

Grand History Trail

Corridor Segment Analysis

1-O

C&O Canal National Historic Park

Status: Open

Length in miles: 41.81

Location: Washington, D.C.;

Montgomery County and Frederick County, Md.

www.nps.gov/choh

The C&O Canal towpath is the longest and most historically rich open trail within the Grand History Trail (GHT) system. The GHT follows the towpath from its eastern terminus in Washington, D.C., to the Monocacy River in Frederick County, Md.; a temporary routing of the GHT continues past the Monocacy River to New Design Road. Continuing on the C&O Canal towpath, users can link to the Great Allegheny Passage in Cumberland, Md., which provides a continuous route to Pittsburgh, Pa. GIS data and route information from Rails-to-Trails Conservancy.

1-T

C&O Canal National Historic Park

Status: Temporary

Length in miles: 2.45

Location: Frederick County, Md.

www.nps.gov/choh

The C&O Canal towpath is the longest and most historically rich open trail within the Grand History Trail (GHT) system. The GHT follows the towpath from its eastern terminus in Washington, D.C., to the Monocacy River in Frederick County, Md.; a temporary routing of the GHT continues past the Monocacy River to New Design Road. Continuing on the C&O Canal towpath, users can link to the Great Allegheny Passage in Cumberland, Md., which provides a continuous route to Pittsburgh, Pa. GIS data and route information from Rails-to-Trails Conservancy.

2-O

Capital Crescent/Georgetown Branch Trail

Status: Open

Length in miles: 10.67

Location: Washington, D.C. and Montgomery County, Md.

www.cctrail.org/

Utilizing the right-of-way formerly used by the Georgetown Branch of the Baltimore and Ohio Railroad, the paved Capital Crescent Trail between Washington, D.C., and Bethesda, Md. connects with the Georgetown Branch Trail, which has a crushed-stone surface. This corridor provides an alternate route to the National Mall for travel through the D.C. area. When the Metropolitan Branch Trail, or Met Branch, is complete, these three trails will complete a loop system around and within the District of Columbia. GIS data and route information from Rails-to-Trails Conservancy.

2-P

Capital Crescent/Georgetown Branch Trail

Status: Planned

Length in miles: 1.31

Location: Silver Spring, Montgomery County, Md.

A proposed extension of the Georgetown Branch Trail to downtown Silver Spring, Md., will eventually connect with the Met Branch Trail. When the Met Branch is complete, these trails will complete a loop system around and within the District of Columbia. GIS data and route information from Rails-to-Trails Conservancy.

3-O

Rock Creek Park Trail

Status: Open

Length in miles: 0.91

Location: Washington, D.C.

www.nps.gov/rocr/

The GHT follows the southernmost portion of the Rock Creek Park Trail, from its connection to the C&O Canal towpath in Georgetown (on the "Tuxedo Trail" by the Kennedy Center along the Potomac River) to the Lincoln Memorial on the National Mall. GIS data and route information from the District of Columbia.

4-O

National Mall Trails

Status: Open

Length in miles: 3.61

Location: Washington, D.C.

www.nps.gov/nama/

Although cycling on the sidewalk is not permitted in the Central Business District of Washington, it is permitted along the walkways of the National Mall, providing GHT users with an up-close perspective of the Lincoln Memorial, Washington Monument, Smithsonian museums, U.S. Capitol and more. At this location, the GHT meets up with the East Coast Greenway (ECG) on its route north from Virginia; the ECG has posted signs on the Mall that GHT users may utilize for wayfinding. At Third Street Northwest the route turns northeast on Louisiana Avenue to connect to Union Station. GIS data and route information from the District of Columbia.

5-O

Metropolitan Branch Trail (Met Branch)

Status: Open

Length in miles: 3.42

Location: Washington, D.C.; Silver Spring, Montgomery County, Md.

www.metbranchtrail.com/

The Met Branch parallels the CSX and Metro Red Line corridor from Union Station in Washington, D.C., to downtown Silver Spring, Md., linking multiple neighborhoods in northeast Washington. Three major off-road sections of the trail have already opened, from north to south: a path parallel to Takoma Avenue and Fenton Street in Silver Spring; a sidepath along John McCormack Road near Catholic University in Washington; and a path adjacent to the New York Avenue Metro, which connects to side paths to Union Station. GIS data and route information from the District of Columbia.

5-P

Metropolitan Branch Trail

Status: Planned

Length in miles: 4.46

Location: Washington, D.C.; Silver Spring, Montgomery County, Md.

www.metbranchtrail.com/

The Met Branch parallels the CSX and Metro Red Line corridor from Union Station in Washington, D.C., to downtown Silver Spring, Md., linking multiple neighborhoods in northeast Washington. There are five planned sections of the trail, from north to south: between Montgomery College and the Silver Spring Metro station; to the west of Takoma Metro station; between Van Buren Street and Fort Totten; between Michigan Avenue and Monroe Street; and between Franklin Street and New York Avenue. GIS data and route information from the District of Columbia.

