MARYLAND'S Coast
WORCESTER COUNTY

Greenway Trails Master Plan

Mead & Hunt

March 26, 2025

RESOLUTION NO. 25-03

RESOLUTION ADOPTING A GREENWAY AND TRAILS MASTER PLAN FOR WORCESTER COUNTY

WHEREAS, the 2025 *Greenway and Trails Master Plan* is adopted as a guidance document for Worcester County, to provide an identification, decision making, implementation, and management tool for the County's future realization of interconnected greenways, trails and bikeways to connect residents to favorite destinations, and scenic landscapes and natural areas; and

WHEREAS, the 2023 *Worcester County Land Preservation, Parks and Recreation Plan* includes objectives for Parks and Recreation specific objectives for planning for region-wide trail and bikeway system linkages, integration of walking trails and bikeways into new developments, and facilitation of a greenways system; and

WHEREAS, a recommendation of the Green Infrastructure Section of the Natural Resources Chapter in the 2006 *Worcester County Comprehensive Plan,* was the development of a county greenways plan that integrates bike and pedestrian paths with hubs and corridors of protected land to create a permanently protected greenways system; and

WHEREAS, two objectives of the Parks and Recreation Section of the Public Works Chapter in the 2006 *Worcester County Comprehensive Plan,* were to develop a plan for a region-wide trail and bikeway system to link communities to recreational areas and natural areas and to integrate walking trails and bikeways into new developments' greenway system.

WHEREAS, the development and implementation of the Plan demonstrates the commitment of County officials and other officials and organizations to establish a Greenway and Trails plan to build on and connect with trail planning and implementation efforts across the region; and

WHEREAS, the County Commissioners reviewed the compendium of public comments on the *Plan* previously received from local officials and residents along with proposed *Plan* inclusions and additional public comments at their meeting on February 18, 2025; and

WHEREAS, the implementation of the recommendations contained in the Plan are contingent upon future capital program considerations from a variety of funding sources and multiple jurisdictions; and

WHEREAS, the Plan may be modified and edited in the future after review and approval by County Commissioners; and

NOW, THEREFORE, BE IT RESOLVED by the County Commissioners of Worcester County, Maryland that the 2025 Greenway and Trails Master Plan is adopted.

NOW, THEREFORE, BE IT FURTHER RESOLVED that this Resolution shall take effect upon its passage.

PASSED AND ADOPTED this 18th day of February, 2025.

Attest:

Weston S. Young
Chief Administrative Officer

Worcester County Commissioners

Theodore J. Elder
President

Eric J. Fiori
Vice President

Caryn G. Abbott
Commissioner

Anthony W. Bertino, Jr.
Commissioner

Madison J. Bunting, Jr.
Commissioner

Joseph M. Mitrecic
Commissioner

Diana Purnell
Commissioner

Table of Contents

Worcester County Greenway Trails Master Plan

Introduction

Worcester County is a gem of Maryland's Eastern Shore known for its distinctive culture, history, and natural beauty. The County is home to oceanfront resorts, historic communities, productive farmlands, picturesque landscapes, and pristine beaches. The County also is home to the cherished Assateague Island National Seashore and Pocomoke River State Parks. Additionally, Worcester County is known for its vibrant arts community, with local theaters, galleries, and festivals showcasing the talents of local artists. With relatively flat landscapes, scenic quality, strong tourism economy, and temperate weather - Worcester County is ideally suited for bicycle travel.

Worcester County continues to evolve and thrive, attracting people with its natural beauty, job opportunities, cultural attractions, and recreational amenities. This Greenway and Trail Master Plan can help position Worcester County to be a leader in active transportation with healthy, equitable, and sustainable greenways.

Figure 1 - Boardwalk trails on Assateague Island

What are Greenway Trails?

Greenway trails are corridors through natural areas connecting people walking, biking, or using other non-motorized ways to travel and reach destinations. These are pathways catering to a wide range of people, such as:

- Someone on a causal stroll, perhaps walking a pet or with friends and family
- Someone who commutes without their own car
- Joggers and long-distance runners
- Equestrian horseback riders
- Occasional and avid cyclists and hikers

In some cases, greenways may not cater to all of these people. Greenways can vary in length, facility type, and surrounding environment. However, it is important that greenway design have a focus on accessibility, safety, connectivity, and environmental sustainability. Worcester County provides a wide range of greenway options for different types of people and their preferences to get outside and be active.

Figure 2 Mid-day at the Ocean City Boardwalk in Winter

Figure 3 - Cedar Hall Wharf

Why Greenway Trails?

Why Not? Greenways serve an important role by connecting people with open space, offering opportunities for recreation, providing transportation alternatives, improving roadway safety, and supporting economic development. Greenways offer affordable and fun alternatives to get places. They attract people, both local and from afar, who contribute to the local economy by spending on accommodations, dining, shopping, and other services. Additionally, greenways enhance property values, making nearby residential and commercial real estate more attractive to investors and potential buyers. By offering a pleasant and accessible environment for physical activity, greenways promote the health and well-being of residents.

Overall, greenways serve as economic engines, driving investment, creating jobs, and fostering sustainable growth, while simultaneously providing social and environmental benefits to communities. This Greenway and Trail Master Plan can help position Worcester County to be a leader in active transportation with healthy, equitable, and sustainable greenways that are accessible to all ages and abilities.

Figure 4 – Millville Road

Greenway Trails are Good for Jobs and the Economy

Trails, bikeways, and greenways often help to support local businesses and economic growth. Additionally, non-vehicular modes of transportation provide significant direct and indirect economic benefits. To start, cost of travel is much cheaper when people choose to walk or bike with lower fuel consumption and vehicle costs. This is particularly helpful for a young summer workforce who live in Worcester County seasonally, and often times without access to a personal vehicle. Without investing in greenway connections, this cost saving may not be attainable to many who could benefit.

Across the region and nationwide, it's been found that investment in trails helps to increase jobs and attract tourism spending. Some documented examples of these economic benefits include:

- A study by The University of Massachusetts found that for every $1M spent on Active Transportation Infrastructure, an additional 14.4 jobs were created. By comparison - for every $1M in road spending, only 7 jobs were created.[1]

[1] University of Massachusetts, Pedestrian and Bicycle Infrastructure: National Study of Employment Impacts, Garriett-Peltier (2011), Microsoft Word - Bikes_cover.doc (headwaterseconomics.org)

- In a survey of 18 businesses along the Great Alleghany Passage (GAP) in western Maryland, 12 stated that the proximity of the trail influenced their decisions to expand their business. Businesses surveyed along the GAP reported that in 2013, 34% of their annual business originated from the trail; in 2014 the average increased to 41%. Users report spending approximately $18 on day trips. Of all trail users along the GAP, 62% plan overnight visits and spend an average of $124.58 per night. [2]
- The North Carolina State University published a conservative estimate of the economic impact bicyclists' have on the northern Outer Banks in coastal North Carolina is $60 million annually. This impact produces additional benefits to the local economy, including creation or support of 1,400 jobs and increased sales to local restaurants, retail stores, and lodging establishments.[3]
- On the Virginia Creeper Trail, a 34-mile trail in southwestern Virginia, locals and nonlocals spend approximately $2.5 million annually related to their recreation visits. Of this amount, nonlocal visitors spend about $1.2 million directly into the local economies.[4]
- Another study by the New York City Department of Transportation found consistent sales revenue growth and jobs growth when new bicycle and pedestrian access is built in places nationwide.[5] That study included a ten year follow up, which found sales remained strong and continued to grow for the years that followed new pedestrian and bicycle investments.[6]

Figure 5 - In Virginia Beach - a resort town south of Worcester County - cyclists regularly use the bikeway network to access jobs and visit tourist destinations. Ocean City doesn't have a safe and connected bike network for people coming from the mainland.

[2] Trail User Survey and Business Survey Report, https://www.trailtowns.org/wp-content/uploads/2015/08/2015-GAP-Report.pdf (2015)
[3] North Carolina Department of Transportation, Pathways to Prosperity: The Economic Impact of Investments in Bicycle Facilities: A Case Study of the North Carolina Northern Outer Banks Lawrie et all, (2004)
[4] Sage Journals, [PDF] Estimating the Economic Value and Impacts of Recreational Trails: A Case Study of the Virginia Creeper Rail Trail | Semantic Scholar, Bowker et all (2007)
[5] New York City DOT, Economic Benefit of Sustainable Streets (2012)
[6] Streetsblog, Business Grew After Controversial Bike Lane Installed, Data Show, Coburn (2022)

Greenway Trails Help Increase Property Values

Research has shown that the presence of trails can increase property values. Potential homeowners are often enticed to purchase homes in areas with trails because these amenities provide opportunity for recreation, exercise, access to nature, and opportunity for community interaction.

- A University of Delaware research study identified that homes within 50 meters of bike paths commanded a 4% price premium in New Castle County, Delaware.[7]
- The National Realtors Association found that overall, people prefer to live in walkable communities.[8]
- A 2019 paper compiled twenty hedonic analyses and found that proximity to a trail resulted in home prices that typically were between 3% and 5% higher than those of comparable homes in the area.[9]
- The Journal for Real Estate and Finance found that trail adjacency is associated with a 2% house price premium; Greenbelt adjacency is associated with a 3% house price premium; Greenway adjacency (trails with greenbelts) is associated with a 5% house price premium.[10]

Figure 6 - Downtown Berlin

Using Greenway Trails can Improve Health and Fitness

Individual health has shown to be improved by low-impact, cardio-vascular exercise, such as bicycling and walking, which burns calories, tones muscles, and reduces stress. Studies have shown that exercise and access to open space can also improve moods and productivity and be therapeutic by releasing endorphins. Furthermore, studies have shown that access to nature can improve one's mood, attention span, attitude, and overall health.[11] By creating spaces for walking and bicycling through Greenway trail expansion, Worcester County is introducing more opportunities for individuals to add exercise into their daily routine at any age or ability.

Greenway Trails are Good for the Environment

Bicycling and walking are energy efficient and indirectly reduce negative environmental impacts. Human-powered and emission-free modes of transportation have little to no carbon footprint, and trail facilities require less space for travel lanes and parking. Together, this reduces the overall impact on the environment.

[7] University of Delaware, Property Value/Desirability Effects of Bike Paths Adjacent to Residential Areas, Racca and Dhanju (2006)
[8] National Association of Realtors, Community and Transportation Preference Survey (2017)
[9] Journal of Park and Recreation Administration, The Impact of Greenways and Trails on Proximate Property Values: An Updated Review, Crompton and Nicholls (2019)
[10] Journal of Real Estate Finance and Economics, The Relative Impacts of Trails and Greenbelts on Home Price, Asabere (2009)
[11] Louv. 2005. Last Child in the Woods. Algonquin Books

Figure 7 - Cedar Hall Wharf Road is a popular route for road cyclists

Worcester County's Greenway Trail Network Vision and Goals

There are too many benefits to ignore – so the time is now to start investing in Greenways. While Worcester County already has some attractive and popular greenway trails, expanding the network to provide greater access and connectivity can provide significant benefits countywide. The Goals of a Countywide Greenway Network are to:

- ✓ Provide a safe, comfortable, and connected network of trails and bikeways
- ✓ Connect people who chose to walk or bike to important destinations and scenic areas throughout Worcester County
- ✓ Support economic development with enhanced recreation and transportation amenities
- ✓ Support public health with opportunities for exercise and access to open space
- ✓ Support environmental sustainability by reducing emissions from automobile travel
- ✓ Limit impacts to sensitive resources and private properties.

To achieve this vision, this Master Plan goals are:

- ✓ Identify key origins, destinations, and trail corridor opportunities, including along existing roadways, utility corridors, parklands, or railroad rights of way.
- ✓ Identify safe, convenient, and cost-effective opportunities to make trail connections.
- ✓ Identify opportunities for additional trail amenities such as trailhead parking, wayfinding, seating areas, playgrounds, interpretive signage, landscape enhancements, or other amenities supported by community members.
- ✓ Identify engineering constraints such as a need for stormwater management, bridges, roadway crossings, or right of way acquisition.
- ✓ Inventory and assess existing environmental resources, including sensitive habitats and ecosystems, historic sites, and cultural amenities, and identify the permitting and regulatory requirements for any potential impacts.
- ✓ Build partnerships with key stakeholders for project support and participation, including potential for partnerships in trail funding and maintenance.
- ✓ Position priority trail corridors for the next steps towards implementation, including strategies to secure grant funding with the Maryland Department of Transportation Kim Lamphier Bikeways Grant program or through a multitude of Federal grant opportunities.

Public Engagement

Another key element of the planning methodology for this Master Plan has been public engagement. Through the winter and spring of 2024, the project team met with stakeholders, hosted a public meeting, and collected online feedback to learn about community goals and preferences. Nearly 500 individuals shared feedback representing county residents (77%) as well people who only work in the county, own a vacation property, or occasionally visit. Over 87% of people who responded to the survey expressed support for investment in more Greenway Trails throughout Worcester County. Additional feedback includes:

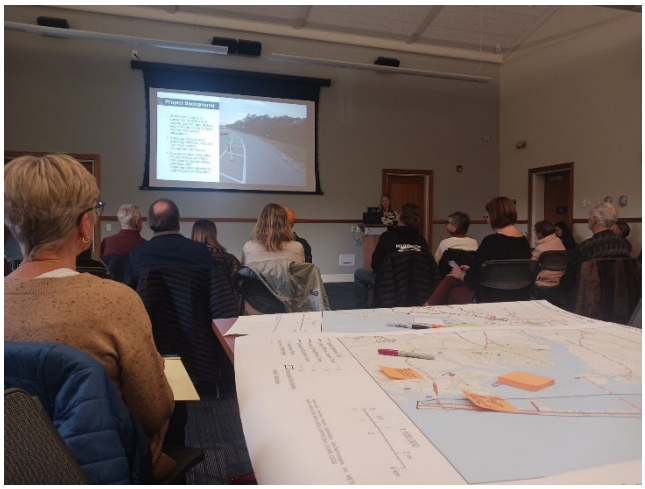


Figure 8 - Greenways Master Planning Public Meeting in February 2024 held at the Worcester County Public Library – Berlin

- Preference for separated shared-use trails instead of on road or shared lane bike routes.
- Provide more comfortable opportunities for "casual cyclists" and less experienced riders as well as more experienced road cyclists.
- Make a longer and connected network to have safe and convenient access to destinations without gaps or barriers.
- Consider safety improvements for high crash areas and in places where trails may cross dangerous roads.
- Connect important destinations to connect include parks, scenic areas, downtown areas, schools, neighborhoods, shopping areas, healthcare centers, employment centers, existing trail heads, and boat launches.
- Consider adding wayfinding signage, lighting, rest areas, trailhead parking, water fountains, and bike parking along the trails.
- Protect sensitive environmental features and preserve the rural landscape.

Additionally, community members shared specific destinations and greenway trail route suggestions to improve safety and expand access throughout Worcester County.

Existing Conditions

Understanding the existing environment is an important step in identifying the opportunities and constraints for new greenway trail investments.

Figure 9 - Wooden Dock to the waterfront in Ocean Pines

Demographics and Land Use

According to the 2020 Census, 52,460 full-time residents resided in Worcester County over 468 square miles of land. Worcester County is one of the region's largest tourist destinations with over 8 million annual visitors to Ocean City and over 2 million annual visitors to Assateague Island[12]. The population density is 112 people per square mile though about 70% of the population resides in the most northern third of Worcester County's area. About 55% of the population lives within Berlin, Ocean City, Ocean Pines, Pocomoke City, Snow Hill, and West Ocean City. Non-Hispanic Whites made up 79% of the population though some census block groups in the southern and central portions of Worcester County are

[12] Media | Ocean City, Maryland (ococean.com), Tourism to Assateague Island National Seashore Contributes $116,000,000 to Local Economy - Assateague Island National Seashore (U.S. National Park Service) (nps.gov)

majority-minority including most of Pocomoke City. People over the age of 62 made up 32.6% of the population in the County compared to 18.1% of the state's population. According to the 2018-2022 American Community Survey[13], median household income in Worcester County was $76,689, slightly more than the national median but lower than the state median. 8.2% of residents live below the national poverty level, lower than the percentage of residents living below the poverty level in Mayland (9.3%) and nationwide (12.5%). Census tracts 9510 (containing most of Berlin), 9513 (containing all of Snow Hill), and 9515 (containing all of Pocomoke City) are considered disadvantaged communities according to the U.S. Council on Environmental Quality due to high rates of expected agricultural loss and a high percentage of people living in households where income is below twice the federal poverty level.[14]

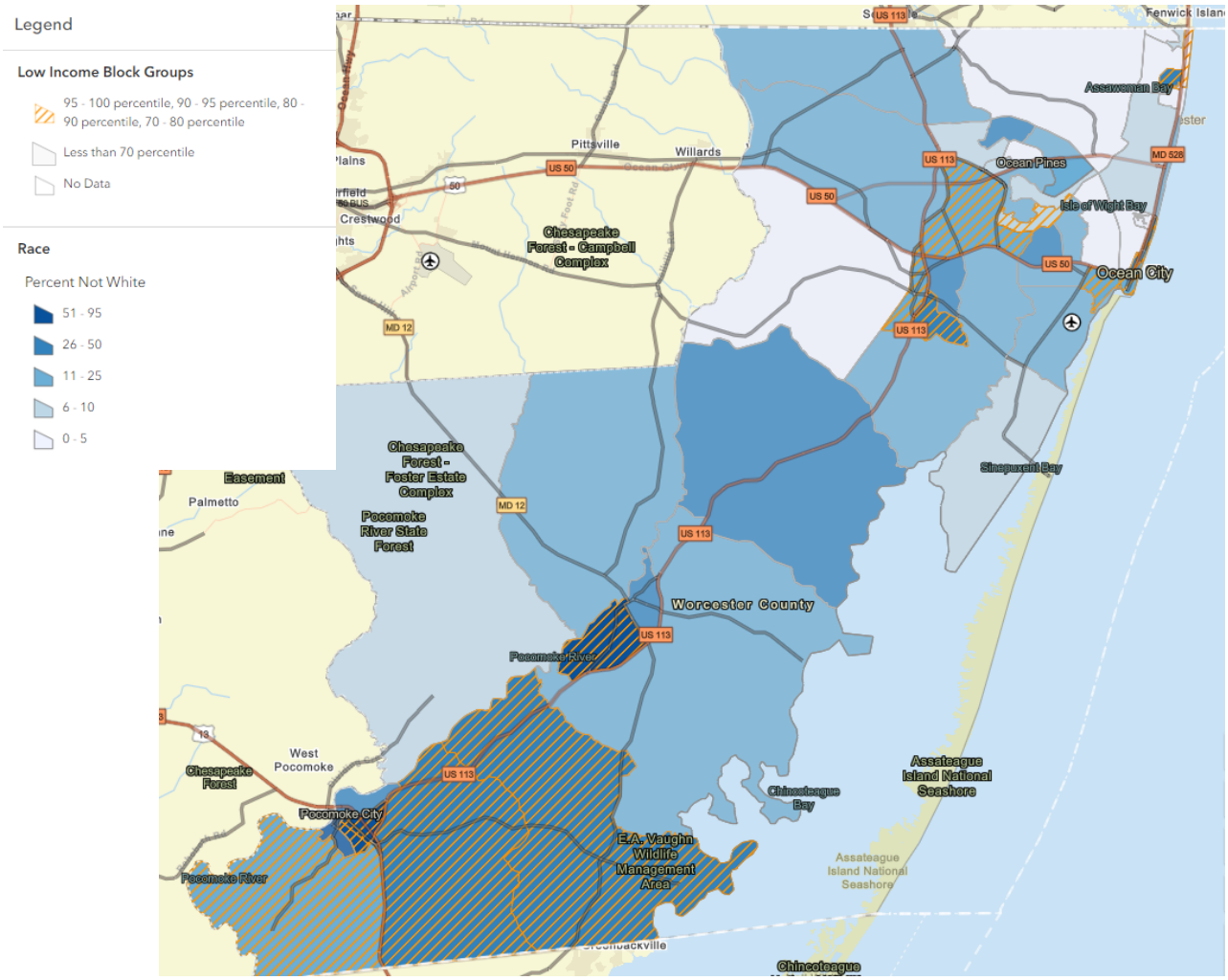


Figure 10 - Census Data for Worcester County

Most of Worcester County is rural. Agriculture and forest dominate the county's land use. The northeastern portion of Worcester County where most people reside features primarily medium and high-density residential areas and many commercial development areas. Most of the eastern coast features tidal wetlands. Much of the more rural western Worcester County is contained within conservation easements, particularly around Pocomoke State Forest, and land owned in fee by the state government.

