The Patapsco Regional Greenway

June 27, 2017
Overview

• Project Intent & Process
• Community Involvement
• Alignment Summary
• Mapbook
• Implementation Matrix
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
Public Involvement

• Patapsco Heritage Greenway & Mid-Atlantic Off Road Enthusiasts (MORE)

• 330 respondents online survey

• Community Input Meetings
  • Ellicott City
  • Eldersburg
Challenges

• Environmental Impacts
• Active Railroad
• Narrow right-of-way
Opportunities

- Greenway network mostly intact
- Public right-of-way
- Neighborhood Connections
Mapbook

- Corridor details
- Alignment and surface types
- Photo documentation
### Implementation Matrix

<table>
<thead>
<tr>
<th>Trail Section (length, surface, width, bridge)</th>
<th>Description</th>
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</thead>
</table>

**Jurisdiction/Agencies**

**Property Ownership**

**Design & Construction Costs**

**Environmental Analysis**

**Phase**

**Implementation Support**

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#### 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 1,500 feet downstream on the Howard County side at Hollifield Road. Currently, the only access between the two points is along Dougwood, Hollifield and Old Frederick Roads. Each road is a narrow, two-lane road with many turn and blind spots as the roads are wedged between the river and adjacent steep slopes. To provide an alternative, lower cross 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 1,000 feet 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

<table>
<thead>
<tr>
<th>JURISDICTION: Howard County</th>
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<tbody>
<tr>
<td>RESPONSIBLE AGENCIES: Maryland Park Service, CSX</td>
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<tr>
<td>RIGHT OF WAY ACQUISITION (% PRIVATELY OWNED): 7%</td>
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<tr>
<td>LENGTH (MILES): 0.37</td>
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<td>COST (CONSTRUCTION): $2,289,000.00</td>
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<tr>
<td>CONSTRUCTION COST: $2,289,000.00</td>
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<td>DESIGN COST: $597,250.00</td>
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<td>PHASE: Long term</td>
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<td>FUNDING SOURCES: Student Conservation Association, Rivers Trails and Conservation Assistance Program, Recreational Trails Program National Recreation and Park Service, Land and Water Conservation Fund, AmeriCorps, Conservation Corps, Boy Scouts</td>
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</tbody>
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#### Environmental Analysis

| POSSIBLE CONSTRUCTION AREA (ACRES): 0.9 |
| WETLANDS (ACRES): 0.22 |
| 100 YEAR FLOODPLAIN (ACRES): 0.9 |
| RAIL, THREATENED AND ENDANGERED SPECIES HABITAT (ACRES): 0.9 |
| CHEMICAL CRITICAL AREA (ACRES): N/A |
Next Steps

• Agreements
• Wayfinding
• Traffic and Structure Studies
• Capital Improvement Planning
• Ellicott City to Cherry Hill
Questions

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