5-T

Metropolitan Branch Trail

Status: Temporary

Length in miles: 3.84

Location: Washington, D.C.; Silver Spring, Montgomery County, Md.

www.metbranchtrail.com/

The Met Branch parallels the CSX and Metro Red Line corridor from Union Station in Washington, D.C., to downtown Silver Spring, Md., linking multiple neighborhoods in northeast Washington. A temporary route parallel to the planned trail from Takoma to Fort Totten runs primarily along Third Street Northwest. GIS data and route information from the District of Columbia.

5-G

Metropolitan Branch Trail

Status: Gap

Length in miles: 0.46

Location: Washington, D.C.; Silver Spring, Montgomery County, Md.

www.metbranchtrail.com/

The Met Branch parallels the CSX and Metro Red Line corridor from Union Station in Washington, D.C., to downtown Silver Spring, Md., linking multiple neighborhoods in northeast Washington. An on-street section of the trail runs from Franklin Street to Monroe Street along Eighth Street Northeast. GIS data and route information from the District of Columbia.

6-O

Anacostia River Trail System

Status: Open

Length in miles: 6.10

Location: Washington, D.C.

http://ddot.dc.gov/ddot/frames.asp?doc=/ddot/lib/ddot/information/bicycle/trails/anacostiarivertrail_factsheet.pdf

Stretching along the Anacostia River and linking many neighborhoods of Washington, the Anacostia River Trail System connects the National Mall at 15th Street to Bladensburg Waterfront Park in Prince George's County, Md. From there, it connects to the Anacostia Tributary Trail System. Three sections have already been completed: a short section from P Street Southwest to Water Street Southwest; a long section from Washington Navy Yard to Benning Bridge; and a short section connecting Jay Street and 40th Street Northeast. Also open are Anacostia River crossings on the Frederick Douglass (South Capitol Street) Bridge, Welsh Memorial (11th Street) Bridge, Sousa (Pennsylvania Avenue) Bridge, Whitney Young (East Capitol Street) Bridge, and Benning Road Bridge. GIS data and route information from the District of Columbia and Maryland-National Capital Park and Planning Commission.

6-P

Anacostia River Trail System

Status: Planned

Length in miles: 11.01

Location: Washington, D.C.

http://ddot.dc.gov/ddot/frames.asp?doc=/ddot/lib/ddot/information/bicycle/trails/anacostiarivertrail_factsheet.pdf

Stretching along the Anacostia River and linking many neighborhoods of Washington, the Anacostia River Trail System connects the National Mall at 15th Street to Bladensburg Waterfront Park in Prince George's County, Md. From there, it connects to the Anacostia Tributary Trail System. Four major sections are still being planned, from west to east: between East Basin Drive and M Street Southwest along Maine Avenue and Water Street Southwest; between Fourth Street Southwest and Washington Navy Yard; along the east bank of the Anacostia River between Frederick Douglass (South Capitol Street) Bridge and Whitney Young (East Capitol Street) Bridge; and from Benning Road Bridge to Bladensburg Waterfront Park. GIS data and route information from the District of Columbia and Maryland-National Capital Park and Planning Commission.

7-P

West Hyattsville Spur

Status: Planned

Length in miles: 1.89

Location: Washington, D.C.; West Hyattsville, Prince George's County, Md.

www.metbranchtrail.com/

This trail is a proposed spur connecting the Metroplitan Branch Trail at Fort Totten to the Northwest Branch Trail of the Anacostia Tributary Trail System. GIS data and route information from the District of Columbia and East Coast Greenway.

7-T

West Hyattsville Spur

Status: Temporary

Length in miles: 2.73

Location: Washington, D.C.; West Hyattsville, Prince George's County, Md.

Until the off-road West Hyattsville Spur trail is complete, an on-street route has been identified by East Coast Greenway. GIS data and route information from the District of Columbia and East Coast Greenway.

8-G

Silver Spring On-Street Route

Status: Gap

Length in miles: 1.82

Location: Silver Spring, Montgomery County, Md.

This on-street route connects the eastern terminus of the Georgetown Branch (Interim) Trail with the Sligo Creek Trail of the Anacostia Tributary Trail System. GIS data and route information from Rails-to-Trails Conservancy.

9-O

Anacostia Tributary Trail System

Status: Open

Length in miles: 12.23

Location: Prince George's County and Montgomery County, Md.

www.pgparcs.com/Your_Parks/Trails.htm

www.montgomeryparcs.org/PPSD/Park-Trails/index.shtm

This trail system along the Anacostia River and its tributaries in Montgomery and Prince George's counties in Maryland includes the Sligo Creek Trail, Northwest Branch Trail, Northeast Branch Trail, Anacostia River Trail, Bladensburg Waterfront Park and Indian Creek Trail. This trail system is accessible via Metro's Green Line at West Hyattsville station. GIS data and route information from Maryland-National Capital Park and Planning Commission.

