington, I-270, interstate linkages, and the Eastern Shore). • Recommends implementation strategies such as working with railroads and utilities and providing technical assistance and training to local trail developers.
Maryland Land Preservation and Recreation Plan 2019-2023 (2019)	• Maryland's Statewide Comprehensive Outdoor Recreation Plan, published by the DNR, focused primarily on natural-surface recreational trails but acknowledges the need for transportation trails. • 86% of Marylanders engage in trail-based recreation, 33% viewed trail improvements as the top priority for recreation, and 75% of counties listed "trails" among top recreation needs.
2021-2025 Maryland Strategic Highway Safety Plan (2021)	• Identifies pedestrian and bicyclist safety as one of six emphasis areas due to rising fatality rates. • Supports active transportation safety efforts through Complete Streets policies, intersection treatments, and design for vulnerable road users.
Maryland State Rail Plan (2022)	• Supports railbanking to convert unused rail corridors into interim trail use until rail service returns. • Identifies corridors under active trail development (e.g., "interim" or rail-with-trail alignments). • Encourages co-location of trails and rail to enhance multimodal options and nonmotorized access to rail stations.

Plan (Year)	Support for Transportation Trails
Climate Pollution Reduction Plan (2023) and MDOT Transportation Sector Plan (2023)	• Maryland Department of the Environment (MDE) and MDOT plans are complementary; both primarily focus on electrification of vehicles while highlighting mode shift strategies and suggest investment in active transportation infrastructure to support carbon reduction goals.
The Moore-Miller Administration 2024 State Plan (2024)	• High-level strategic plan guiding agencies under themes of equity, opportunity, and sustainability. • Recognizes outdoor access, active living, and green infrastructure as integral to health and community development. • Establishes a policy context supportive of active transportation infrastructure expansion as a tool for statewide equity and economic development.
The Playbook: 2050 Maryland Transportation Plan (2024)	• MDOT's long-range transportation master plan promotes multimodal connectivity, including the role of active transportation infrastructure in reducing single-occupancy vehicle travel. • Includes long-term statewide projects such as the Statewide Trail Network and major multi-agency or multi-jurisdictional projects like the Purple Line that could or will help fill trail gaps or meet other active transportation needs.
The 2050 Maryland Bicycle and Pedestrian Master Plan (2024)	• MDOT's long-range active transportation plan inventoried transportation trail-like facilities to form the foundation of a low-traffic-stress network. • Used the inventory to conduct a statewide bicycle level of traffic stress (LTS) analysis and bicycle network analysis (BNA) to identify low-traffic-stress access to community services. • Section 4.4 recommends policy and guidance for the Statewide Trail Network, including completing Priority Projects from the 2009 Maryland Trails Plan, setting standards for trail types, and updates to this Plan be incorporated into the next Statewide Trail Plan.

MDOT is Serious About Safety

In Maryland, transportation trails can be found in a range of land use contexts. As recommended in the Context Driven Toolkit, when feasible, low-stress facilities like shared use paths are preferred over on-road bicycle facilities as engineering safety countermeasure on Complete Street projects in suburban and rural contexts. Additionally, vertical separation improves LTS in urban and suburban activity center contexts where right-of-way is limited. Learn more by visiting MDOT's Serious About Safety website.

02 PUBLIC ENGAGEMENT

2 public webinars

30+ *agencies and organizations represented by the Technical Advisory Committee (TAC)*

MPO-focused meetings **5**

112 ZIP codes represented by webinar attendees

5 TAC meetings

680 *survey respondents*

530 TAC-suggested trails

23 *counties and Baltimore City represented by TAC members*

state agencies involved **8**

76 TAC members

118 *first webinar attendees*

The public engagement process for this Plan gathered input from trail stakeholders, organizations and agencies involved in trails, and the general public. Engagement activities were timed throughout the Plan's development to identify benefits and barriers to trail implementation, share progress updates, and gather feedback on draft maps. **Figure 3** highlights key engagement statistics.

FIGURE 3 Engagement summary statistics

Technical Advisory Committee

A Technical Advisory Committee (TAC) was curated by MDOT by working with members of the Maryland Bicycle and Pedestrian Advisory Council (MBPAC) to identify trail implementers from each county in Maryland to participate in the development of the Plan. The TAC was then rounded out with additional trail-focused stakeholders from across the state including representatives from state agencies, economic development organizations, health officials, and the public. A total of 76 TAC members, representing all counties and regions in the state, advised on the development of this Plan and the accompanying toolkits during the course of five in-person/hybrid meetings and various opportunities for feedback.

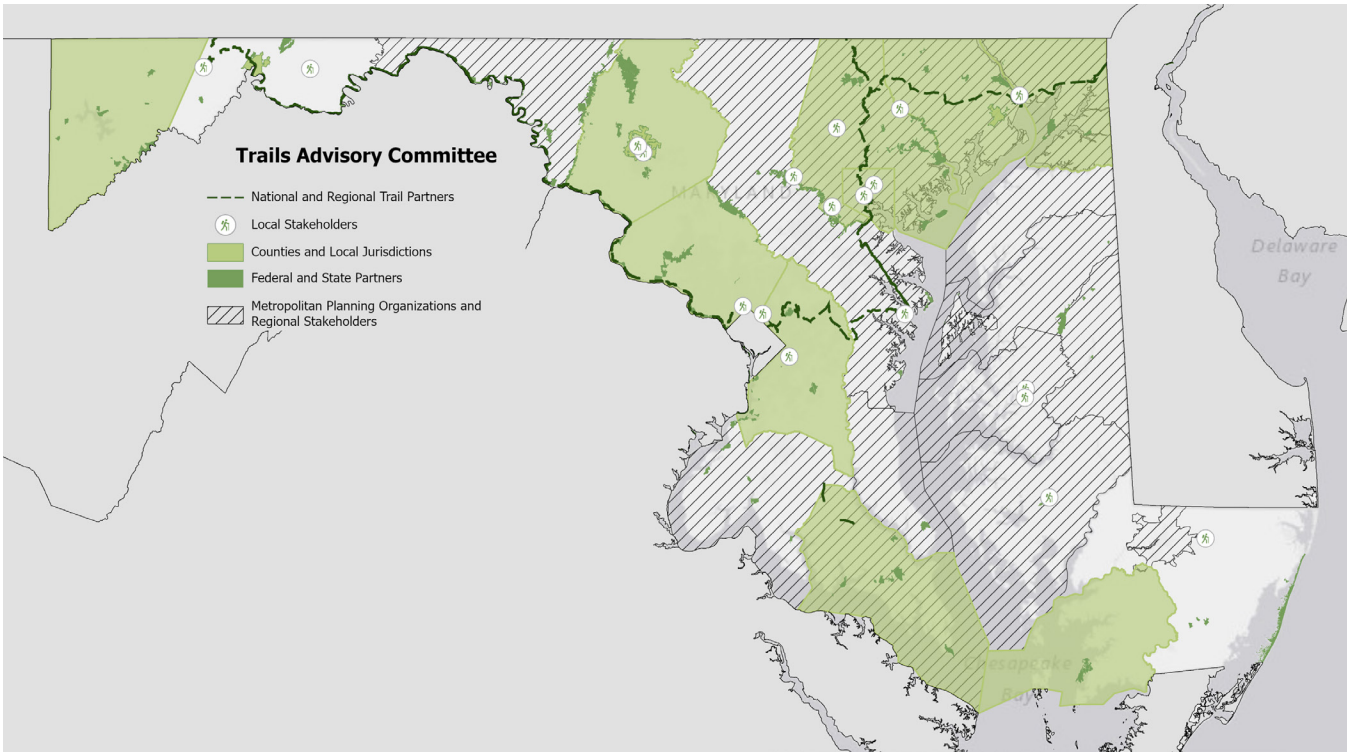


FIGURE 4 Cross-state representation provided by Technical Advisory Committee members

FIGURE 5 TAC members participating at the Plan launch event in Easton. A list of TAC members can be found in the Acknowledgements section at the end of the Plan

Transportation Trails Survey

A survey was conducted to gather public input on if and how Marylanders currently use transportation trails across the state, the ways they travel to and on those trails, opportunities and barriers for using trails more often, familiarity with existing and proposed trails in their communities, and priorities and support for future trails projects. Results from the survey helped inform the vision, goals, and policy recommendations that were developed as part of this Plan, and can also support community engagement strategies and messaging on local trail projects.

The trails survey was open from March 28 to May 15, 2025, and was designed and deployed using Survey123 Connect for ArcGIS, which allowed respondents to review maps of current and proposed trails in their area and respond to dynamically customized questions based on their responses to previous questions about their knowledge and use of trails in their area. MDOT promoted the survey at an April 3rd transportation trails webinar, on social media, and through active engagement of the TAC, who shared it across their own networks and jurisdictions. A summary of the results is as follows, and the complete transportation trails survey report can be found in Appendix B.

Respondent Profile

The survey received 680 total responses, including at least four responses from each of Maryland's 23 counties, the greatest number of responses (82) coming from Baltimore City, and several responses from interested trail users from outside of Maryland. Respondents report regularly using 147 different transportation trails across the state, with the Jones Falls Trail in Baltimore City (6%), Indian Head Rail Trail in Charles County (5%), and Baltimore and Annapolis Trail in Anne Arundel County (5%) being the most commonly used. Responses came from a broad sample of demographic groups, including adults over age 65 (22%); Black, Indigenous, and People of Color (BIPOC) respondents (13%); individuals without regular access to a vehicle (4%); and students (3%).

Trail Usage

Although the transportation trails survey was designed for both trail users and non-users, the large majority of survey respondents (87%) were transportation trail users, with 60% of those respondents using trails about once per month or more, including 43% who say they use trails multiple times per week.

Most respondents (84%) report that they use transportation trails for recreation, while nearly half say they use trails to access places in the community. About one in five respondents use transportation trails for some or all of their commute.

The largest group of trail users (76%) said that they ride a traditional bicycle on trails, while just slightly fewer (73%) said they typically walk, run, or jog. Almost 15% of those who use trails do so while assisting others, including pushing strollers or supporting someone with a wheelchair or mobility device, while about 1% reported that they themselves use a wheelchair or mobility device on trails.

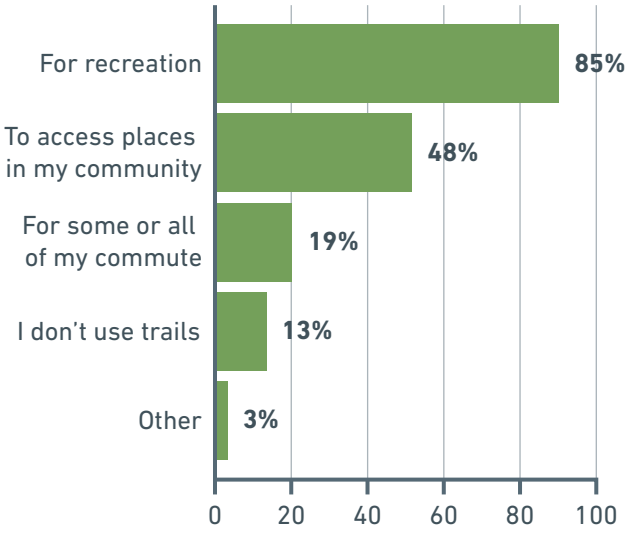


FIGURE 6 How do you currently use transportation trails? (n = 680, all respondents, multiple selection allowed)

Opportunities & Barriers

Survey respondents see many reasons why trails are important in their community. Direct benefits of trails to people – such as physical and mental health benefits (90%), providing safe spaces for walking, biking, and rolling (87%), access to nature (77%), and connectivity within their communities (76%) – seemed to resonate more strongly with survey respondents compared to indirect benefits such as reduced carbon emissions (59%), economic development (46%), and access to cultural sites (42%).

The majority of trail users say that keeping safe from vehicles (59%) and reaching destinations in their community (52%) are the most important factors in their decision to use a transportation trail. Many also say their ability to connect to other localities (45%) and trails being well-maintained (39%) are key factors.

