

Shared-Use Path & Trails Network:

Baltimore Green Network Plan Addendum

Baltimore City Department of Planning
Presentation for BMC Bicycle & Pedestrian Advisory Group
May 17, 2023

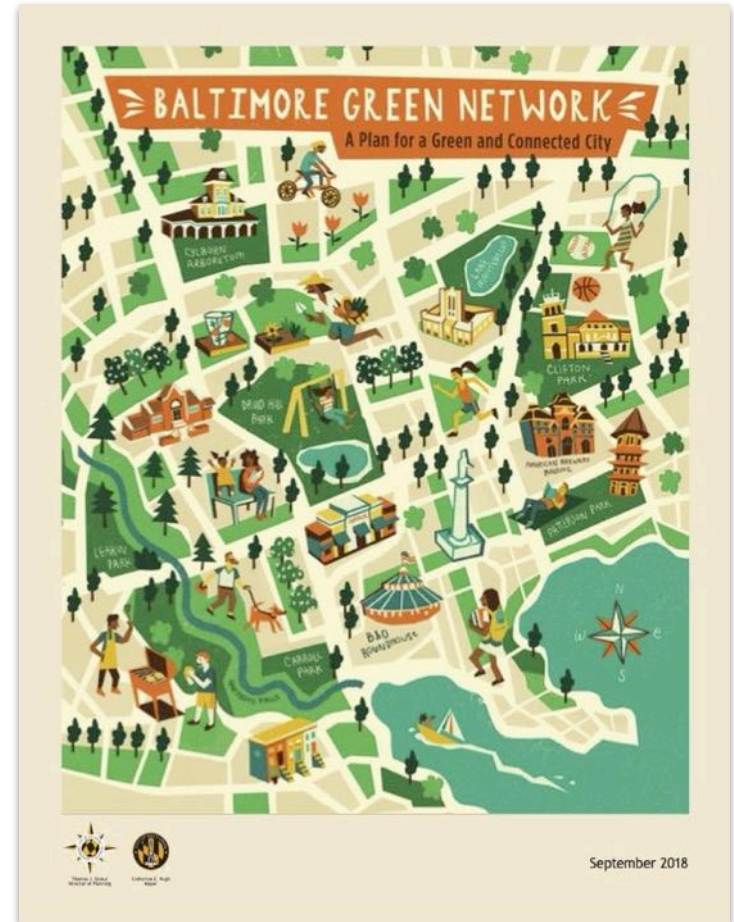


Community Corridors and the Baltimore Green Network Plan

Baltimore Green Network Plan presented an ambitious vision to bring new green spaces to Baltimore neighborhoods and create an interconnected system of natural and recreational spaces throughout the city.

Key objectives included:

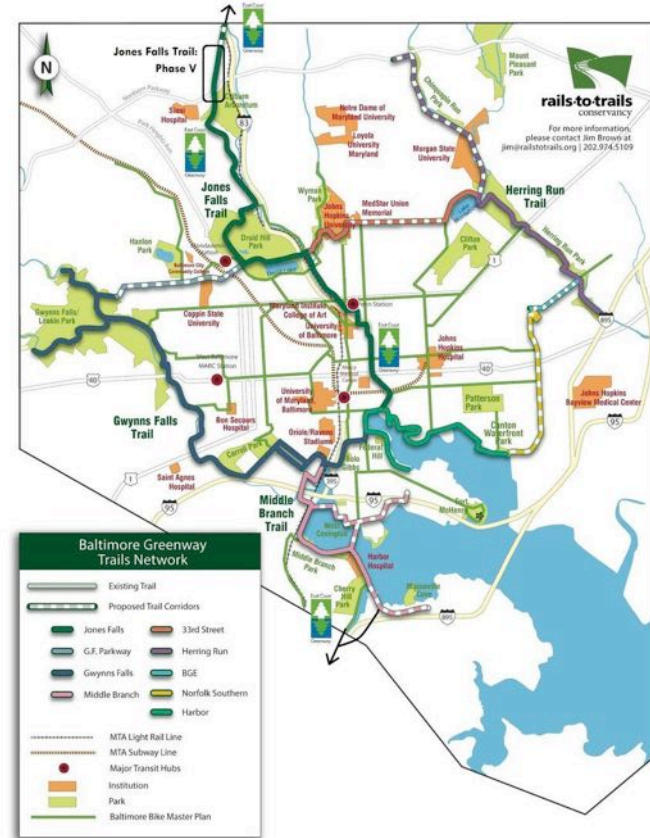
- Enhancing identified corridors through a combination of improved walking and bicycling facilities, streetscape greening and improvements, and wayfinding.
- Extending, connecting, or improving existing trails, and improving access between neighborhoods and parks through bicycle and walking paths and enhanced street crossings.