9-T

Anacostia Tributary Trail System

Status: Temporary

Length in miles: 1.96

Location: Prince George's County and Montgomery County, Md.

www.pgparcs.com/Your_Parks/Trails.htm

www.montgomeryparcs.org/PPSD/Park-Trails/index.shtm

This trail system along the Anacostia River and its tributaries in Montgomery and Prince George's counties in Maryland includes the Sligo Creek Trail, Northwest Branch Trail, Northeast Branch Trail, Anacostia River Trail, Bladensburg Waterfront Park and Indian Creek Trail. This trail system is accessible via Metro's Green Line at West Hyattsville station. GIS data and route information from Maryland-National Capital Park and Planning Commission.

10-O

**Annapolis Road (450) Sidepath/
East Coast Greenway**

Status: Open

Length in miles: 0.99

Location: Seabrook, Prince George's County, Md.

www.greenway.org/

This sidepath connects East Coast Greenway's on-street route in Greenbelt and Lanham to the Washington, Baltimore & Annapolis (WB&A) Trail. GIS data and route information from East Coast Greenway.

10-T

East Coast Greenway Route

Status: Temporary

Length in miles: 41.55

Location: Maryland

www.greenway.org/

These temporary routes through Maryland, which are almost exclusively on-road with the exception of the Bowie Trail, were identified by East Coast Greenway. GIS data and route information from East Coast Greenway.

10-G

East Coast Greenway Route

Status: Gap

Length in miles: 4.68

Location: Maryland

www.greenway.org/

These gaps in the Grand History Trail in Maryland, which are almost exclusively on-road, were identified by East Coast Greenway. GIS data and route information from East Coast Greenway.

11-P

Good Luck Road Sidepath

Status: Planned

Length in miles: 3.07

Location: Prince George's County, Md.

This proposed Maryland State Highway Administration (SHA) sidepath was identified in the 2009 Maryland Trails Strategic Implementation Plan (TSIP) and the 1993 Glenn Dale-Seabrook-Lanham and Vicinity Master Plan. GIS data by Rails-to-Trails Conservancy; route information from 2009 TSIP.

12-O

Washington, Baltimore & Annapolis (WB&A) Trail

Status: Open

Length in miles: 9.80

Location: Prince George's County and Anne Arundel County, Md.

www.pgparcs.com/Your_Parks/Trails.htm
and <http://www.aacounty.org/RecParks/parks/trails/index.cfm>

The Washington, Baltimore and Annapolis (WB&A) Trail runs along the site of the former Washington, Baltimore and Annapolis Railroad. From 1908 through 1935, state-of-the-art electric commuter trains ran along this route through Bowie and Glenn Dale, carrying passengers between Washington, D.C., and Baltimore, Md. There are two sections of the trail that are currently open, in Anne Arundel County in the east (from Conway Road to Odenton Road) and in Prince George's County in the west (from Annapolis Road to Race Track Road). GIS data and route from Rails-to-Trails Conservancy.

12-P

Washington, Baltimore & Annapolis (WB&A) Trail

Status: Planned

Length in miles: 1.75

Location: Prince George's County and Anne Arundel County, Md.

www.pgparcs.com/Your_Parks/Trails.htm
www.aacounty.org/RecParks/parks/trails/index.cfm

The Washington, Baltimore and Annapolis (WB&A) Trail runs along the site of the former Washington, Baltimore and Annapolis Railroad. From 1908 through 1935, state-of-the-art electric commuter trains ran along this route through Bowie and Glenn Dale, carrying passengers between Washington, D.C., and Baltimore, Md. This planned section of the WB&A Trail runs between Conway Road and Race Track Road, through the preserve at Two Rivers development and across the Patuxent River, connecting two already completed sections of the trail. GIS data and route information from Rails-to-Trails Conservancy.

13-O

Odenton Road Sidepath

Status: Open

Length in miles: 0.90

Location: Odenton, Anne Arundel County, Md.

This sidepath connects the northeastern terminus of the WB&A Trail with the eventual northwestern terminus of the South Shore Trail. GIS data and route information from East Coast Greenway and Rails-to-Trails Conservancy.

13-P

South Shore Trail

Status: Planned

Length in miles: 9.97

Location: Anne Arundel County, Md.
www.friendsofaatrails.org/

The South Shore is a trail planned by Anne Arundel County, connecting Bestgate Road in Annapolis to Odenton. The trail is planned in two phases: Phase 1 runs from Maryland Route 3 at Millersville Road to Interstate 97 at Waterbury Road; Phase 2 is the remainder of the trail route north and south of Phase 1. GIS data and route information from Maryland Department of Natural Resources, East Coast Greenway and Friends of Anne Arundel County Trails.

13-G

Annapolis Road Roundabout

Status: Gap

Length in miles: 0.07

Location: Odenton, Anne Arundel County, Md.

This on-road roundabout is a short gap between the Odenton Road sidepath and the eventual northwestern terminus of the South Shore Trail. GIS data and route information from Maryland State Highway Administration.