Respondents report that a lack of trails near where they need to go (48%), and a lack of trails near home (38%) are the top barriers to using trails more often. Access concerns, including a lack of public transit connections (15%) and limited parking (6%), also arose as reasons respondents do not use trails more often. Among the 13% of respondents who reported they do not currently use trails, an even greater percentage cited a lack of trails near destinations (64%) and near their home (49%) as barriers, while 21% said they are simply not interested in using transportation trails.

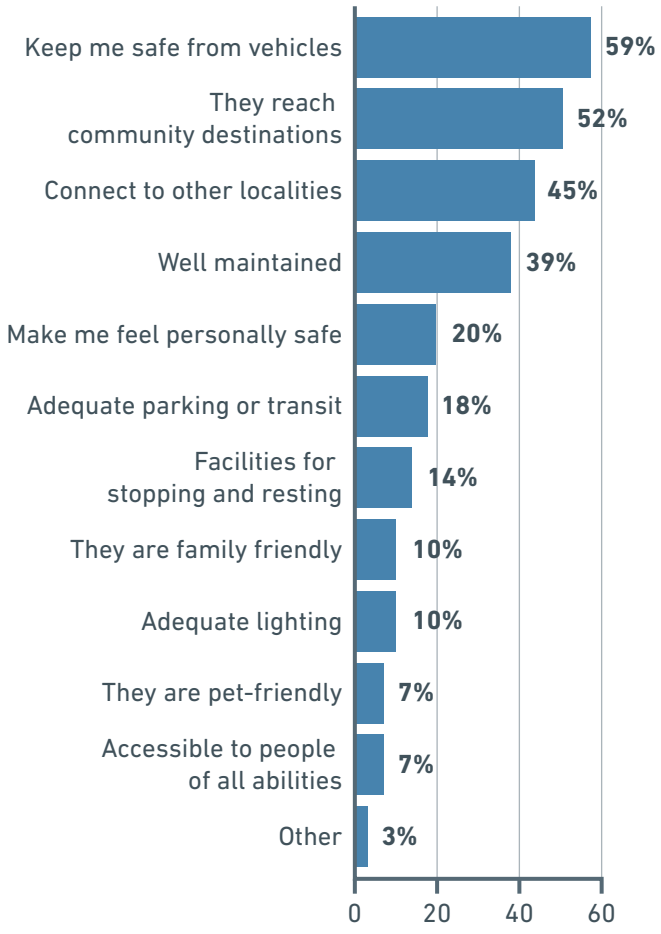


FIGURE 7 What factors are most important to you when using or deciding to use a transportation trail? (n = 598, trail users only, mutiple selection allowed)

Future Projects & Priorities

While most respondents (63%) told us that they were aware of most ***current*** transportation trails in their area, and 31% said they knew of at least some; however, more than 40% were previously unaware of most ***planned*** transportation local trails. As seen on **Figure 8**, 93% of trail users were supportive of building the planned trails in their area, only 1% being opposed, while the rest were unsure. Trail non-users were more frequently opposed to constructing planned trails (16%), than trail users, however, there was still a large majority (70%) of non-users who were supportive.

Most respondents (80%) believe that a lack of funding is the main barrier to implementing new trails, while many see lack of community support (45%) and land acquisition (44%) as barriers as well.

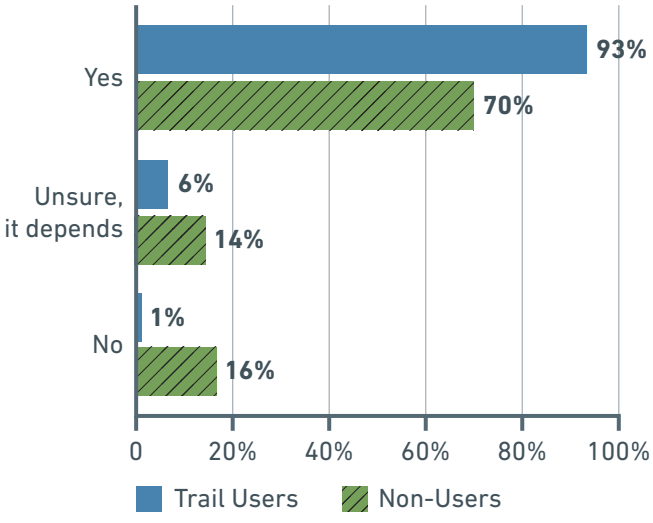


FIGURE 8 Do you generally support constructing these planned transportation trails? (n=674, all respondents)

When asked how to prioritize future trail implementation, most (63%) support building more trails in more places across the state, with 40% saying that priority should go to areas where few trails currently exist, and an equal number (40%) saying that focus should be on completing longer-distance cross-state trails. Non-trail users were more likely to prefer that the State prioritize building trails where there are few or none.

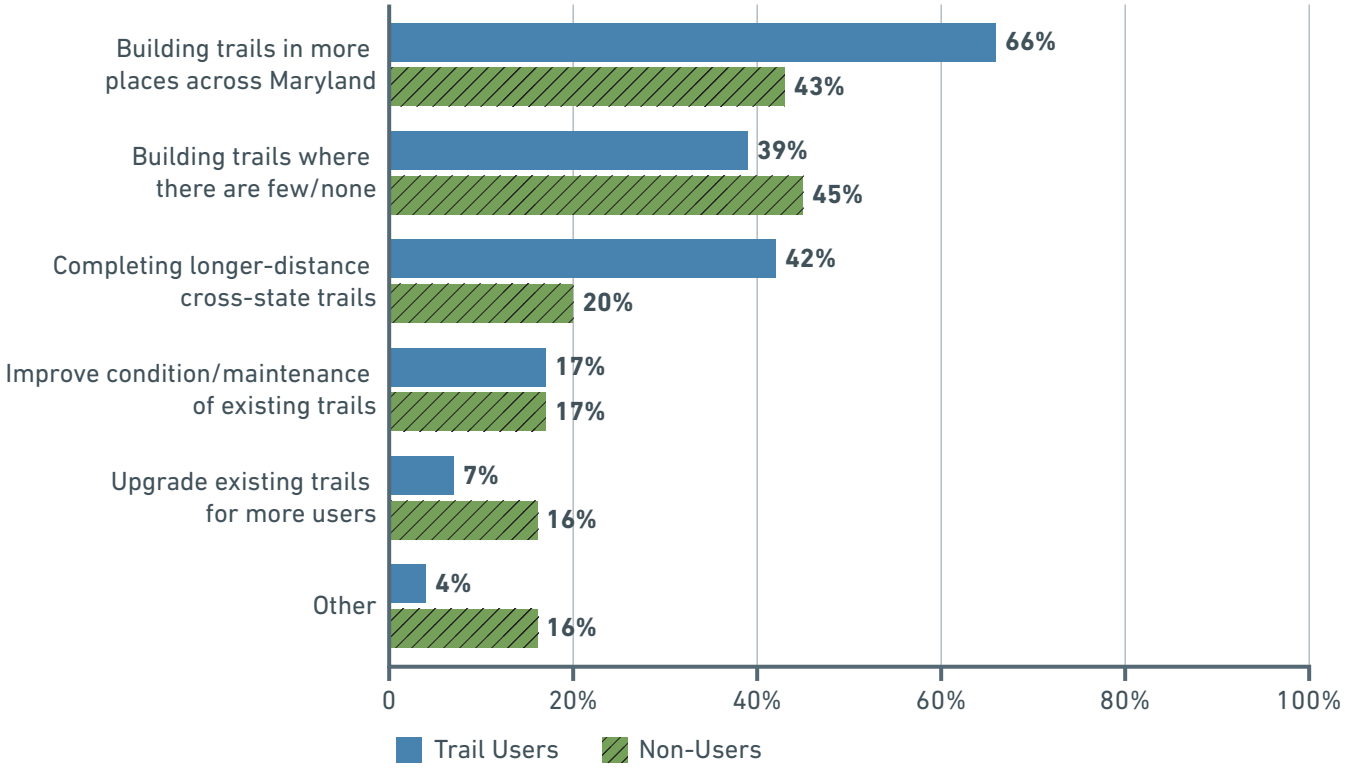


FIGURE 9 How should the State of Maryland prioritize transportation trail implementation? (n=667, all respondents)

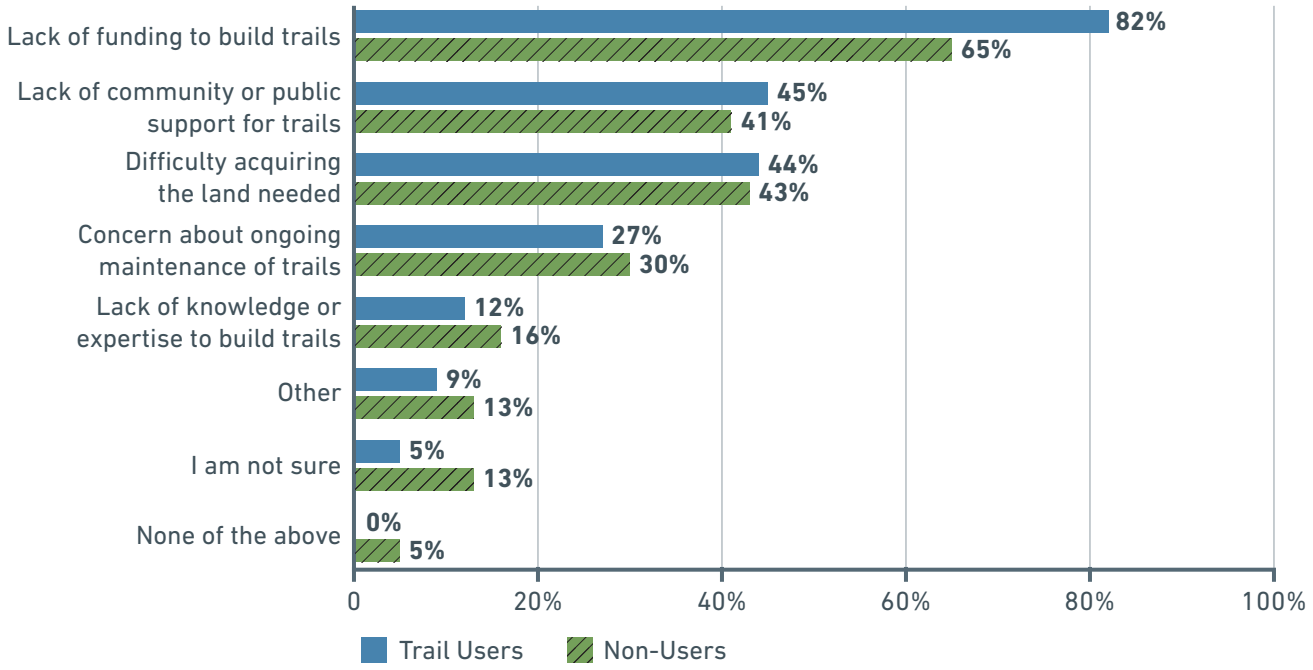


FIGURE 10 What do you think are the main barriers to implementing new transportation trails in Maryland? (n=667, all respondents)

03 INVENTORY OF TRAILS

FIGURE 11 Anacostia River Trail in Prince George's County

Methodology

To document Maryland's existing, planned, and proposed transportation trail network, a statewide data inventory was conducted by MDOT in fall 2024 as part of this Plan. The inventory expanded on the Maryland Road Separated Bike Routes dataset, which was completed in 2022 and is regularly updated. Additional input was incorporated from statewide plans such as the 2050 Maryland Bicycle and Pedestrian Master Plans, as well as from coalitions, county, and municipal governments. Data sources for this update included satellite imagery, road maps, rail and utility corridors, and digital elevation models.

All 23 counties and Baltimore City were contacted directly and through TAC representatives to request data that would help expand the Road Separated Bike Routes in support of this Plan. Data requests were also sent to Maryland's six Metropolitan Planning Organizations (MPOs). Data was provided by every county and Baltimore City, along with several MPOs, regional trail groups, advocacy organizations, and municipalities. In many cases, municipalities either supplied their own datasets or reviewed MDOT's inventory for accuracy. Previous datasets from the Maryland Department of Natural Resources were also reviewed, with trails that qualified as transportation trails incorporated.