Baltimore Greenway Trail Network

The **Baltimore Greenway Trail Network** is featured as the “centerpiece” of the Community Corridors in the Baltimore Green Network Plan.

Routes for additional Community Corridors came from the **2017 Separated Bike Lane Network Addendum** to the Baltimore Bike Master Plan.



Shared-Use Path & Trails Network Addendum

- **Share Baltimore City's goals** for the shared use path and trail network including:
 - the relationship of the network to existing community plans and
 - the expected benefits for residents
- **Identifying locations** for future path and trail development and the enhancement of existing facilities
- **Documenting the city's design guidelines** for capital project planning, design review, and management of shared use paths and trails

Existing Plans for Shared Use Paths & Trails

Early Trail Planning

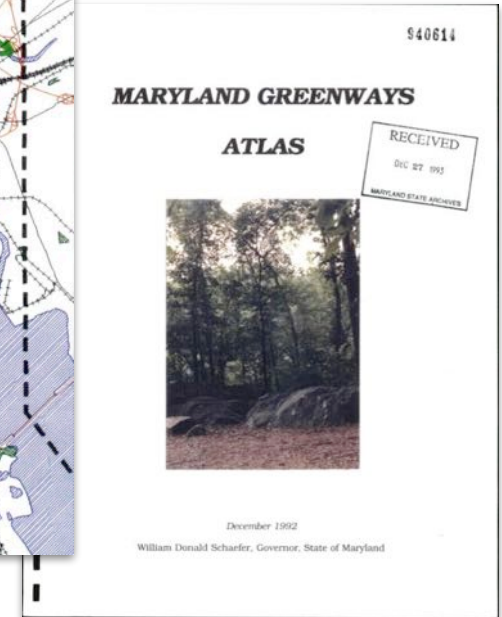
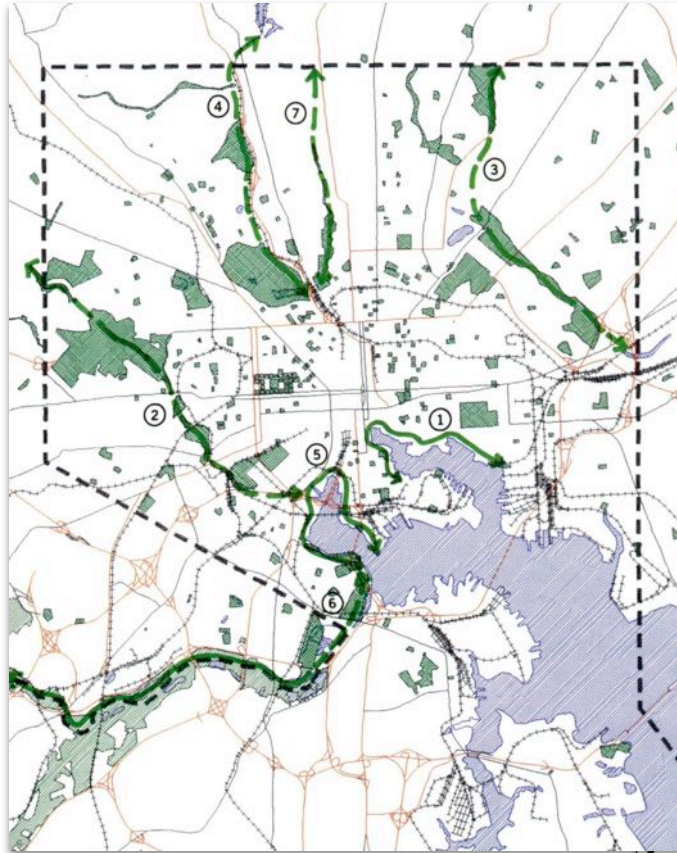
Planning for trails and other improvements along Baltimore's parkways and stream valleys began with the **1904 Olmsted Plan**.

