

The Patapsco Regional Greenway



Baltimore
Metropolitan
Council

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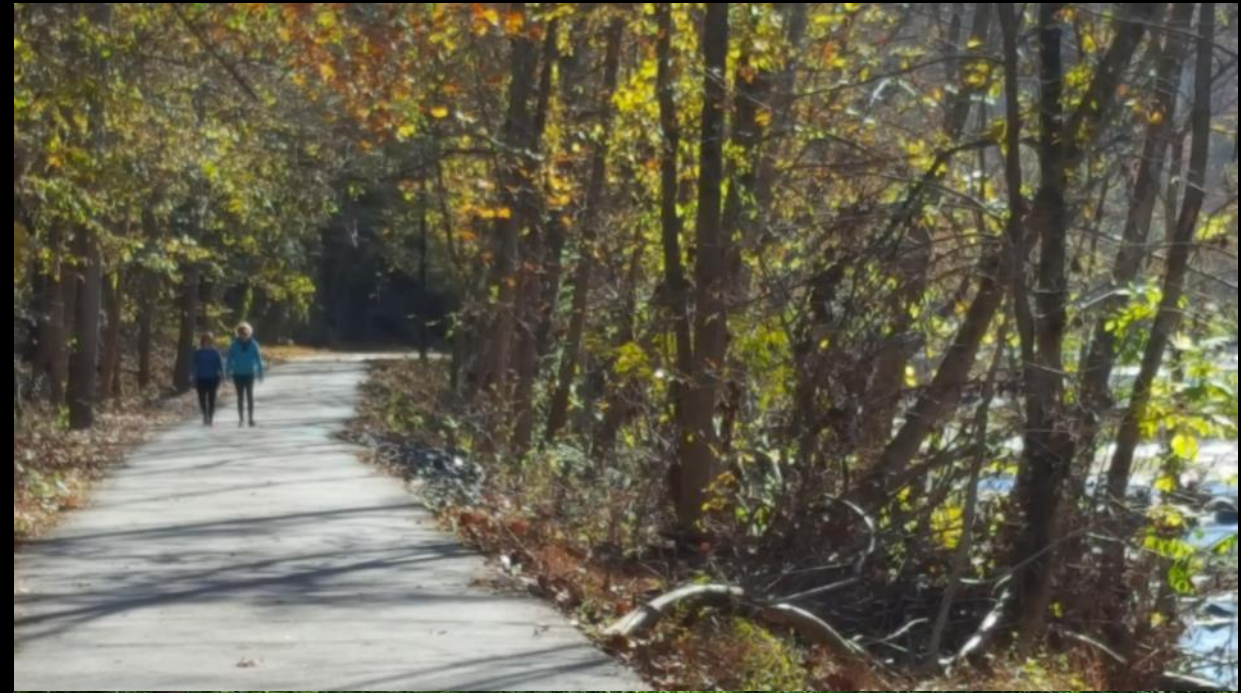
A person wearing a blue jacket, a hat, and a red backpack stands in a small boat on a river. The river is surrounded by dense forest with tall trees and some autumn-colored foliage. The water is calm, reflecting the surrounding greenery. The person is holding a long pole or stick, possibly for navigation or fishing. The overall scene is peaceful and natural.

Overview

- Project Intent & Process
- Concept Plan & Matrix
- Next Steps

Process

1. Define “greenway”
2. Review plans
3. Field investigation
4. Determine alignment
5. Public review
6. Identify primary, alternative & spur alignments
7. Analyze greenway segments



Patapsco Regional Greenway

A shared use path from Inner Harbor of Baltimore to Sykesville for both transportation and recreation connecting the region's trail system



Background

- Project Introduction
- Trail Benefits
- Similar Plans
- Toolkit



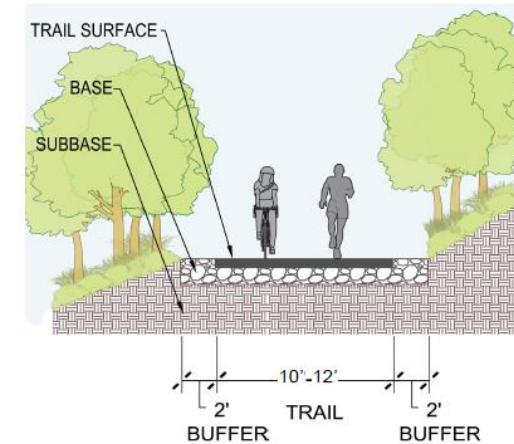
4 TREATMENTS TOOLKIT

The ultimate design of the Patapsco Regional Greenway will be dependent on the desires of the communities through which the greenway passes. Developing a uniform trail design will create a more cohesive trail experience; whereas more varied designs can highlight the variety of towns and natural environments along the greenway. Throughout the design process, safety, environmental stewardship and accessibility should be prioritized. On the following pages are design ideas and principles for the Patapsco Regional Greenway.