14-O

Poplar Trail & Annapolis Sidepaths

Status: Open

Length in miles: 2.33

Location: Annapolis, Anne Arundel County, Md.

www.ci.annapolis.md.us/info.asp?page=2374

Sidepaths along Admiral Drive, Medical Parkway and connecting to Annapolis Mall provide a safe connection through the Bestgate Road area. Poplar Trail is an existing 2,400-foot hiking and bicycling trail along the old WB&A right-of-way in Annapolis, beginning at Taylor Avenue and ending at Germantown School. This trail serves as the backbone of the city's overall pathway system and provides access to two elementary schools, athletic fields, the public library and other community facilities. The Poplar Trail was selected by the Millennium Council as Maryland's Millennium Legacy Trail. GIS data and route information from Rails-to-Trails Conservancy, East Coast Greenway and City of Annapolis.

14-G

Annapolis Route

Status: Gap

Length in miles: 5.12

Location: Annapolis, Anne Arundel County, Md.

This on-street route through Annapolis connects trail users to historical sites, including the Maryland State House, the U.S. Naval Academy and downtown Annapolis. The route also connects across the Severn River to connect with the Baltimore & Annapolis Trail. GIS data and route information from East Coast Greenway and city of Annapolis.

15-O

Baltimore & Annapolis Trail

Status: Open

Length in miles: 13.96

Location: Anne Arundel County, Md.

www.aacounty.org/RecParks/parks/trails/index.cfm

The Baltimore & Annapolis (B&A) Trail stretches from the intersection of Summers Run and North Winchester Road (accessible from Ritchie Highway via Boulters Way, near Route 50) to Dorsey Road in Glen Burnie. The Earleigh Heights Ranger Station is located on the trail in Severna Park with parking available on the premises. A gazebo, horticultural gardens and park benches are also found at the Hatton-Register Green property in Severna Park. GIS data and route information from Rails-to-Trails Conservancy.

16-O

BWI Trail & John Overstreet Connector

Status: Open

Length in miles: 13.19

Location: Anne Arundel County, Md.

www.aacounty.org/RecParks/parks/trails/index.cfm

The John Overstreet Connector, named after a Glen Burnie retiree dedicated to teaching bicycle safety, provides a link between the BWI Trail and the B&A Trail. It begins at the end of the B&A Trail at Dorsey Road, passes through Saw Mill Creek Park and ends at the BWI Trail at Stewart Avenue. The BWI Trail is a loop around Baltimore-Washington Thurgood Marshall International Airport. The BWI Trail has been built and maintained through a public/private cooperative effort that includes the Anne Arundel County Department of Recreation and Parks, the Maryland Aviation Administration, the State Highway Administration, the BWI Airport Neighbors Committee, the Department of Natural Resources and the Mass Transit Administration. The trail connects to light rail, MARC and Amtrak service. A spur trail from BWI Trail at Andover Road leads to the Linthicum Light Rail Station. GIS data and route information from Rails-to-Trails Conservancy.

17-P

Light Rail Trail/Cherry Hill Park

Status: Planned

Length in miles: 4.16

Location: Anne Arundel County, Baltimore County and Baltimore City, Md.

This proposed trail would begin at Linthicum Light Rail Station and run alongside an existing light rail corridor north of Baltimore-Washington International Airport before turning east at West Patapsco Avenue to parallel an active freight corridor. The trail would then head north into Cherry Hill Park to connect with the Gwynns Falls Trail. The most significant improvement necessary for this trail would be the re-establishment of a connection over the Patapsco River using existing bridge piers. GIS data and route information from East Coast Greenway, city of Baltimore and Rails-to-Trails Conservancy.

17-T

Gwynns Falls Trail to BWI Trail

Status: Temporary

Length in miles: 4.70

Location: Baltimore City, Md.

This temporary on-street route connects the northern spur of the BWI Trail to the southern terminus of the Gwynns Falls Trail. It runs along North Camp Meade Road, Belle Grove Road and South Hanover Street to Baltimore's Brooklyn neighborhood. GIS data and route information from East Coast Greenway and Rails-to-Trails Conservancy.

18-O

Gwynns Falls Trail

Status: Open

Length in miles: 5.36

Location: Baltimore City, Md.

www.gwynnsfallstrail.org/

The Gwynns Falls Trail system stretches from the city's northwest uplands to its southern waterfront, providing access to more than 2,000 acres of parkland and linking more than 30 neighborhoods in the Gwynns Falls Valley. The Grand History Trail utilizes only the section of the trail along the waterfront, from Cherry Hill Park to downtown Baltimore. Completed sections of the trail are, from south to north: from Cherry Hill Park to the Cherry Hill Light Rail Station (parallel to Waterview Avenue and South Hanover Street); and from Annapolis Road at Russell Street to West Henrietta Street in the Sharp Leadenhall neighborhood, via M&T Bank Stadium. GIS data and route information from the city of Baltimore and Rails-to-Trails Conservancy.

18-P

Gwynns Falls Trail

Status: Planned

Length in miles: 3.99

Location: Baltimore City, Md.

www.gwynnsfallstrail.org/

The Gwynns Falls Trail system stretches from the city's northwest uplands to its southern waterfront, providing access to more than 2,000 acres of parkland and linking more than 30 neighborhoods in the Gwynns Falls Valley. The Grand History Trail utilizes only the section of the trail along the waterfront, from Cherry Hill Park to downtown Baltimore. The two planned segments of the Gwynns Falls Trail are, from south to north: an off-road trail along the waterfront east of Kloman Street in Westport; and the installation of on-street bicycle lanes along existing roads in Baltimore's Sharp-Leadenhall neighborhood. GIS data and route information from the city of Baltimore.