[13] American Community Survey (ACS) (census.gov)
[14] Explore the map - Climate & Economic Justice Screening Tool (geoplatform.gov)

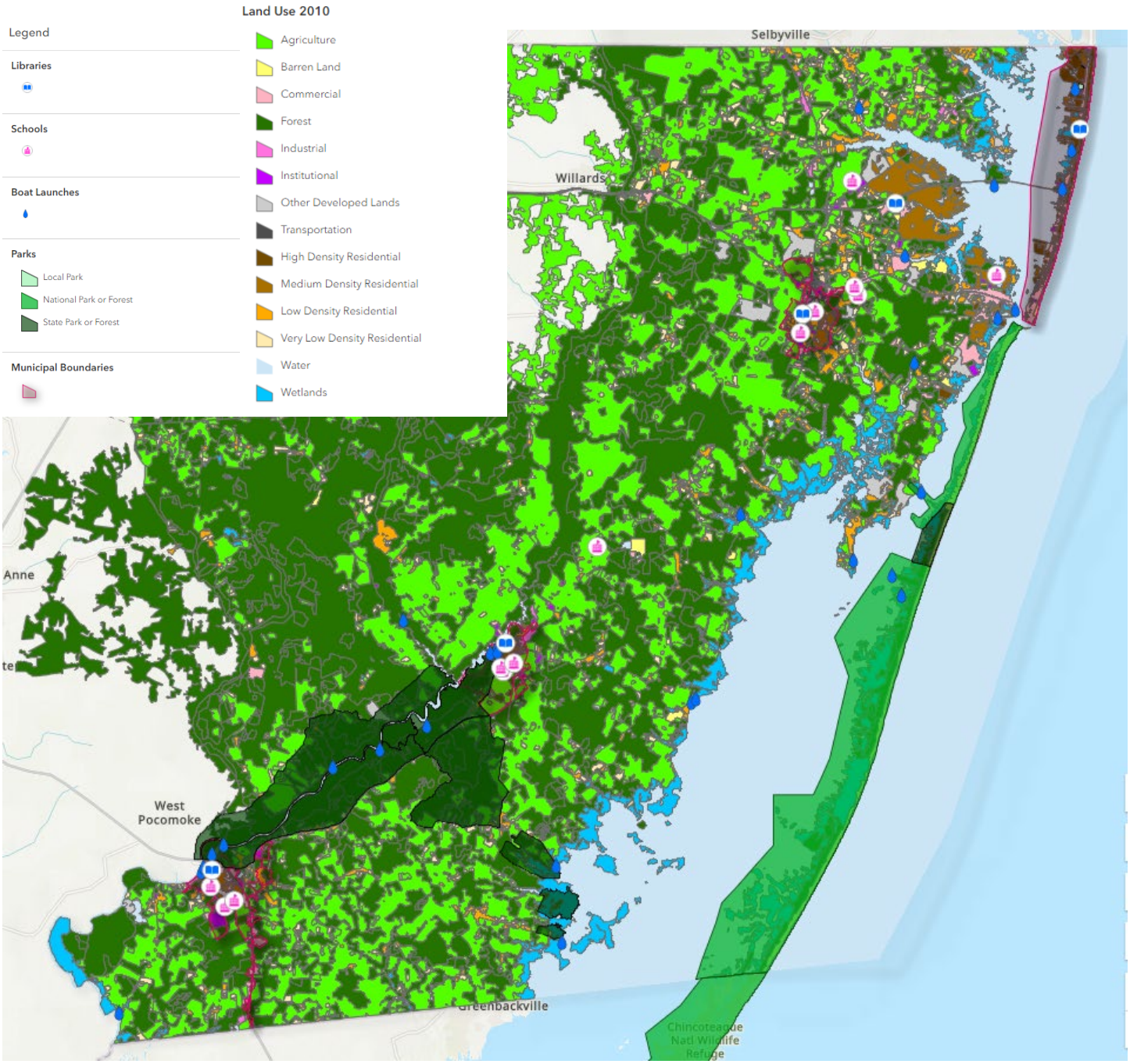


Figure 11 - Worcester County Existing Land Use

The area is also rich with natural environmental resources. As a coastal landscape, Worcester County has significant amounts of wetlands and waterways, many of which are tidal. This is a sensitive landscape limiting development potential, but also creating beautiful scenic areas from which the County has become known worldwide.

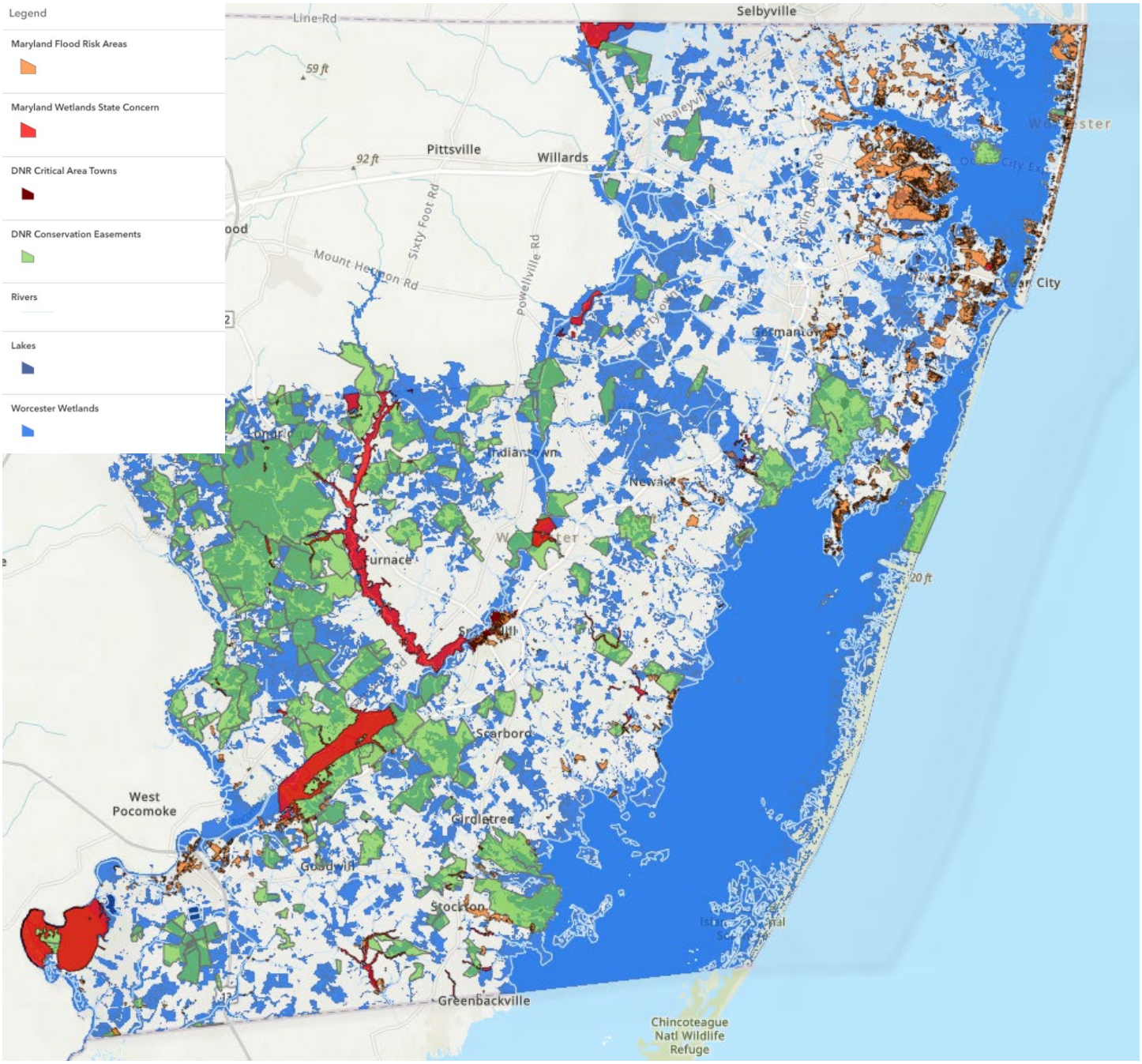


Figure 12 - Environmental Resources in Worcester County

Previous Studies

There has not been a previous greenways, bicycle, or pedestrian plan undertaken specifically for Worcester County. However, Worcester County's recreational programming goals have been guided by Maryland's Land Preservation and Recreation Plan and the 2006 Worcester County Comprehensive Plan. The objectives of the comprehensive plan included to "provide greenways within and around developments for environmental and recreational purposes," "integrate

walking trails and bikeways into new development' greenway system," and "encourage [the use of] non-vehicle transportation."[15]

The most recent Worcester County Land Preservation, Parks and Recreation Plan was completed in 2023.[16] The Plan identifies locations and recreational opportunities at Worcester County's park and recreation facilities and reviews where more parks and recreational services are needed. The plan found that 96% of Worcester County's population lived within five miles of a walking trail and 99% of the county's population within the same distance from a park or recreational area. The 4% not near a walking trail primarily lived around Newark between Berlin and Snow Hill. Zooming in, the plan found that Berlin and Ocean Pines had 66 and 51 percent of its population within a half-mile of trails respectively while West Ocean City, Ocean City, Snow Hill, and Pocomoke City have less than a third of their population within a half-mile of trails (note: this study did not include the Ocean City boardwalk or its bike lanes as trails). The study also found parks within walkable distance to the County's most densely populated areas besides West Ocean City. Areas with the lowest park equity are within Berlin and Pocomoke City. Thus, the plan suggests focusing land acquisition for recreational uses particularly in West Ocean City, Berlin, and Pocomoke City.

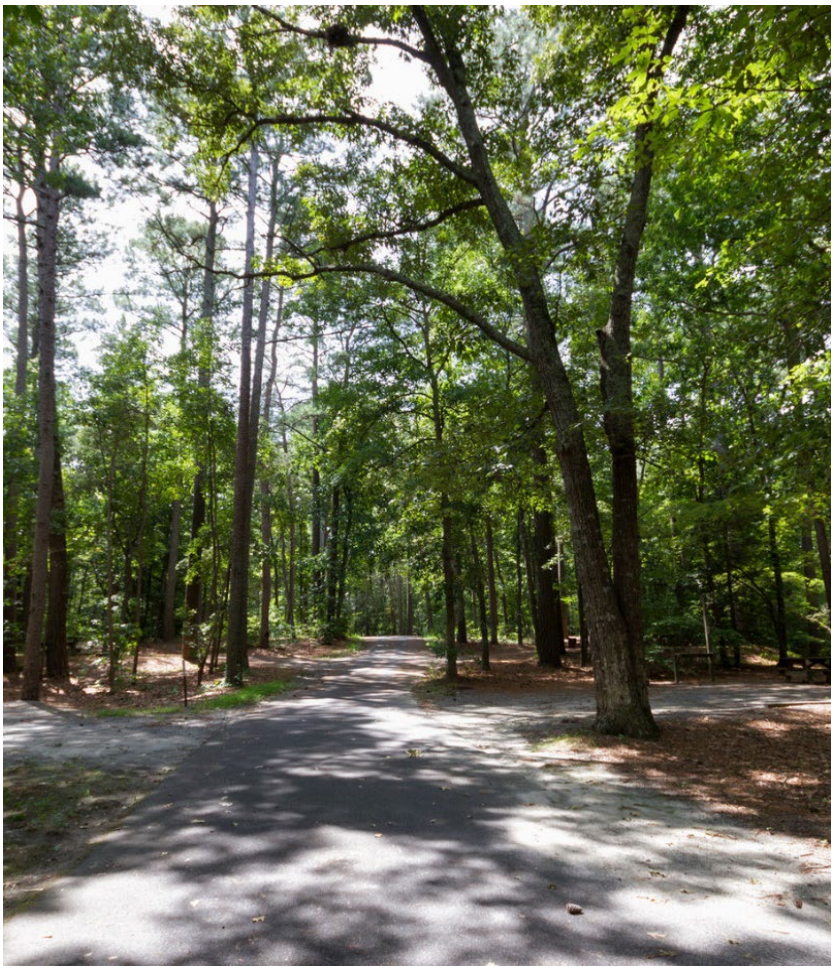


Figure 13 - Trails in Pocomoke State Park

With the help of other partners, the Eastern Shore Land Conservancy is developing an Easten Shore Regional Trail Vision that began with a Trail Vision map developed with trail advocates in 2022.[17] The map envisions connecting trails in Worcester County across all of the counties in the Eastern Shore of Maryland. The map has thirteen trail routes within Worcester County, with four of the routes continuing to Salisbury and one traveling from the Maryland-Virginia border through Pocomoke City into central Somerset County.

Berlin and Snow Hill have also developed municipal trail plans since 2010. Both plans suggest the municipalities should focus particularly on former rail corridors that are being converted into trails. Berlin's 2013 Walkable Bikeable Berlin plan recommends three inter-connected trail networks around Berlin: Berlin Trail Network (trails inside the Town), Berlin

[15] Worcester County Department of Development, Review, and Planning, The Comprehensive Development Plan Worcester County, Maryland, (2006).
[16] Worcester County Department of Recreation & Parks and Worcester County Department of Environmental Programs.2023 Worcester County Land Preservation, Parks, and Recreation Plan.
[17] Eastern Shore Regional Trails Network (arcgis.com)

Greenbelt Trail (a trail part of the Town's growth boundary), and Assateague Greenway (a trail connection between Berlin and Assateague Island National Seashore).[18]

Snow Hill's 2022 Bikeway Feasibility Study recommends the town to be a regional trail tour town. The town would like to extend the Riverwalk in the future to Byrd Park via Bank and Market Streets, and a bikeway could work in concert with the Riverwalk to make it a complete active transportation corridor. Extending a trail to Byrd Park and beyond would also serve as the in-town portion of a trail to Shad Landing. The plan also proposes a Snow Hill bikeway that creates a 3-mile loop through town that connects several destinations such as downtown, parks, and schools with two proposed extensions to the loop that would add another 1.2 miles and make connections to John Walter Smith Park.[19]

Figure 14 – Shared lane marking on Market Street in Snow Hill

[18] Lower Shore Land Trust, Master Walkable Bikeable Plan, (2013).
[19] Snow Hill, Snow Hill Bikeway Feasibility Study, (2022).

Other municipal plans recently completed in the area include Salisbury's 2018 Rails with Trails Master Plan and 2017 Salisbury Bicycle Network Plan.[20] Salisbury is not in Worcester County but its actions are influential regionally. Salisbury's plans focus on greater trail access on specific corridors within the city to enliven economic development.

Figure 15 - Stephen Decatur Park Nature Trail

Existing Greenway Trail Network

Worcester County has several well-renowned greenways, particularly along its coasts. The most used facilities are the Ocean City Boardwalk and the trails within the Assateague Island National Seashore and Assateague State Park. Assateague's paved trails include the Stephen Decatur Memorial Road and Bayberry Drive side paths as well as the Verrazzano pedestrian bridge over Sinepuxent Bay. There is also a significant network of unpaved trails along Assateague Island.

There are also many trails in the interior of the county. There are trails within each of the 14 parks operated by Worcester County. Pocomoke River State Park southwest of Snow Hill has an abundance of walking trails. North of Pocomoke River State Park

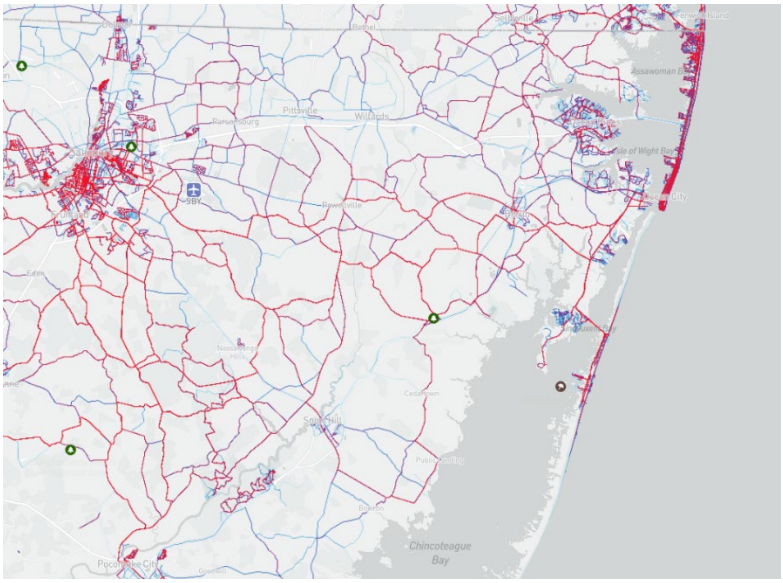


Figure 16 - Strava Global Heatmap of popular routes for active transportation in Worcester County and the surrounding area

[20] Salisbury Rails with Trails Master Plan (2018)., Salisbury Bicycle Network Plan (2017).

are several trails including the Paul Leifer Nature Trail around Furnace Town, a major historic attraction in the interior of the county. In northeastern Worcester County near the Delaware border is Grey's Creek Nature Park, which features a one-mile upland trail that was completed near the start of the decade.

Each of Worcester County's population centers offer multiple short walking trails as well as several recreational trails connecting much of the residential areas of Ocean Pines but not as well linked to nearby commercial areas. West Ocean City has a side path along a major section of commercial development on US 50 and a modest sidewalk on the US 50 bridge into Ocean City. Besides sidewalks in Ocean City, a bike lane runs along the major corridor of Philadelphia Avenue/Coastal Highway.

There also several water trails for canoes and kayaks to explore the natural beauty of Worcester County. The Bogiron water trail connects Furnace Town, Snow Hill, and Shad Landing in Pocomoke River State Park. The Sinepuxent Water Trail in Sinepuxent Bay offers a majestic view of Assateague Island.

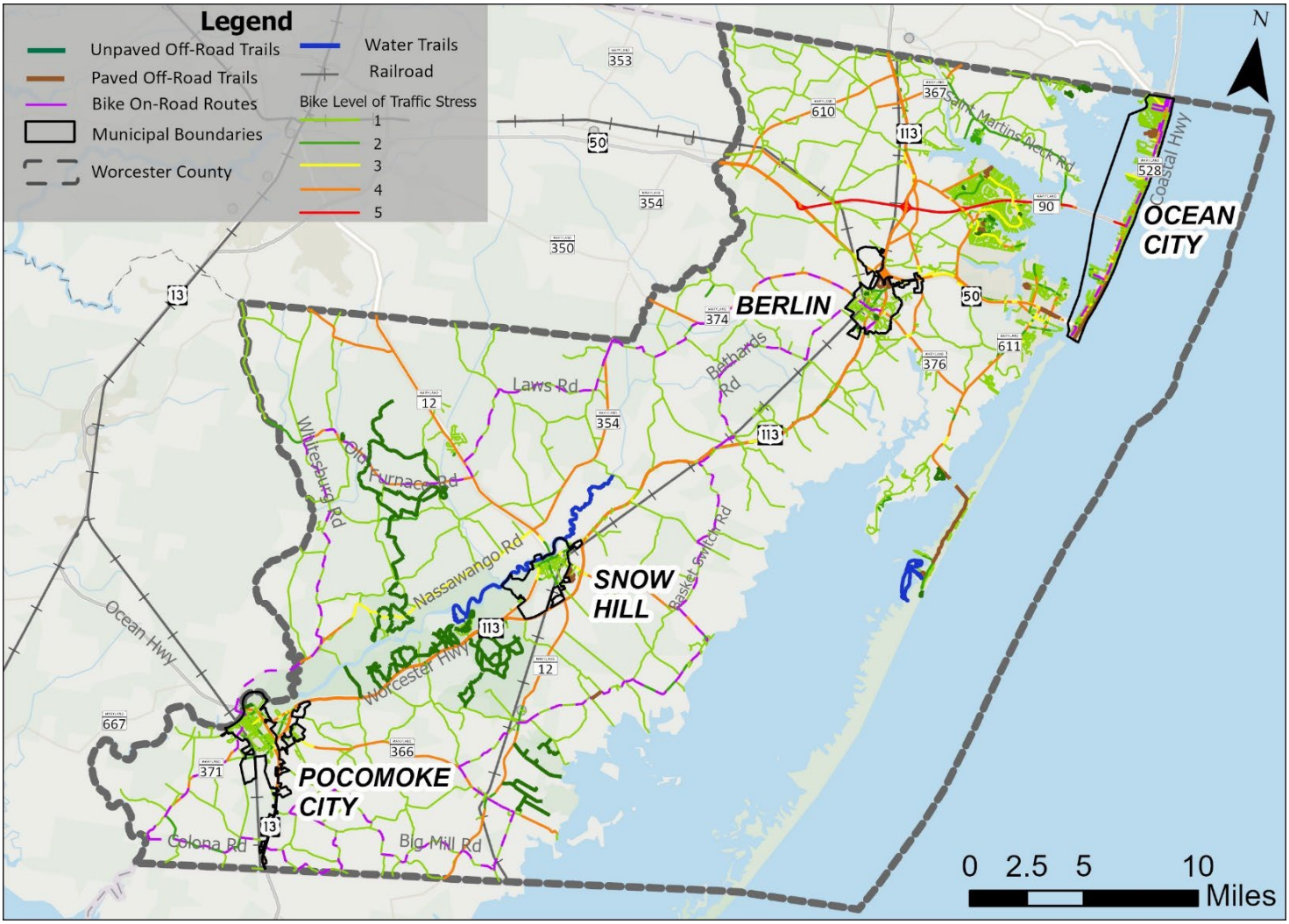


Figure 17 - Existing Active Transportation Network in Worcester County

Figure 18 - Existing Active Transportation Network in Worcester County

Transportation Safety

Using non-motorized forms of transportation across Worcester County is currently difficult outside of the municipalities where most of Worcester County's sidewalks exist. There are no significantly protected bike lanes along roads in Worcester County. Another major problem is the most direct roads between the major the trip generators of Ocean City, Berlin, Snow Hill, Pocomoke City, Salisbury, and Assateague Island all have a Bike Level of Traffic Stress (LTS) of 4. There are many indirect roads around Worcester County with an LTS of 1 or 2 suitable for most adults but connections to most destinations require at least some time spent along a road with an LTS of 4 or more, which is unsafe.

Figure 19 - Family walking along the highway shoulder on US 50 near Berlin

LTS is a metric for comfort level for bicyclists on a roadway, calculated by factors including vehicle AADT, posted vehicle speed, number of travelling lanes, and bicycling facilities, among other factors, is graded by a 1-4 scale, 1 being the least stressful and 4 the most stressful.

Table 1 – Bicycle Level of Traffic Stress Description

Level of Traffic Stress	Bicycle Facility Characteristics
1	Strong separation from all except low speed, low volume traffic. Simple crossings. Suitable for children.
2	Except in low speed/low volume traffic situations, cyclists have their own place ride that keeps them from having to interact with traffic except at formal crossings. Crossings that are easy for an adult to navigate. A level of traffic stress that non-regular adult bikers can tolerate.
3	Involves interaction with moderate speed or multilane traffic, or close proximity to higher speed. A level of traffic stress acceptable to confident adult bike riders.
4	Involves interaction with higher speed traffic or close proximity to high-speed traffic. A level of stress acceptable only to those classified as "strong and fearless."

Table 2 – Bicycle Level of Traffic Stress Where Bicyclists are in Mixed Traffic

Lanes per Direction	AADT	20	25	30	35	40	45	50+
Un-laned yet two-way	0-750	1	1	2	2	3	3	3
	751-1500	1	1	2	3	3	3	4
	1501-3000	2	2	2	3	4	4	4
	3000+	2	3	3	3	4	4	4
1	0-750	1	1	2	2	3	3	3
	751-1500	2	2	2	3	3	3	4
	1501-3000	2	3	3	3	4	4	4
	3000+	3	3	3	3	4	4	4
2	0-8000	3	3	3	3	4	4	4
	8001+	3	3	4	4	4	4	4
3	any ADT	3	3	4	4	4	4	4

Table 3 – Bicycle Traffic Level of Traffic Stress Where Bike lanes and Shoulders Are Not along Parking Lane

Lanes per Direction	Bike Lane Width (ft)	25	30	35	40	45	50+
1 or un-laned	6	1	2	2	3	3	3
	4-5	2	2	2	3	3	4
2	6	2	2	2	3	3	3
	4-5	2	2	2	3	3	4
3	any	3	3	3	4	4	4

According to Maryland State Police crash data from 2018 to 2022, 366 pedestrians and bicyclists were involved in crashes with automobiles. Fifty-six were identified as pedestrians and 36% as bicyclists with the rest using other modes such as scooters. Most of the fatalities and serious injuries to bicyclists and pedestrians occur in northern Worcester County, Snow Hill, and Pocomoke City. These three areas are where most people reside. Some other significant areas for serious accidents for pedestrians and bicyclists are along MD 611 south of West Ocean City, near the South Point area, and US 113 between Snow Hill and Pocomoke City around Pocomoke River State Park.