The existing trails in the dataset were then supplemented with planned and potential transportation trails (defined on page 16). TAC members then reviewed the initial compilation of trails, submitted missing trails, and updated details where necessary. MDOT reviewed these submissions and, where needed, confirmed revisions with contributors.

Through this process, a comprehensive dataset was assembled to support awareness of trail development across Maryland in this Plan. While planned and potential trails listed in the dataset are non-authoritative and unofficial, it can serve as useful data layers during project development when evaluating projects for multimodal facilities as part of Complete Streets policy implementation. View the latest version of the database on the MDOT Transporation Trails website.

With the data collected for this Plan, MDOT will update One Maryland One Centerline (OMOC), the authoritative

linear referencing system for the state's existing roadway assets. Furthermore, data received for existing transportation trails from this process allowed MDOT to continuously monitor and update the authoritative data within the Road Separated Bicycle Routes dataset. MDOT will continuously update this dataset at regular intervals as part of our role in serving as a clearing-house of trail information across the state of Maryland.

Statewide Trail Network

Statistics

At the time of the Plan development, there was a total of 1,359 miles of existing transportation trails in Maryland, with 2.1 million people (or 34% of all Marylanders) living within one-half mile of these trails. If all 366 miles of inventoried planned trails were built today, an additional 505,850 Marylanders would be within one-half mile of a trail, including an additional 26,840 low-income households. If an additional 1,196 miles of proposed trails were built, an additional 751,820 Marylanders and 34,500 low-income households would be within one-half mile of a trail. At full buildout of the Statewide Trail Network as inventoried in this Plan, 54% of all Marylanders today would be within a one-half mile of a transportation trail.[2]

TABLE 2 Summary Statistics of the Statewide Trail Network

Statistic	Existing	Existing + Planned	Existing + Planned + Proposed
Total Length (in miles)	1,359	1,725 (+366)	2,921 (+1,196)
Total Population within ½ mile	2.1 million	2.6 million (+506K)	3.3 million (+752K)
% of MD Population within ½ mile	34%	42% (+8%)	54% (+12%)
Total Low-Income Households within ½ mile[1]	91,376	118,214 (+26.8K)	152,722 (+34.5K)

FIGURE 12 Wayne Gilchrest Trail in Chestertown, Kent County

2 Low income households include <$10k, $10k-14,999, $15k-19,999, < $20k–24,999 income groups

Map Contents

Existing Trails

Existing trails are transportation trails that are completed and ready to be used; paved and following AASHTO standards; and, generally ADA-accessible (unless noted).

Planned Trails

Planned trails are transportation trails that are not yet completed, but are documented in a local comprehensive or bicycle and pedestrian plan; a land preservation, parks, and recreation plan (LPPRP); within a county or municipality's priority letter; have had a feasibility study done; or have begun construction and/or programming for construction. Planned trails help understand the possible future build out of the Statewide Trail Network.

Proposed Trails

Proposed trails are transportation trails that may not be formally documented in an existing plan but have documentation and/or geometry provided by a county or municipal government, represent a key linkage between existing or planned trails, have been provided by an advocacy organization, or are along potential railroad or powerline corridors that are not privately owned. These trails are in the "building support" project phase. This information was gathered from the Technical Advisory Committee, which had an opportunity to review an interim dataset and provide new linework based on their local knowledge of trail-building efforts. Additionally, interstate trail routes with identified alignments, such as the East Coast Greenway were also included as 'potential' if they were not already identified as 'planned' by the respective local jurisdiction. Proposed trails are aspirational but achievable linkages that can support the Statewide Trail Network.

Maryland Destination Trails

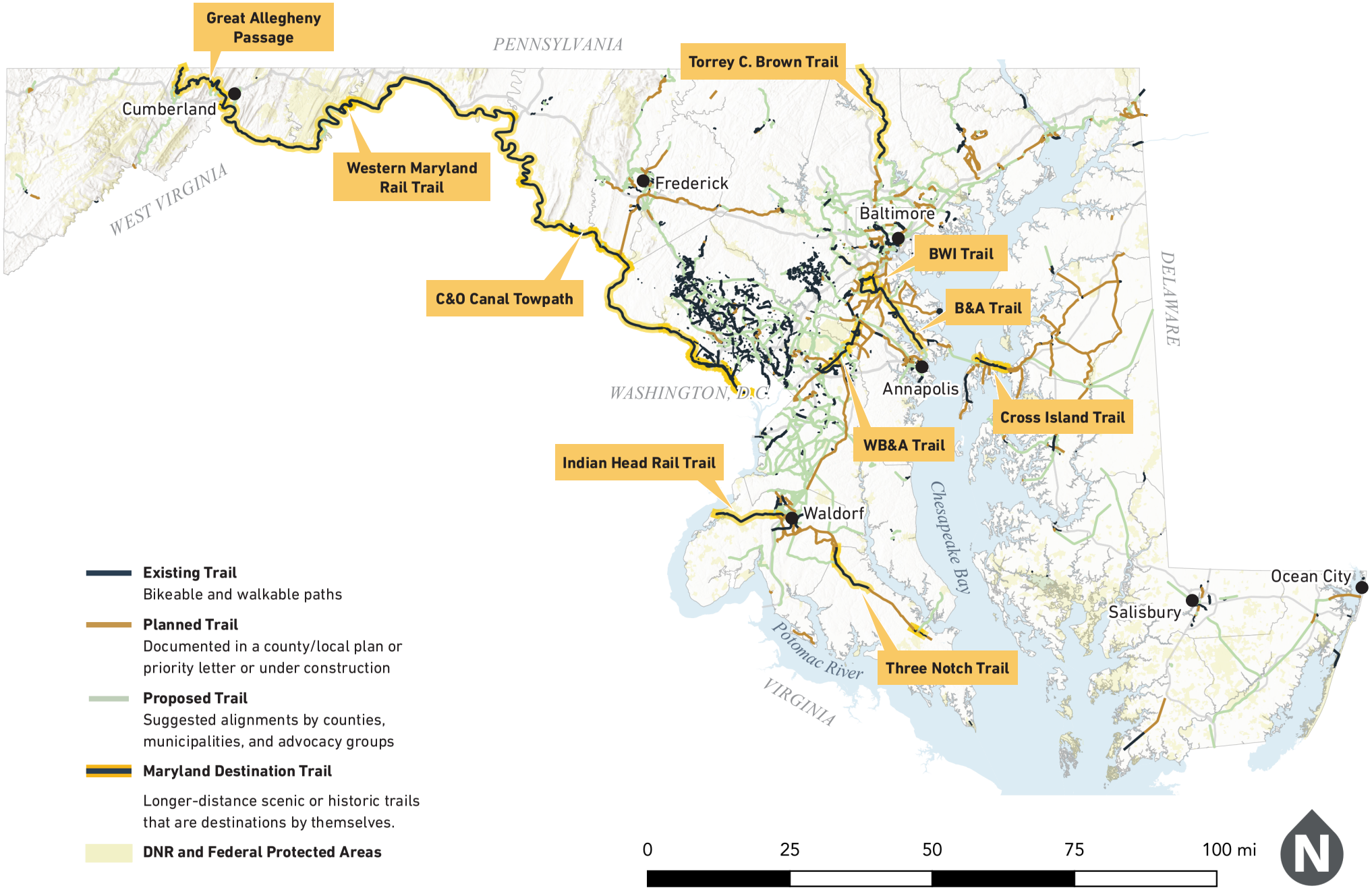
Maryland Destination Trails are highlighted within the transportation trail inventory maps. Destination Trails, which is a new term created during the development of this Plan and potentially for future designations, are notable for their unique features; significant length; noteworthy natural, historical, or cultural features along their route; and/or connection to areas of importance within the state of Maryland. Because of these factors, Maryland Destination Trails receive higher levels of recognition in this Plan and are destinations in-and-of themselves.

Maryland Destination Trails include:

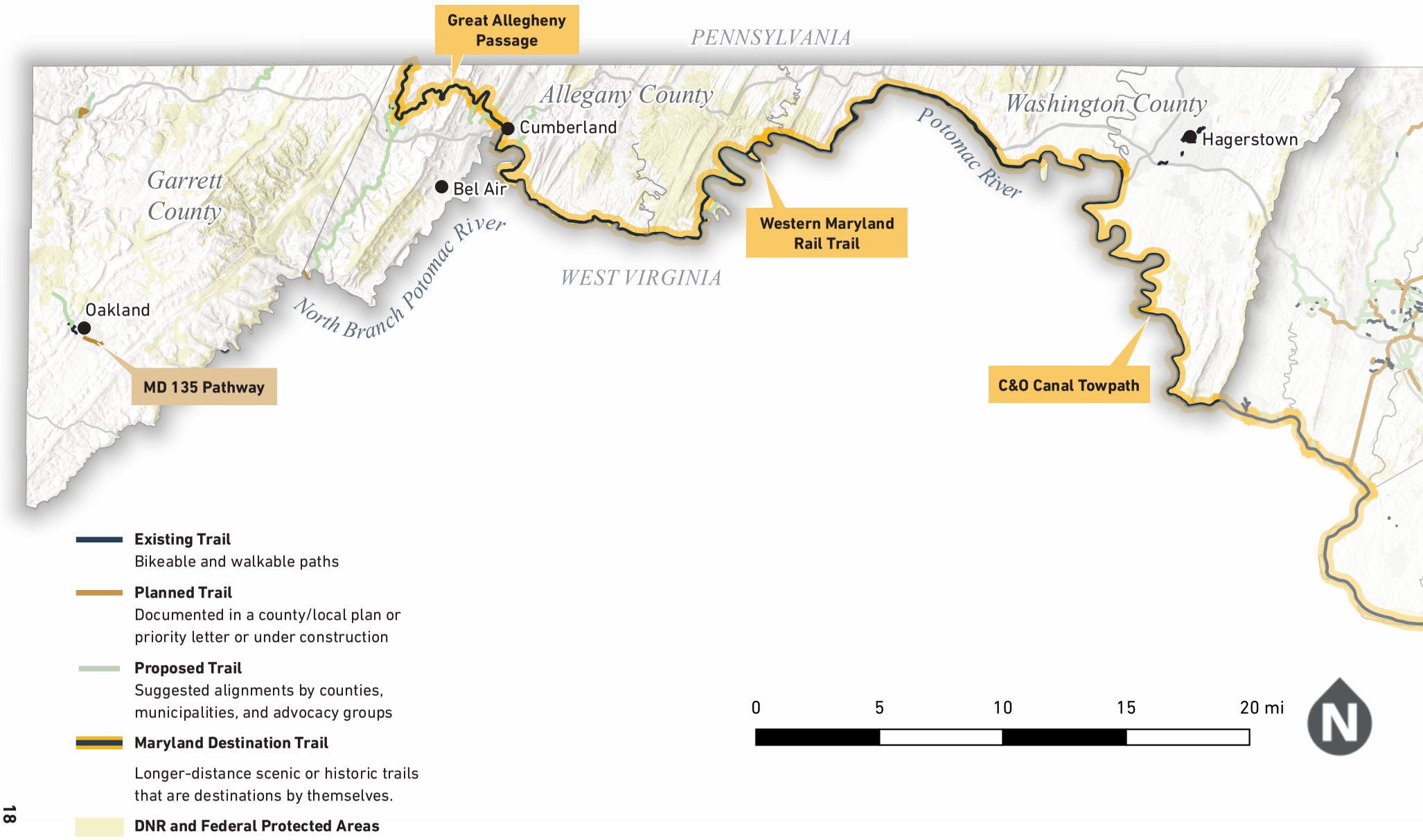
- **Cross-state and interstate trails**: Trails that connect multiple regions within Maryland, such as the WB&A Trail between Anne Arundel and Prince George's counties, or connect Maryland to trail networks in neighboring states such as the Torrey C. Brown Trail.
- **Scenic access trails**: Trails that lead to areas of statewide or national recreational, scenic, historical, or cultural importance like Cross Island Trail in Queen Anne's County and the C&O Canal Trail.
- **Longer distance urban and regional trails**: Trails of at least 10 miles in length that provide significant transportation or recreational opportunities in urban and regional settings, like the Indian Head Rail Trail and Three Notch Trail in Charles and St. Mary's counties, and the Western Maryland Rail Trail in Allegany and Washington counties.
- **Branded Trails**: Trails that have dedicated marketing and themes, including items such as logos, materials and color palettes, or promotional efforts, such as the Great Allegheny Passage.