BOARDWALKS

As an alternative to the proposed bridge systems, a boardwalk system may be possible. These systems are typically made of wood or possibly structural recycled materials and are designed to span across low lying areas that may be inundated. A boardwalk system may also be appropriate in hilly areas where extensive grading would traditionally be utilized to bridge areas with significant grade changes. Potential boardwalk systems should be constructed with "non-slip" decking materials, railings and kick railings with openings no greater than 4 inches in diameter and a minimum height of 42 inches. Any proposed boardwalk or bridge system should consider potential environmental impacts, maintenance requirements, vehicle loading/access requirements, and alignment possibilities when considering each structure type.

WALKING AND BICYCLING FACILITIES



The width of a trail has a large effect on the safety and comfort of trail users. Determining trail width is a key element of safe trail design and one should consider the volume of expected users, both today and in the future. It is important to remember that a trail accommodates two-way traffic and will be used by both people bicycling and walking. As people bicycling and walking travel at different speeds, trail width should allow people bicycling to overtake or pass someone walking without impacting the safety of someone traveling in the opposite direction.

The AASHTO Bike Guide has established 10 feet as the standard minimum width for a shared use trail; an extra foot (11 feet) enables the middle of a trail to function as a passing lane, which increases the volume of users that can be comfortably accommodated. Areas expecting especially high use, such as trails near downtown, separating pedestrians and bicyclist on two separate trails is recommended.