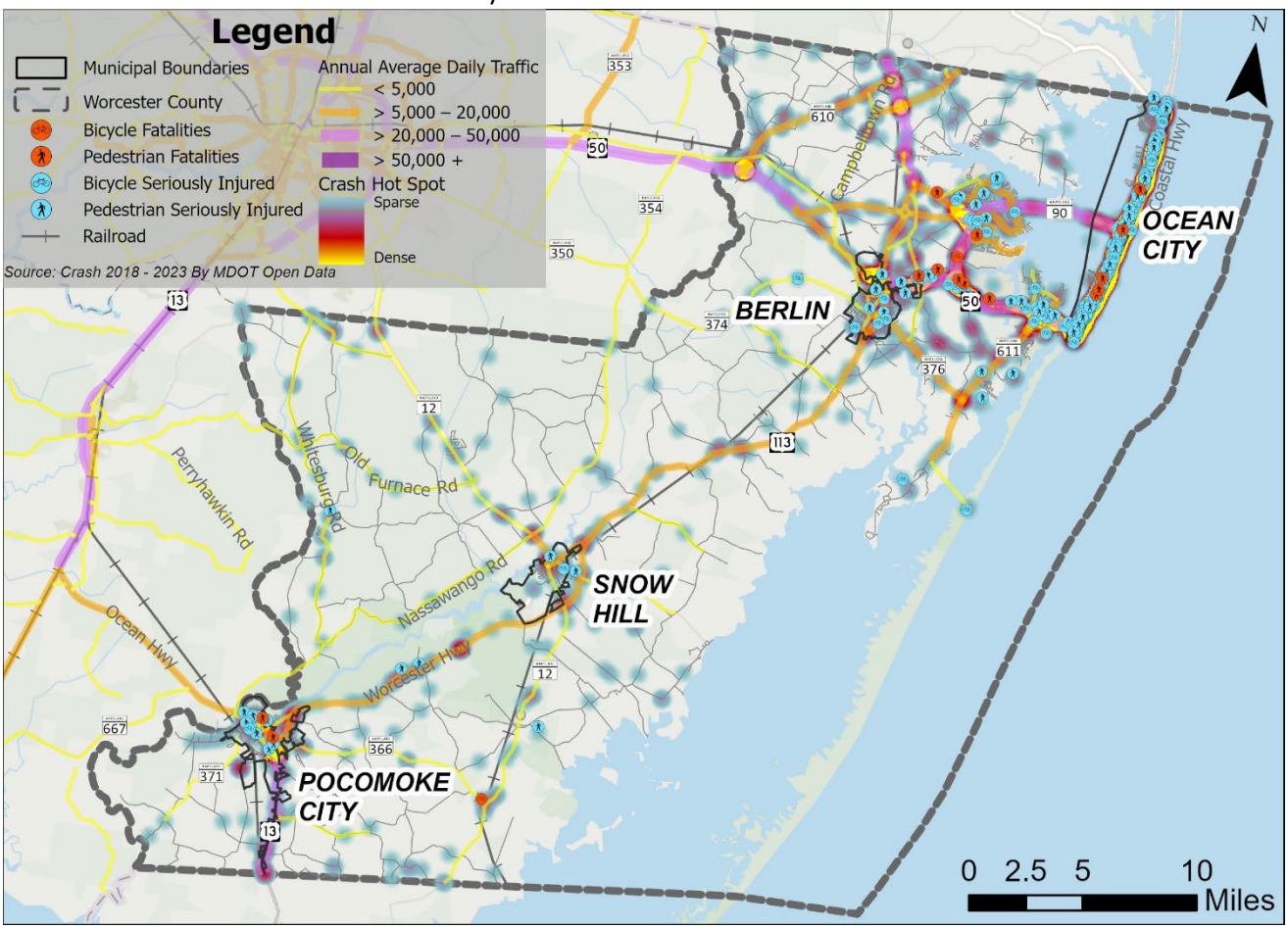


Figure 20 - Transportation Safety Issues in Worcester County

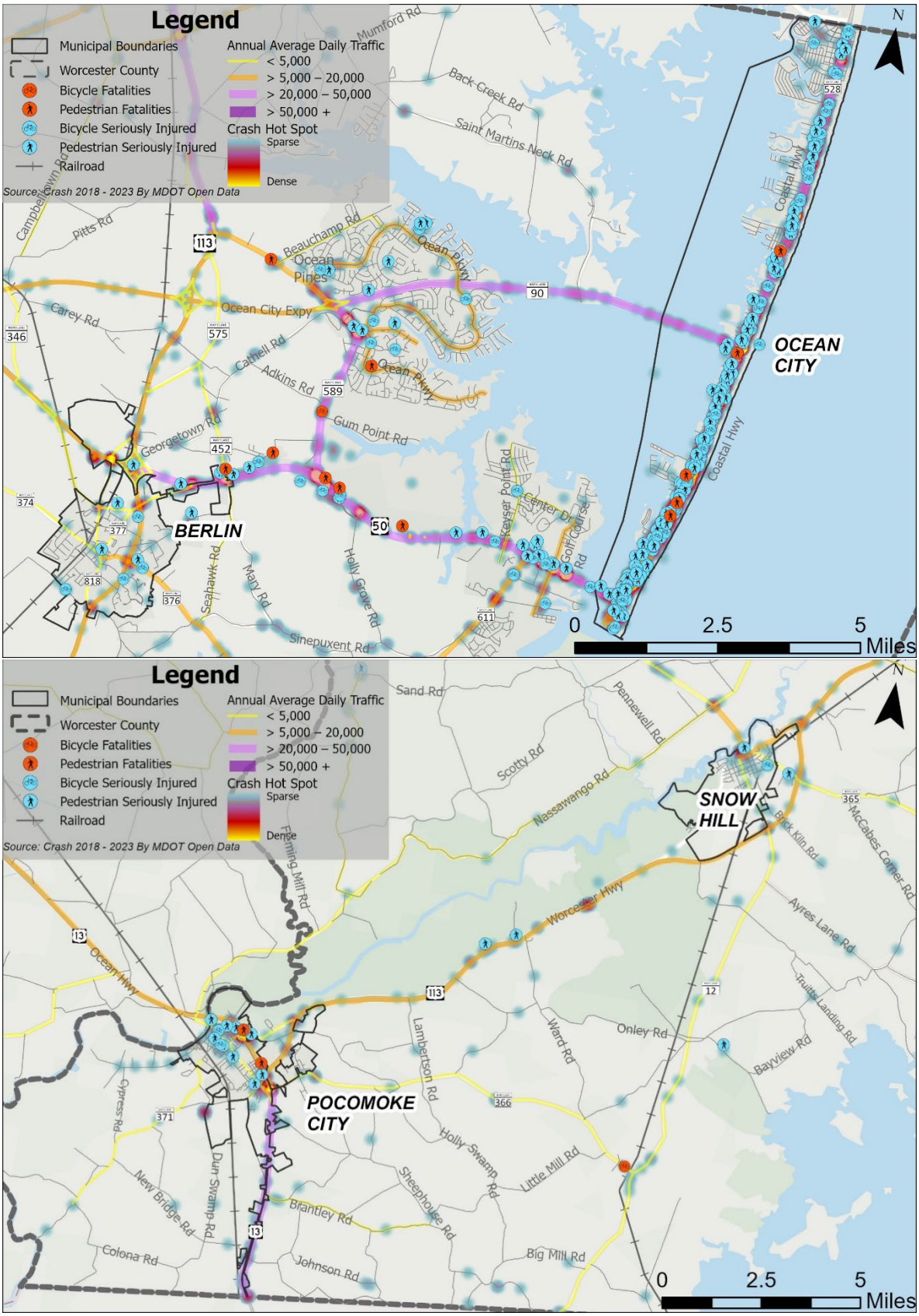


Figure 21 - Transportation Safety Issues in Worcester County

Destinations

Through prior studies and meetings with stakeholders, nearly 80 destinations were identified for connecting to greenways in Worcester County including all parks, public libraries, and public schools. It was determined that no destinations were considered low priority since each destination is important to a segment of greenway users. Destinations were determined to be either medium or high priority. Destinations were scored on eleven questions:

- Is it publicly accessible?
- Is it in a population center?
- Is it a park or school?
- Is it an existing trail head?
- Is it a recreational destination?
- Is it a commercial destination?
- Is it a community center/destination?
- Is it a residential community?
- Is it within a disadvantaged community?
- Is it within a ½ mile of public transit?
- Was it requested by a stakeholder?

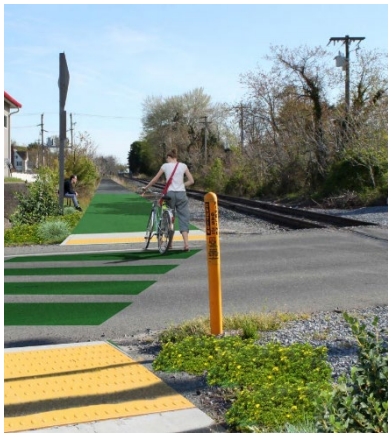


Figure 22 - Rendering of a planned trail in Downtown Berlin

Locations determined to be high-priority destinations if the answer was yes to six or more of these questions. Fifteen locations were found to high priority destinations. Most of these high priority destinations are located within the Worcester County's population centers. There were 35 destinations identified in northern Worcester County, 25 destinations in Central County, and 18 destinations in South County. Included in these destinations are twenty parks, five libraries, and 13 schools. Less than half (37) of these destinations are within a half mile of a bus stop. Improved public transit that serves as many of these destinations as possible goes hand in hand with building new greenways to help people move around Worcester County. See Appendix A for more details on specific destinations and their scores.

Figure 23 - Downtown Snow Hill

Figure 25 - Pocomoke State Forest

Figure 24 - Festivities in downtown Pocomoke City

Figure 26 - Herring Creek Park Nature Trail

Proposed Greenway Network

Greenway trails can connect people with open space and scenic areas, but some areas may be sensitive to impacts by new trail construction. As this greenway trail network implementation progresses, Worcester County will seek to avoid or minimize any potential impacts to private properties, sensitive landscapes, and environmental resources. Any environmental impacts would be mitigated through the appropriate regulatory requirements, and any property impacts would be negotiated and agreed to with property owners to receive fair compensation for either a property acquisition or easement.

The proposed Greenway network is comprised of short term and quick build (within 5 years), medium term (within 10 years) and long term (more than 10 years) improvements proposed for a connected greenway network throughout Worcester County. Priorities for short term improvements considered areas in need of safety improvements, connecting priority destinations, available right-of-way, minimizing environmental impacts, or from public comments. Quick build projects are corridors in which the greenway network could be quickly expanded through available right-of-way and minimal environmental impacts. See Appendix A for more details.

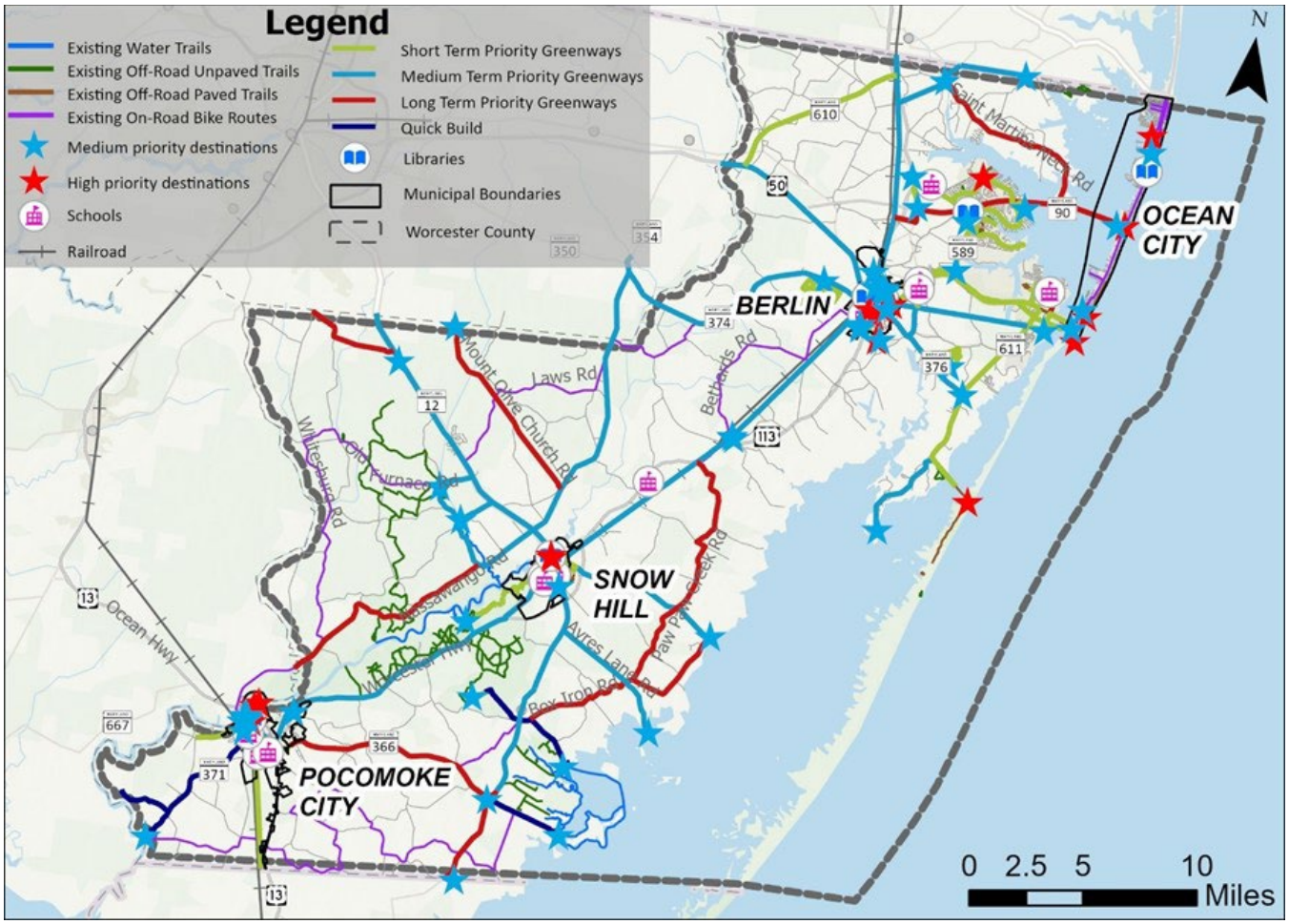


Figure 27 - Proposed Short-, Medium-, and Long-Term Priority Greenway Trail Network

Figure 28 - Proposed Short-, Medium-, and Long-Term Priority Greenway Trail Network

Proposed Greenway Facility Types

Facility Types

Several facility types are considered for the Countywide Greenway Trail Network. Although each corridor has been designated with a specific facility type, more detailed feasibility and alternatives analysis may identify and propose alternative facility types. In general, the following facility types are proposed to comprise the full County-wide Greenway Trail Network:

Off-Road Paved Trail

These are bicycle- and pedestrian-specific transportation corridors. Pathways are ideally 10 to 12 feet wide to accommodate bidirectional walking and bicycling, with two-foot-wide grass shoulder areas. Off road trails follow their own alignment separated from roadways. These offer the greatest opportunity to make direct links and to experience more scenic landscapes but are more costly and potentially more impactful to private properties, environmental resources, and active farmland. These facilities are best suited within parks, along utility corridors, or integrated within a comprehensive site development plan.

Figure 29 - Typical section for an Off Road Path

Unpaved Trail

Worcester County already has areas with an extensive network of unpaved trails within Pocomoke State Park and Assateague Island National Seashore. These types of trails are typically within natural areas allowing users close access to experience nature and scenic landscapes. They can be more prone to erosion and therefore appropriate ground covers and slopes should be considered in the design. In some cases, use may be prohibited by cyclists to reduce potential safety conflicts with people walking or horseback riding.

Sidepath Trail

These are trails adjacent to roadways. Like off-road trails, these are ideally 10 to 12 feet wide with two-foot grass shoulders. They are separated from the roadway either with a setback outside the roadway clear zone or with a barrier such as curb or guardrail protecting trail users from errant traffic. The roadway clear zone is typically 30 feet from the edge of a travel lane. Sidepaths offer a safer and more comfortable alternative than biking or walking along roadways, but may require impacts to private properties, environmental resources, and active farmland.

Figure 30 - Typical Section for a Sidepath Trail

Rail with Trail

Worcester County has several active railroads, although train traffic is infrequent. Rail-with-trail is a trail adjacent to or within an active railroad corridor, providing more opportunities to use a continuous off road right-of-way making connections.

Figure 31 - Typical Section for a trail along a railroad

Bridges and Boardwalks

These can be used when shared-use trails need to cross wetlands and waterways. The study area includes wetlands, tidal marshes, and open water that may be spanned with a bridge or boardwalk to minimize the impacts to sensitive natural resources. However, these add significant cost for construction and still require extensive permitting from regulatory agencies for approval. Bridges over open water may also need to accommodate local boat traffic with a navigable opening for safe passage by local mariners.

Figure 32 - Typical Section for a boardwalk over wetlands

Water Trail

As a coastal community, Worcester County already has an extensive network of Water Trails attracting paddlers to experience local waterways. These are river and coastal bay corridors where people may kayak, canoe, or paddle board through the marshy landscape. Water trails serve as an important amenity and greenway trail destination, and therefore have been considered as part of the County's overall greenway network.

Figure 33 - Water trails can use many of Worcester County's waterways

Pump Tracks

Pump tracks are a fun trail activity and destination where cyclists can test their skills. Pump tracks are purposely built loops with bumps, banks, and turns designed to be ridden by cyclists "pumping" - generating momentum by up and down body movements - instead of pedaling or pushing. These can be attractive amenities for young and old to exercise and push their cycling skill limits in a safe and organized place. Pump tracks can be added along greenway trails in parks, ideally in places that welcome youth and families to come and gather.

Figure 34 - Example of a moveable pump track for pedal bikes, which could be an amenity added in local parks

On Road Bike Lanes

These are roadway lanes that provide designated space for people bicycling, but do not provide any dedicated space for pedestrians. The roadway shoulders within the study limits vary from none to ten feet. Separated bicycle lanes can be implemented on the existing shoulder when at least seven feet is available with at least two feet creating a shy zone buffer and at least five feet as a dedicated bike lane. When less than seven feet is available, there would be no shy zone buffer and the entire shoulder would become the bike lane. Additional barriers can be added into the shy zone such as flex posts or bumps to help keep traffic from merging into the bike lane. These facilities are less costly to build and less impactive to properties and environmental resources, but they are less comfortable for most bikers and are not ideal for pedestrians.

In some places, two-way cycletracks may be a safer and more comfortable on road facility type. These are designated on-street bike lanes separated from car traffic lanes and wide enough for two-directional flow. Typically, widths should be a minimum of eight feet (four feet per direction) but twelve feet is preferred. They should also be buffered from traffic lanes with a painted or physical separation that is at least one foot wide, but wider is preferred.

Figure 35 - Typical section showing roadway shoulders converted to separated bike lanes with a buffer to improve safety for cyclists

Figure 36 - Existing 139th St Bike Lane, Ocean City

Shared Lanes

Very low volume and low speed roads may be suitable for people walking and biking without any additional construction. In some cases, additional markings such as "Advisory Bike Lanes" can delineate space for bicycling on low volume and low speed roads that are otherwise too narrow to accommodate full travel lanes and bike lanes. The bike lanes are demarked with a dashed line to delineate a space for bicyclists as a car passes, and cars should merge left when passing. Additional traffic calming with speed humps and signage can be used. These facilities are a low-cost solution that may not create any impacts to right of way or sensitive environmental resources. However, they can be confusing and less comfortable for users, and they do not provide any dedicated space for pedestrians. Advisory Bike Lanes are also considered experimental and would need special approval if used on state highways or if funded by federal or state dollars.

Figure 37 - Typical Section for an Advisory Bike Lane where pavement width is not adequate to stripe out separated uses for both cars and bikes

Facility Type Locations

Facility types for the greenways were based on existing safety concerns, available right-of-way, and opportunities to improve trail user comfort and connectivity. See Appendix A for facility type recommendations on high priority routes.