Planning continued with reports from **The Jones Falls Valley Plan** (1961) to the **Waterfront Promenade Implementation Strategy** (1991) and more.



Early Trail Planning

Development of Baltimore existing trail system took shape through the **Maryland Greenways Commission** (1991), **Gwynns Falls Master Plan** (1996), **Jones Falls Master Plan** (2000), and **Herring Run Park Master Plan** (2011).



| | Phase | Year |
|--|---|------|
| | Gwynns Falls Trail (Phase I) Franklinton Road to Leon Day Park | 1999 |
| | Gwynns Falls Trail (Phase II) Leon Day Park to Carroll Park | 2002 |
| | Gwynns Falls Trail (Phase III) Carroll Park to the Inner Harbor & Middle Branch | 2003 |
| | Jones Falls Trail (Phase I) Penn Station to Druid Hill Park | 2005 |
| | Jones Falls Trail (Phase III) Druid Hill Park to Woodberry Light Rail Station | 2008 |
| | Jones Falls Trail (Phase II) Inner Harbor to Penn Station | 2014 |
| | Herring Run Trail (Phase I) Halls Springs Area (Harford Rd. & Argonne Dr.) to Sinclair Lane | 2015 |

Prior Planning: Baltimore Bike Master Plan (2006)

The 2006 plan called to **develop off-road paths to create a connected trail system** (Objective 4) as part of the broader goal to **develop a comprehensive network of facilities for bicyclists** (Goal 1).

Recommendations supporting this objective included:

- Complete ongoing trail development projects.
- Develop new and extend existing trails.
- Improve neighborhood access to trails.

Prior Planning: Baltimore Bike Master Plan (2015)

The 2015 plan set out **develop and improve off-road paths to create a more connected trail system** (Goal 3). Relevant objectives and recommendations included:

- **Objective 1:** Complete ongoing trail development projects
 - Implement recommendations to Waterfront Promenade Access Study
 - Complete proposed Multi-Purpose Trails
- **Objective 2:** Improve community access to trails
 - Improve lighting for off road trails to allow night-time access
 - Install wayfinding signs from neighborhoods and nearby attractions to trails.
 - Create solutions to existing physical barriers between neighborhoods and trails.

Prior Planning: Area, Park, and Trail Plans

Baltimore City Park plans

- Canton Waterfront Park Master Plan (2018-2020)
- Upper Stony Run Strategic Plan (2018) and Lower Stony Run Strategic Plan (2023)
- Reimagine Middle Branch (2023)

Baltimore City Area plans

- Southwest Partnership Vision Plan (2015)
- Cherry Hill Transformation Plan (2020)
- Baltimore Highlands Community Plan (2022)

Trail and path plans

- Baybrook Connector (2022)
- Northern Segments Study (2022-2023)

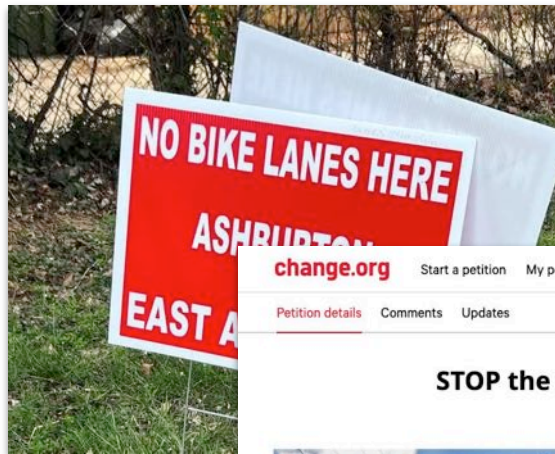
Plans outside Baltimore City

- Western Baltimore County Pedestrian and Bicycle Access Plan (2012)
- Anne Arundel County Pedestrian and Bicycle Master Plan (2013)
- Patapsco Heritage Greenway Concept Plan (2017)

Trail Planning & Community Engagement

Shared use path and trail projects (including the Baltimore Greenway Trail Network and others) have been met with both support and opposition by residents.

Trail planning and implementation should address concerns around housing affordability and safety but ensure an equitable engagement beyond meetings alone and avoid compromising the safety or utility of design concepts in the process.