Note that while some of these trails are highlighted on the maps, this is not an exhaustive list of all transportation trails that are Maryland Destination Trails. As part of the implementation of this Plan, trail supporters may nominate trails to be designated as Maryland Destination Trails through the Maryland Bicycle and Pedestrian Advisory Committee (MBPAC) Trails Subcommittee.

Maryland Statewide Transportation Trails Network



Western Maryland Region



Existing Trail
Bikeable and walkable paths

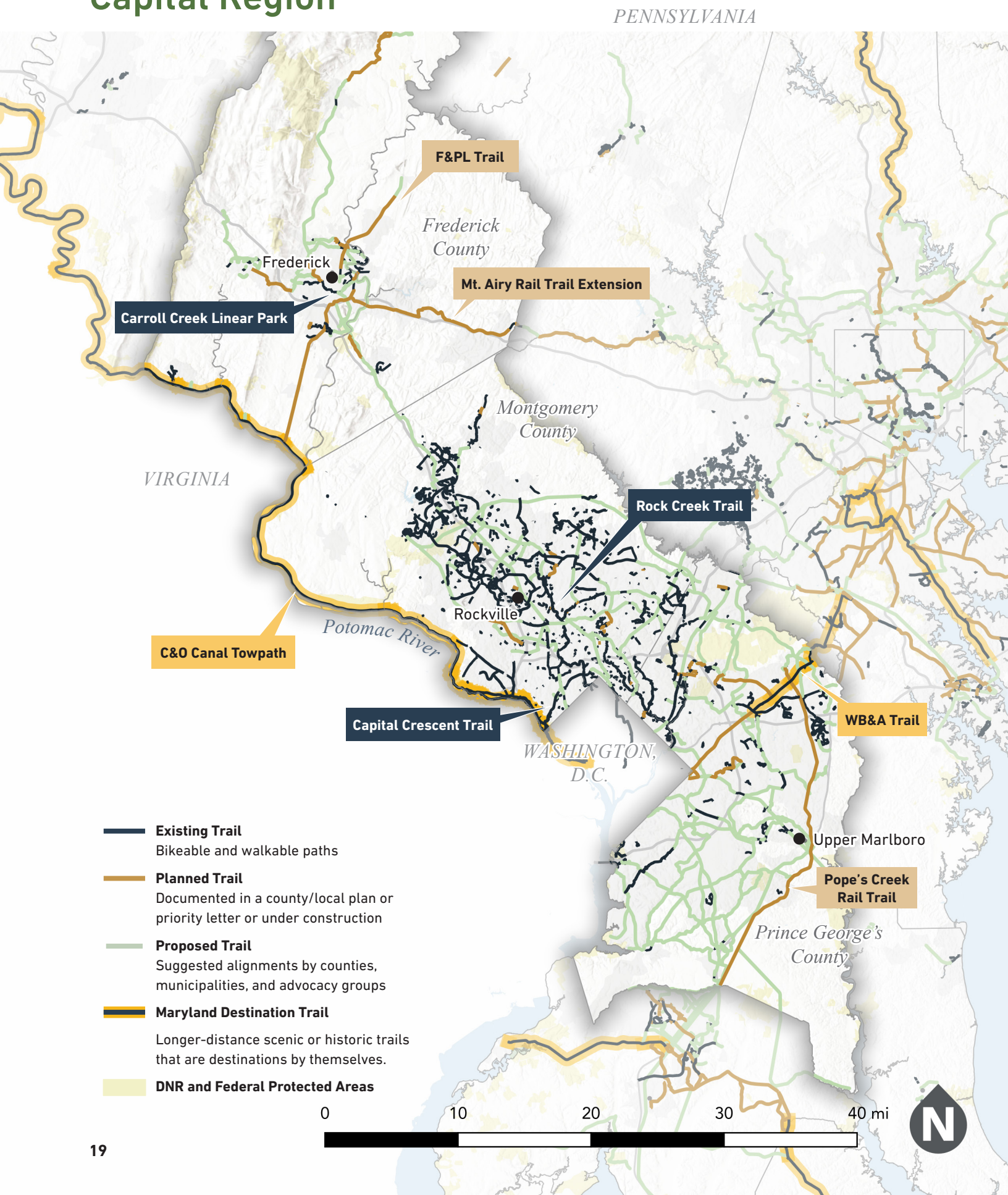
Planned Trail
Documented in a county/local plan or priority letter or under construction

Proposed Trail
Suggested alignments by counties, municipalities, and advocacy groups

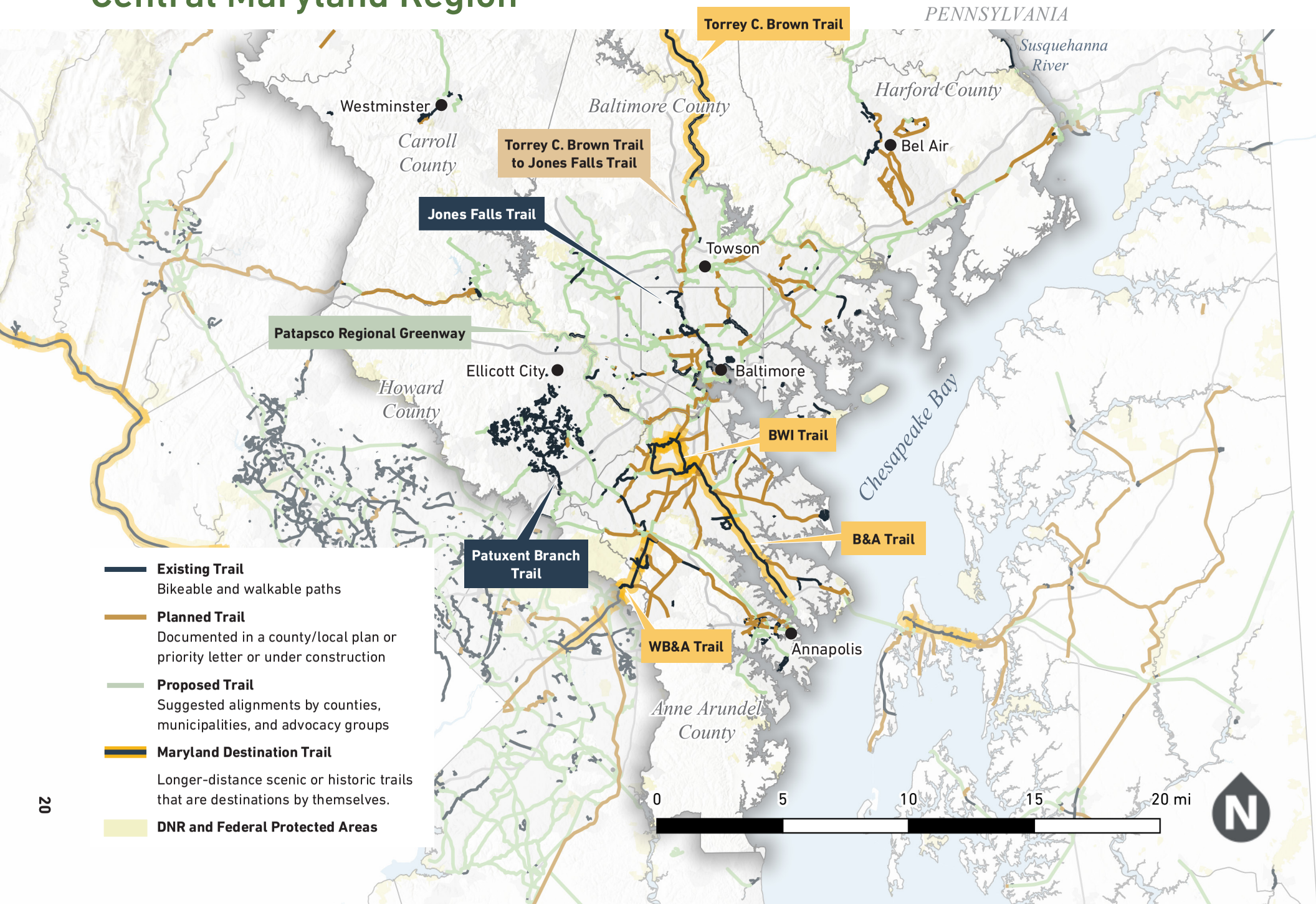
Maryland Destination Trail
Longer-distance scenic or historic trails that are destinations by themselves.