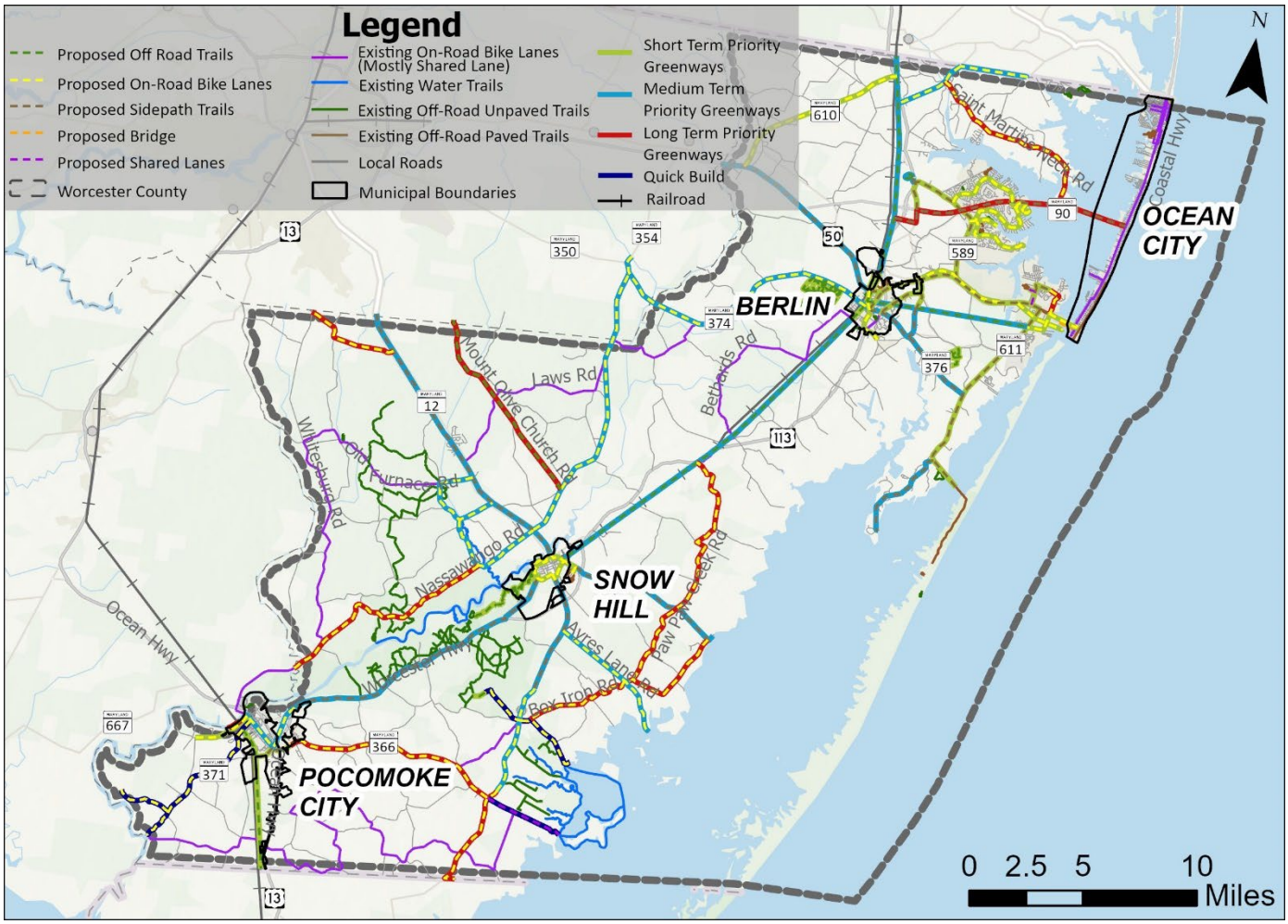
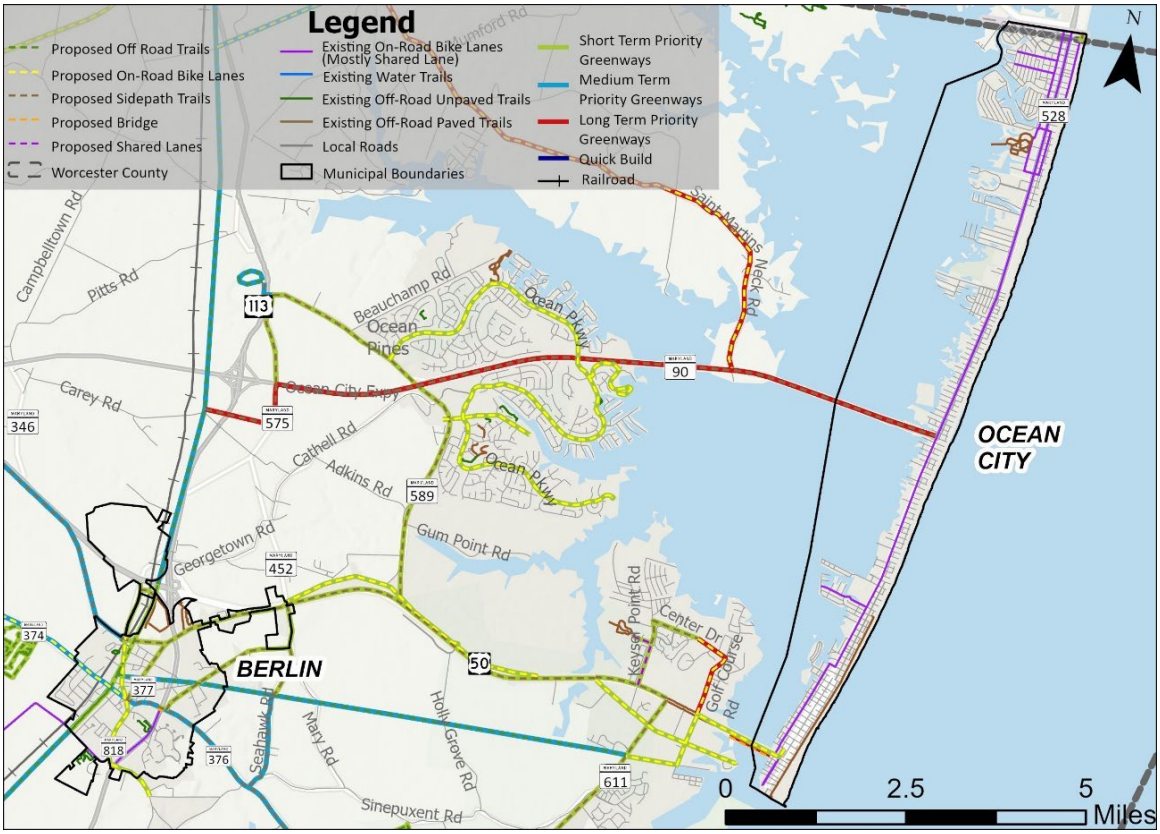


Figure 38 - Proposed Greenway Facility Types



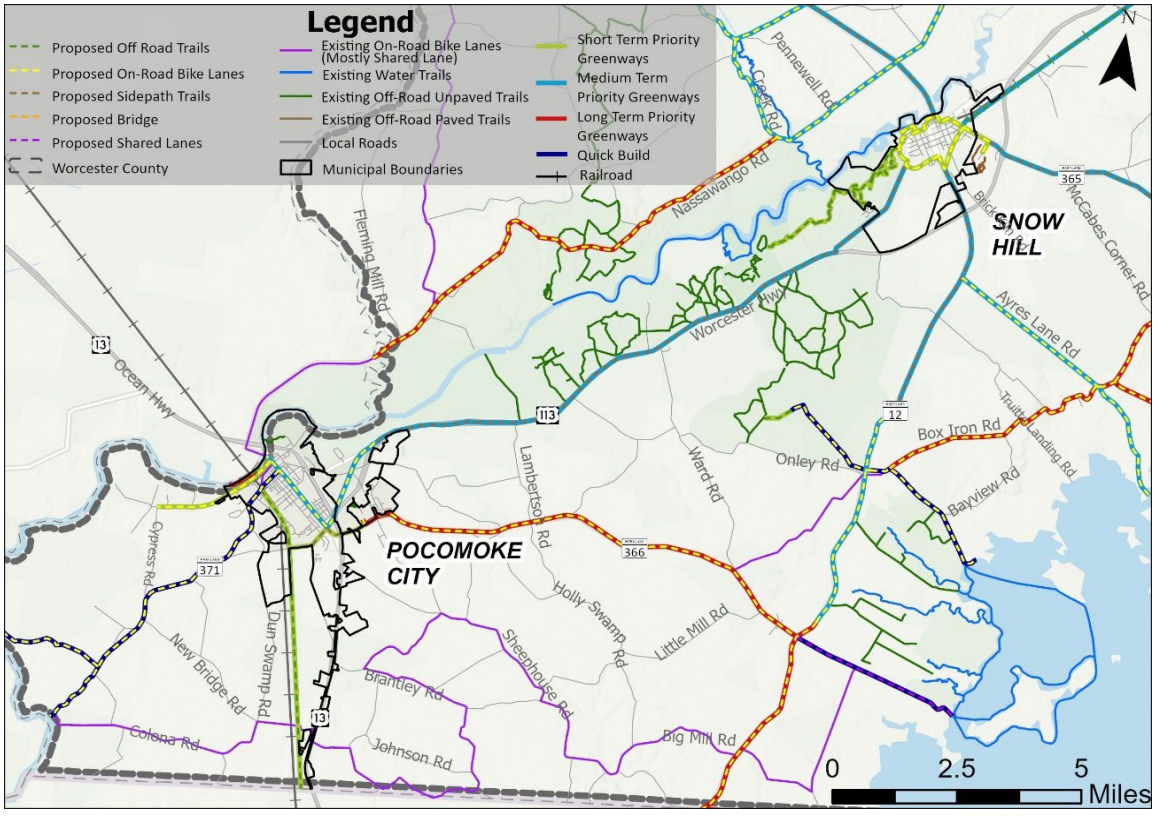
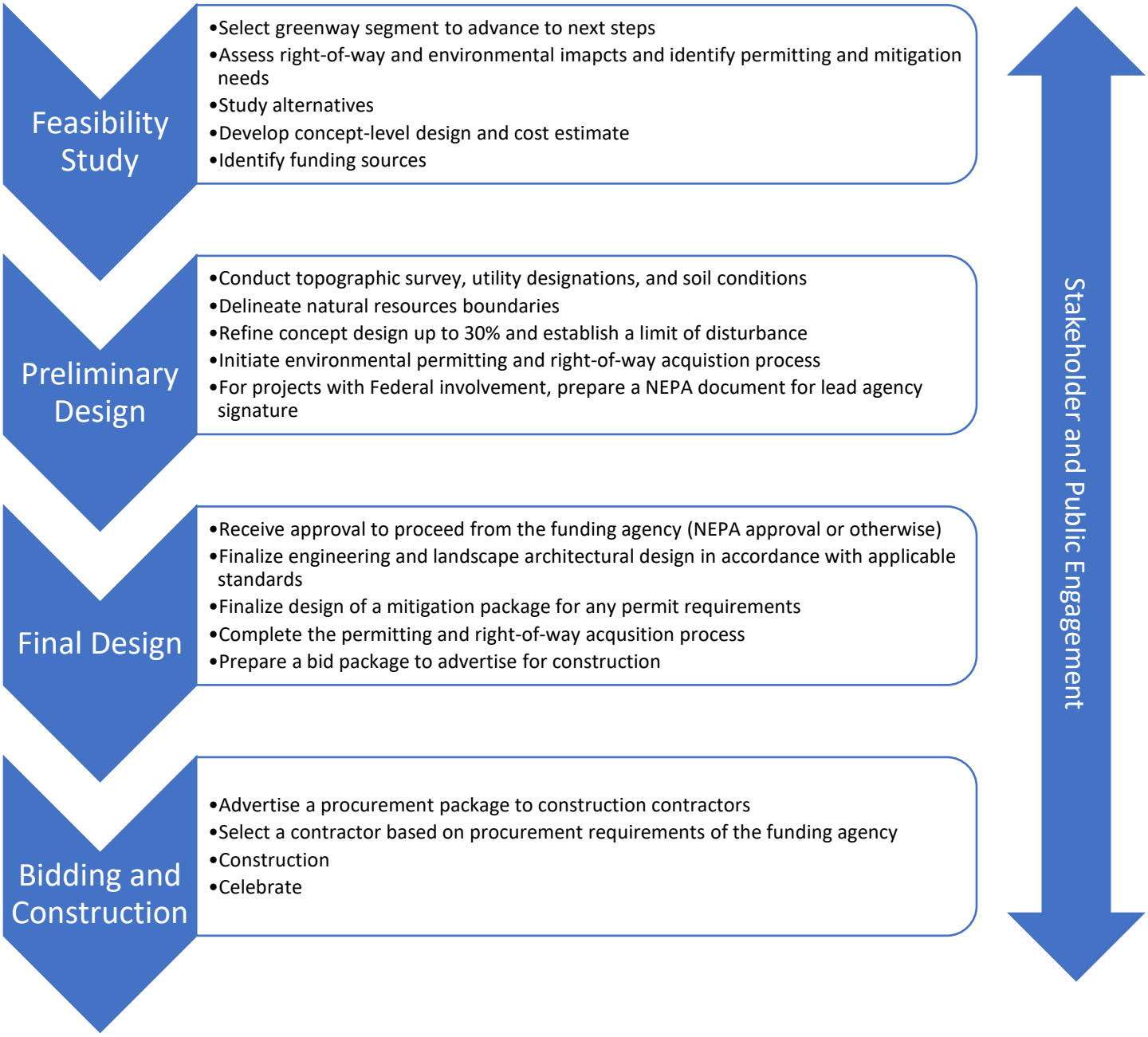


Figure 39 - Proposed Greenway Facility Types

Next Steps

The proposed greenways could be implemented by a coalition of partners depending on asset ownership and right of way – implementing partners may include Worcester County, municipalities within the County, Maryland State Highway Administration may fully or partially fund bikeway improvements through their Capital Improvement Programs.



Recommended Priorities

To begin implementation of this plan in the most expeditious manner possible, Worcester County should do the following the steps:

- Immediately settle upon the first set of routes to be funded for feasibility study. In-depth consultation with stakeholders resulted in ten routes being preferred countywide over the others as starting points. They are detailed below.
- Start a County Greenways Program with established "mission" and house it functionally in a single department
- Hire, designate or contract a program manager or coordinator to oversee the project pipeline including public outreach, planning, design and construction. This sole point-of-contact should be responsible for the day-to-day management of the program and report annually to Council on progress of the program.
- Notify Jurisdictional Partners, such as State Highway Administration of the Plan and its priorities. As the Eastern Shore lacks a formal transportation planning agency, it will be incumbent upon Worcester County to notify SHA District 1 (headquartered in Salisbury) of the Plan and its contents. County Commissioners should also move to include implementation of ready projects in the Greenways Masterplan in its County Priority Letter submitted to SHA annually. This step is crucially important as SHA controls the majority of the short-term priority routes.

Recommended First Set of Priority Greenways

Ten initial greenways should be used to kick-start the program. These ten emerged from stakeholder and user feedback and were cited continuously throughout the public engagement process. While a few of them are rated as longer-term priorities, they appear on this list because the planning process for such routes is extensive enough that beginning work on them now will lead to their construction in 5-10 years' time. Three of the proposed greenways are already in some form of planning process.

Route	Segment Number	Roadway Owner	Implementation Phase
Berlin to Snow Hill along MDDE Railway	2	Railroad	
MD 589 Sidepath from Showell Park to US 50	3	SHA	
US 113 Sidepath from Snow Hill to Pocomoke City	9	SHA	
MD 90 Sidepath across Bridge to Coastal Highway	13	SHA	Environmental
Berlin Bikeway Trail from Main Street to Bay Club Trails	14 & 27	SHA	
MD 376 Sidepath, Berlin to Assateague	15	SHA	
Potential Crossing over US 113	26	SHA	Planning/Feasibility
MD 611 Sidepath from US 50 to Mystic Harbour Blvd.	25	SHA	Design
Pocomoke Beltway Sidepath to Pocomoke Elementary	30	Pocomoke	
Berlin to OC – Greys Corner Bikeway	34,35 & 38	SHA	

Implementation Plan – Starting the Greenways Program

Building out the proposed greenway network will take agency partnerships, ongoing public engagement, funding, and time. The short-term priority network should be the early focus to make meaningful improvements that will help build momentum for future medium- and long-term network expansion. Different agencies will serve in a lead role to secure funding and manage the design and construction process. If any federal funding is used, the individual projects will also need to follow NEPA process to define the project purpose and need and assess and document a reasonable range of alternatives and the potential impacts, avoidance strategies, minimization and mitigation strategies, and record of

decision by the Federal partner. Ongoing stakeholder coordination and community engagement is also needed to ensure the public continues to be informed, have opportunity to share input, and remain in support of these public investments.

Starting a Greenways implementation program from scratch is difficult for any community. However, many communities across the country have succeeded and there are several examples on the Eastern Shore by which Worcester County can take lessons learned. Salisbury in Wicomico County has an advanced and well-funded "complete streets" construction pipeline and Cambridge in Dorchester County is in the nascent stages of creating their complete street pipeline, but has had great success. Likewise, neighboring Somerset County has made strides in recent years in a recreational trail program managed by their Parks & Recreation Department.

Program "Mission"

Establishing the mission or guiding principles of the County's Greenways Program is an essential first step to establishing the program successfully. Is the mission of the program primarily rooted in providing safe routes? Is it about providing non-motorized access to institutions and services for residents or is it about recreation and attracting tourism? The prioritization in this plan reflects a balance of all three. However, answering these questions is essential for determining which government entity should own the program, design of the greenways and with which funding streams the projects can be financed. A recreationally oriented program would likely roll out faster at an overall lower cost, however, more limited funding opportunities for such projects mean that the County would carry a higher share of that costs. A more safety-oriented program, such as that deployed by Salisbury and being stood up in Cambridge, would have access to federal and state safety based funding opportunities, meaning that the County would be likely to ultimately bear a lower level of overall costs, however, additional steps are required to access these opportunities.

Grant programs such as the US Department of Transportation's Safe Street for All (SS4A) Program can deliver millions of dollars for construction covering 80% of the total cost, however, the jurisdiction will need to develop a Comprehensive Safety Action Plan (CSAP) to be eligible for SS4A Implementation Funds. Luckily, USDOT allows a jurisdiction to apply for SS4A to create such a plan and defines exactly what such a plan entails. Regardless of which mission the County's greenways program has, recreation or safety, it is recommended that the County pursue funding for such a plan. Such a plan would also provide access to Maryland SHA administered Local Highway Safety Improvement Program grant funds.

Precedent Analysis

To determine the best route forward for Worcester County, a number of nearby and peer jurisdictions were studied. While the exact character of each jurisdiction's program differed in application, overall themes remained the same.

Salisbury: The first community in the region to embark on a major greenways/complete streets program. Salisbury's program is primarily grant funded, managed in house by the City's Transportation Manager, and focuses on local access to services and institutions and transportation safety needs

Cambridge: A Dorchester County community, Dorchester is smaller, but built in the same mode as Salisbury. Their program is overseen by the Public Works Director, largely grant funded and is safety oriented.

Somerset County: Somerset is the unique jurisdiction on the Shore, with its greenways program generally overseen by the Parks & Recreation Director, and focused on sidepaths and shared use trails intended to serve a primarily recreational and tourism purpose.

Frederick County: Frederick's program is overseen by the Frederick County Planning Department and largely grant funded with a safety oriented priority system . Frederick's recreational trail system is separate but consolidated in management under Parks and Recreation and networks the various local, state parks and National Battlefields in the County.

Program "Ownership"

A key step in standing up the program is determining which agency will "own" the responsibility. It often varies by jurisdiction – in Salisbury it is the Department of Infrastructure & Development (a legacy successor to the former Public Works - Engineering Division), in Cambridge it is Public Works and in Somerset County it is the Parks & Recreation Department. Determining the lead agency is largely defined by the mission of the program as stated above. A more recreational program should be led by the Parks & Recreation Department, with support from Public Works, whereas a program intended more for safety and local access and usage should be led by Public Works, with support from Parks & Recreation where it makes sense.

Regardless of lead agency, program management should be united under a single person, responsible for the day-to-day management of the program. This would be the County Staff member or consultant as staff augmentee in the role of program coordinator/manager responsible for submitting annual budget requests, filing grant applications and managing design consultants and overseeing public outreach and construction. Ideally the main responsibility of that person would be to continue advancing the greenway project pipeline, which would allow them to provide technical assistance to the municipalities in greenway and transportation related matters, when not directly executing County projects. However, the job duties are allocated, the program needs a champion directly ties to the County government who is responsible to the department executing the program, with transparency given to the public about goals, project pipeline and progress.

Establishing the Greenways Project Pipeline

A key goal of the program is to establish an ongoing project pipeline. This means that, in effect, the program should have multiple projects ongoing simultaneously with projects in the different phases of implementation at all times. For example, the program coordinator should ideally have at least one project in the bid/construction phases, two or three in various levels of design and multiple projects queued up to receive grant funding when submitting applications as opportunities arise – this pipeline strategy allowed Salisbury to build out a major bike network extremely rapidly as Salisbury never waited for one project to be finished before initiating another. Operating in this manner allows projects to proceed without pause while not overtaxing the administrative capacity of County Staff or exceeding the County's ability to provide the matching funds for each project.

Additional Countywide Planning

As mentioned previously programs such as USDOT's Safe Streets for All provide large amounts of federal funding for implementing greenways, provided there is a safety reason for doing so. To access such funding, Worcester County first needs to develop a Comprehensive Safety Action Plan. The CSAP can be funded under the program as a first step. Many jurisdictions across Maryland, and the United States as a whole, have had terrific success in rolling out integrated greenways, bikeways and trails under this program. The previously mentioned Salisbury and Cambridge Programs are both funded under this program. Frederick County in Western Maryland also was an early recipient, and they went a step further and utilized some of their funding as a set aside to provide technical assistance to the incorporated municipalities in the County to jump start their own programs. It is recommended that Worcester County pursue such a model by applying for planning grant to develop the CSAP, provide for a technical assistance program for Berlin, Ocean City, Snow Hill and Pocomoke and accompanying demonstration funds that would allow the County to roll out several of the listed quick-build projects in the route list.

Advancing Project Development

This Master Plan includes a preliminary screening of feasibility considerations, and more detailed analysis will be required to move into design and construction phases for each of the proposed segments. In Maryland specifically, there several programs and assets dedicated to the implementation of Greenways – many of which are listed in the "Funding

Opportunities" section below. However, accessing these assets can require multiple steps, that while not necessary mandatory, greatly enhance the chances of success.

The planning and design stages for a typical federal-funded greenway trail project includes:

Feasibility Study and Preliminary Design:

A feasibility study will take a more detailed look at existing conditions, opportunities, and constraints to ensure the project is constructable. This step is essential to ensure any potential issues are identified and addressed and a reliable cost estimate is prepared to secure project funding for final design and construction. During this stage of design, the project should include:

- Ongoing stakeholder coordination and public engagement
- Topographic survey with accurate depiction of existing landscape features
- Metes and bounds for property limits and available right of way
- Environmental inventory of sensitive and regulated resources including any natural, cultural, and socioeconomic resources within the project area
- Utility designations to confirm location of overhead and subsurface utilities
- Geotechnical analysis for any proposed areas for stormwater management or structural foundations
- Up to a 30% level of engineering design with a defined limit of disturbance
- Drainage and stormwater management concept design
- Type, size, and location analysis for any proposed structures
- Concept-level design for site amenities and landscape enhancements
- Preliminary construction cost estimate with contingencies as appropriate for this level of design
- Environmental impact assessment and mitigation plan with concurrence from regulatory agencies
- Environmental documentation in compliance with the National Environmental Policy Act (NEPA) and Maryland Environmental Policy Act (MEPA) and with concurrence from regulatory agencies that any impacts and their associated mitigation strategies are permittable.
- Preliminary Investigation Report to document the design process and decisions made and to transfer the project into the next stage of design.

The feasibility analysis and preliminary design may be completed in two stages, or together as one stage. If there are different facility type options to consider, it may be more efficient to conduct this process in two stages where a concept design is determined prior to more detailed 30% design and NEPA documentation. This stage will typically take from 12 to 24 months, depending on complexity, and may cost from 6% to 10% of the total project budget. Should there be any impacts to right of way, ongoing real estate acquisition negotiations should occur during preliminary engineering and into final design.

Bikeway Typology Effects on Design:

The design and construction pipeline for each bikeway will vary wildly depending on the type of facility selected. Simple quick-build style facilities, labeled as such in the attached charts, can be built utilizing existing funding streams in the County and be implemented rapidly during roadway restriping or resurfacing operations. These facilities consist mostly of new paint and signage and can be accompanied by various modular barrier types to enhance protection for users if desired. They are quick to plan, and faster to construct. To maximize time savings and minimize costs, design for all such facilities could be merged under a single contract and done at once as such facilities have little permitting requirements

and feasibility for such facilities is easy to ascertain. The facilities typically can be built entirely within the existing roadway width and have accompanying safety benefits that provide a broader base of support.