18-T

Gwynns Falls Trail

Status: Temporary

Length in miles: 1.27

Location: Baltimore City, Md.

www.gwynnsfallstrail.org/

The Gwynns Falls Trail system stretches from the city's northwest uplands to its southern waterfront, providing access to more than 2,000 acres of parkland and linking more than 30 neighborhoods in the Gwynns Falls Valley. The Grand History Trail utilizes only the section of the trail along the waterfront, from Cherry Hill Park to downtown Baltimore. This temporary on-street route for the Gwynns Falls Trail runs north from Waterview Avenue, primarily along Kloman Street, Clare Street and Annapolis Road in Baltimore's Westport neighborhood. GIS data and route information from the city of Baltimore.

19-O

Inner Harbor Cycletrack & Sidewalks

Status: Open

Length in miles: 0.72

Location: Baltimore City, Md.

These off-road facilities on Light Street and Pratt Street bring Grand History Trail users through the Inner Harbor section of downtown Baltimore, including attractions such as the city's Harborplace, World Trade Center and National Aquarium. GIS data and route information from the city of Baltimore and East Coast Greenway.

20-O

Jones Falls Trail

Status: Open

Length in miles: 5.39

Location: Baltimore City, Md.

http://jonesfalls.org/index.php/programs/jones_falls_trail/

The Jones Falls Trail parallels the Jones Falls River and passes by a number of historical mills, the Maryland Zoo, the scenic overlook at Round Falls and the Baltimore Street Car Museum. It follows a varied route that runs through parkland and alongside busy city streets. The trail's open segment begins on Falls Road at Lanvale Street (north of Baltimore Penn Station) and continues through Druid Hill Park until the intersection of Clipper Road and Union Avenue, near the Woodberry Light Rail Station. GIS data and route information from the city of Baltimore.

20-P

Jones Falls Trail

Status: Planned

Length in miles: 5.73

Location: Baltimore City, Md.

http://jonesfalls.org/index.php/programs/jones_falls_trail/

The Jones Falls Trail parallels the Jones Falls River and passes by a number of historic mills, the Maryland Zoo, the scenic overlook at Round Falls and the Baltimore Street Car Museum. It follows a varied route that runs through parkland and alongside busy city streets. There are two sections of the Jones Falls Trail that are currently planned, from south to north: a section from Pratt Street to Penn Station, primarily along The Fallsway; and a section extending north of the existing Jones Falls Trail to the Mount Washington light rail station. GIS data and route information from the city of Baltimore.

21-O

Baltimore County Trail Concepts

Status: Open

Length in miles: 1.03

Location: Baltimore City and Baltimore County, Md.

This route is a conceptual series of trails and on-road connections. Open off-road segments are, from south to north: a short segment underneath Interstate 83 connecting Mount Washington light rail station with Smith Avenue; and a section of trail within Robert E. Lee Park accessible from Lakeside Drive and Hollins Avenue. GIS data by Rails-to-Trails Conservancy; route information from the 2009 Maryland Trails Strategic Implementation Plan (TSIP).

21-P

Baltimore County Trail Concepts

Status: Planned

Length in miles: 5.60

Location: Baltimore City and Baltimore County, Md.

This route is a conceptual series of trails and on-road connections. Planned segments are, from south to north: a connection between Smith Avenue and the intersection of Falls Road and Lakeside Drive; an improved trail within Robert E. Lee Park west to the intersection of Ruxton Road and Old Court Road; a trail east of Thornton Road and within Essex Farms Park; and a trail from Jeffers Circle, underneath Interstate 695 and parallel to the light rail corridor to Fairgrounds light rail station. GIS data by Rails-to-Trails Conservancy; route information from the 2009 Maryland Trails Strategic Implementation Plan (TSIP).

21-G

Baltimore County Trail Concepts

Status: Gap

Length in miles: 2.22

Location: Baltimore City and Baltimore County, Md.

This route is a conceptual series of trails and on-road connections. On-street gap segments are, from south to north: Lakeside Drive from Falls Road to Robert E. Lee Park; Old Court Road north of Ruxton Road, continuing on West Joppa Road to Thornton Road; a short on-street segment of Jeffers Road; and Warren Road east of Beaver Dam Road. GIS data by Rails-to-Trails Conservancy; route information from the 2009 Maryland Trails Strategic Implementation Plan (TSIP).