DNR and Federal Protected Areas

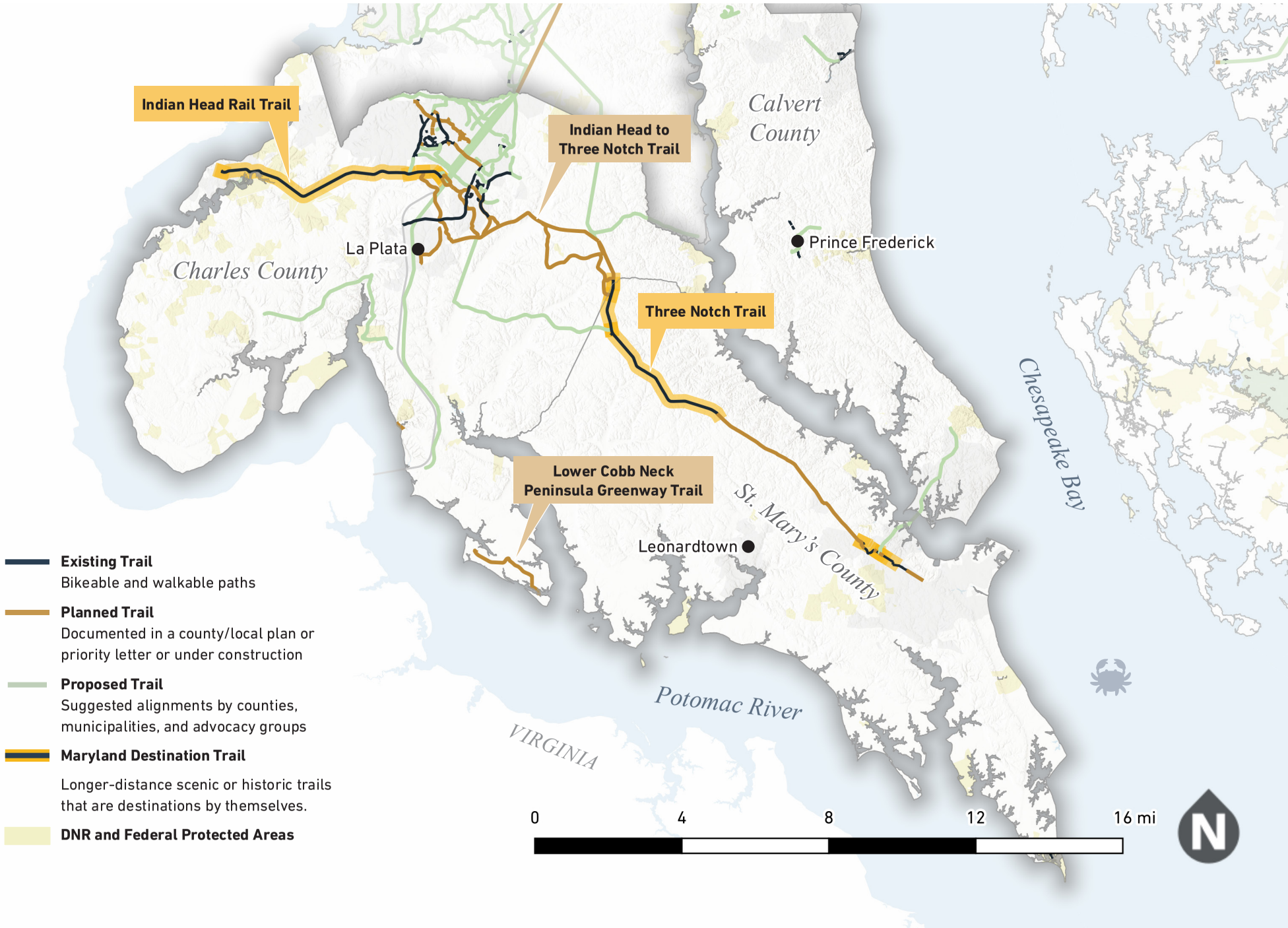
Capital Region



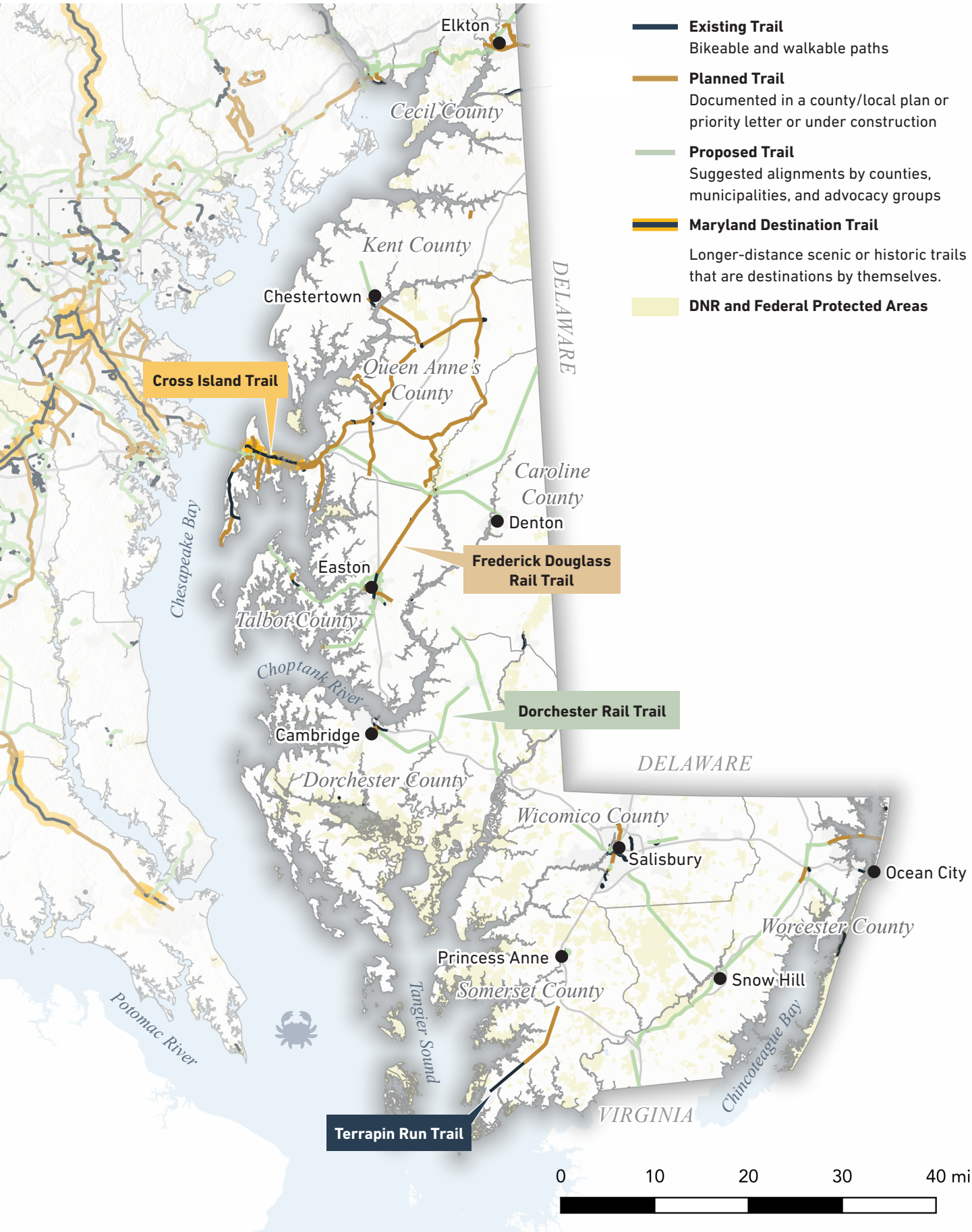
Central Maryland Region



Southern Maryland Region



Eastern Shore Region



04 BUILDING A TRAIL NETWORK

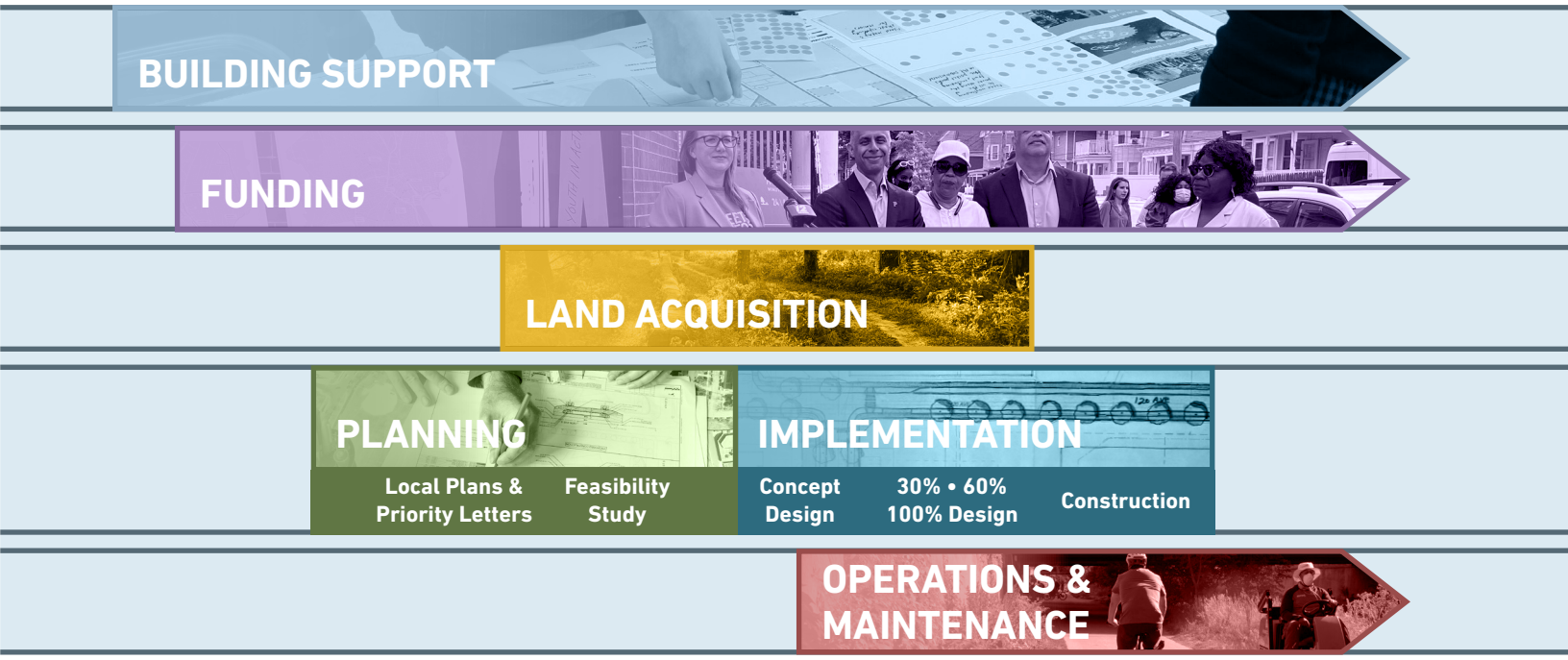


FIGURE 13 Trail Building Lifecycle Phase

Trail Lifecycle Best Practices

Trails offer numerous benefits to communities and collectively, trail networks can accomplish even more. Building out the statewide trail network and utilizing best practices throughout the trail project lifecycle will bring the benefits of trails to more people across Maryland, faster.

The typical lifecycle can be divided into six phases, from Building Support through Operations & Maintenance. While shown sequentially from left to right in **Figure 13**, some phases are perpetual once they begin, and real trail projects are more complex, often starting and stopping based on political and community priorities. This section highlights what each phase is comprised of, common issues, best practices, and state and local roles in each of the identified trail building phases so that projects can move more smoothly and effectively through them.

Trail Building Toolkits

The Maryland State Transportation Trails Strategic Plan includes three additional toolkits that can support trail advocates and implementers during key perpetual phases of the trail building lifecycle: Building Support, Funding, and Operations & Maintenance. The toolkits provide practical advice, checklists, reference tables, and case studies that can help accelerate your trail project forward. Learn more about each toolkit in this section and access the toolkits on the MDOT Transportation Trails website.

Building Support

Establishing strong public and political support early in the trail building lifecycle is critical to help advance a trail project beyond a concept phase. A broad coalition is necessary to help advance a trail project as it reaches crucial moments such as land acquisition, funding requests, and other implementation challenges. Expanding the coalition to be cross-sector can help facilitate conversations amongst stakeholders with vastly different interests and can sometimes generate creative funding and implementation solutions.

A best practice in this early phase of the trail project lifecycle is to establish a "Friends-of-the-Trail" group or coalition – either as a standalone group or an extension of the mission of an established nonprofit or advocacy organization – to coalesce a growing number of stakeholders and sustain momentum and relevance beyond initial planning phases. Early outreach to local stakeholders, including municipalities, businesses, adjacent landowners, and community groups helps to align interest and build a coalition of support. Projects represented on Plan maps as "potential" are in this project phase.

Check Out the Toolkit

The **Building Support for Trails Toolkit** offers strategies for establishing an organized group to champion the trail project, gain support from government, and garner support from key partners and stakeholders. Building and sustaining support is needed throughout the full lifecycle of a trail project. This toolkit provides trail implementers, including advocates, with guidance on how to establish and nurture the support and collaboration needed to achieve success throughout the life of the project.

FIGURE 14 Workshop attendees mapping out potential trails on the Eastern Shore (Source: Maryland Eastern Shore Trail Network)

Funding

Funding is seen as the top barrier to trail building in Maryland according to public feedback received in this Plan. This may be, in part, because funding a trail network requires a comprehensive, multi-source approach to initiate trail projects, carry them through construction, and sustainably maintain finished facilities, with each of these phases of trail building likely requiring a different combination of funding sources. Following recommended steps in planning and selecting projects that meet funder criteria can make a project more competitive for funding. Federal grants, such as those provided through the Transportation Alternatives and Recreational Trails Programs, offer significant resources for trail planning and construction but can be highly competitive, and often require a local match that can be a barrier for smaller municipalities with limited budgets.

To address this, multiple financing strategies should be pursued, including considering the full gamut of federal and state discretionary and formula grants, considering the use of non-transportation grants for planning and land acquisition phases of eligible projects, and exploring non-grant sources of local support that could be leveraged such as fees, improvement districts, and in-kind support. Where local funding opportunities are limited, creative use of multiple grants from different sources should be considered to help secure the local match, such as braiding different federal grants together or using a state grant to match a larger federal grant. A division of labor through this phase can also help spread the fundraising burden across various trail project stakeholders. Trail coalitions and non-profits can pursue funding during early planning phases and later for ongoing maintenance and operations, while funding pursuits for engineering design and construction are typically best handled by the local jurisdiction or trail owner.

Check Out the Toolkit

The **Funding Transportation Trails Toolkit** provides local government staff and trail advocates with funding strategies and recommendations at each phase of the trail building lifecycle. The toolkit identifies applicable grant opportunities by phase as well as non-grant financing mechanisms and sources for technical assistance. An explanation of cost estimate basics and core cost elements per trail project phase are provided to help more trail sponsors and allies build a foundational understanding of what goes into estimating trail project costs. This toolkit is meant to help accelerate the understanding needed to fund trails through planning and implementation, particularly for trail project sponsors newer to trail building.