A screenshot of a Change.org petition page. The page title is "STOP the BAYBROOK CONNECTOR". It shows 576 signatures and a goal of 1,000. The petition is by North Anne Arundel County Neighborhoods. The description mentions the Greater Baybrook Alliance (GBA) and its proposal for a pathway between Cherry Hill, Brooklyn, Brooklyn Park, and Pumphrey. The sign form includes fields for first name, last name, email, and address (Baltimore, 21217, United States).

change.org Start a petition My petitions Browse Membership Log in

Petition details Comments Updates

STOP the BAYBROOK CONNECTOR

576 have signed. Let's get to 1,000!

At 1,000 signatures, this petition is more likely to be featured in recommendations!

Alice Cook signed this petition

Jason West signed this petition

Sign this petition

First name

Last name

Email

Baltimore, 21217 United States

North Anne Arundel County Neighborhoods started this petition to MD State Senate District 12 Senator Clarence Lam and 9 others

The Greater Baybrook Alliance (GBA) a group of politically well-connected interest based in Baltimore City, has proposed the Baybrook Connector. GBA has quietly been working to get federal, state and local funding to develop a pathway that has been defined by them as a "safe, comfortable place to walk, bike, or roll between the neighborhoods of Cherry Hill, Brooklyn, Brooklyn Park, and Pumphrey." In community meetings, GBA has stated that the path would serve as an essential link from the community to doctor's offices,

Future Shared Use Paths & Trails

Shared Use Path Development and Enhancement Opportunities

Preliminary categories for projects included in the Shared Use Paths and Trails Addendum include:

- Planned new paths/trails
- Gaps to fill
- Right-of-way facilities
- Trail concepts

In addition to routes within the Baltimore Greenway Trail Network, trails may serve as regional connectors or enhancements for a neighborhood or park.



Shared Use Path Development in Baltimore City

Baltimore Greenway Trails Network

- Northern Segments (33rd Street Connector and the Gwynns Falls Connector)
- Eastern Segments (Southeast Connector)
- Southern Segments

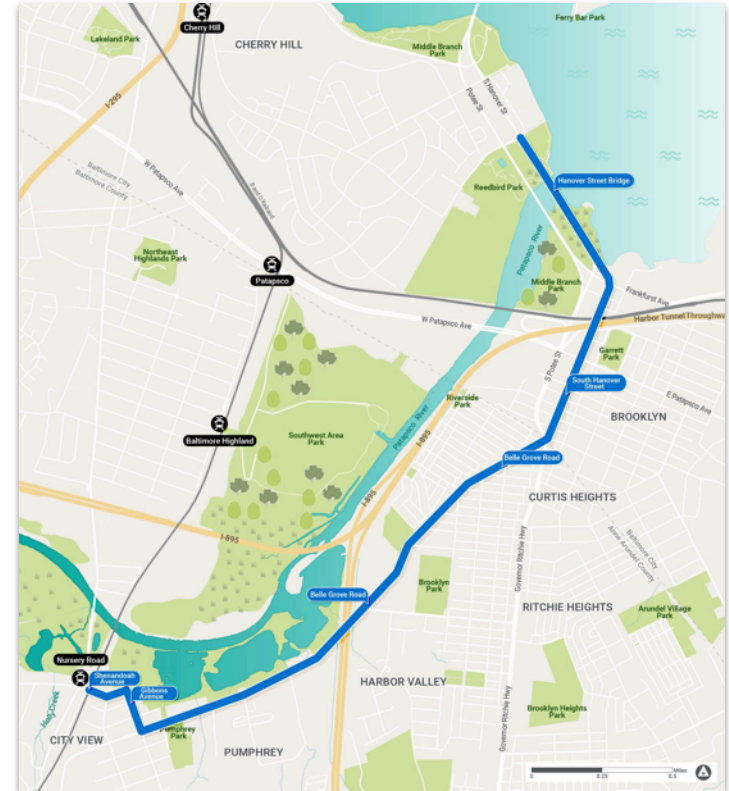
Additional Trail Concepts

- Carroll Park Heritage Trail
- Connecting Waterfront Promenade to Ft. McHenry and Maryland Cruise Terminal