22-O

Torrey C. Brown Northern Central Rail Trail

Status: Open

Length in miles: 21.55

Location: Baltimore County, Md.

www.dnr.state.md.us/greenways/ncrt_trail.html

Completed in 1984, the Torrey C. Brown Rail Trail (formerly known as the Northern Central Rail Trail, or NCR) has a crushed-stone surface and begins in Cockeysville, Md., and ends just over the state line in New Freedom, Pa. The history of the rail-trail dates back to 1832, when the Northern Central Railroad carried passengers, people vacationing at Bentley Springs, and freight between Baltimore and York or Harrisburg in Pennsylvania. The railroad ran for about 140 years, and you can still see part of the old bed. Today, the trail is managed by the Maryland Department of Natural Resources as part of Gunpowder Falls State Park. Amenities along the route include picnic and park benches, drinking fountains for hikers, bikers and dogs, and portable restrooms. Just off the trail, you can enjoy a small art gallery, an antique shop and several places to stop and buy food and drinks. Hotels and motels can be found within a mile of the trail, and there is easy access to a bike shop that rents and repairs bikes. The trail cuts through several towns, including Monkton, Parkton, Falls Overlook, Bentley Springs and New Freedom. The trail is used by a mix of horseback riders, joggers, walkers, hikers, bikers and people of all ages. On weekends, the trail is heavily used by local residents and travelers from the Baltimore area. GIS data and route information from Rails-to-Trails Conservancy.

22-P

Torrey C. Brown Northern Central Rail Trail

Status: Planned

Length in miles: 1.53

Location: Baltimore County, Md.

This conceptual southern extension of the

Torrey C. Brown Rail Trail, from its current southern terminus to Warren Road, was identified in the the 2009 Maryland Trails Strategic Implementation Plan (TSIP). GIS data by Rails-to-Trails Conservancy; route information from 2009 TSIP.

10-G

East Coast Greenway Route

Status: Gap

Length in miles: 4.68

Location: Maryland.

www.greenway.org

These gaps in the Grand History Trail in Maryland, which are almost exclusively on-road, were identified by East Coast Greenway. GIS data and route information from East Coast Greenway

23-O

Heritage Rail Trail County Park

Status: Open

Length in miles: 22.46

Location: York County, Pa.

www.yorkcountyrails.org/

York County's Heritage Rail Trail County Park connects Maryland's Torrey C. Brown Rail Trail with the historic district of downtown York, Pa. The trail is a 10-foot-wide compacted stone surface designed for hiking, bicycling, running, horseback riding as well as winter sports such as cross-country skiing and snowshoeing. Adjacent to the trail is an active rail line, the Northern Central Railway. GIS data and route information by Rails-to-Trails Conservancy.

24-G

York On-Street Route

Status: Gap

Length in miles: 2.42

Location: York and West York, York County, Pa.

This on-street route through York and West York follows roads including West Princess Street, Salem Avenue and West College Avenue. GIS data by Rails-to-Trails Conservancy; route information by Rails-to-Trails Conservancy and verified by York County Rail Trail Authority.

25-O

Hanover Trolley Trail

Status: Open

Length in miles: 1.56

Location: York County, Pa.

www.yorkcountyrails.org/

The Hanover Trolley Trail runs along an abandoned trolley right-of-way between York and Hanover, Pa. The corridor is currently owned by Metropolitan Edison. There are two separate sections of the trail that were completed in June 2008: in Spring Grove Borough and Jackson Township, a section of trail includes a parking lot/trailhead at the Jackson Township Sewer Authority plant and a small parking area near Hosiery Alley in Spring Grove Borough; in Hanover Borough, a section of trail runs from Moul Avenue in the borough to Cherry Tree Court. The trail consists of a 10-foot wide crushed-stone surface. In addition, where the width of the corridor permits, an 8-foot-wide dirt/grass pathway for horse riders parallels the trail. GIS data by Rails-to-Trails Conservancy; route information from York County Rail Trail Authority.

25-P

Hanover Trolley Trail

Status: Planned

Length in miles: 13.99

Location: York County, Pa.

www.yorkcountyrails.org/

The Hanover Trolley Trail runs along an abandoned trolley right-of-way between York and Hanover, Pa. The corridor is currently owned by Metropolitan Edison. There are three separate sections of the trail that are being planned: from Hokes Mill Road in West York to Hershey Road in Spring Grove; from Constitution Avenue in Spring Grove to Gitts Run Road northeast of Hanover; and from Wilson Avenue to Moul Avenue in Hanover. GIS data by Rails-to-Trails Conservancy; route information from York County Rail Trail Authority.

25-T

Hanover Trolley Trail

Status: Temporary

Length in miles: 16.85

Location: York County, Pa.

www.yorkcountyrails.org

This on-street route parallels the planned sections of the Hanover Trolley Trail. GIS data and route information by Rails-to-Trails Conservancy and verified by York County Rail Trail Authority.

26-G

Hanover On-Street Route

Status: Gap

Length in miles: 1.12

Location: Hanover, York County, Pa.

This on-street route runs through the heart of Hanover, connecting the planned western terminus of the Hanover Trolley Trail with the planned eastern terminus of the Gettysburg to Hanover Trail. Major roads included in this route include North Street, Penn Street and McKinley Avenue. GIS data and route information by Rails-to-Trails Conservancy.

27-P

Gettysburg to Hanover Trail

Status: Planned

Length in miles: 17.09

Location: Adams and York Counties, Pa.