Funding for these facilities can also be sought as demonstration funds during a SS4A planning grant application as mentioned previously, thereby accelerating the delivery of the project. As SS4A funds are also administered under 2CFR200 of the federal regulations, the administrative burden is much less on municipalities than other funding opportunities such as the Transportation Alternatives Program, which is governed by 23CFR and much more administratively burdensome.

More advanced facility types, such as shared use paths and side paths will need much more in-depth design and require far more time-intensive permitting. They also typically require at least some ROW acquisition. Property acquisition is often time-consuming and expensive process and environmental studies, especially in low-lying coastal areas with vulnerable wetlands, cand take significant time. The process can be accelerated by pursuing both feasibility/environmental clearance and property acquisition simultaneously, followed immediately by design. Design timelines for shared use paths and side paths can vary widely by the environmental conditions and general terrain. Priority should generally be given to building largely flat, well-drained area first, and as such, the rails-with-trails paths along the lightly used railways in the North County area to Snow Hill and the Town of Berlin, are good candidates, as is the connection from Pocomoke to the upcoming Eastern Shore of Virginia Rail Trail.

Larger project such as these follow the traditional design-bid-build implementation model shown below and will generally be contracted out for design and construction one route, or phase of a larger route, at a time.

Final Design, Permitting, and Right-of-Way Acquisition

The final design stage is the completion of all engineering design and leads to the development of a procurement package for construction bid advertisement. During the final design stage, the full plan set with construction details is completed as well as specifications and a final cost estimate without contingencies. In most cases, the project should be designed following applicable design standards including:

- Worcester County Department of Public Works design standards (or local municipality design standards as appropriate)
- Maryland Department of Transportation State Highway Administration (MDOT SHA) Bicycle Policy and Design Guidelines
- Maryland Department of Transportation State Highway Administration (MDOT SHA) Bridge Design Guidelines (if bridges are used)
- Maryland Manual of Uniform Traffic Control Devices (MdMUTCD)

Planning for Bikeways

When evaluating which project to place in the planning pipeline next, consider that some projects will be far easier and faster to design and implement than others – this affects their timelines and can open up different funding sources.

Quick-Builds: easily designed, these facilities are usually built using little more than striping, signage, and modular barriers if any. They can be rolled out quickly and all eligible for demonstration funds under SS4A rules.

On Road Facilities: This term generally applies to greenways that are larger in scope and would be relying on hardened construction, drainage realignment etc.

Shared-Use/Side Paths: The most complex of greenway types, these typically have much longer planning/design cycles.

- American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities
- Public Right of Way Accessibility Guidelines (PROWAG)

This is also the stage when the environmental permitting process is completed, and all right-of-way acquisition has occurred. Several alignments include potential areas that would not fit within existing public right of way. Worcester County does not intend to use its condemnation authority or force property owners to have a trail on their private property without permission. The County may purchase the right of way through a fee simple acquisition or as an easement with property owner agreement and compensation. Payment would be assessed at fair market value based on independent appraisals and in negotiation with the property owners.

This stage will typically take from 12 to 24 months, depending on complexity, and may cost from 6% to 12% of the total project budget.

Funding Opportunities

There are many grant funding opportunities available from both the State and Federal governments and private entities for projects promoting compete streets. Often, grants also require a match, in which state and local Capital Program funding may be used. Right-of-way donation and in-kind services may also be used as a match. Alternatively, grants may be bundled using state and private grants as a local match for federal grants. Grants are typically awarded annually, and each have their own application deadlines and administrative requirements. Any Federal-funded grant program will require the project include an environmental review and documentation in compliance with NEPA.

State Grants

Kim Lamphier Bikeways Grant Program[21] is a state funded MDOT program that supports projects that maximize bicycle access, fill missing links in the state's bicycle network, and enhance last-mile connections to work, school, shopping, and transit. The Bikeways Program seeks to leverage past investments in bicycle facilities, complement existing state, local, and federal programs, and promote biking as a fun, healthy transportation mode. Funding may be used for feasibility studies, planning, design, or construction. Projects meeting enhanced eligibility requirements for "priority project" designated receive reduced match requirements. For priority projects, the State would fund 80% of the total project cost, and the project must have a 20% cash or in-kind match contribution. Private grants may also be used as a match. For Projects that do not qualify as priority projects, the state will fund up to half the cost of the projects. Eligible activities for funding include planning and feasibility studies, design, and construction. Design and installation of wayfinding signage is also eligible. Funding from this state grant program can be used as the match for federal grant programs. This feasibility study has been funded through the Kim Lamphier Bikeways Grant Program, and subsequent phases of work could also be funded through this grant. Applications are typically due in late spring each year.

Transportation Alternatives Program (TAP)[22] is a federally funded program administered by MDOT SHA. The program awards grant funding to projects that enhance mobility and accessibility, as well as the cultural, aesthetic, historic, and environmental aspects of Maryland's transportation network. TAP funds projects create bicycle and pedestrian facilities, restore historic transportation buildings, convert abandoned railway corridors to pedestrian trails and mitigate highway runoff. The program requires a 20% match, which may come from State, County, or private sources, and may include in-kind services. Applications are typically due in late spring each year.

[21] Kim Lamphier Bikeways Network Program - MDOT (maryland.gov)
[22] Transportation Alternatives Program - MDOT SHA

Recreational Trails Program (RTP)[23] is a federally funded program administered by MDOT SHA. It provides funds to develop and maintain recreational trails and related facilities for motorized and non-motorized recreational trail uses. Eligible projects include maintaining and restoring existing trail, developing, and rehabilitating trail facilities and connections, purchasing/leasing trail construction equipment, and constructing new recreational trails. The program will reimburse up to 80% of the project cost. Applications are typically due in late spring each year.

Safe Routes to School (SRTS)[24]

SRTS is a federally funded program administered by MDOT SHA to enable and encourage children, including those with disabilities, to walk, roll, and bicycle to school. Federal funds allocated to this program are reimbursable and available for infrastructure and non-infrastructure projects that benefit elementary and middle school children in grades K-8. Recommended improvements near elementary and middle schools may utilize this funding option. The program requires a 20% match, which may come from State, County, or private sources, and may include in-kind services. Applications are typically due in late spring each year.

Bicycle and Pedestrian Accessibility Funds[25]

MDOT SHA has dedicated funding programs that supports bicycle and pedestrian improvements on state roads – Sidewalk Reconstruction (Fund 33), New Sidewalk Construction (Fund 79), and Bicycle Retrofit (Fund 88). This funding program may be considered for improvements along state highways. MDOT SHA internally identifies, designs, and constructs many of the projects. Local communities can identify and request projects for MDOT SHA evaluation, including off road facilities such as shared use paths. Projects for on-road improvements do not require any funding participation from the local jurisdiction but can only be considered where no other project is planned. Projects for off road improvements are subject to the following requirements:

- Projects must be requested by the local jurisdiction where the sidewalk would be located.
- Projects must be along an "urban highway" as defined in Maryland Transportation Code Annotated § 8-630. Areas
- Projects must be at locations where no other project is currently planned to construct or reconstruct the roadway.
- The local jurisdiction must agree to the following as required by Maryland Transportation Code Annotated § 8-630:
    - To fund or secure all right-of-way outside of MDOT SHA right-of-way
    - To provide opportunities for public involvement prior to construction
- To maintain the sidewalk upon construction completion. Construction of projects not located within a Priority Funding Area shall be funded equally between MDOT SHA and the local jurisdiction.
- Construction of projects located within a Priority Funding Area shall be 75% funded by MDOT SHA and 25% funded by the local jurisdiction.
- If a sidewalk is in a "Sustainable Community" per Housing and Community Development Article §6-301, construction may be funded entirely by MDOT SHA.
- If a sidewalk is located in a Priority Funding Area and it is determined that a substantial public safety risk or significant impediment to pedestrian access exists and the adjoining roadway is under neither construction nor

[23] Recreational Trails Program (RTP) - MDOT SHA
[24] Safe Routes to School - MDOT SHA
[25] Bicycle and Pedestrian Accessibility Funds - MDOT SHA

reconstruction, sidewalk construction shall be identified as a system preservation project and may be funded completely by MDOT SHA.

Maryland Highway Safety Office Grant[26] is a federally funded program administered by the Motor Vehicle Administration (MVA) aimed to reduce the number of motor vehicle related crashes, deaths, and injuries on Maryland highways through education and enforcement actions. Maryland Highway Safety Office Grantees are required to provide a 20% cash match. Projects must implement the strategies in the Strategic Highway Safety Plan, which include:

- Identify and target pedestrian and bicycle safety issues, populations, and locations of concern through the collection, analysis and evaluation of data and information
- Promote safe behaviors of all road users appropriate for the environment through education and enforcement initiatives
- Create and improve roadway environments for safe walking and bicycling through implementation of engineering treatments, land use planning and system-wide countermeasures
- Create and improve pedestrian and bicycle safety culture in Maryland including the promotion and implementation of legislation and training of professionals and stakeholders about best safety practices
- Develop, apply, and promote technological approaches, including those in vehicles and emergency response equipment, to better prevent and reduce the severity of collisions involving pedestrians and bicyclists
- Identify and promote safe driving and pedestrian behaviors for all motorists and public safety professionals at the scene of emergency events.

Land and Water Conservation Fund Grants[27] are overseen by the Maryland Department of Natural Resources (DNR) and the National Park Service (NPS) to acquire and/or develop public outdoor recreational areas and facilities. Municipalities and counties are eligible for up to 50% matching funds from the grant. Program Open Space Local funds or Community Parks and Playground grant funds may be used as the match. Applicants are required to be compliant with the Land and Water Conservation Act of 1965. DNR reviews the applications first and then those with the highest scores are sent to NPS for final approval.

Federal Grants

Safe Streets and Roads for All (SS4A)[28]

Under the Bipartisan Infrastructure Law (BIL), SS4A was established as a discretionary funding program to support roadway safety. Pedestrian and bicyclist safety is a primary concern, and the program supports the implementation of bikeways, complete streets, and traffic calming. SS4A may fund planning and design, and design projects should be identified as part of a Roadway Safety Action Plan. This funding program may be used to create an Action Plan and implement roadway retrofit improvements to that enhance safety for people walking and biking. Applicants may pursue subsequent grants to fund design and construction of the phase 2 improvements. Awards are competitive and it requires a 20% local match as well as an evaluation program to assess safety measures after implementation. Applications are typically due in Spring each year.

Rebuilding American Infrastructure with Sustainability and Equity (RAISE)[29]

[26] Grants & Projects for Road Safety - How to Apply - Zero Deaths MD
[27] https://dnr.maryland.gov/land/Pages/LWCF-Grants.aspx
[28] Safe Streets and Roads for All (SS4A) Grant Program | US Department of Transportation
[29] RAISE Discretionary Grants | US Department of Transportation

Previously known as the Better Utilizing Investments to Leverage Development (BUILD) and Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grants, the RAISE program is a federal discretionary grant program to fund major multimodal transportation infrastructure projects for improved safety, accessibility, sustainability, and economic vitality. In Maryland and across the country, design and, construction for complete street and trail projects have been funded by the RAISE program. It requires a 20% local match and awards are competitive based on merit criteria and benefit-cost analyses. Applications are typically due in late winter each year.

Rural Surface Transportation Grant[30]

The Rural Surface Transportation Grant Program supports projects that improve and expand the surface transportation infrastructure in rural areas to increase connectivity, improve the safety and reliability of the movement of people and freight, and generate regional economic growth and improve quality of life in rural communities like Worcester County. Investments for multimodal transportation infrastructure, including active transportation infrastructure, is the primary purpose of this grant program. It requires a 20% local match and awards are competitive based on merit criteria and benefit-cost analyses. Applications are typically due in early Fall each year.

Reconnecting Communities and Neighborhoods Pilot Program[31]

Under the Bipartisan Infrastructure Law (BIL), the Reconnecting Communities grant was established as a discretionary funding program to support planning and design to improve connectivity, cohesion, and access to economic development. A strong focus of this program is to "reconnect" communities that were impacted and divided by previous infrastructure investments, such as highway widening. Funding supports planning grants and capital construction grants, as well as technical assistance, to restore community connectivity through the removal, retrofit, mitigation, or replacement of certain transportation infrastructure facilities. Pedestrian, bicycle, and complete street improvements are a keystone feature for many of these grant-funded projects. For the Towson area, the removal of channelized free right movements at intersections and other pedestrian and bicycle enhancements are well suited to meet the purpose and goals of this program. It requires a 20% local match and awards are competitive based on merit criteria and benefit-cost analyses. Applications are typically due in fall each year.

Active Transportation Infrastructure Investment Program (ATIIP)[32]

This is a new competitive and discretionary grant program initiated in 2024 by the Federal Highway Administration. The primary goal is to construct projects to provide safe and connected active transportation facilities (meaning pedestrian and bicycle facilities) in active transportation networks or active transportation spines. The primary purpose is to fill gaps and create connected networks for walking and biking, which is also the primary goal of this Transportation Master Plan. The grant program can fund planning or design and capital construction. With this master plan, the proposed improvements could be advanced enough to qualify for design and construction funding. It requires a 20% local match and awards are competitive based on merit criteria and benefit-cost analyses. Applications are typically due in Summer each year.

Private Grants

PeopleForBikes Community Grant Program[33] is a private grant for public bicycle infrastructure projects such as bike paths, lanes, trails, and bridges; mountain bike facilities; bike parks and pump tracks; BMX facilities; and end-of trip facilities such as bike racks, bike parking, and bike storage. The organization accepts requests for funding up to $10,000 and requires a

[30] The Rural Surface Transportation Grant Program | US Department of Transportation
[31] Reconnecting Communities and Neighborhoods Grant Program | US Department of Transportation
[3232] ATIIP - Bicycle and Pedestrian Program - Environment - FHWA (dot.gov)
[33] Grants | PeopleForBikes

50% match. This program could be used to implement biking amenities along greenways or as part of a local match requirement for larger federally funded projects.

Outride Fund[34] is a private grant to support cycling programs that help participants improve their social, emotional, and cognitive health. This includes projects that support biking for health, recreation, and social activities as well as educational programs about biking. In general, grants awarded are typically between $5,000 and $15,000 and requires a 50% match. This program could be used to implement recreational biking amenities, programs, and events along greenways. It may also be used as part of a local match requirement for larger federally funded projects.

Robert Wood Johnson Foundation[35] invests in grantees (e.g., public agencies, universities, and public charities) that are working to improve the health of all Americans. Current or past projects in the topic area "walking and biking" include greenway plans, trail projects, advocacy initiatives, and policy development. It may also be used as part of a local match requirement for larger federally funded projects.

American Association of Retired People (AARP) Community Challenge Grants[36] offers local eligible organizations and governments competitively awarded grants for projects that improve complete streets and transportation safety as well as other placemaking and affordable housing programs. Transportation projects are typically quick-build demonstration projects, although the grant money can also be leveraged as part of a local match for larger federal grants.

Bloomberg Philanthropies[37] as a part of the Global Public Health initiative, Bloomberg Philanthropies has a program dedicated to Road Safety. In partnership with international organizations and governments, it focuses on five key areas to improve road safety and save lives: strengthening national legislation; enhancing data collection and surveillance; changing road user behavior; improving road infrastructure; and upgrading vehicle safety. This funding may be used for design, implementation, and programs to measure and evaluate the project's success. It may also be used as part of a local match requirement for larger federally funded projects.

The Conservation Fund[38] is a private financing program providing money for projects that community leaders have collaboratively planned for strategic conservation and to build a network of connected greenways for people and wildlife. Funds are bridge financing from a revolving fund. This can be a critical tool that allows recipients to act quickly on conservation opportunities. This funding source may be used to purchase right-of-way for the Greenway to preserve the corridor as open space – particularly in areas that may be developed more intensely in the future.

Rails to Trails Conservancy[39] offers organizations at all levels $5,000 to $25,000 to develop trail networks following the Rails to Trails Conservancy's Trail Nation Playbook to support one or more of the steps of the trail creation process: project vision, coalition building, gap-filling strategy, mapping and analysis, investment strategy, and engagement. The trail project must serve multiple user types and be considered a rail-trail. Greenway, multi-use trail, or shared use path.

Other Partnership Opportunities

Private developers may also be partners who contribute to the greenway trail's implementation. As part of the development review and approval process, any new development that occurs along proposed greenway corridors could

[34] Overview — Outride (outridebike.org)
[35] Grants and Grant Programs (rwjf.org)
[36] 2024 AARP Community Challenge
[37] Improving Road Safety | Bloomberg Philanthropies
[38] Home - The Conservation Fund
[39] Trail Grant Eligibility Requirements - Rails to Trails Conservancy | Rails to Trails Conservancy

be required to construct portions of the greenway network as a part of the property's site development plan. Additionally, developers may build portions of the greenway network as a site amenity to enhance the property. Such developments must go through the county's standard development review process and would not be expedited or enabled simply due to the presence of a greenway trail.

Legend

- Unpaved Off-Road Trails
- Paved Off-Road Trails
- Bike On-Road Routes
- Municipal Boundaries
- Worcester County
- Water Trails
- Railroad

Bike Level of Traffic Stress

- 1
- 2
- 3
- 4
- 5

N

BERLIN

OCEAN CITY

SNOW HILL

POCOMOKE CITY

Laws Rd

Bethards Rd

Old Furnace Rd

Whitesburg Rd

Nassawango Rd

Basket Switch Rd

Worcester Hwy

Ocean Hwy

Colona Rd

Big Mill Rd

Saint Martins Neck Rd

Coastal Hwy

0 2.5 5 10 Miles

MARYLAND'S Coast WORCESTER COUNTY

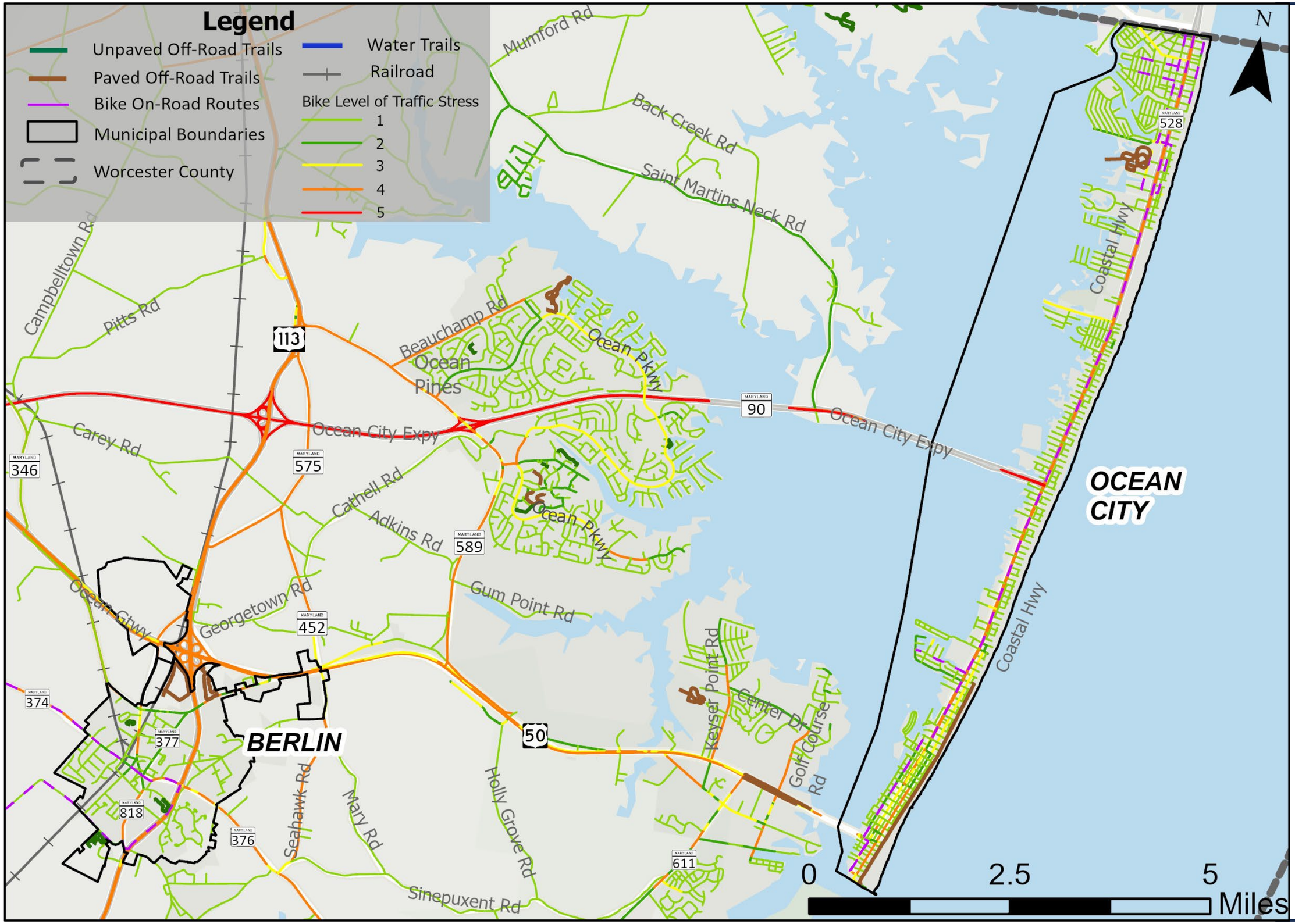
Worcester County Greenway Trails Master Plan

Appendix A

Existing Countywide Active Transportation Routes

Mead & Hunt

2/10/2025



MARYLAND'S Coast
WORCESTER COUNTY

Worcester County Greenway Trails Master Plan
Appendix A
Existing North County Active Transportation Routes

Mead & Hunt

2/10/2025

Legend

- Unpaved Off-Road Trails
- Paved Off-Road Trails
- Bike On-Road Routes
- Municipal Boundaries
- Worcester County
- Water Trails
- Railroad

Bike Level of Traffic Stress

- 1
- 2
- 3
- 4
- 5

SNOW HILL

POCOMOKE CITY

Sand Rd
Pennewell Rd
Scotty Rd
Nassawango Rd
Fleming Mill Rd
Worcester Hwy
Brick Kiln Rd
McCabes Corner Rd
Ayres Lane Rd
Truitts Landing Rd
Ocean Hwy
Onley Rd
Ward Rd
Bayview Rd
Lambertson Rd
Holly Swamp Rd
Little Mill Rd
Sheephouse Rd
Briantley Rd
Big Mill Rd
Johnson Rd
Colona Rd
New Bridge Rd
Dun Swamp Rd
Cypress Rd

