

# MARYLAND DEPARTMENT OF TRANSPORTATION KIM LAMPHIER BIKEWAYS NETWORK PROGRAM 2024 ANNUAL REPORT

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MDOT’s Kim Lamphier Bikeways Network Program (“Bikeways Program”) 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, and more complex construction projects. The Bikeways Program has been particularly successful in supporting 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).



*The City of Baltimore completed the Rapid Enhancement Plan project, which address critical gaps in the city’s bicycle network.*

## 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. Several projects continue to experience delays resulting from the COVID-19 pandemic, which created significant barriers for public outreach. Grant extensions have been provided to complete these projects, as is noted in the ongoing projects section.

In 2024, 16 Bikeways Program projects were completed. This included a one-mile segment of the Broadneck Peninsula Trail in Anne Arundel County, four "gap" improvements in the City of Baltimore, and multiple bike and scooting parking stations in the City of College Park. Additionally, nine feasibility studies and designs for five bicycle facility projects were completed.

GRANTEE	PROJECT TITLE	PROJECT DESCRIPTION	PROJECT TYPE	AWARD TOTAL*
City of Rockville	Martins Lane Bicycle Lanes Feasibility Study and Preliminary Design	Conducted a feasibility study and preliminary design of an "all ages and abilities" bicycle facility along Martins Lane between North Washington Street and Mannakee Street.	Design	\$52,000
Anne Arundel County	Broadneck Peninsula Trail (Phase 1B)	Constructed a one-mile segment of the Broadneck Peninsula Trail.	Construction	\$800,000
Baltimore County	Torrey C. Brown (NCR)/Jones Falls Trail Connection	Conducted a feasibility study for a gap in the state trail system between the Torrey C. Brown (formerly Northern Central Railroad) Trail at Ashland Road and the Jones Falls Trail in Mt. Washington Village.	Design	\$113,556.10
City of Baltimore	Rapid Enhancement Plan	This award addressed four gaps in Baltimore's low-stress network at Mount Royal Streetscape, Sharp Street, Madison, and 27 <sup>th</sup> Street through the creation of 2.2 miles of bicycle facilities.	Construction	\$326,000
City of Cambridge	Cambridge Bike Lane Feasibility Study/Preliminary Design	Conducted a feasibility study and preliminary design for bicycle facilities in downtown Cambridge.	Design	\$32,000

GRANTEE	PROJECT TITLE	PROJECT DESCRIPTION	PROJECT TYPE	AWARD TOTAL*
City of College Park	Shared Micromobility Station Improvements	Added new bike corrals, signage, and re-painted shared scooter and bike parking hubs.	Minor Retrofit	\$39,856
City of Laurel	Cherry Lane Bikeways Preliminary Design	Conducted a feasibility study for a shared-use path along Cherry Lane between Van Nusen Road and Baltimore Avenue.	Design	\$32,000
Department of Natural Resources	Bridge Assessment and Design along Frederick Douglas Rail Trail	Assessed the condition of two bridges along the rail corridor and prepared designs to convert the bridges to host a recreational trail.	Design	\$200,000
Anne Arundel County	BWI to Odenton Shared-Use Path Gaps	Designed two shared-use path segments to connect to existing sidepaths on Bluewater Drive and Milestone Parkway.	Design	\$376,000
City of Annapolis	Poplar Trail Extension	Conducted a feasibility study and 65% design for extending the western terminus of the Poplar Trail to connect to the South Shore Trail.	Design	\$205,298.30
Maryland Department of Transportation	Bikeways to Battlefields: Monocacy MARC Shared-Use Path Feasibility Study	Conducted a feasibility study for a shared-use path connecting the Monocacy MARC Station to the Monocacy Battlefields Visitor Center.	Design	\$80,000
Anne Arundel County	South Shore Trail to B&A Trail Network Gaps	Final design for a shared-use path along Taylor Avenue between Rowe Boulevard and King George Street.	Design	\$117,221.38
City of Gaithersburg	I-270/National Institute of Standards and Technology (NIST) Shared-use Path Design	Semi-final design for a shared-use path gap along I-270 and NIST.	Design	\$184,141.51
Worcester County	MD 611 Shared-Use Path Feasibility Study	Conducted a feasibility study for a shared-use path along MD 611 between US 50 in West Ocean City to Assateague Island.	Design	\$27,280