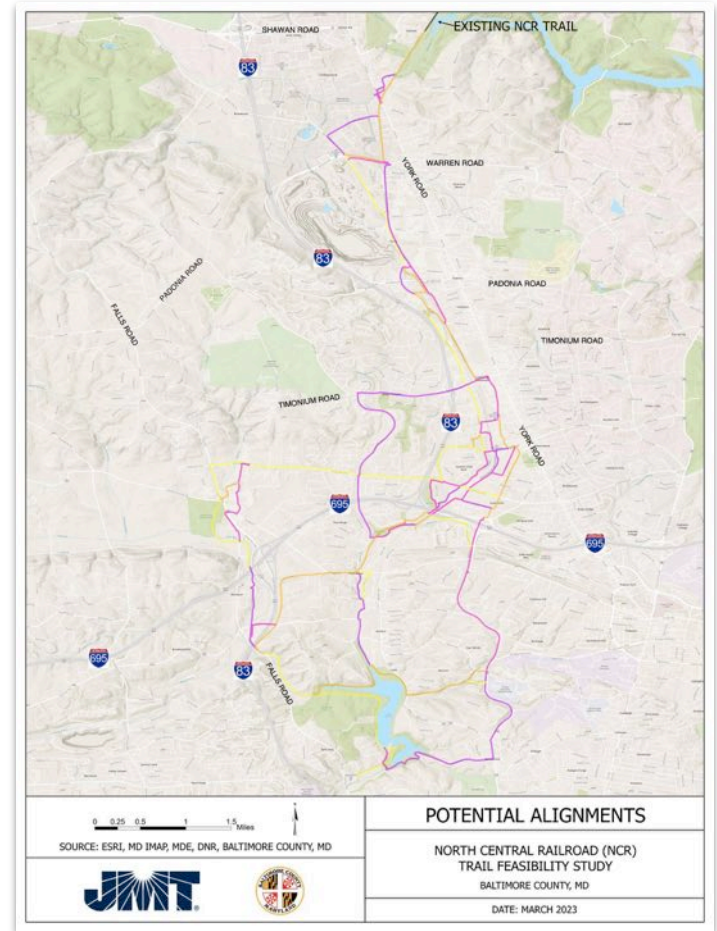
Regional Trail Connections

- **Orangeville Utility Corridor/BG&E Transmission Line Connector:**
Herring Run Park to Overlea
- **Baybrook Connector:** Cherry Hill to Linthicum
- **Middle Branch Trails:** South Baltimore to Patapsco Regional Greenway
- **Catonsville Short Line Park:** Gwynns Falls Trail to Short Line Trail



Regional Trail Connections in Metro Area Counties

- **Baltimore County**
 - NCR to Jones Falls Trail Connection
 - BG&E Utility Corridor
- **Anne Arundel County**
 - B&A Trail to Gwynns Falls Trail Connection