The Gettysburg to Hanover Trail will connect Adams County with York County, providing access to the historical resources of Adams County, including rolling farmland and small communities such as Littlestown. A route, which utilizes an out-of-service Penn Central Railroad corridor, a short on-street route and public and private property were identified in an October 2007 feasibility study by Campbell Thomas & Co. in association with Arora and Associates. Like the Grand History Trail work by Rails-to-Trails Conservancy, this feasibility study was financed in part by a grant from the Community Conservation Partnerships Program, Environmental Stewardship Fund, under the administration of the Pennsylvania Department of Conservation and Natural Resources, Bureau of Recreation and Conservation. The trail is a joint project of Healthy Adams County and York County Rail Trail Authority. GIS data by Rails-to-Trails Conservancy; route information by Gettysburg to Hanover Trail Feasibility Study and Healthy Adams County.

27-T

Gettysburg to Hanover Trail

Status: Temporary

Length in miles: 17.60

Location: Adams and York Counties, Pa.

<http://habpi.org/>

The Gettysburg to Hanover Trail will connect Adams County with York County, providing access to the historical resources of Adams County, including rolling farmland and small communities such as Littlestown. A route, which utilizes an out-of-service Penn Central Railroad corridor, a short on-street route and public and private property were identified in an October 2007 feasibility study by Campbell Thomas & Co. in association with Arora and Associates. Like the Grand History Trail work by Rails-to-Trails Conservancy, this feasibility study was financed in part by a grant from the Community Conservation Partnerships Program, Environmental Stewardship Fund, under the administration of the Pennsylvania Department of Conservation and Natural Resources, Bureau of Recreation and Conservation. The trail is a joint project of Healthy Adams County and York County Rail Trail Authority. GIS data by Rails-to-Trails Conservancy; route information by Gettysburg to Hanover Trail Feasibility Study and Healthy Adams County.

27-G

Gettysburg to Hanover Trail

Status: Gap

Length in miles: 4.29

Location: Adams and York Counties, Pa.

<http://habpi.org/>

This on-street route connects Gettysburg to the Gettysburg to Hanover Trail. It runs along Sachs Road, Hospital Road, Blacksmith Shop Road, Baltimore Pike, by the Gettysburg National Military Park Visitors Center, and on Taneytown Road. GIS data by Rails-to-Trails Conservancy; route information from Healthy Adams County.

28-P

Gettysburg Inner Loop

Status: Planned

Length in miles: 0.24

Location: Gettysburg, Adams County, Pa.

<http://habpi.org/>

The Gettysburg Inner Loop is a planned circular path around the central downtown area of Gettysburg. The Grand History Trail only follows a portion of its route. The section of this planned trail not currently running along an existing roadway is located within Gettysburg Regional Recreation Park and connects with the Biser Fitness Trail. GIS data by Rails-to-Trails Conservancy; route information by Healthy Adams County.

28-T

Gettysburg Inner Loop

Status: Temporary

Length in miles: 0.30

Location: Gettysburg, Adams County, Pa.

<http://habpi.org/>

The Gettysburg Inner Loop is a planned circular path around the central downtown area of Gettysburg. The Grand History Trail only follows a portion of its route. This temporary on-street route on Long Lane and Breckenridge Street is the GHT route until the planned trail connection through Gettysburg Regional Recreation Park is constructed. GIS data by Rails-to-Trails Conservancy; route information by Healthy Adams County.

28-G

Gettysburg Inner Loop

Status: Gap

Length in miles: 0.63

Location: Gettysburg, Adams County, Pa.

<http://habpi.org/>

The Gettysburg Inner Loop is a planned circular path around the central downtown area of Gettysburg. The Grand History Trail only follows a portion of its route. There are two sections of this trail that are currently on-road routes without any bicycle facilities: along West Street and Springs Avenue; as well as on Gettys Street. Proposals call for bicycle improvements to these streets, potentially including separated paths. GIS data by Rails-to-Trails Conservancy; route information by Healthy Adams County.

29-G

Pumping Station Road Route

Status: Gap

Length in miles: 13.01

Location: Adams County, Pa.

This on-road section is a gap in the Grand History Trail route where no off-road trail is planned. It connects Gettysburg, Pa., to Emmitsburg, Md., via roads including Millerstown Road, Pumping Station Road, Middle Creek Road, Stultz Road and Irishtown Road. GIS data and route information by Rails-to-Trails Conservancy and verified by Healthy Adams County.

30-G

Emmitsburg to Thurmont On-Street Route

Status: Gap

Length in miles: 9.70

Location: Frederick County, Md.

This on-road section is a gap in the grand History Trail route where no off-road trail is planned. It connects Emmitsburg, Md., to Thurmont, Md., via roads including South Seaton Avenue, Old Emmitsburg Road, Kelbaugh Road and Church Street/Sabillasville Road. GIS data and route information by Rails-to-Trails Conservancy and verified by Frederick County Department of Planning.