GRANTEE	PROJECT TITLE	PROJECT DESCRIPTION	PROJECT TYPE	AWARD TOTAL*
Montgomery County	Good Hope Road Shared-Use Path Extension	Final design of a shared-use path along Good Hope Road from Rainbow Drive to Spencerville Local Park.	Design	\$128,000
Town of St. Michaels	St. Michaels Shared-Use Path Feasibility Study	Conducted a feasibility study and preliminary design to extend the St. Michael's Nature Trail to Perry Park.	Design	\$25,680

\*Award totals represent the amount reimbursed for the project. Award totals may differ from awarded amounts when projects are completed under budget.



City of Rockville developed design options for the Martins Lane Bicycle Lanes Feasibility Study and Preliminary Design project.

## AWARDED PROJECTS

For the FY2025 grant cycle, MDOT awarded 10 Bikeways Program projects totaling \$2.2 million (two construction projects, one minor retrofit project, and seven design projects). These awards were selected from a highly competitive pool of applications which included 23 applications requesting over \$6 million of awards. With the high number of applications, MDOT formed a cross agency review group which utilized a rubric to score applications. The chosen awards address missing links in the state’s bicycle network, are called for by adopted planning documents, and describe high quality, safe bicycle facilities. The table below summarizes the Bikeways Program projects awarded in FY2025.

JURISDICTION	PROJECT TITLE	PROJECT DESCRIPTION	PROJECT TYPE	AWARD AMOUNT
Anne Arundel County	Bluewater Boulevard Shared-Use Path Construction Match Funding	This project was selected for a TAP award by the Baltimore Regional Transportation Board and SHA; Bikeways funding will fulfill the local match requirement.	Construction	\$141,600
Town of St. Michaels	St. Michaels Nature Trail Extension	This project was selected for TAP award from state flex funds; Bikeways funding will fulfill the local match requirement.	Construction	\$237,383.90
Worcester County	MD 611 Shared-used Path	This project was selected for TAP award from state flex funds; Bikeways funding will fulfill the local match requirement.	Design	\$246,770.84
City of Baltimore	BGE Connector Trail	The shared-use path will link the Herring Run Trail in northeast Baltimore to a planned north-south running trail.	Design	\$200,000
Anne Arundel County	WB&A Trail Phase IV	This project was cancelled post-award.	Design	\$560,000
Charles County	Indian Head Rail Trail Extension – Phase 1 Engineering	Initiate design and engineering phases for the first phase of the Indian Head Rail Trail Extension.	Design	\$240,000
Town of North East	New Connecting Bike Paths	Will fund a bike trail feasibility study near North East Creek.	Design	\$50,000
City of Greenbelt	Hanover Parkway Bikeway Final Design	Complete engineering design plans for future construction of a 1.9-mile off-street bike facility along Hanover Parkway.	Design	\$320,000
City of Baltimore	Harford Road Phase II	Will upgrade existing separated bike lanes into permanent bike lanes, including concrete curbing, medians, and hardscape.	Design	\$96,000
City of Mount Rainier	Safe Crossing for the Levee Trail	Will improve safety at a bike crossing of a public road.	Minor Retrofit	\$75,000



The City of College Park’s Shared Micromobility Station Improvements project installed multiple bike and scooter corrals.

**STATUS OF ONGOING BIKEWAY PROJECTS**

In addition to the 10 FY2025 awards, there are 31 active Bikeways Program projects. The table below describes each project’s status as of January 2025.