FIGURE 15 The Terrapin Run Trail has used MDOT's Kim Lamphier Bikeways Network funding as local match for a Transportation Alternatives Program grant awarded for its first phase (Source: Somerset County Recreation, Parks, and Tourism Department)

Land Acquisition

Securing land access – through purchase, easements, or agreements – is often a prerequisite to trail implementation. This can be challenging due to various factors such as working with multiple landowners who may own the necessary right-of-way or are adjacent to it. When trying to repurpose an unused rail corridor for a trail, identification of a willing and qualified trail sponsor for railbanking can be challenging. However, this stage is necessary to build a transportation trail, and sometimes the identification or conservation of a corridor can help galvanize support to proceed with trail planning and implementation. To navigate this sensitive process, coordination and tact with multiple stakeholders is necessary to establish the necessary land ownership and easements for a trail corridor.

Best practices for overcoming some of the challenges in land acquisition include prioritizing routes with fewer landowners, leveraging developer agreements to integrate trails into new developments, using conservation easements to protect land in anticipation of a future trail, and following established model processes for acquistion of right-of-way, such as the SHA Office of Real Estate's private property acquisition model. For railbanking corridors, best practices include preserving inactive rail lines for future trails whenever possible.[3] This requires building capacity for local trail sponsors to understand and absorb liability. If a trail is being considered along a corridor with adjacent private property owners, it is recommended that conversations be had with them early in the trail planning process to understand any concerns they may have about the project and to consider ways to mitigate them. Waiting until a public hearing to discuss these issues with adjacent property owners may make it more difficult in the future to advance the trail project.

3 For more information on railbanking in Maryland, see: Maryland State Transportation Trails Strategic Plan Existing Conditions Report, Section 2.2 Policy Analysis, Railbanking and Trails, Maryland Statewide Bicycle and Pedestrian Master Plan, Appendix F Railbanking Process, and the Maryland State Rail Plan and its forthcoming update . For information on railroad corridors under Maryland state ownership, see MDOT's Making Tracks: A Railroad Information Manual.

FIGURE 16 TAC members providing feedback for the Plan

Planning

Planning is a phase that is worth investing in to establish a solid foundation for the project in future phases of the trail building lifecycle. This phase includes conducting early studies and assessments, and gauging and documenting support and concerns from elected officials and community members. State and MPO plans often compile local and county plans, but not always. Comprehensive documentation can help accelerate projects from planning through the following, more intensive phase of implementation. Planning for transportation trails often have the following two subphases.

Local Plans & Priority Letters

Documenting a proposed transportation trail project in relevant countywide and local plans is a crucial step in the trail building process in Maryland. This can be done at an early stage of the project and is necessary to help secure funding to enable further investigation and development of the trail. In Maryland, transportation and recreational planning often occurs at the county level through comprehensive plans, bicycle and pedestrian plans, local plans, MPO plans, and land preservation, parks, and recreation plans (LPPRPs). A potential trail project should be included in at least one of these plans, and ideally all applicable plans, to be considered a planned trail project.

Planned projects are more likely to move forward when they are added as discrete projects in a county or regional transportation improvement plan (TIP) and/or they are identified within the annual county priority letters sent to MDOT for funding consideration in the state's capital improvement program. Tracking the inclusion of trail projects in relevant local plans and priority letters is a role that local bicycle pedestrian and trail advocacy groups are particularly suitable for.

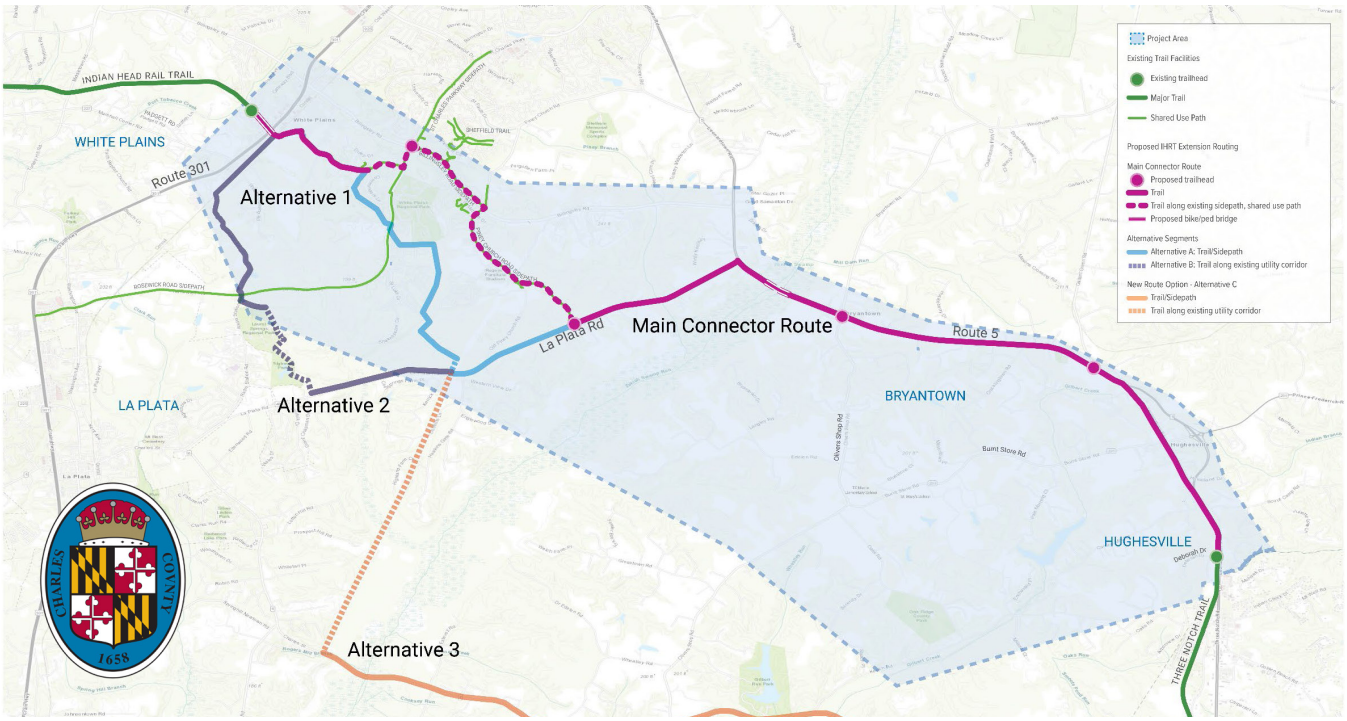


FIGURE 17 A Charles County feasibility study for an Indian Head Rail Trail extension evaluated various ways to connect to the Three Notch Trail and proposed a main alignment (Source: Charles County)

Feasibility Studies

The final goal of the planning phase is to have a trail feasibility study that investigates and formalizes a preferred trail alignment, with cost estimates and project phasing approach. This level of documentation is often required to apply to grants or programs for funding for design and implementation. While feasibility studies are often led by local municipalities, this subphase of planning could be led by trail advocacy organizations in collaboration with the municipalities that the trail will travel through.

Trail planning may seem like an endless process, particularly to trail advocates and sponsors with less exposure to transportation planning processes. Trail projects then compete with other needed transportation projects in the community. Best practices for this stage of the trail project lifecycle include building institutional knowledge of both transportation and recreational facility planning, finding allies who can help navigate these local processes and the people behind them, and engaging with impacted community members around the trail's alignment early and often.

Implementation

This stage of the trail building lifecycle is typically phased and includes several key technical and planning milestones. Technical requirements, permitting, and environmental compliance are also addressed during this stage. Implementation is particularly complex due to required coordination among multiple stakeholders and detailed subphases to consider, which include:

- **Concept Design**: This subphase further develops preferred alignments, trail typologies, and preliminary engineering such as initial design work and refinement of cost estimates. This phase could be combined with a feasibility study on less complex trail projects.
- **30%, 60%, and 100% Design**: Progressive engineering and environmental design work occurs in this subphase, which may be broken down into varying percentage levels (see the Cost Estimate section in the Funding Transportation Trails Toolkit for more details). Technical details increase and cost uncertainties decrease through each successive stage of design, until reaching shovel-ready construction plans.
- **Construction**: The most capital-intensive subphase, construction is when the planned trail becomes reality. This can often take long periods of time due to permitting, approvals, bidding, and scheduling of contractors.

Continued public engagement remains critical throughout all subphases of implementation as final decisions are made on alignment and right-of-way needs for the trail during construction and after. This entire process can be further delayed and exacerbated through bureaucratic roadblocks, permitting and approvals, and multiple phases of funding and project delivery, particularly on longer distance trails.

To address these issues, best practices include developing structured public engagement plans to be applied consistently for each phase of design and building a support network of allied professionals who can serve as resources through the trail project lifecycle. Establishing process checklists and more streamlined permitting pathways can also enable projects to advance more effectively from planning to construction. Whenever possible, combining as many subphases as possible together helps streamline the project as long pauses between subphases can change baseline assumptions made earlier in the trail project lifecycle. Opportunities to combine subphases together may be limited by the scale of available funding.

Operations & Maintenance

Trail maintenance is often treated as an afterthought in the trail development lifecycle but is essential for preserving infrastructure, ensuring user safety, and maintaining public support for the life of the project. Challenges such as unclear maintenance responsibilities, extreme weather, and limited funding can hinder effective upkeep, particularly for transportation trails upkeep. Per the current Code of Maryland, even if transportation trails are constructed within MDOT right-of-way, they must be maintained by the local jurisdiction.[4]

Best practices to mitigate these constraints include initiating maintenance planning as early as the planning phase, establishing formal maintenance agreements between jurisdictions and support groups, and using technology for trail users to report issues and track activity. Innovative funding mechanisms detailed in the toolkits can further help sustain these efforts and prioritize maintenance strategies for the long-term.

Check Out the Toolkit

Adequately maintaining trails can help elongate the lifespan of a community's investment and signal that trails are a valued part of the transportation network. The **Maintaining Transportation Trails Toolkit** offers trail implementers guidance on incorporating maintenance into the planning stage of a trail project, developing a maintenance plan, anticipating routine and remedial maintenance tasks, and funding trail maintenance.

FIGURE 18 Indian Creek Trail in Berwyn Heights, a trail maintained by Prince George's County Parks and Recreation, a case study in the Maintaining Transportation Trails Toolkit

4 See Code of Maryland (COMAR) § 8-630 (2024).

State and Local Roles

The funding, development, and maintenance of the transportation trails network requires collaboration between state, regional, and local agencies, each with distinct but interconnected responsibilities. At the state level, MDOT and partner agencies play a leading role in funding, policy development, and technical assistance; aligning the creation of new transportation trails with statewide mobility, climate, and equity goals. At the local level, counties and municipalities are primarily responsible for the strategy and execution of local trail networks, community and stakeholder engagement, and day-to-day maintenance. Regional entities such as MPOs can help to coordinate multi-jurisdictional trail projects, facilitating cross-agency funding strategies and regional connectivity.