31-O

H&F Trolley Trail

Status: Open

Length in miles: 0.72

Location: Frederick County, Md.

www.dnr.state.md.us/greenways/counties/frederick.html

The H&F Trolley Trail follows an out-of-service Hagerstown & Frederick Railway trolley right-of-way from Thurmont, Md., to Fredrick, Md., on which the Hagerstown and Frederick (H&F) Railroad operated electric trolleys from 1908 to 1953. The right-of-way is approximately 30 to 35 feet in width and still accommodates electric utility lines. Destinations along the corridor include Cunningham Falls State Park and the Catoctin Furnace, the Utica covered bridge, Catoctin Zoo, and the Yellow Springs and Lewistown elementary schools. At the moment, only one section is open; it is located in Thurmont between East Main Street and Water Street and opened in 1998 after being constructed by the town of Thurmont. GIS data by Rails-to-Trails Conservancy; route information by Frederick County Department of Planning.

31-P

H&F Trolley Trail

Status: Planned

Length in miles: 13.59

Location: Frederick County, Md.

www.dnr.state.md.us/greenways/counties/frederick.html

The H&F Trolley Trail follows an out-of-service Hagerstown & Frederick Railway trolley right-of-way from Thurmont, Md., to Fredrick, Md., on which the Hagerstown and Frederick (H&F) Railroad operated electric trolleys from 1908 to 1953. The right-of-way is approximately 30 to 35 feet in width and still accommodates electric utility lines. Destinations along the corridor include Cunningham Falls State Park and the Catoctin Furnace, the Utica covered bridge, Catoctin Zoo, and the Yellow Springs and Lewistown elementary schools. The majority of the trail, from East Moser Road in Thurmont to Tuscan Drive (near Yellow Springs Road) in Frederick, is planned, as identified in the Frederick County Bikeways & Trails Plan. GIS data by Rails-to-Trails Conservancy; route information by Frederick County Department of Planning.

31-T

H&F Trolley Trail

Status: Temporary

Length in miles: 17.37

Location: Frederick County, Md.

www.dnr.state.md.us/greenways/counties/frederick.html

The H&F Trolley Trail follows an out-of-service Hagerstown & Frederick Railway trolley right-of-way from Thurmont, Md., to Fredrick, Md., on which the Hagerstown and Frederick (H&F) Railroad operated electric trolleys from 1908 to 1953. The right-of-way is approximately 30 to 35 feet in width and still accommodates electric utility lines. Destinations along the corridor include Cunningham Falls State Park and the Catoctin Furnace, the Utica covered bridge, Catoctin Zoo, and the Yellow Springs and Lewistown elementary schools. A temporary route along Frederick County roads, including Taney Avenue, Thomas Johnson Drive, Willowbrook Road, Old Frederick Road, Hessong Bridge Road and Moser Road, has been identified by the Frederick County Department of Planning and Rails-to-Trails Conservancy. GIS data by Rails-to-Trails Conservancy; route information by Frederick County Department of Planning.

32-O

Carroll Creek Trail

Status: Open

Length in miles: 1.62

Location: Frederick County, Md.

The Carroll Creek Trail follows Carroll Creek through the heart of Frederick, connecting parks and recreational assets including Baker Park, Culler Lake, Bentztown Spring Park and Millinix Park. It also links into downtown Frederick, where land is being redeveloped along the creek. Currently, the trail is open between East Street (at the Frederick MARC station) and Fairview Avenue. GIS data and route information by Frederick County Department of Planning.

32-P

Carroll Creek Trail

Status: Planned

Length in miles: 21.48

Location: Frederick County, Md.

The Carroll Creek Trail follows Carroll Creek through the heart of Frederick, connecting parks and recreational assets including Baker Park, Culler Lake, Bentztown Spring Park and Millinix Park. It also links into downtown Frederick, where land is being redeveloped along the creek. Two sections of the trail are currently planned: in the west, a planned section follows Carroll Creek through Waterford Park underneath Catoctin Mountain Highway (Route 15), from Fairview Avenue to Tuscany Drive (near Yellow Springs Road) and the planned terminus of the H&F Trolley Trail; in the east, the trail is planned to extend along the creek from East Street (at the Frederick MARC station) to the Monocacy River Trail at the wastewater treatment plant. Currently, a short portion of the eastern section is funded for construction, from East Street to Patrick Street. GIS data and route information by Frederick County Department of Planning.

33-P

Monocacy River Trail & Battlefield Trails

Status: Planned

Length in miles: 2.22

Location: Frederick County, Md.

www.nps.gov/MONO

The planned Monocacy River Trail would parallel and complement a “blue trail” for canoeing and other water uses on the Monocacy River by connecting trail users to the historic site at Monocacy National Battlefield. The trail is planned to run along the Monocacy River, except for within the Monocacy National Battlefield, where the National Park Service has identified a route along rail corridors and roads including Urbana Pike. GIS data and route information by Frederick County Department of Planning; some route information by the National Park Service.

33-T

Monocacy River Trail & Battlefield Trails

Status: Temporary

Length in miles: 12.44

Location: Frederick County, Md.

www.nps.gov/MONO

Since the Monocacy River Trail and Battlefield Trails are not completed, this temporary route follows the C&O Canal towpath. The C&O Canal towpath connects to New Design Road, which brings Grand History Trail users to Frederick via Stadium Drive and South Carroll Street. GIS data and route information by Frederick County Department of Planning.