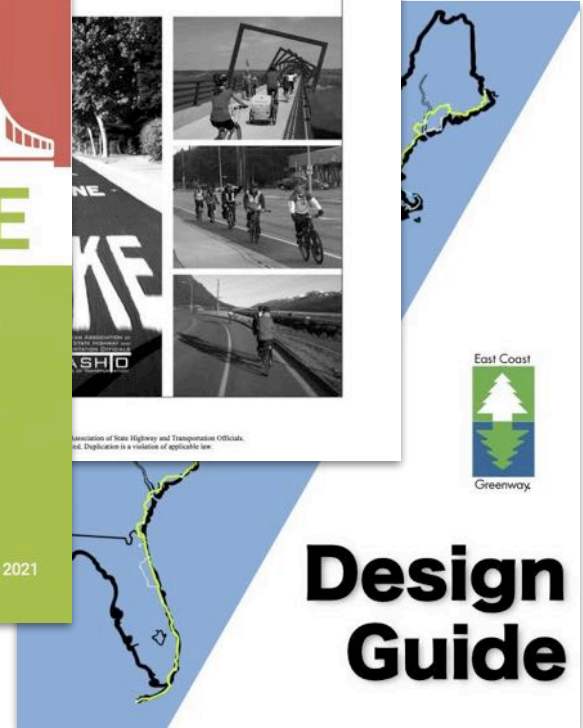
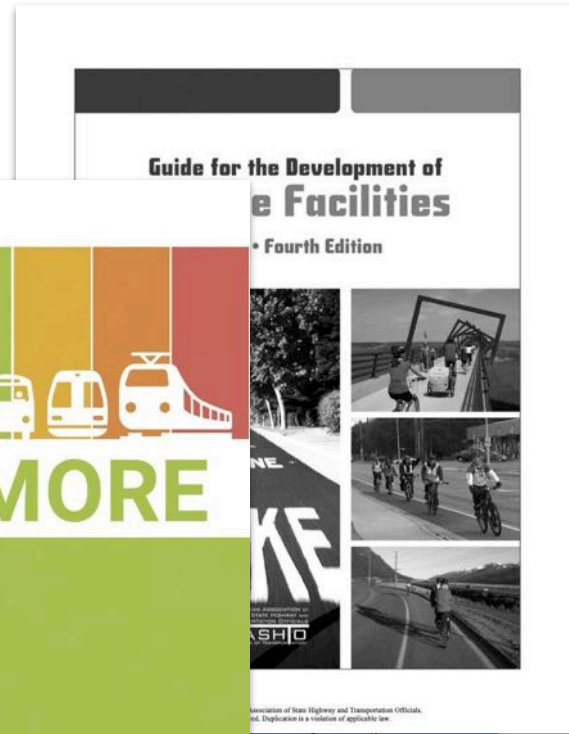
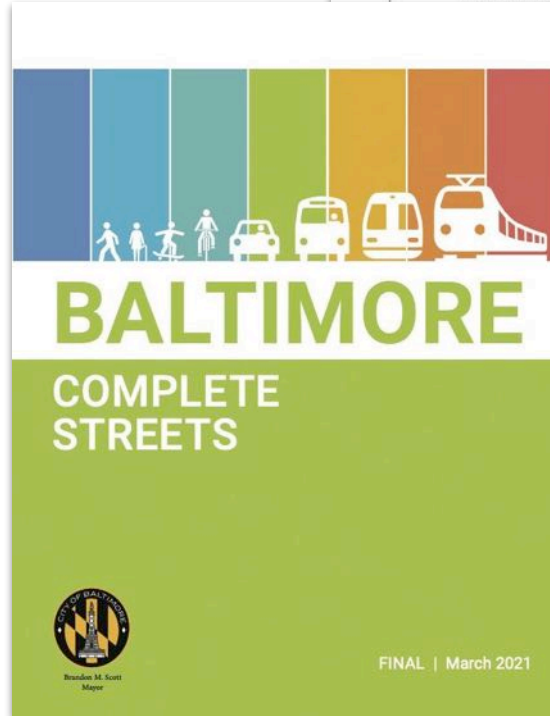


Design Guidelines for Shared Use Paths & Trails

Design Guidance

Developing a reference document primarily based on the **Baltimore Complete Streets Manual** with additional references to:

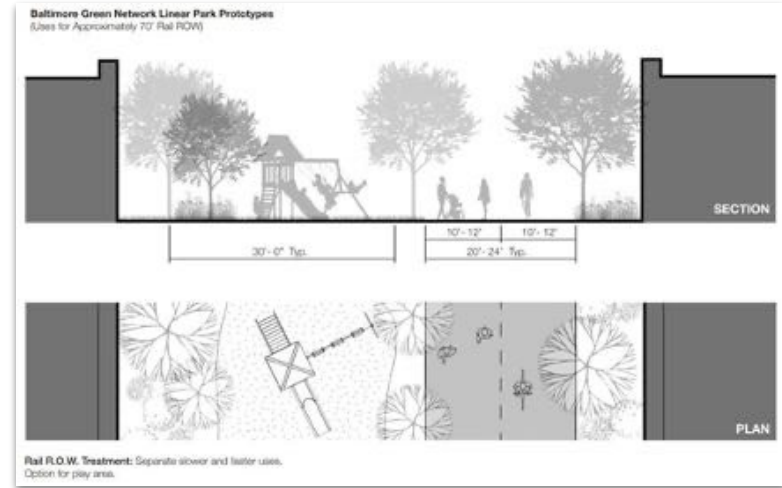
- Guide for the Development of Bicycle Facilities (AASHTO)
- Baltimore Landscape Manual



Level of Service Requirements

Design guidelines are intended to ensure sufficient level of service in south and southeast Baltimore sections with private development partners.

The target in these areas is to create a 16-24' wide path that provides adequate width for future growth in trail utilization.



Additional Information

- [Baltimore City Department of Recreation & Parks – Trails](#)
- [Bikemore – Baltimore Greenway Trails Network](#)
- [Rails-to-Trails – Baltimore Greenway Trails Network](#)
- [Baltimore Greenway \(Northern Segments of the Baltimore Greenway Trail Network\)](#)

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