FIGURE 19 Silver Spring Green Trail, a collaboration between the Montgomery County Department of Transportation and the State Highway Administration

The following table indicates the roles that state and local agencies have in various functions related to trail network development:

TABLE 3 Typical State and Local Roles During Each Trail Building Phase

Building Phase	State Role (MDOT, DNR, other state agencies)	Local Role (counties, MPOs, municipalities)
Building Support	• Lead statewide outreach • Produce instructional materials and guidance • Support local advocacy networks	• Foster local advocacy for new trails and stewardship of existing trails • Engage and consider leading a cross-sector coalition for local trails
Funding	• Administer grants (i.e., TAP, RTP, Kim Lamphier Bikeways Network Program) • Support localities in search for local match for larger grants	• Apply for funding and ensure compliance with grant terms • Allocate local budget for trails projects • Seek non-profit/private partnerships for further support
Land Acquisition	• Fund projects on MDOT right-of-way • Facilitate land use for trails along strategic corridors, such as railroads and utilities • Assist with regulatory approvals	• Work with landowners to secure easements or ownership of necessary right-of-way • Incorporate trails into local development projects
Planning	• Set statewide policies for trail network and project development • Guide development of a statewide trail network • Approve MPO trail studies in the Unified Planning Work Program (UPWP) • Initiate feasibility studies for state roadways • Track local planning documents	• Develop local trails plans that align with state policies (i.e., transportation plans, ped/bike plans, and comprehensive plans) • Include trails in annual Transportation Priority Letters to MDOT • Advance trail projects through feasibility studies to determine preferred route and phasing • Incorporate feedback from community outreach processes into trail planning and projects
Implementation	• Provide technical assistance to develop trail facilitates that meet transportation standards • Review for consistent alignment with statewide trail network, especially along Destination Trails • Support and potentially lead trail projects that exceed capability for a local jurisdiction to implement • Construct projects on MDOT right-of-way	• Develop site-specific design plans and work with all necessary stakeholders • Ensure compliance with accessibility requirements and state trail design standards • Lead construction efforts, permitting, and contractor procurement
Maintenance	• Set maintenance funding policies • Equip local agencies with maintenance technical assistance and resources • Coordinate trail maintenance along state-owned properties	• Manage staff- and volunteer-based maintenance programs • Maintain local trail segments and secure funding to do so

Policy Recommendations

Localities are key partners in all trail projects and frequently serve as project sponsors. MDOT recognizes this and aims to be more supportive of trail building efforts across the state. In line with the demonstrated demand for more trails across the state, MDOT is committed to advancing the following policy recommendations that will help address the identified needs across trail building phases and foster stronger partnerships with local governments. **Table 4** summarizes recommendations for state agency policies and processes to improve the transportation trail project lifecycle process

TABLE 4 Maryland State Transportation Trails Strategic Plan Policy Recommendations

Identified Need	Recommendations	Timeframe	Responsibility
Building Support Phase			
Stronger coordination across State agencies relevant to transportation trails.	Make the Technical Advisory Committee (TAC) a permanent subcommittee of the Maryland Bicycle and Pedestrian Advisory Committee (MBPAC) with quarterly meetings to ensure cross-agency collaboration.	Short-term (<2 years), continuous	MDOT TSO, MBPAC
	Determine Maryland Destination Trails based on standardized criteria.	Short-term (<2 years), continuous	MDOT TSO, MBPAC
	Task the MBPAC Subcommittee with recommending more guidance materials such as state participation in national initiatives such as the Trail Town Program and National Trails Day.	Medium-term (2-5 years)	MBPAC
	Dedicate MDOT resources to facilitate cross-agency coordination on transportation trail initiatives.	Medium-term (2-5 years)	MDOT TSO, SHA
Guidance for local trail sponsors to build support for transportation trails in their communities.	Publicize the Building Support for Trails Toolkit.	Short-term (<2 years)	MBPAC
	Develop a trails programming strand within the DNR's Outdoor Recreation Summit.	Medium-term (2-5 years)	MDOT TSO, SHA, DNR Office of Outdoor Recreation
	Build institutional capacity in local government and non-profit entities by training staff on trail building and maintenance topics.	Long-term (5+ years)	MBPAC, Localities, MDOT TSO, SHA
Funding Phase			
Help for local jurisdictions to navigate funding sources for transportation trails.	List all potential funding sources for trails (MDOT, DNR, others) in Maryland in one place that is updated at a regular interval.	Short-term (<2 years), continuous	MDOT TSO
	Refine MDOT grants roadshow and technical assistance to include specific transportation trail resources within existing programs.	Short-term (<2 years)	MDOT TSO, SHA
	Align project selection criteria to be consistent across MDOT discretionary funding sources.	Medium-term (2-5 years)	MDOT TSO, SHA

Identified Need	Recommendations	Timeframe	Responsibility
Funding Phase (Continued)			
A wider array of funding options for transportation trails for local jurisdictions.	Encourage greater use of DNR funding like Program Open Space Local Funding to advance transportation trails.	Short-term (<2 years)	DNR Land Acquisition & Planning
	Explore potential of leveraging DNR funding as local share of Transportation Alternatives or Recreational Trails Program funding by improving alignment between grants.	Medium-term (2-5 years)	DNR Land Acquisition & Planning, SHA
Clearer and tracked spending on transportation trails at the state level.	Provide updates on the MDOT Tracked Projects and Implementation Plan table annually.	Short-term (<2 years), continuous	MDOT TSO, SHA
	Investigate Kim Lamphier Bikeways Network funding levels.	Medium-term (2-5 years)	MDOT TSO, General Assembly
Land Acquisition Phase			
Formalized internal railbanking process and policy at MDOT.	Approve MDOT-wide policy to railbank inactive corridors, through acquisition, if necessary, to protect them from full abandonment and provide for future transportation needs.	Short-term (<2 years)	MDOT TSO
	Explore legislative proposals to codify railbanking and trail sponsorship by state agencies.	Long-term (5+ years)	MDOT TSO, SHA, MTA, DNR, General Assembly
Coordination with utility companies about potential corridors suitable for trail development.	Initiate a suitability assessment for trails on utility corridors and map corridors that are most suitable for trail development.	Medium-term (2-5 years)	MDOT TSO
	Convene with the Public Service Commission (PSC) and utility companies to develop transportation trail policies.	Long-term (5+ years)	MDOT TSO, PSC
Planning Phase			
A robust pipeline of locally led projects eligible for larger funding opportunities.	Further develop MDOT Trails website into an online clearinghouse for up-to-date trail information and technical support materials.	Short-term (<2 years), continuous	MDOT TSO, SHA, DNR
	Provide option of State-supported technical assistance using MDOT on-call consultants for multimodal programs (i.e. Kim Lamphier Bikeways Network, TAP).	Medium-term (2-5 years)	MDOT TSO
Consistent assessment of progress towards statewide trail goals and development.	Incorporate State Trails Plan update into Maryland's Bicycle and Pedestrian Master Plan with a transportation trails-specific chapter and performance measures.	Long-term (5+ years)	MDOT TSO

Identified Need	Recommendations	Timeframe	Responsibility
Implementation Phase			
Integration of transportation trails into Complete Streets policy implementation.	Update transportation trail standards by adopting the AASHTO Bike Guide, 5th Edition.	Short-term (<2 years)	SHA
	Develop amenity and wayfinding guidance for Maryland Destination Trails.	Short-term (<2 years)	MBPAC
	Update multimodal GIS data layers, highway traffic counts, and modeling systems to support bicycle facility selection.	Short-term (<2 years), continuous	MDOT TSO, SHA
	Integrate Bicycle Facility Selection Guide in design processes and trainings.	Medium-term (2-5 years)	MDOT TSO, SHA
	Compile a list of standardized transportation trail products and materials for inclusion in SHA's Qualified Product and Qualified Producer/Manufacturer lists.	Medium-term (2-5 years)	SHA Office of Materials Technology, Office of Structures
Coordination with utility companies on trail implementation specifics.	Work towards design standard agreements with utility companies.	Medium-term (2-5 years)	MDOT TSO, PSC, Utility Companies
	Develop sample memorandum of understandings (MOUs) for utility corridors.	Medium-term (2-5 years)	MDOT TSO, MBPAC
Support project readiness of local jurisdictions for federal grants.	Work with MDOT, tri-county councils, and relevant MPOs to develop federal grant management capacity at the regional level to support under-resourced localities.	Medium-term (2-5 years)	MDOT TSO, SHA, MPOs, Tri-County Councils
Operations & Maintenance Phase			
Immediate action on possible trail maintenance policies at the state level.	Evaluate the first year of State of Good Repair project category for effectiveness, as part of the Kim Lamphier Bikeways Network Program annual report.	Short-term (<2 years)	MDOT TSO
	Improve memorandum of understanding process and clarity of responsibility for trail maintenance.	Short-term (<2 years)	SHA
New trail maintenance policies and practices within existing state authority.	Launch a statewide "Adopt a Trail Program."	Medium-term (2-5 years)	MBPAC, SHA, MDOT TSO
	Investigate capacity of state agencies to own and maintain new or existing trail assets located on Maryland's Destination Trails.	Medium-term (2-5 years)	MDOT TSO, SHA, DNR Office of Outdoor Recreation, Maryland Park Service
New, sustainable mechanisms to support trail maintenance at the local level.	Investigate long-term solutions for maintenance of active transportation facilities through USDOT peer exchange, district focus groups, and cost analysis by asset management offices.	Long-term (5+ years)	MDOT TSO, SHA
	Revisit capital and maintenance legislative policies and mandates related to shared use paths within SHA ROW.	Long-term (5+ years)	MDOT TSO, SHA, General Assembly

05 PROJECT SELECTION

FIGURE 20 The Great Allegheny Passage in Cumberland, Allegany County (Source: Toole Design Group)

To build out the Statewide Trail Network and maximize trail-building capacity, transportation trail projects need to be initiated and led by all levels of government – federal, state, and county/municipal governments. Local governments are often the most well-suited level of government to start trail projects due to their typical scope and the local knowledge needed to execute these. Therefore, local governments should document and prioritize trail projects primarily based on local needs and community input. Project selection can help determine the relative importance of projects and how best to allocate resources and time to get more trail projects funded and under construction.

MDOT can support local transportation trail project implementation in two ways: as a funder distributing federal formula and state discretionary grants and, in some cases, as the lead project sponsor. The following section discusses how MDOT approaches project selection through these two avenues of support.

Locally Significant Projects

MDOT often supports locally led transportation trail projects by supplying grant funding and technical support during various phases of trail implementation. Transportation trail projects that rank highly in local prioritization processes, while also addressing some statewide priorities, are more likely to be funded.

To assist the development and selection of local priorities, the following statewide priorities for transportation trails and corresponding measures are the top recommended criteria that MDOT will use to evaluate projects in future grant opportunities. These criteria were selected based on demand during the public outreach stage of this Plan as well as congruency with existing statewide goals and priorities in other state plans. Final criteria will vary from grant to grant, but early consideration of these priorities at the local level can help target projects to the grants they are most competitive in.

- **Improved Safety:** Vulnerable Roadway User (VRU) Assessment High-Risk Areas.
- **Access to Activity Centers and Destinations:** Maryland Main Street Areas, Bicycle & Pedestrian Priority Areas, schools.
- **Access to Opportunity:** High-population, low-connectivity census blocks; ENOUGH Communities; Sustainable Communities; Priority Funding Areas.
- **Access to Parks:** Connections to DNR, federal, and local public lands and parks.
- **Access to Transit:** Proximity to rail transit or major bus transit hub; within transit-oriented development.
- **Gap-Filling Projects:** Connections to existing shared use path end nodes.

To support identification of local projects that meet the above criteria, MDOT developed an interactive map that overlays these layers that locals can use to vet potential trails for inclusion in their plans. Check out the map MDOT Transportation Trails website, it will be updated annually.

FIGURE 21 TAC members walking on the recently inaugurated Easton Rail Trail East-West Connection in Easton, Talbot County

Statewide or Regionally Significant Projects

While many transportation trail projects are locally led, MDOT also plays an active role in the construction of transportation trails. Shared use paths are a treatment MDOT uses regularly for safety projects (i.e., Pedestrian Safety Action Plan), for certain funds (i.e., Bicycle Retrofit) and may increasingly be used to comply with the updated Complete Streets policy, which mandates evaluation of multimodal facility inclusion for any projects in the MDOT right-of-way. There are also stand-alone projects where MDOT or one of its modal administrations are expected to take a larger role in advancing the trail due to significant state or regional significance. In some cases, MDOT is best placed to be the project sponsor. The criteria MDOT will consider before taking a larger role in transportation trail projects is as follows.