FISCAL YEAR	JURISDICTION	PROJECT TITLE	PROJECT UPDATE	PROJECT TYPE
2021	Anne Arundel County	BWI Trail Spur Extension to Nursery Road Light	The County is working on 90% design. This project has received one grant amendment.	Design
2021	City of Frederick	Northern Branch (H&F Trail)	The project design documents are under engineering review. This project has received one grant amendment.	Design
2021	Howard County	North Laurel Connections	Howard County is preparing to begin construction. This project has received one grant amendment.	Construction
2021	City of Takoma Park	New Ave Bikeways Final Design Plans	The City is beginning final design documents. This project has received three grant amendments.	Design

FISCAL YEAR	JURISDICTION	PROJECT TITLE	PROJECT UPDATE	PROJECT TYPE
2022	City of Frederick	East Street Rails with Trails Phase 4	The project scope was reduced to 30% design. This project has received one grant amendment.	Design
2022	Howard County	MD 32 Alternate Bike Route/Clarksville Pike Streetscape	Howard County is working on semi-final design. This project has received one grant amendment.	Design
2022	City of Takoma Park	New Ave Bikeway Final Design Plans (Section B)	The City is preparing contract bid documents for construction. This project has received four grant amendments.	Design
2023	City of Annapolis	College Creek Connector	The City of Annapolis is continuing design work and public outreach.	Design
2023	City of Baltimore	Bike Counter Installation Program	The City is beginning to identify installation locations.	Minor Retrofit
2023	City of Baltimore	MLK Jr. Sidepath Final Design	The City is working on 60% design. This project has received one grant amendment.	Design
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
2023	Town of Galena	Galena Shared-use Path Study	The Town is working on 60% design.	Design
2023	City of Rockville	Permanent Bicycle and Pedestrian Counters	The City of Rockville installed two pedestrian counters and is working on the installation of bike counters.	Minor Retrofit
2023	City of Takoma Park	Maple Avenue Complete Street Redesign	The City is progressing with feasibility study.	Design
2023	University of Maryland College Park	Design Study for University of Maryland Bicycle Infrastructure Enhancements	UMD is working on 30% design.	Design
2023	City of Salisbury	Citywide Bike and Ped Counting Program	The City has only two counters remaining to install.	Minor Retrofit

FISCAL YEAR	JURISDICTION	PROJECT TITLE	PROJECT UPDATE	PROJECT TYPE
2023	City of Salisbury	Salisbury Naylor Mill Connector	Construction is ongoing.	Minor Retrofit
2023	City of Salisbury	Salisbury Rail Trail, Phases 2 & 3	The City is working on 65% design.	Design
2024	Anne Arundel County	Protected Bicycle Lane Delineators	The County is preparing for construction.	Construction
2024	City of Baltimore	Boston Street Connector	The City is developing the design and conducting public outreach.	Design
2024	Town of LaPlata	La Plata Bikeway – Radio Station Road Sidepath	The Town is preparing for construction.	Construction
2024	Garrett County	Oakland to Herrington Manor State Park Trail Feasibility Study	The County completed public outreach and engagement.	Design
2024	Garrett County	Pedestrian & Bicycle Concept Plan Connecting Towns along MD 135	The County completed public outreach and engagement.	Design
2024	City of Havre de Grace	Havre de Grace – Feasibility Study and Design	The City completed public outreach and is continuing with feasibility study.	Design
2024	City of Havre de Grace	Havre de Grace Quick Build and Bike Path Design	The City is developing the design.	Minor Retrofit
2024	City of Gaithersburg	I-270/NIST East Shared-use Path – Phase II Design	The City is working on 65% design.	Design
2024	City of Rockville	Halpine Road & East Jefferson Street Bicycle Lanes	The City is developing request for proposals.	Design
2024	City of Takoma Park	Metropolitan Branch Trail Upgrade	The City is coordinating with the Maryland-National Capital Park and Planning Commission.	Design



FISCAL YEAR	JURISDICTION	PROJECT TITLE	PROJECT UPDATE	PROJECT TYPE
2024	St. Mary's County	Three Notch Trail Phase Seven	The County is preparing for construction.	Construction
2024	Town of Oxford	Oxford Park Connectors	The Town is working on 30% design.	Design
2024	Town of St. Michaels	St. Michaels Nature/Bicycle Trail – Final Construction Drawings	The Town is beginning design.	Design



Anne Arundel County completed Phase 1B of the Broadneck Peninsula Trail in 2024. Image source: [aacounty.org](http://aacounty.org).