MARYLAND 12
MARYLAND 365
MARYLAND 113
MARYLAND 366
MARYLAND 371
13

N

0 2.5 5 Miles

MARYLAND'S Coast
WORCESTER COUNTY

Worcester County Greenway Trails Master Plan
Appendix A
Existing South County Active Transportation Routes

Mead & Hunt

2/10/2025

Legend

- Municipal Boundaries
- Worcester County
- Bicycle Fatalities
- Pedestrian Fatalities
- Bicycle Seriously Injured
- Pedestrian Seriously Injured
- Railroad

Annual Average Daily Traffic
- < 5,000
- > 5,000 – 20,000
- > 20,000 – 50,000
- > 50,000 +

Crash Hot Spot
- Sparse
- Dense

Source: Crash 2018 - 2023 By MDOT Open Data

N

BERLIN
OCEAN CITY
SNOW HILL
POCOMOKE CITY

Campbelltown Rd
Coastal Hwy
Old Furnace Rd
Whitesburg Rd
Perryhawkin Rd
Nassawango Rd
Worcester Hwy
Ocean Hwy

MARYLAND 353, 610, 50, 354, 350, 90, 374, 611, 376, 113, 12, 667, 366, 371, 13

0 2.5 5 10 Miles

MARYLAND'S Coast
WORCESTER COUNTY

Worcester County Greenway Trails Master Plan
Appendix A
Existing Countywide Transportation Safety Issues

Mead & Hunt

2/10/2025

Legend

- Municipal Boundaries
- Worcester County
- Bicycle Fatalities
- Pedestrian Fatalities
- Bicycle Seriously Injured
- Pedestrian Seriously Injured
- Railroad

Annual Average Daily Traffic
- < 5,000
- > 5,000 – 20,000
- > 20,000 – 50,000
- > 50,000 +

Crash Hot Spot
- Sparse
- Dense

Source: Crash 2018 - 2023 By MDOT Open Data

N

0 2.5 5 Miles

MARYLAND'S Coast
WORCESTER COUNTY

Worcester County Greenway Trails Master Plan
Appendix A
Existing North County Transportation Safety Issues

Mead & Hunt

2/10/2025

Legend

- Municipal Boundaries
- Worcester County
- Bicycle Fatalities
- Pedestrian Fatalities
- Bicycle Seriously Injured
- Pedestrian Seriously Injured
- Railroad

Annual Average Daily Traffic
- < 5,000
- > 5,000 – 20,000
- > 20,000 – 50,000
- > 50,000 +

Crash Hot Spot
- Sparse
- Dense

Source: Crash 2018 - 2023 By MDOT Open Data

SNOW HILL

POCOMOKE CITY

Sand Rd
Pennewell Rd
Scotty Rd
Nassawango Rd
Fleming Mill Rd
Worcester Hwy
Brick Kiln Rd
McCabes Corner Rd
Ayres Lane Rd
Truitts Landing Rd
Ocean Hwy
Cypress Rd
New Bridge Rd
Dun Swamp Rd
Colona Rd
Briantley Rd
Johnson Rd
Sheephouse Rd
Holly Swamp Rd
Little Mill Rd
Big Mill Rd
Lambertson Rd
Ward Rd
Onley Rd
Bayview Rd

MARYLAND 365
MARYLAND 12
MARYLAND 366
MARYLAND 371
113
13

N

0 2.5 5 Miles

MARYLAND'S Coast
WORCESTER COUNTY

Worcester County Greenway Trails Master Plan
Appendix A
Existing South County Transportation Safety Issues

Mead & Hunt

2/10/2025

Legend

- Existing Water Trails
- Existing Off-Road Unpaved Trails
- Existing Off-Road Paved Trails
- Existing On-Road Bike Routes
- Medium priority destinations
- High priority destinations
- Schools
- Railroad
- Short Term Priority Greenways
- Medium Term Priority Greenways
- Long Term Priority Greenways
- Quick Build
- Libraries
- Municipal Boundaries
- Worcester County

N

BERLIN

OCEAN CITY

SNOW HILL

POCOMOKE CITY

Saint Martin Neck Rd

Laws Rd

Mount Olive Church Rd

Bethards Rd

Whitesburg Rd

Ocean Hwy

Ayres Landing Rd

Paw Paw Creek Rd

610 50 354 350 90 589 611 376 374 113 12 13 667 371 366

0 2.5 5 10 Miles

MARYLAND'S Coast WORCESTER COUNTY

Worcester County Greenway Trails Master Plan

Appendix A

Proposed Countywide Greenway Network

Mead & Hunt

Draft May 20, 2024

Legend

- Existing Water Trails
- Existing Off-Road Unpaved Trails
- Existing Off-Road Paved Trails
- Existing On-Road Bike Routes
- Medium priority destinations
- High priority destinations
- Schools
- Railroad
- Short Term Priority Greenways
- Medium Term Priority Greenways
- Long Term Priority Greenways
- Quick Build
- Libraries
- Municipal Boundaries
- Worcester County

N

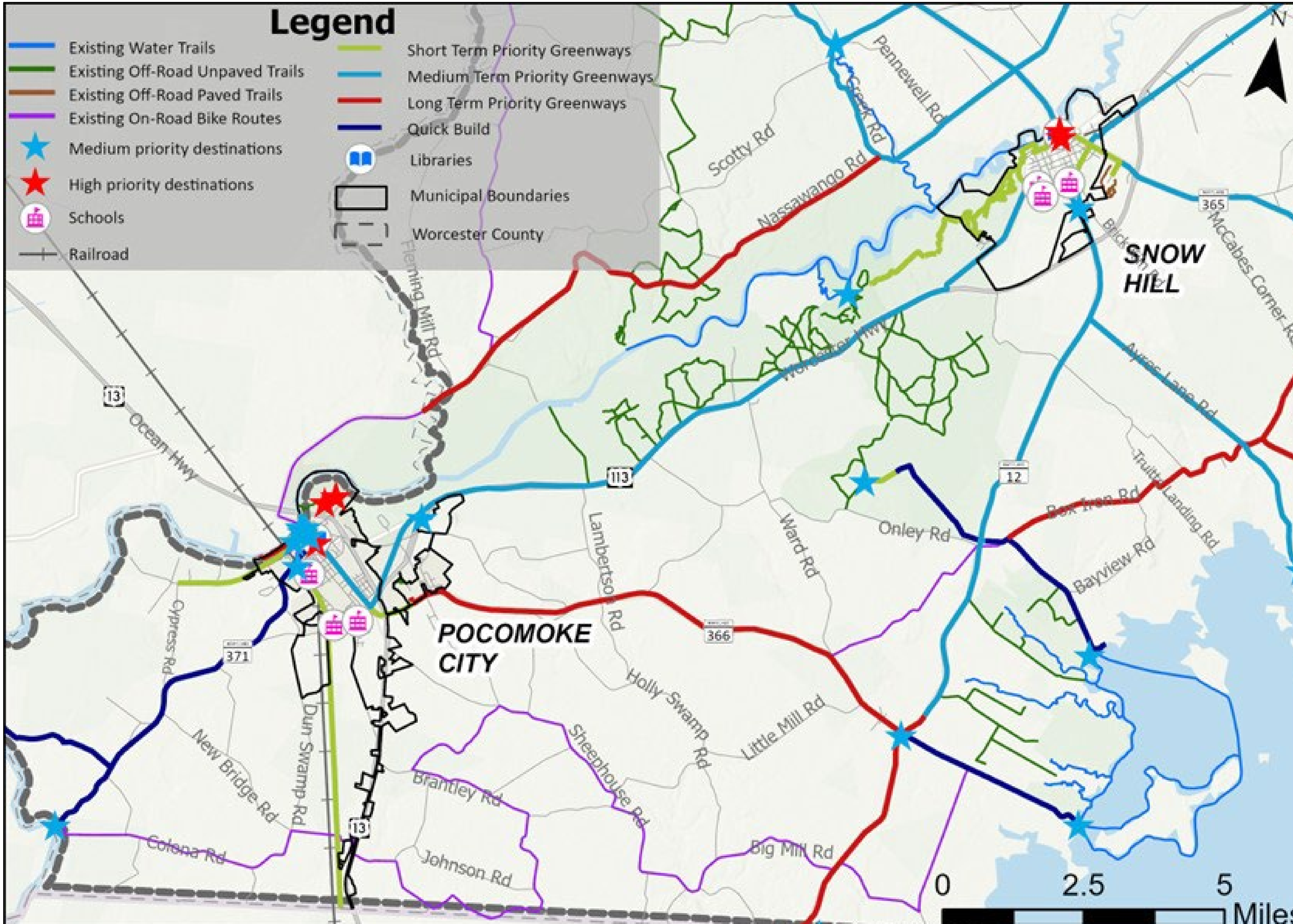
MARYLAND'S Coast
WORCESTER COUNTY

Worcester County Greenway Trails Master Plan
Appendix A
Proposed North County Greenway Network

Mead & Hunt

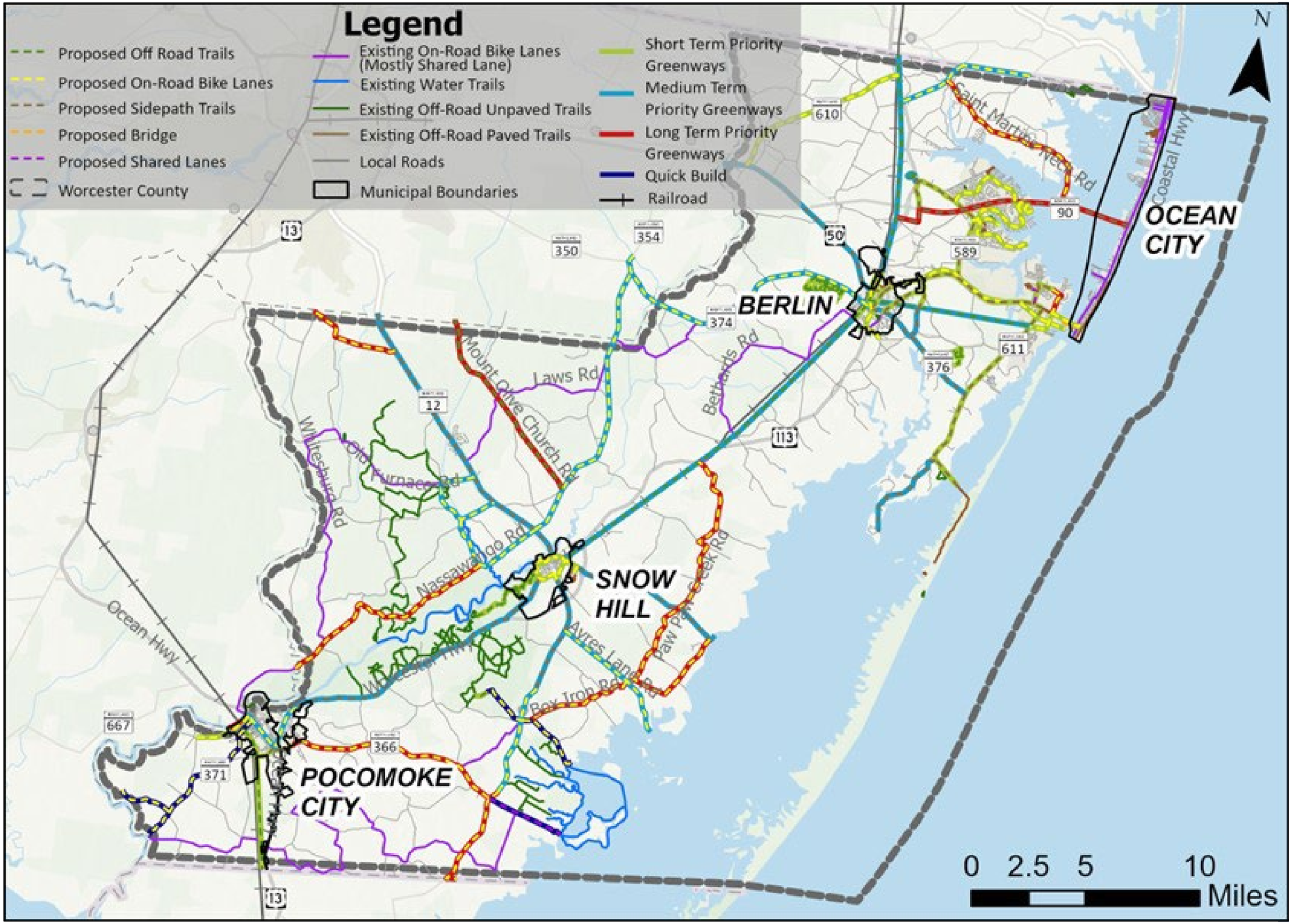
2/10/2025

0 2.5 5 Miles


Legend
Existing Water Trails
Existing Off-Road Unpaved Trails
Existing Off-Road Paved Trails
Existing On-Road Bike Routes
Medium priority destinations
High priority destinations
Schools
Railroad
Short Term Priority Greenways
Medium Term Priority Greenways
Long Term Priority Greenways
Quick Build
Libraries
Municipal Boundaries
Worcester County
N
SNOW HILL
POCOMOKE CITY
Pennewell Rd
Creek Rd
Scotty Rd
Nassawango Rd
Worcester Hwy
Fleming Mill Rd
Ocean Hwy
13
113
12
365
366
371
McCabes Corner Rd
Ayres Lane Rd
Truitt Landing Rd
Box Iron Rd
Bayview Rd
Onley Rd
Ward Rd
Lambertson Rd
Holly Swamp Rd
Little Mill Rd
Sheephouse Rd
Brantley Rd
Johnson Rd
Big Mill Rd
Cypress Rd
New Bridge Rd
Dun Swamp Rd
Colona Rd
0
2.5
5
Miles

Worcester County Greenway Trails Master Plan
Appendix A
Proposed South County Greenway Network

Draft May 20, 2024



MARYLAND'S Coast
WORCESTER COUNTY

Worcester County Greenway Trails Master Plan
Appendix A
Proposed Countywide Facility Types

Mead & Hunt

2/10/2025

Legend

- Proposed Off Road Trails
- Proposed On-Road Bike Lanes
- Proposed Sidepath Trails
- Proposed Bridge
- Proposed Shared Lanes
- Worcester County
- Existing On-Road Bike Lanes (Mostly Shared Lane)
- Existing Water Trails
- Existing Off-Road Unpaved Trails
- Existing Off-Road Paved Trails
- Local Roads
- Municipal Boundaries
- Short Term Priority Greenways
- Medium Term Priority Greenways
- Long Term Priority Greenways
- Quick Build
- Railroad

N

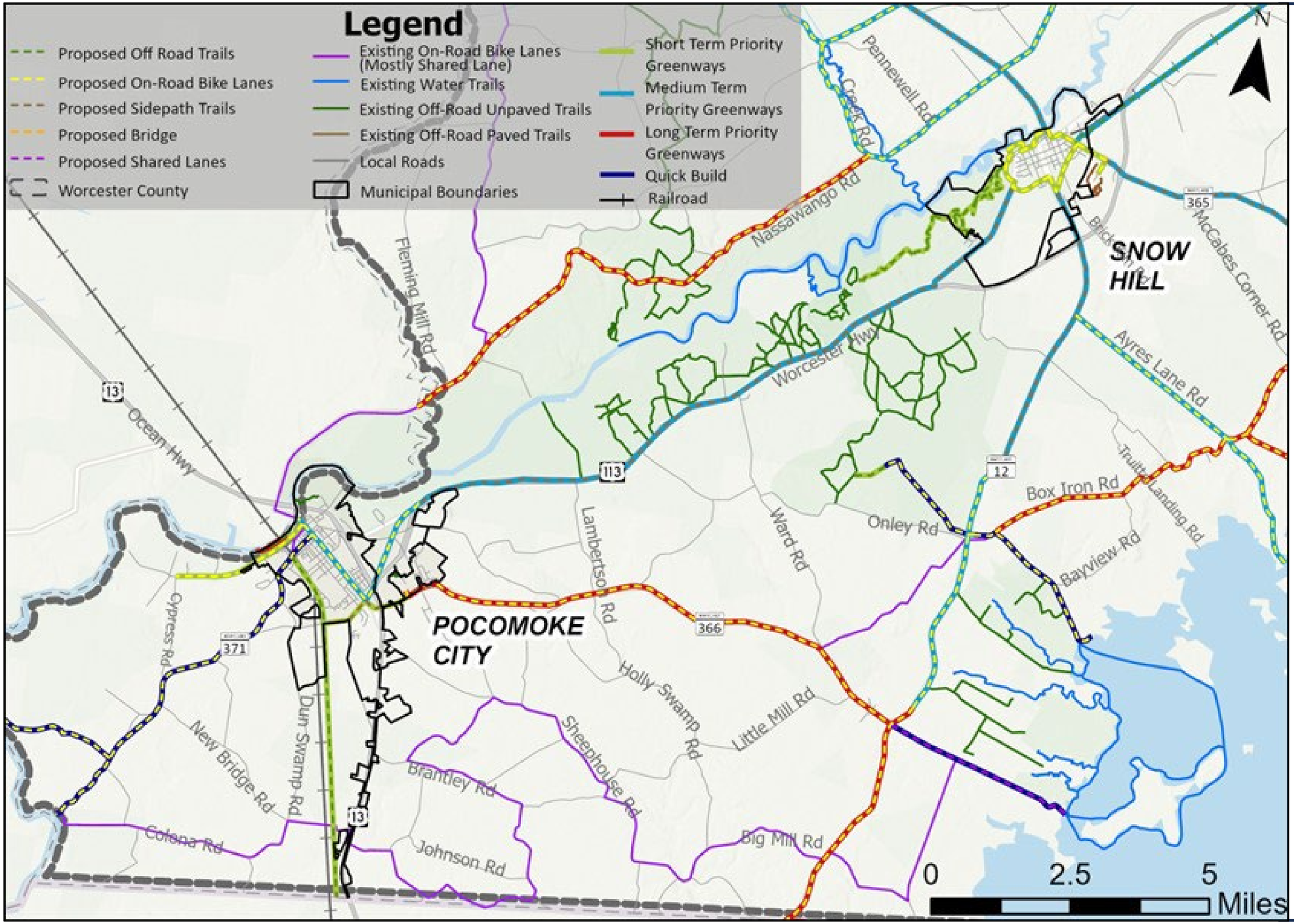
0 2.5 5 Miles

MARYLAND'S Coast WORCESTER COUNTY

Worcester County Greenway Trails Master Plan
Appendix A
Proposed North County Facility Types

Mead & Hunt

2/10/2025

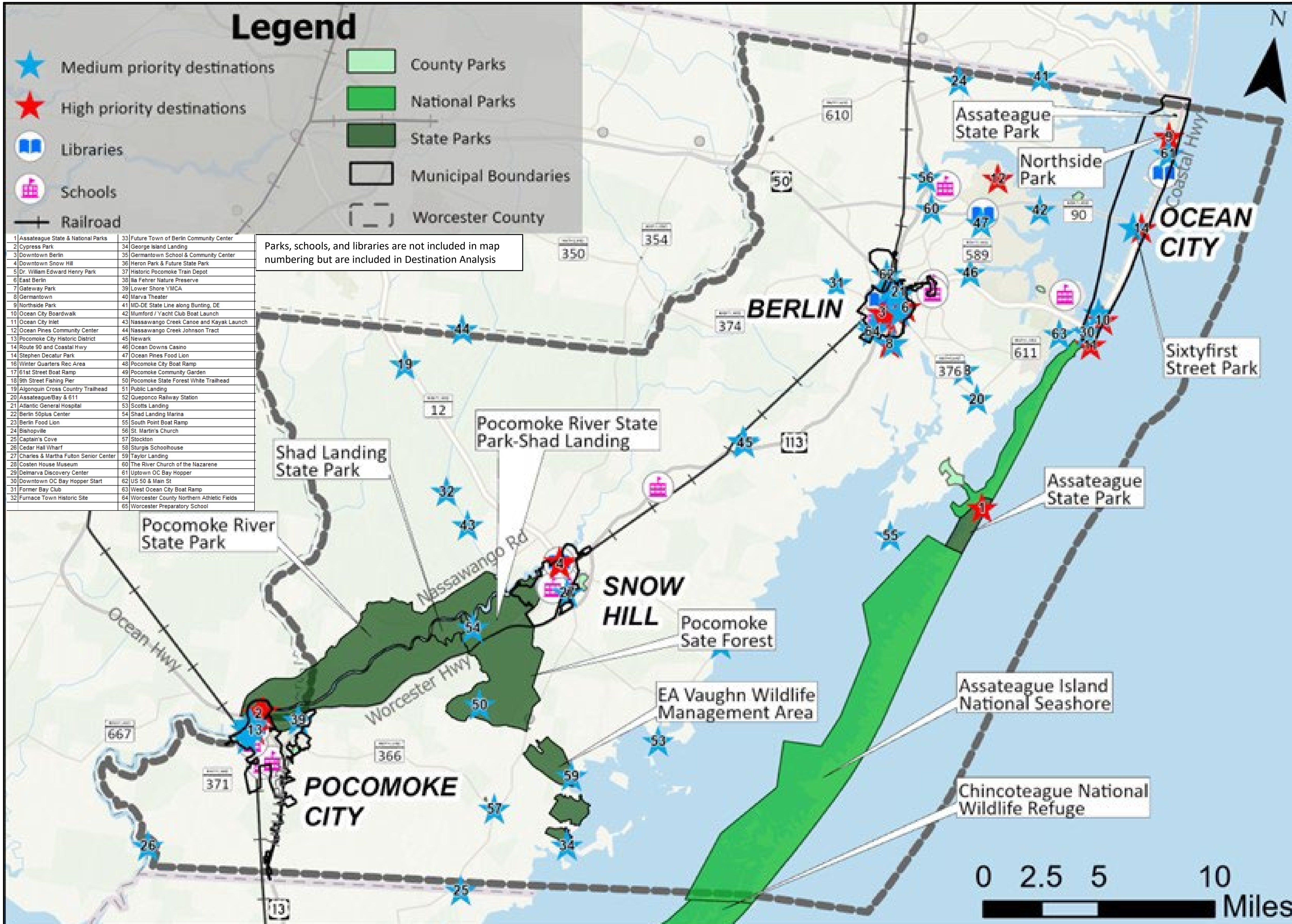


MARYLAND'S Coast WORCESTER COUNTY

Worcester County Greenway Trails Master Plan
Appendix A
Proposed South County Facility Types