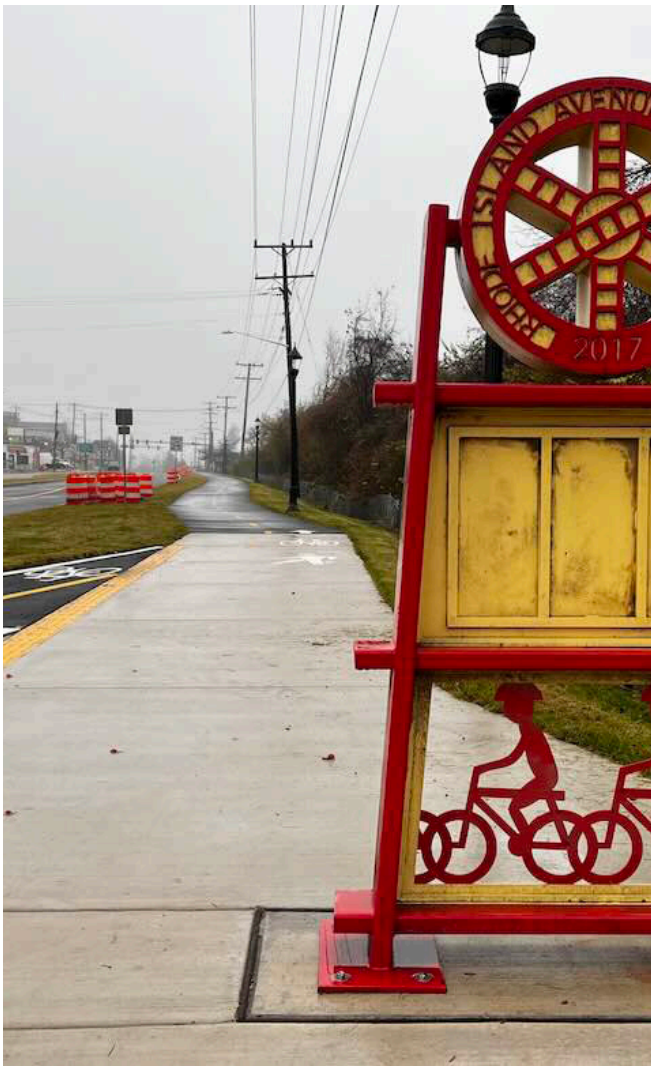


FIGURE 22 SHA extended the Rhode Island Avenue Trolley Trail on US Route 1 in Hyattsville, Prince George's County (Source: Hyattsville Wire)

Criteria

For consideration as a transportation trail project of regional or statewide significance, a project should meet at least one of the following criteria. Projects that meet multiple criteria are more likely to require greater MDOT involvement.

- **Cross Jurisdictional (CJ):** the project crosses county or jurisdictional lines.
- **Large Barriers (LB):** the project requires a larger investment to overcome a natural or physical barrier such as a river, active rail line, or interstate highway.
- **MDOT Right-of-Way (MR):** the project is primarily within right-of-way owned by MDOT or one of its modal administrations, so MDOT (or the modal administration) is the likely project sponsor or a local project sponsor needs to enter into an agreement with one.[5]
- **Maryland Destination Trail (DT):** as defined on page 16, the project is located on a Maryland Destination Trail, which is a designation that generally refers to trails that are popular destinations by themselves. These include cross-state and interstate trails; scenic trails with noteworthy natural, historical, or cultural features; and longer-distance (10+ miles) urban or regional trails.

5 All projects on MDOT right-of-way must consider multimodal facilities as part of the new Complete Streets Policy.

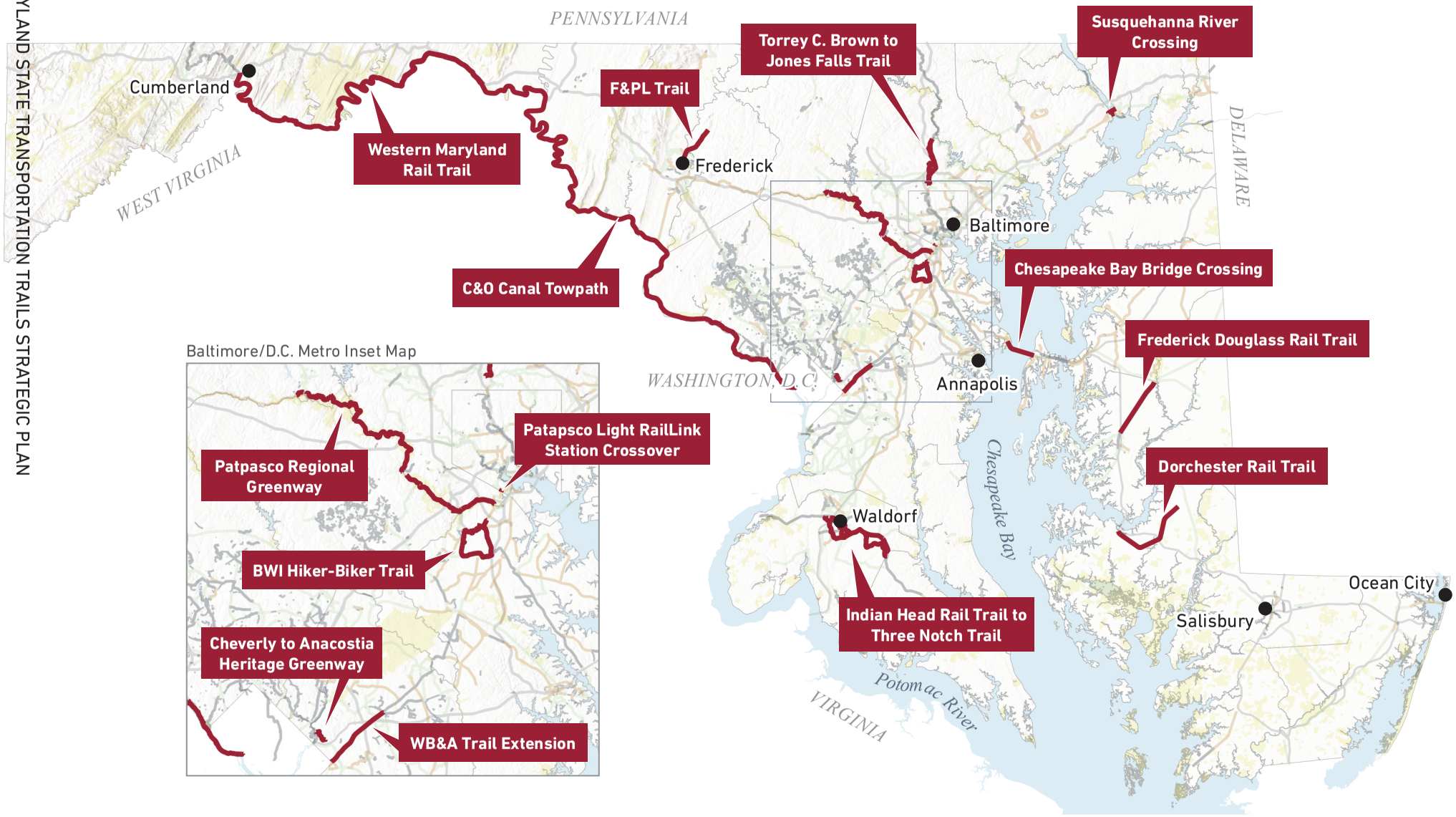
Tracked Projects and Implementation Plan

Based on the criteria for statewide and regionally significant projects, the following transportation trail projects have been identified and are being tracked for implementation as part of the Maryland Statewide Strategic Transportation Trails Plan. For each tracked project, the next steps and the responsible lead party have been identified. This list of projects is not an exhaustive list.

TABLE 5 MDOT Tracked Projects List

Tracked Project	Region	CJ	LB	MR	DT	Next Steps	Responsibility
Planning Phase							
Chesapeake Bay Bridge Crossing	Eastern Shore	✓	✓	✓		Feasibility Study	MDTA
Susquehanna River Crossing	Central	✓	✓	✓		Feasibility Study	MDOT TSO, MDTA
Dorchester Rail Trail	Eastern Shore	✓		✓		Partner with locality for Feasibility Study	MTA, SHA, TBD locality
Indian Head to Three Notch Trail	Southern	✓	✓	✓		Feasibility Study for additional sections	Charles County
Torrey C. Brown to Jones Falls Trail	Central	✓	✓	✓		Reevaluate alignment, advance to 30% Design	Baltimore County, SHA
Implementation Phase							
Frederick Douglass Rail Trail	Eastern Shore	✓	✓	✓		30% Design	SHA
Cheverly to Anacostia Heritage Greenway Trail	Capital	✓	✓	✓		Temporary treatments, 65% of trail	Town of Cheverly
Patapsco Regional Greenway	Central	✓	✓	✓		Continued Design on Guinness segment, Feasibility Studies for other segments	BMC and localities
WB&A Trail Extension (Prince George's County to Washington, DC)	Capital	✓	✓	✓		Final Design	PG DPW&T, SHA
Patapsco Light RailLink Station Crossover	Central	✓	✓	✓		Final Design	MTA
Frederick & Pennsylvania Line (F&PL) Trail	Capital		✓	✓		Construction	Frederick County
Operations & Maintenance Phase							
BWI Hiker-Biker Trail	Central			✓	✓	Maintenance Plan	MAA
C&O Canal Towpath	Western	✓	✓	✓	✓	Maintenance and programming	NPS, SHA
Western Maryland Rail Trail	Western	✓	✓	✓	✓	Maintenance and programming	Maryland Park Service

Tracked Projects Map



06 WHAT'S NEXT

FIGURE 23 Technical Advisory Committee members visiting the Carroll Creek Linear Park in Frederick

The Maryland State Transportation Trails Strategic Plan is an opportunity to reflect on the achievements made in building the statewide trail network, including the construction of more than 1,300 miles of transportation trails in Maryland. It is also an opportunity to address the barriers that localities still face in building the next set of planned and proposed trail projects. Based on the efforts of this Plan, a new vision, goals, and policy and process recommendations have been developed to further guide MDOT's work on trails, particularly those of statewide and regional significance.

MDOT also aims to be a supportive partner to localities, which will be responsible for constructing the majority of the statewide trail network, by committing to provide resources and guidance to assist with their local projects, starting with trail building toolkits and a new website. By facilitating local and statewide efforts, this Plan aspires to boost state and local collaboration to get more trail projects built throughout Maryland and create a safer, more connected bicycle and pedestrian network that supports sustainable travel across town and across the state.

Visit the MDOT Transportation Trails website where the inventory of transportation trails (updated annually), progress on tracked projects and policy recommendations, and information on the toolkits and other plan materials may be viewed and downloaded at your convenience.

List of Appendices

A. Existing Conditions Report
B. Transportation Trail Survey Final Report
C. Building Support for Trails Toolkit
D. Funding Transportation Trails Toolkit
E. Operating and Maintaining Transportation Trails Toolkit

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List of Acronyms

AASHTO American Association of State Highway and Transportation Officials

ADA Americans with Disabilities Act

B&A Baltimore and Annapolis Trail

BIPOC Black, Indigenous, and People of Color

BMC Baltimore Metropolitan Council

BNA Bicycle Network Analysis

BWI Baltimore/Washington International Thurgood Marshall Airport

C&O Chesapeake & Ohio Canal Towpath Trail

CJ Cross Jurisdictional

COMAR Code of Maryland Regulations

DNR Maryland Department of Natural Resources

DT Maryland Destination Trail

ENOUGH Engaging Neighborhoods, Organizations, Unions, Governments, and Households Act

FHWA Federal Highway Administration

LB Large Barriers

LPRP Maryland Land Preservation and Recreation Plan

LPPRP Land Preservation, Parks, and Recreation Plan (county-level)

LTS Level of Traffic Stress

MAA Maryland Aviation Administration

MBPAC Maryland Bicycle and Pedestrian Advisory Committee

MDE Maryland Department of the Environment

MDOT Maryland Department of Transportation

MDTA Maryland Transportation Authority

MOU Memorandum of Understanding

MPO Metropolitan Planning Organization

MR MDOT Right-of-Way

MTA Maryland Transit Administration

MTB Mountain bike

NPS National Park Service

OMOC One Maryland One Centerline

PG DPW&T Prince George's County Department of Public Works and Transportation

PSC Public Service Commission

ROW Right-of-Way

RTP Recreational Trails Program

SHA State Highway Administration

TAC Technical Advisory Committee

TAP Transportation Alternatives Program

TIP Transportation Improvement Program

TSO The Secretary's Office

UPWP Unified Planning Work Program

USDOT United States Department of Transportation

VRU Vulnerable Roadway User

WB&A Washington, Baltimore and Annapolis Trail

07 APPENDICES

A. Existing Conditions Report
B. Transportation Trail Survey Final Report
C. Building Support for Trails Toolkit
D. Funding Transportation Trails Toolkit
E. Operating and Maintaining Transportation Trails Toolkit

MARYLAND STATE TRANSPORTATION TRAILS STRATEGIC PLAN

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MARYLAND DEPARTMENT OF TRANSPORTATION™