## BIKEWAYS PROGRAM IMPACTS SUMMARY

Since the Bikeways Program's inception in 2011, more than \$36 million have been awarded to 233 projects for the design and construction of bicycle transportation projects across Maryland. All Bikeways funding is derived from the State of Maryland's Transportation Trust Fund and are available for review on the [Bikeways Interactive Project Map](#).

YEAR	DESIGN AWARDS	CONSTRUCTION AWARDS	MINOR RETROFIT AWARDS	TOTAL
FY2012	400,000	180,000	624,485	1,204,485
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
<b>Total FY2012 – FY2025</b>	<b>\$17,758,291</b>	<b>\$15,289,044</b>	<b>\$7,583,392</b>	<b>\$36,728,562</b>

Between 2012 and 2024, the Bikeways Program supported the improvement, design, or construction of over 573 miles of bicycle facilities. Of those miles, 75% are unprotected bicycle facilities (striped bike lanes, marked sharrows, signed bike routes, and unpaved trails) and 25% are protected facilities (paved trails or sidepaths, cycle tracks, and buffered bike lanes). In 2018, the program underwent a revision to fund high quality facilities, resulting in 85% of facility miles designed or built from 2018-2024 being protected bicycle facilities. Since then, MDOT has enacted policies that support and strengthen this shift, including a [Vision Zero law](#) (2019) and [Context Driven](#) (2020), a planning and design resource offering practitioners guidelines centered on establishing safe and multimodal transportation systems. With an updated MDOT Complete Streets Policy signed in 2024, the Bikeways Program underwent a review to align with the imperative to improve safety for all users. Program changes will go into affect in 2025.

PROJECT TYPE	MINOR RETROFIT	DESIGN	CONSTRUCTION	TOTAL
Striped Bike Lane (mi.)	59.97	6.11	8.90	74.98
Marked Sharrows (mi.)	57.44	19.18	14.50	91.42
Signed Bike Route (mi.)	197.42	40.94	13.80	252.16
Paved Trail or Sidepath (mi.)	19.73	82.83	22.80	125.36
Unpaved Trail (mi.)	0.00	11.02	0.38	11.40
Cycle Track/Buffered Bike Lane (mi.)	2.31	10.05	5.60	17.96

PROJECT TYPE	MINOR RETROFIT	DESIGN	CONSTRUCTION	TOTAL
<b>Total</b>	<b>336.87</b>	<b>170.13</b>	<b>65.98</b>	<b>573.28</b>



MDOT Maryland Transit Authority (MTA) studied options to create a shared-use path connecting the Monocacy MARC Station to the Monocacy National Battlefield in Frederick County.

## BIKEWAYS PROGRAM UPDATES

After the review in 2024, the Bikeways Program adopted new standards and guidance which will go into effect in 2025. These revisions will better align the program with MDOT’s current policies and to alleviate funding and administrative issues. 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. For example, the Bikeways Program application requests information on how projects will improve safety for Vulnerable Roadway User (VRU) assessment. 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.**

- **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 and integrates new crash modification factors into project designs. 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.** To leverage federal funds and establish realistic expectations for applicants, the maximum funding for construction projects is \$500,000. In addition, the design category outlines a maximum design of 90% and not final design, so that projects which seek federal funding are prepared to meet requirements such as NEPA. Design projects will be funded through 100% design only if the applicant certifies that they will construct the project with local funds. To accommodate this change, construction projects are now allowed with only a 90% design with final design up to 20% of project costs designated as an allowable expense.

More information is available online: [MDOT Kim Lamphier Bikeways Network Program](#).