Mead & Hunt

2/10/2025



1	Assateague State & National Parks	33	Future Town of Berlin Community Center
2	Cypress Park	34	George Island Landing
3	Downtown Berlin	35	Germantown School & Community Center
4	Downtown Snow Hill	36	Heron Park & Future State Park
5	Dr. William Edward Henry Park	37	Historic Pocomoke Train Depot
6	East Berlin	38	Ilia Fehrer Nature Preserve
7	Gateway Park	39	Lower Shore YMCA
8	Germantown	40	Marva Theater
9	Northside Park	41	MD-DE State Line along Bunting, DE
10	Ocean City Boardwalk	42	Mumford / Yacht Club Boat Launch
11	Ocean City Inlet	43	Nassawango Creek Canoe and Kayak Launch
12	Ocean Pines Community Center	44	Nassawango Creek Johnson Tract
13	Pocomoke City Historic District	45	Newark
14	Route 90 and Coastal Hwy	46	Ocean Downs Casino
14	Stephen Decatur Park	47	Ocean Pines Food Lion
16	Winter Quarters Rec Area	48	Pocomoke City Boat Ramp
17	61st Street Boat Ramp	49	Pocomoke Community Garden
18	9th Street Fishing Pier	50	Pocomoke State Forest White Trailhead
19	Algonquin Cross Country Trailhead	51	Public Landing
20	Assateague/Bay & 611	52	Queponco Railway Station
21	Atlantic General Hospital	53	Scotts Landing
22	Berlin 50plus Center	54	Shad Landing Marina
23	Berlin Food Lion	55	South Point Boat Ramp
24	Bishopville	56	St. Martin's Church
25	Captain's Cove	57	Stockton
26	Cedar Hall Wharf	58	Sturgis Schoolhouse
27	Charles & Martha Fulton Senior Center	59	Taylor Landing
28	Costen House Museum	60	The River Church of the Nazarene
29	Delmarva Discovery Center	61	Uptown OC Bay Hopper
30	Downtown OC Bay Hopper Start	62	US 50 & Main St
31	Former Bay Club	63	West Ocean City Boat Ramp
32	Furnace Town Historic Site	64	Worcester County Northern Athletic Fields
		65	Worcester Preparatory School

MARYLAND'S Coast WORCESTER COUNTY

Worcester County Greenway Trails Master Plan
Appendix A
Proposed Countywide Destinations

Mead & Hunt

2/10/2025

Legend

- Medium priority destinations
- High priority destinations
- Libraries
- Schools
- Railroad
- County Parks
- National Parks
- State Parks
- Municipal Boundaries
- Worcester County

1	Assateague State & National Parks	33	Future Town of Berlin Community Center
2	Cypress Park	34	George Island Landing
3	Downtown Berlin	35	Germantown School & Community Center
4	Downtown Snow Hill	36	Heron Park & Future State Park
5	Dr. William Edward Henry Park	37	Historic Pocomoke Train Depot
6	East Berlin	38	Ila Fehrer Nature Preserve
7	Gateway Park	39	Lower Shore YMCA
8	Germantown	40	Marva Theater
9	Northside Park	41	MD-DE State Line along Bunting, DE
10	Ocean City Boardwalk	42	Mumford / Yacht Club Boat Launch
11	Ocean City Inlet	43	Nassawango Creek Canoe and Kayak Launch
12	Ocean Pines Community Center	44	Nassawango Creek Johnson Tract
13	Pocomoke City Historic District	45	Newark
14	Route 90 and Coastal Hwy	46	Ocean Downs Casino
14	Stephen Decatur Park	47	Ocean Pines Food Lion
16	Winter Quarters Rec Area	48	Pocomoke City Boat Ramp
17	61st Street Boat Ramp	49	Pocomoke Community Garden
18	9th Street Fishing Pier	50	Pocomoke State Forest White Trailhead
19	Algonquin Cross Country Trailhead	51	Public Landing
20	Assateague/Bay & 611	52	Queponco Railway Station
21	Atlantic General Hospital	53	Scotts Landing
22	Berlin 50plus Center	54	Shad Landing Marina
23	Berlin Food Lion	55	South Point Boat Ramp
24	Bishopville	56	St. Martin's Church
25	Captain's Cove	57	Stockton
26	Cedar Hall Wharf	58	Sturgis Schoolhouse
27	Charles & Martha Fulton Senior Center	59	Taylor Landing
28	Costen House Museum	60	The River Church of the Nazarene
29	Delmarva Discovery Center	61	Uptown OC Bay Hopper
30	Downtown OC Bay Hopper Start	62	US 50 & Main St
31	Former Bay Club	63	West Ocean City Boat Ramp
32	Furnace Town Historic Site	64	Worcester County Northern Athletic Fields
		65	Worcester Preparatory School

Parks, schools, and libraries are not included in map numbering but are included in Destination Analysis

N

Showell Park

Isle of Wight Park

Herring Creek Nature Park

Stephen Decatur Park

Northern Worcester Athletic Complex

Homer Gudelsky Park

BERLIN

OCEAN CITY

Ocean City Expy

Coastal Hwy

Cathell Rd

Georgetown Rd

Sinepuxent Rd

0 1 2 Miles

MARYLAND'S Coast
WORCESTER COUNTY

Worcester County Greenway Trails Master Plan
Appendix A
Proposed North County Destinations

Mead & Hunt

Draft May 20, 2024

Worcester County Greenway Trails Master Plan
Appendix A
Proposed South County Destinations

MARYLAND'S Coast
WORCESTER COUNTY

Legend

- Medium priority destinations
- High priority destinations
- Libraries
- Schools
- Railroad
- County Parks
- National Parks
- State Parks
- Municipal Boundaries
- Worcester County

N

Sturgis Park Garden
John Walter Smith Park
Nassawango Rd
Pocomoke River State Forest-Shad Landing
SNOW HILL
Worcester Hwy
Ayres Lane Rd
Girdletree Park
Newtown Recreation Area
POCOMOKE CITY
Stockton Park
2nd St
365
113
12
366

1	Assateague State & National Parks	33	Future Town of Berlin Community Center
2	Cypress Park	34	George Island Landing
3	Downtown Berlin	35	Germantown School & Community Center
4	Downtown Snow Hill	36	Heron Park & Future State Park
5	Dr. William Edward Henry Park	37	Historic Pocomoke Train Depot
6	East Berlin	38	Ila Fehrer Nature Preserve
7	Gateway Park	39	Lower Shore YMCA
8	Germantown	40	Marva Theater
9	Northside Park	41	MD-DE State Line along Bunting, DE
10	Ocean City Boardwalk	42	Mumford / Yacht Club Boat Launch
11	Ocean City Inlet	43	Nassawango Creek Canoe and Kayak Launch
12	Ocean Pines Community Center	44	Nassawango Creek Johnson Tract
13	Pocomoke City Historic District	45	Newark
14	Route 90 and Coastal Hwy	46	Ocean Downs Casino
14	Stephen Decatur Park	47	Ocean Pines Food Lion
16	Winter Quarters Rec Area	48	Pocomoke City Boat Ramp
17	61st Street Boat Ramp	49	Pocomoke Community Garden
18	9th Street Fishing Pier	50	Pocomoke State Forest White Trailhead
19	Algonquin Cross Country Trailhead	51	Public Landing
20	Assateague/Bay & 611	52	Queponco Railway Station
21	Atlantic General Hospital	53	Scotts Landing
22	Berlin 50plus Center	54	Shad Landing Marina
23	Berlin Food Lion	55	South Point Boat Ramp
24	Bishopville	56	St. Martin's Church
25	Captain's Cove	57	Stockton
26	Cedar Hall Wharf	58	Sturgis Schoolhouse
27	Charles & Martha Fulton Senior Center	59	Taylor Landing
28	Costen House Museum	60	The River Church of the Nazarene
29	Delmarva Discovery Center	61	Uptown OC Bay Hopper
30	Downtown OC Bay Hopper Start	62	US 50 & Main St
31	Former Bay Club	63	West Ocean City Boat Ramp
32	Furnace Town Historic Site	64	Worcester County Northern Athletic Fields
		65	Worcester Preparatory School

0 2.5 5 Miles

Mead & Hunt

2/10/2025

Parks, schools, and libraries are not included in map numbering but are included in Destination Analysis

Worcester County Greenway Trail Master Plan - Appedix A

Worcester County Greenway Trail Destination Analysis																
Priority Level (High or medium)	**Destination**	**is it Publicly Accessible (Y/N)**	**Is it an urban area / population center?**	**Is it a Park? (Y/N)**	**Is it a school? (Y/N)**	**Is it an existing trail head? (Y/N)**	**Is it a recreational destination? (Y/N)**	**Is it a commerical destination? (Y/N)**	**Is it a community center / destination? (Y/N)**	**Is it a residential community? (Y/N)**	**Is it within a dis-advantaged community? (Y/N)**	**Does it connect to public transit? (Y/N)**	**Was it requested by a Stakeholder? (Y/N)**	**Is it North, Central, or South County?**	**Other considerations:**	**Score**
High	Pocomoke High School	Y			Y				Y		Y	Y	Y	South		6
Medium	Berlin Intermediate School	Y			Y				Y		Y	Y		North		4
Medium	Buckingham Elementary School	Y			Y				Y		Y	Y		North		4
Medium	Ocean City Elementary School	Y			Y					Y			Y	North		4
Medium	Pocomoke Elementary School	Y			Y				Y		Y		Y	South		5
Medium	Pocomoke Middle School	Y			Y				Y		Y	Y		South		5
Medium	Showell Elementary School	Y			Y				Y					North		3
Medium	Snow Hill Elementary School	Y			Y				Y		Y	Y		Central		5
Medium	Snow Hill High School	Y			Y				Y		Y	Y		Central		5
Medium	Snow Hill Middle School	Y			Y				Y		Y	Y		Central		5
Medium	Stephen Decatur High School	Y			Y				Y		Y		Y	North		5
Medium	Stephen Decatur Middle School	Y			Y				Y		Y			North		5
Medium	Worcester Technical High School	Y			Y				Y					Central		3
Medium	Berlin Community Center (Flower Street) & Head Start	Y			Y				Y	Y	Y		Y	North		5
Medium	Worcester Prepatory School				Y								Y	North		2
High	Byrd Park	Y	Y	Y		Y	Y			Y	Y	Y	Y	Central		9
High	Herring Creek Nature Park	Y		Y		Y	Y			Y			Y	North		6
High	Homer Gudelsky Park	Y		Y			Y			Y		Y	Y	North		6
High	John Walter Smith Park	Y		Y		Y	Y		Y		Y	Y	Y	Central		6
High	Newtown Recreation Area	Y		Y		Y	Y				Y	Y		South		6
High	Pocomoke Community Garden/Corner Sanctuary	Y		Y		Y	Y				Y	Y	Y	Central		7
High	Gateway Park (Snow Hill)	Y		Y		Y	Y				Y		Y	Central		6
High	Assateague Island	Y		Y		Y	Y						Y	Central	Major Tourist and local recreational destination, main access (MD611) has crash history - ranking as high due to crashes	5
Medium	Adkins Mill Park	y		y		Y	Y							Central		4
Medium	Algonquin Cross Country Trailhead	Y		Y		Y	Y							Central		4
Medium	Assateague NPS Headquarters	Y		Y		Y	Y						Y	Central		5
Medium	Bishopville	Y	Y	Y						Y				North		4
Medium	Bishopville Park	Y		Y			Y							North		3
Medium	Former Bay Club	Y		Y		Y	Y						Y	Central		5
Medium	Furnace Town Historic Site	Y		Y		Y	Y						Y	Central		5

Table - 1

Worcester County Greenway Trail Master Plan - Appedix A

Worcester County Greenway Trail Destination Analysis																
Priority Level (High or medium)	Destination	is it Publicly Accessible (Y/N)	Is it an urban area / population center?	Is it a Park? (Y/N)	Is it a school? (Y/N)	Is it an existing trail head? (Y/N)	Is it a recreational destination? (Y/N)	Is it a commerical destination? (Y/N)	Is it a community center / destination? (Y/N)	Is it a residential community? (Y/N)	Is it within a dis-advantaged community? (Y/N)	Does it connect to public transit? (Y/N)	Was it requested by a Stakeholder? (Y/N)	Is it North, Central, or South County?	Other considerations:	Score
Medium	Girdletree Park	Y		Y			Y			Y				South		4
Medium	Hickory Point Natural Area	Y		Y		Y	Y							South		4
Medium	Ilia Fehrer Nature Preserve	Y		Y										North		2
Medium	Isle of Wight Park	Y		Y			Y							North		3
Medium	Nassawango Creek Canoe Launch	Y		Y			Y						Y	Central		4
Medium	Nassawango Creek Johnson Tract	Y		Y			Y							Central		3
Medium	Newark Park	Y		Y			Y							Central		3
Medium	Northern Worcester Athletic Complex	Y		Y			Y		Y		Y			North		5
Medium	Pocomoke State Forest White Trailhead	Y		Y		Y	Y						Y	South		5
Medium	Public Landing	Y		Y			Y			Y			Y	Central		5
Medium	Shad Landing Marina	Y		Y		Y	Y						Y	Central		5
Medium	Shad Landing Park	Y		Y		Y	Y						Y	South		5
Medium	Showell Park	Y		Y			Y				Y		Y	North		5
Medium	Stockton Park	Y		Y			Y							South		3
Medium	Whaleyvile Park	Y		Y			Y							North		3
High	Stephen Dectur Park	Y		Y		Y	Y			Y			Y	North		6
Medium	Heron Park	Y		Y		Y	Y						Y	North		5
High	Dr. William Henry Park	Y		Y			Y			Y	Y		Y	North		6
Medium	Worcester County Northern Athletic Complex/Berlin Little League	Y		Y		Y	Y						Y	North		5
High	Ocean City Boardwalk	Y		Y		Y	Y	Y				Y	Y	North	Major Tourist Destination	7
High	Northside Park	Y		Y		Y	Y		Y			Y	Y	North		7
Medium	Sturgis One Room School House	Y		Y					Y		Y		Y	South		5
High	Cypress Park Recreation Complex	Y		Y		Y	Y				Y		Y	South		6
High	Winter Quarters Rec Area	Y		Y		Y	Y				Y		Y	South		6
Medium	Ocean City Library	Y							Y			Y		North		3
Medium	Pocomoke Library	Y							Y		Y	Y	Y	South		5
Medium	Snow Hill Library	Y							Y		Y	Y	Y	Central		5
High	Ocean Pines Library	Y				Y	Y		Y			Y	Y	North		6
High	Downtown Snow Hill	Y	Y					Y	Y	Y	Y	Y	Y	Central		8
Medium	Berlin Library	Y							Y		Y	Y	Y	North		5
High	Ocean Pines Community Center	Y				Y	Y		Y			Y	Y	North		6
Medium	Atlantic General Hospital	Y							Y		Y	Y	Y	North		5
Medium	Berlin 50+ Center	Y							Y		Y	Y	Y	North		5
Medium	Charles & Martha Fulton Senior Center	Y							Y		Y	Y	Y	Central		5
Medium	Lower Shore YMCA	Y					Y		Y		Y			South		4

Table - 2

Worcester County Greenway Trail Master Plan - Appedix A

Worcester County Greenway Trail Destination Analysis																
Priority Level (High or medium)	**Destination**	**is it Publicly Accessible (Y/N)**	**Is it an urban area / population center?**	**Is it a Park? (Y/N)**	**Is it a school? (Y/N)**	**Is it an existing trail head? (Y/N)**	**Is it a recreational destination? (Y/N)**	**Is it a commerical destination? (Y/N)**	**Is it a community center / destination? (Y/N)**	**Is it a residential community? (Y/N)**	**Is it within a dis-advantaged community? (Y/N)**	**Does it connect to public transit? (Y/N)**	**Was it requested by a Stakeholder? (Y/N)**	**Is it North, Central, or South County?**	**Other considerations:**	**Score**
Medium	The River Church of the Nazarine	Y							Y					North		2
Medium	Germantown School & Community Center	Y							Y	Y	Y		Y	North		5
Medium	Delmarva Discovery Center	Y							Y		Y		Y	South		4
Medium	Costen House	Y							Y		Y		Y	South		4
Medium	Pocomoke Train Depot	Y							Y		Y		Y	South		4
High	Downtown Berlin	Y	Y					Y		Y	Y	Y	Y	North		7
High	East Berlin	Y	Y							Y	Y	Y	Y	North	Reconnecting Communities funding awarded to achieve this connection	8
High	Germantown	Y	Y							Y	Y	Y	Y	North	Reconnecting Communities funding awarded to achieve this connection	7
High	MD 90 and Coastal Hwy	Y	Y				Y	Y		Y		Y	Y	North		7
High	Pocomoke City Historic District	Y	Y					Y		Y	Y	Y	Y	South		8
Medium	Berlin Food Lion	Y						Y				Y	Y	North		4
Medium	Captain's Cove, VA	Y	Y					Y		Y				South		4
Medium	Cedar Hall Wharf	Y					Y							South		2
Medium	Downtown OC Bay Hopper Stop	Y										Y	Y	North		3

Table - 3

Worcester County Greenway Trail Master Plan - Appedix A

Worcester County Greenway Trail Alignment Analysis																									
	Segment							Connectivity Factors						Environmental Factors							Other Factors		
Priority level (Short, Medium, Long term, Quick Build)	Segment Number	Segment Name	Start Point	End Point	Total Length (approx miles)	Facility type (assumed)	Previously planned or design underway? (Y/N)	Available ROW (Y/N or Partial)	# Road Crossings	# Midblock Crossings	# Bridges Needed	# High Priority Destinations	# Medium Priority Destinations	private property imapcts (Y/N)	Forest impact (Y/N)	Nontidal Wetland impact (Y/N)	Tidal Wetland impact (Y/N)	Floodplain Impact (Y/N)	Farmland impact (Y/N)	Historic Impact (Y/N)	Requested by Stakeholders (Y/N)	Is it North, Central, or South County?	Corrects Safety Issues?
Medium	1	Delaware-Maryland Railroad North Country	Delaware-Maryland Border	US 50 & Main St, Berlin	7.6	Trail	N	Y	11	0	0	0	1	N	Y	N	N	N	N	N	Y	North	N
Medium	2	Delaware-Maryland Railroad South Country	Broad & Main, Berlin	Snow Hill Train Station	13.6	Trail	N	Partial	13	0	0	2	4	Y	Y	N	N	N	N	N	Y	Central	N
Short	3	MD 589/575	Race Track & Greys Corner	MD 90 & MD 575	5.5	Sidepath	N	Partial	9	0	0	0	4	N	N	N	N	N	N	N	Y	North	Y
Medium	4	Snow Hill to Civic Pride Bike Route	Downtown Snow Hill	MD 12 & Wicomico County line	10.6	Sidepath	N	Y	5	0	0	2	1	N	N	N	N	N	N	N	N	Central	N
Medium	5	MD 365	John Walter Smith Park	Public Landing	5.5	Sidepath	N	Y	2	0	0	1	1	N	N	N	N	N	N	N	N	Central	N
Long	6	Stockton to Captain's Cove on MD 12	Stockton	Captain's Cove	4	On-Road Bike Lane	N	Y	3	0	0	0	2	N	N	N	N	N	N	N	Y	South	N
Medium	7	S Point Rd	611 & Verrazano Bridge	South Point Boat Landing	3.6	Sidepath	N	Partial	3	0	0	0	2	Y	N	N	N	N	N	N	Y	Central	N
Quick Build	8	George Island Landing Rd	Church St & George Island Landing Rd	George Island Landing	2.8	On-Road Shared Lane	N	Y	1	0	0	0	2	N	N	N	Y	N	N	N	N	South	N
Medium	9	US 113	US 113 & Olds Rd	Business 113 and Coulbourne	10	Sidepath	N	Y	9	1	0	2	2	N	N	N	N	N	N	N	Y	South	Y
Short	10	Pocomoke Railroad Dual-Use Bikeway	Pocomoke City	Maryland-Virginia Border	5	Trail	Y	Y	4	0	0	1	2	N	N	Y	N	N	N	N	Y	South	N
Short	11	Snow Hill Proposed Bikeloop	Snow Hill	Snow Hill	5	On-Road Bike Lane, Partial trail	Y	Partial	5	0	0	3	6	N	Y	N	N	Y	N	N	Y	Central	Y
Short	12	Illia Fehrer Nature Preserve Trails	-	-	-	Trail	Y	Y	0	0	?	0	1	N	Y	Y	N	Y	N	N	Y	Central	Y
Long	13	MD 90	Delaware-Maryland Railroad	MD 90 & Coastal Hwy	8.6	Sidepath, On-Road Bike Lane Over Assawoman Bridge	Y	Y	9	0	3	2	1	N	Y	N	N	Y	N	N	Y	North	Y
Short	14	Bay Club Trails	-	-	-	Trail	Y	Y	0	0	0	0	1	N	N	N	N	N	N	N	Y	North	N
Medium	15	MD 376	Bay St & MD 818	MD 376 & MD 611	4.5	Sidepath, On-Road Bike Lane Over Ayer Creek	N	Y	5	3	0	1	3	N	N	N	N	Y	N	N	Y	North	N
Long	16	Southern Trail Extension from Railroad	Snow Hill Train Station	Dukes Rd, West of Girdletree	5	Trail	N	Partial	4	0	1	1	0	Y	Y	Y	N	N	Y	N	N	South	N
Quick Build	17	Girldletree to Pocomoke White Trail Bike Lane Portion	Girdletree Park	Edge of Dukes Rd	1.8	On-Road Bike Lane	N	Y	1	0	0	0	1	N	N	N	N	N	N	N	Y	South	N
Short	18	Trail to White Trail Head	Edge of Dukes Rd	Pocomoke State Forest White Trail Head	0.5	Trail	N	Partial	0	0	0	0	1	Y	Y	N	N	N	N	N	Y	South	N
Medium	19	MD-DE State Line	Selby Rd	Bishopville Rd	2.4	On-Road Bike Lane	N	Y	0	0	0	0	0	N	Y	N	N	N	N	N	N	North	N
Medium	20	Bishopville	Bishop & Delaware-Maryland Railroad	Bishopville Rd & Line Rd	2.6	On-Road Bike Lane	N	Partial	5	0	0	0	1	Y	N	N	N	N	N	N	N	North	N
Long	21	St Martins Neck Rd	Bishopville Rd	Isle of Wight	5.5	On-Road Bike Lane	N	Partial	3	0	0	0	3	Y	N	N	Y	Y	N	N	N	North	N
Short	22	Ocean Pkwy	Deer Track & Ocean Pkwy	Stansell House Coastal Hospice	8.2	On-Road Bike Lane	N	Partial	16	0	0	1	0	Y	N	N	Y	Y	N	N	Y	North	Y
Short	23	US 50 to Herring Creek	US 50 & Keyser Point	Herring Creek Nature Park	0.8	On-Road Shared Lane	N	Y	0	0	0	1	0	N	N	N	N	N	N	N	Y	North	N
Short	24	Center Dr to Ocean City Elementary School	Center Dr & Keyser Point	Ocean City Elementary School	0.7	Sidepath	N	Y	1	0	0	0	1	N	N	N	N	N	N	N	Y	North	N
Short	25	Old Bridge Rd	U5 50	Homer Gudelsky Park	1.8	On-Road Bike Lane	N	Partial	6	3	0	1	0	Y	N	N	N	Y	N	N	Y	North	N
Short	26	Germantown Rd US 113 Pedestrian Bridge	Tyree Cemetery	Northern Worcester Athletic Complex	0.3	Bridge	Y	Partial	1	0	1	1	1	N	N	N	N	N	N	N	Y	North	Y
Short	27	Berlin Railroad Dual-Use Bikeway	US 50	Evans Rd	2	Trail	Y	Partial	8	0	0	1	3	N	N	N	N	N	N	N	Y	North	Y
Short	28	Route 611 Bike Path	US 50	Verrazano Bridge	7.8	Sidepath	Y	Partial	12	6	0	0	2	Y	Y	N	N	N	N	N	Y	Central	Y
Medium	29	Old Furnace and Red House	Snow Hill & Red House	Snow Hill & Old Furnace	4.1	Sidepath	N	N	0	0	0	0	2	Y	Y	Y	N	N	N	N	Y	Central	N
Short	30	Pocomoke Beltway	Pocomoke Elementary School	Newtown Park	1.4	Sidepath	N	Y	5	0	1	2	1	N	N	N	N	N	N	N	Y	Central	Y
Medium	31	MD 354	Snow Hill Rd	Adkins Mill Park	10	On-Road Bike Lane	N, but narrow bike lane already exists	Y	5	0	0	0	1	N	N	N	N	N	N	N	N	Central	N
Medium	32	Stockton to Girdletree	Girdletree Park	Stockton boundary on MD 12	2.8	On-Road Bike Lane	N	Partial	1	0	0	0	2	Y	Y	N	N	N	N	N	Y	South	N
Long	33	Golf Course Rd	US 50	Ocean City Elementary School	1.1	On-Road Bike Lane	N	N	3	3	0	0	1	Y	N	N	N	N	N	N	Y	North	Y
Long	34	New Bridge to Ocean City	Old Bridge Rd	Worcester St	0.5	Bridge	N	N	0	0	0	2	0	Y	N	N	N	N	N	N	Y	North	Y
Medium	35	OC to Berlin Utility ROW	Sunset Ave & MD 611	Berlin Fire Company Headquarters	5.7	Trail	N	Partial	12	0	1	3	2	Y	Y	N	N	N	N	N	Y	North	Y
Short	36	Bike Lane to West Ocean City	Philadelphia & 1st	Sunset Ave & MD 611	2.3	On-Road Bike Lane	Y	Partial	6	8	0	1	1	N	N	N	N	N	N	N	Y	North	Y
Quick Build	37	Initial Extension of West Ocean City Sidepath	US 50 & MD 611	US 50 & Old Bridge	0.9	Sidepath	N	Partial	3	8	0	0	0	Y	N	N	N	N	N	N	Y	North	Y
Short	38	Grey's Corner Bike Lane	US 50 & Old Bridge	Stephen Decatur High School	3.2	On-Road Bike Lane	N	Partial	7	0	0	0	1	Y	N	N	N	N	N	N	Y	North	Y
Short	39	West Ocean City to Berlin Sidepath	Stephen Decatur High School	Old Ocean City & MD 818	5.6	Sidepath	N	Partial	10	10	0	0	7	Y	N	N	N	N	N	N	Y	North	Y
Medium	40	Church St Sidepath	Church St & Lank St	Cool Spring United Methodist Church	4.1	Sidepath	N	Y	4	0	0	1	1	N	N	N	N	N	N	N	Y	South	N
Medium	41	Bike Lane Into Girdletree Park	Cool Spring United Methodist Church	Girdletree Park	1.3	On-Road Bike Lane	N	Y	1	0	0	0	1	N	N	N	N	N	N	N	Y	South	N
Quick Build	42	Taylor Landing Rd	Girdletree Park	Taylor Landing	2.5	On-Road Shared Lane	N	Y	1	0	0	0	2	N	N	N	N	N	N	N	Y	South	N