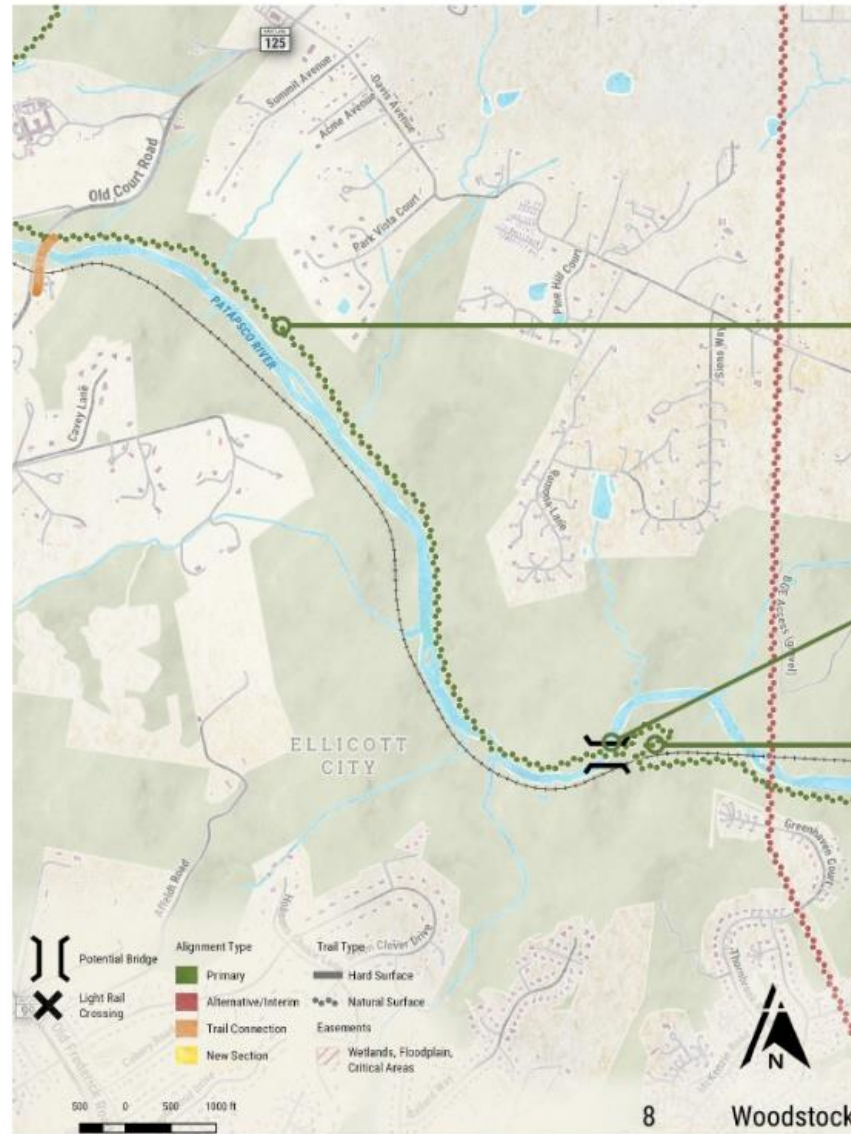
ROAD CROSSINGS

Best practice design for crossings at each of the crossroads of the park, as well as adjoining roadways, is key to ensuring that trail and park users are able to utilize the space as safely and comfortably as possible. General improvement recommendations including curb ramps, crosswalk markings, street signage, crossing signals, and curb extensions are the types of features recommended at many of the proposed intersections to address site specific issues.



Mapbook

- Corridor details
- Alignment and surface types
- Photo documentation



Lower Thru Trail

This is an existing 3-foot wide single track trail along the river. The environment and trail could be enhanced with the addition of seven culverts and three small bridges. The trail could connect to the Old Main Line Rail Trail via a bridge over the river.



A swinging bridge can be constructed across the Patapsco River to connect two trail sections which are relatively flat and easy to navigate.

Active Rail Line Crossing

The Lower Thru Trail could connect to the Old Main Line Trail (see next page) by passing over the active CSX tracks at an existing tunnel.



Implementation Matrix

- Trail Section (length, surface, width, bridge)
- Description
- Jurisdiction/Agencies
- Property Ownership
- Design & Construction Costs
- Environmental Analysis
- Phase
- Implementation Support

ID# 6



TRAIL SECTION: HOLLIFIELD ROAD BYPASS

The Thru Trail at Alberton Road is a major trail access point on the Baltimore County side of the Patapsco River. An additional trailhead is located 1500' downstream on the Howard County side at Hollifield Road. Currently, the only access between the two points is along Dogwood, Hollifield and Old Frederick Roads. Each road is a narrow, two lane road with many turns and blind spots as the roads are wedged between the river and adjacent steep slopes. To provide an alternative, lower stress route for those walking, biking or on horseback, a bridge over the Patapsco River from the Alberton Road trailhead to the CSX property is recommended. On the Howard County side, the CSX follows the river, but a wide, even graded area exists which may provide adequate space between a proposed trail and the active railroad line. With the bridge connection, approximately 1000' of trail would be needed along the rail line to the unimproved parking lot at Old Frederick Road. No at-grade crossing of the railroad is needed with this alignment.

ENGINEERING CALCULATIONS

JURISDICTION: Howard County

RESPONSIBLE AGENCIES: Maryland Park Service, CSX

RIGHT OF WAY ACQUISITION (% PRIVATELY OWNED): 7%

LENGTH (MILES): 0.37

DESIGN CONSIDERATIONS: Roughly 200ft of bridge needed to cross river. Coordination with Railroad could add significant costs

CONSTRUCTION COST: \$2,389,000.00

DESIGN COSTS: \$597,250.00

PHASE: Long term

FUNDING SOURCES: Student Conservation Association, Rivers Trails and Conservations Assistance Program, Recreational Trails Program National Recreation and Park Assoc. Land and Water Conservation Fund, American Conservation Corps, Boy Scouts

VOLUNTEER CONSTRUCTION: No

ENVIRONMENTAL ANALYSIS

POSSIBLE CONSTRUCTION AREA (ACRES): 0.9

WETLANDS (ACRES): 0.22

100-YEAR FLOODPLAIN (ACRES): 0.9

FOREST INTERIOR DWELLING SPECIES (FIDS) HABITAT (ACRES): 0.9

RARE, THREATENED AND ENDANGERED (RTE) SPECIES HABITAT (ACRES): 0.9

CHESAPEAKE BAY CRITICAL AREA (ACRES): N/A

Patapsco Greenway

- 35 mile linear corridor
- 65 miles of corridor evaluated
- 53 miles recommended
- 75% within public right-of-way



Next Steps

- Steering Committee
- Wayfinding/Branding
- Agreements
- Traffic and Structure Studies
- Capital Improvement Planning

A wooden fence with a sign that reads "AUTHORIZED AND EMERGENCY VEHICLES ONLY". The sign is white with black text and is mounted on a wooden post. The fence is made of horizontal wooden rails and vertical posts. The background shows a dense forest of green trees and a grassy field.

AUTHORIZED
AND
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ONLY



Questions

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