Worcester County Greenway Trail Master Plan - Appedix A

Worcester County Greenway Trail Alignment Analysis																								
	Segment							Connectivity Factors						Environmental Factors							Other Factors		
Priority level (Short, Medium, Long term, Quick Build)	Segment Number	Segment Name	Start Point	End Point	Total Length (approx miles)	Facility type (assumed)	Previously planned or design underway? (Y/N)	Available ROW (Y/N or Partial)	# Road Crossings	# Midblock Crossings	# Bridges Needed	# High Priority Destinations	# Medium Priority Destinations	private property imapcts (Y/N)	Forest impact (Y/N)	Nontidal Wetland impact (Y/N)	Tidal Wetland impact (Y/N)	Floodplain Impact (Y/N)	Farmland impact (Y/N)	Historic Impact (Y/N)	Requested by Stakeholders (Y/N)	Is it North, Central, or South County?	Corrects Safety Issues?
Long	43	MD 366	Newtown Park	Church St & George Island Landing Rd	7.8	On-Road Bike Lane	N	Y	5	0	0	1	1	N	N	N	N	N	N	N	N	South	N
Medium	44	MD 374	Berlin	Adkins Mill Park	10.3	Sidepath	N	Y	4	0	0	1	2	N	N	N	N	N	N	N	N	North	Y
Short	45	Spur Between Railroad and MD 818	Maryland-Delaware Railroad at Kitts Branch	MD 818 and TidalHealth	0.2	Sidepath	N	N	0	0	1	0	1	Y	N	Y	N	N	N	N	N	North	Y
Medium	46	US 50 from Berlin	MD 346 & MD 818	US 50 & Pocomoke River	7.1	Sidepath	N	Y	6	0	0	1	0	N	N	N	N	N	N	N	N	North	Y
Short	47	MD 610	US 50	Maryland-Delaware Railroad	6.4	On-Road Bike Lane	N	Y	8	0	0	0	0	N	N	N	N	N	N	N	N	North	N
Long	48	St. Lukes Rd	St. Lukes Rd & MD 12	St. Lukes & Stevens Rd	3.5	On-Road Bike Lane	N	Y	2	0	0	0	0	N	N	N	N	N	N	N	N	Central	N
Long	49	Girdletree to Public Landing	Girdletree Park	Public Landing	7.9	On-Road Bike Lane	N	Partial	5	0	0	0	2	Y	N	N	N	Y	N	N	N	Central	N
Quick Build	50	4th Street to Cedar Hall Wharf Rd	4th & Market	Cedar Hall Wharf	5.8	On-Road Bike Lane	N	Y	3	0	0	2	2	N	N	Y	N	Y	N	N	N	South	N
Quick Build	51	Hickory Point Rd	Cedar Hall Wharf Rd & Hickory Point Rd	Hickory Point Natural Parking Area	2	On-Road Bike Lane	N	Y	1	0	0	0	1	N	N	Y	N	Y	N	N	N	South	N
Medium	52	Ayres Lane Scotts Landing	MD 12 & Ayres Lane Rd	Scotts Landing	4.9	On-Road Bike Lane	N	Y	1	0	0	0	1	N	N	N	N	N	N	N	N	Central	N
Long	53	Scotts Landing to Newark	Bayside Rd & Paw Paw Creek Rd	Basket Switch Rd & Maryland-Delaware Railroad	9.5	On-Road Bike Lane	N	Partial	4	0	0	0	0	Y	N	N	N	N	N	N	N	Central	N
Short	54	Manklin Creek Rd	Food Lion	Eastern end of street	1.1	On-Road Bike Lane	N	Y	4	0	0	0	1	N	N	N	N	N	N	N	N	North	Y
Short	55	Decatur HS and MS Sidepath	US 50 & Seahawk Rd	Seahawk Rd & Utility ROW	1.1	Sidepath	N	Y	1	2	0	0	2	N	N	N	N	N	N	N	Y	North	Y
Medium	56	Bypass Rd / Market St Bike Lanes	US 113 & Olds Rd	4th & Market	3.1	On-Road Bike Lane	N	Y	10	0	0	2	2	N	N	N	N	N	N	N	Y	South	Y
Medium	57	Creek and Nassawango Bike Lanes	Nassawango Creek Preserve Canoe and Kayak Launch	Nassawango Rd & Snow Hill Rd	4.2	On-Road Bike Lane	N	Y	3	0	0	0	1	N	N	N	N	Y	N	N	N	Central	N
Long	58	Utility Corridor from Mt Olive Church to Whiton	Whiton & Shell	Nassawango Creek Preserve Johnson Tract	7.3	Trail	N	Y	2	0	0	0	0	N	N	Y	N	Y	N	N	N	Central	N
Short	59	Riverside Bike Lane	Riverside & Willow	Riverside & Laurel	0.2	On-Road Bike Lane	N	Y	3	0	0	0	1	N	N	N	N	N	N	N	Y	South	Y
Medium	60	Seahawk Southern Extension	Seahawk Rd & Utility ROW	Seahawk & Assateague Rd	1.2	Sidepath	N	Partial	2	0	0	0	0	N	N	N	N	N	N	N	Y	North	N
Short	61	Ocean Pines Yacht Bike Lane	Ocean Pkwy & Carrolton Ln	Pines Point Marina	1.2	On-Road Bike Lane	N	Y	3	0	0	0	1	N	N	N	N	N	N	N	Y	North	N
Short	62	Flower Street Sidepath	Seahawk Rd & Flower St	Railroad Ave & Flower St	1.2	Sidepath	N	Partial	3	0	0	1	0	Y	N	N	N	N	N	N	Y	North	Y
Medium	63	Saint Martin's Church Extension	MD 589 & MD 575	St. Martin's Church Property	0.2	Sidepath	N	Y	3	0	0	0	1	N	N	N	N	N	N	N	Y	North	N
Medium	64	Saint Martin's Church Trail	-	-	0.7	Trail	N	Y	0	0	0	0	1	N	Y	Y	N	N	N	N	Y	North	N

Worcester County Greenway Trail Master Plan - Appedix A

Worcester County High Pririty Greenway Trail Segments								Connectivity Factors						Environmental Factors							Other Factors				
Segment Number	Segment Name	Start Point	End Point	Route Description	Total Length (approx miles)	Facility type (assumed)	Previously planned or design underway? (Y/N)	Available ROW (Y/N or Partial)	# Road Crossings	# Midblock Crossings	# Bridges Needed	# High Priority Destinations	# Medium Priority Destinations	private property imapcts (Y/N)	Forest impact (Y/N)	Nontidal Wetland impact (Y/N)	Tidal Wetland impact (Y/N)	Floodplain Impact (Y/N)	Farmland impact (Y/N)	Historic Impact (Y/N)	Requested by Stakeholder (Y/N)	Is it North, Central, or South County?	Corrects Safety Issues	**Environmental Notes**	**Recommended Funding Source**
3	MD 589/575	Race Track & Greys Corner	MD 90 & MD 575	Undivided 3-lane Highway	5.5	Sidepath	N	Partial	9	0	0	0	4	N	N	N	N	N	N	N	Y	North	Y		TAP, Bikeways, CRP, RAISE, ATIIP, SS4A
8	George Island Landing Rd	Church St & George Island Landing Rd	George Island Landing	Rural two-lane roadway	2.8	On-Road Shared Lane	N	Y	1	0	0	0	2	N	N	N	Y	N	N	N	N	South	N	Wetland Impacts negated by facility type	County CIP
10	Pocomoke Railroad Dual-Use Bikeway	Pocomoke City	Maryland-Virginia Border	Active railway - infrequent trains	5	Trail	Y	Y	4	0	0	1	2	N	N	Y	N	N	N	N	Y	South	N	Utilizing ex. RR bed will reduce impact to wetlands	TAP, Bikeways, CRP, RAISE, ATIIP, RSTG, SS4A
11	Snow Hill Proposed Bikeloop	Snow Hill	Snow Hill	Various rural township streets	5	On-Road Bike Lane, Partia	Y	Partial	5	0	0	3	6	N	Y	N	N	Y	N	N	Y	Central	Y	utilizing on-street lanes will reduce floodplain compliance concerns	TAP, Bikeways, CRP, ATIIP, SS4A
12	Illia Fehrer Nature Preserve Trails	-	-	Recreational trails	-	Trail	Y	Y	0	0	?	0	1	N	Y	Y	N	Y	N	N	Y	Central	Y	Reduce forest impacts via selective trail placement	RTP
14	Bay Club Trails	-	-	Recreational trails	-	Trail	Y	Y	0	0	0	0	1	N	N	N	N	N	N	N	Y	North	N		RTP
17	Girldletree to Pocomoke White Trail Bike Lane	Girdletree Park	Edge of Dukes Rd	Rural two-lane roadway	1.8	On-Road Bike Lane	N	Y	1	0	0	0	1	N	N	N	N	N	N	N	Y	South	N		TAP, Bikeways, CRP, RAISE, ATIIP, RSTG, SS4A
18	Trail to White Trail Head	Edge of Dukes Rd	Pocomoke State Forest White T	Rural two-lane roadway	0.5	Trail	N	Partial	0	0	0	0	1	Y	Y	N	N	N	N	N	Y	South	N	Forest impact may occur through trail extension	RTP
22	Ocean Pkwy	Deer Track & Ocean Pkwy	Stansell House Coastal Hospice	Suburban Divided Collector	8.2	On-Road Bike Lane	N	Partial	16	0	0	1	0	Y	N	N	Y	Y	N	N	Y	North	Y	No major environemntal impacts if on-road facility used.	TAP, Bikeways, CRP, RAISE, ATIIP, RSTG, SS4A
23	US 50 to Herring Creek	US 50 & Keyser Point	Herring Creek Nature Park	Suburban two-lane roadway	0.8	On-Road Shared Lane	N	Y	0	0	0	1	0	N	N	N	N	N	N	N	Y	North	N		Fund 79
24	Center Dr to Ocean City Elementary School	Center Dr & Keyser Point	Ocean City Elementary School	Suburban two-lane roadway	0.7	Sidepath	N	Y	1	0	0	0	1	N	N	N	N	N	N	N	Y	North	N	Will require drainage work if using ex. RoW - ex. ditch will need to be replaced	TAP, SRTS, Bikeways, CRP, RAISE, ATIIP, RSTG, SS4A
25	Old Bridge Rd	U5 50	Homer Gudelsky Park	Suburban two-lane roadway	1.8	On-Road Bike Lane	N	Partial	6	3	0	1	0	Y	N	N	N	Y	N	N	Y	North	N	No major environemntal impacts if on-road facility used.	TAP, Bikeways, CRP, RAISE, ATIIP, RSTG, SS4A
26	Germantown Rd US 113 Pedestrian Bridge	Tyree Cemetery	Northern Worcester Athletic Complex	Multilane Divided Highway	0.3	Bridge	Y	Partial	1	0	1	1	1	N	N	N	N	N	N	N	Y	North	Y		TAP, Bikeways, CRP, RAISE, ATIIP, RSTG, Reconnecting Communities, SS4A
27	Berlin Railroad Dual-Use Bikeway	US 50	Evans Rd	Inactive Railway	2	Trail	Y	Partial	8	0	0	1	3	N	N	N	N	N	N	N	Y	North	Y	Utilizing ex. RR bed will reduce impact to wetlands	TAP, Bikeways, CRP, RAISE, ATIIP, RSTG, SS4A
28	Route 611 Bike Path	US 50	Verrazano Bridge	Undivided 2-lane Highway	7.8	Sidepath	Y	Partial	12	6	0	0	2	Y	Y	N	N	N	N	N	Y	Central	Y	May require some drainage modifications but or lane shifts, but should be able to remain in SHA RoW	TAP, Bikeways, CRP, RAISE, ATIIP, RSTG, SS4A
30	Pocomoke Beltway	Pocomoke Elementary School	Newtown Park	Undivided 2-lane Highway	1.4	Sidepath	N	Y	5	0	1	2	1	N	N	N	N	N	N	N	Y	Central	Y		TAP, SRTS, Bikeways, CRP, RAISE, ATIIP, RSTG, SS4A
36	Bike Lane to West Ocean City	Philadelphia & 1st	Sunset Ave & MD 611	Undivided 4-lane Highway	2.3	On-Road Bike Lane	Y	Partial	6	8	0	1	1	N	N	N	N	N	N	N	Y	North	Y		TAP, Bikeways, CRP, RAISE, ATIIP, RSTG, SS4A
37	Initial Extension of West Ocean City Sidepath	US 50 & MD 611	US 50 & Old Bridge	Multilane Divided Highway	0.9	Sidepath	N	Partial	3	8	0	0	0	Y	N	N	N	N	N	N	Y	North	Y	May require some drainage modifications but or lane shifts, but should be able to remain in SHA RoW	TAP, Bikeways, CRP, RAISE, ATIIP, RSTG, SS4A
42	Taylor Landing Rd	Girdletree Park	Taylor Landing	Rural two-lane roadway	2.5	On-Road Shared Lane	N	Y	1	0	0	0	2	N	N	N	N	N	N	N	Y	South	N		County CIP
45	Spur Between Railroad and MD 818	Maryland-Delaware Railroad at	MD 818 and TidalHealth	Shared-Use Path through open	0.2	Sidepath	N	N	0	0	1	0	1	Y	N	Y	N	N	N	N	N	North	Y	Bridge may be required for small waterway crossing	TAP, Bikeways, CRP, RAISE, ATIIP, RSTG, SS4A
47	MD 610	US 50	Maryland-Delaware Railroad	Undivided 2-lane Highway	6.4	On-Road Bike Lane	N	Y	8	0	0	0	0	N	N	N	N	N	N	N	N	North	N		TAP, Bikeways, CRP, RAISE, ATIIP, RSTG, SS4A
50	4th Street to Cedar Hall Wharf Rd	4th & Market	Cedar Hall Wharf	Rural and residential urban two-lane roadway	5.8	On-Road Bike Lane	N	Y	3	0	0	2	2	N	N	Y	N	Y	N	N	N	South	N	Utilizing ex. RoW reduces impacts	TAP, SRTS, Bikeways, CRP, RAISE, ATIIP, RSTG, SS4A

Worcester County High Priority Greenway Trail Segments								Connectivity Factors						Environmental Factors							Other Factors				
Segment Number	Segment Name	Start Point	End Point	Route Description	Total Length (approx miles)	Facility type (assumed)	Previously planned or design underway? (Y/N)	Available ROW (Y/N or Partial)	# Road Crossings	# Midblock Crossings	# Bridges Needed	# High Priority Destinations	# Medium Priority Destinations	private property impacts (Y/N)	Forest impact (Y/N)	Nontidal Wetland impact (Y/N)	Tidal Wetland impact (Y/N)	Floodplain Impact (Y/N)	Farmland impact (Y/N)	Historic Impact (Y/N)	Requested by Stakeholder (Y/N)	Is it North, Central, or South County?	Corrects Safety Issues	**Environmental Notes**	**Recommended Funding Source**
51	Hickory Point Rd	Cedar Hall Wharf Rd & Hickory Point Rd	Hickory Point Natural Parking Area	Rural two-lane roadway	2	On-Road Bike Lane	N	Y	1	0	0	0	1	N	N	Y	N	Y	N	N	N	South	N	Utilizing ex. RoW reduces impacts	TAP, SRTS, Bikeways, CRP, RAISE, ATIIP, RSTG, SS4A
54	Manklin Creek Rd	Food Lion	Eastern end of street	Suburban 4-lane roadway	1.1	On-Road Bike Lane	N	Y	4	0	0	0	1	N	N	N	N	N	N	N	N	North	Y		TAP, Bikeways, CRP, RAISE, ATIIP, SS4A
55	Decatur HS and MS Sidepath	US 50 & Seahawk Rd	Stephen Decatur Middle School	Suburban 4-lane roadway	0.5	Sidepath	N	Y	1	2	0	0	2	N	N	N	N	N	N	N	Y	North	Y		TAP, Bikeways, CRP, RAISE, ATIIP, SRTS, SS4A
59	Riverside Bike Lane	Riverside & Willow	Riverside & Laurel	Urban two-lane roadway	0.2	On-Road Bike Lane	N	Y	3	0	0	0	1	N	N	N	N	N	N	N	Y	South	Y	No major environemntal impacts if on-road facility used.	TAP, Bikeways, CRP, RAISE, ATIIP, RSTG, SS4A
61	Ocean Pines Yacht Bike Lane	Ocean Pkwy & Carrolton Ln	Pines Point Marina	Urban two-lane roadway	1.2	On-Road Bike Lane	N	Y	3	0	0	0	1	N	N	N	N	N	N	N	Y	North	N	No major environmental impacts if on-road facility used.	TAP, Bikeways, CRP, RAISE, ATIIP, RSTG, SS4A
62	Flower Street Sidepath	Seahawk Rd & Flower St	Railroad Ave & Flower St	Suburban two-lane roadway	1,2	Sidepath	N	Partial	3	0	0	1	0	Y	N	N	N	N	N	N	Y	North	Y		TAP, Bikeways, CRP, RAISE, ATIIP, SRTS, SS4A
63	Saint Martin's Church Extension	MD 589 & MD 575	St. Martin's Church Property	Suburban Highway Ramp	0.3	Sidepath	N	Y	2	0	0	0	2	N	N	N	N	N	N	N	N	North	N		TAP, Bikeways, CRP, RAISE, ATIIP, SRTS, SS4A
64	Saint Martin's Church Trail	-	-	Off road trail	0.6	Off Road Trail	Y	Y	0	0	0	0	2	N	N	N	N	N	N	N	N	North	N		RTP
65	Berlin Downtown Spur	MD 346	Downtown/Bay Street	Urban two-lane roadway	0.75	Sidepath	N	Y	6	0	0	1	0	N	N	N	N	N	N	N	N	North	Y		TAP, Bikeways, CRP, RAISE, ATIIP, SRTS, SS4A

Grant/Funding Key	Title	Fund Source	Competitive/Formula
Bikeways	MDOT Bikeways Program	State	Competitive
Fund 79	SHA Bicycle and Pedestrian Accessibility Funds (Fund 79)	State	Formula
MHSG	Maryland Highway Safety Grant	State	Competitive
TAP	Transportation Alternatives Program	Federal - Administered by State	Competitive
SRTS	Safe Routes to School	Federal - Administered by State	Competitive
RTP	Recreational Trails Program	Federal - Administered by State	Competitive
CRP	Carbon Reduction Program	Federal	Formula
RAISE	Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	Federal	Competitive
ATIIP	Active Transportation Infrastructure Investment Program	Federal	Competitive
RCP	Reconnecting Communities Program	Federal	Competitive
RSTG	Rural Surface Transportation Grant	Federal	Competitive
SS4A	Safe Streets and Roads for All (SS4A)	Federal	Competitive