



---

# Top Regional Active Transportation Priorities

BRTB

May 24, 2022



# Agenda

- **Vision and Goals**
- **Resilience 2050**
- **Background**
- **Work Session Overview**
- **Selected Priorities**
- **Next Steps**

# BPAG Work Session to Set Priorities



# BPAG Work Session Vision and Goals

- **Vision**
  - Develop a list of the top active transportation priorities in the Baltimore region grounded in adopted bicycle, pedestrian, complete streets, and/or park and recreation plans
- **Goals**
  - Fulfill the federal requirement to address bicycle and pedestrian planning as a component of the long-range transportation plan (LRTP), Resilience 2050: Adapting to the Challenges of Tomorrow
  - Identify opportunities to connect and enhance the regional active transportation system
  - Position member jurisdictions to pursue state, federal, and other funding opportunities

# BPAG Work Session Overview

- **Key Characteristics of Regional Active Transportation Priorities**
  - Safe and comfortable to use by a broad audience
  - Increases equitable access to destinations that meet daily needs
  - Multi-jurisdictional
  - Bolsters last-mile connections
  - Connects activity centers
  - Identified in an adopted bicycle, pedestrian, complete streets, and/or park and recreation plan



# BPAG Work Session: Top Priorities Selected

## Top Priorities Selected\* (2022)

- Complete the Patapsco Regional Greenway
- Complete the South Shore Trail missing segments in Anne Arundel County
- BWI Trail loop to the Gwynns Falls Trail in Anne Arundel County
- Citywide ADA Infrastructure Improvements in Baltimore City
- Complete the Baltimore Greenway Trail Network in Baltimore City
- Separated bicycle facilities along Liberty Heights in Baltimore City
- Connection through Baltimore County to Ma & Pa Trail in Harford County
- Torrey C. Brown/NCR Trail Connections from Baltimore City to Pennsylvania in Baltimore County

*\*Note: the order of projects is not based on priority level*

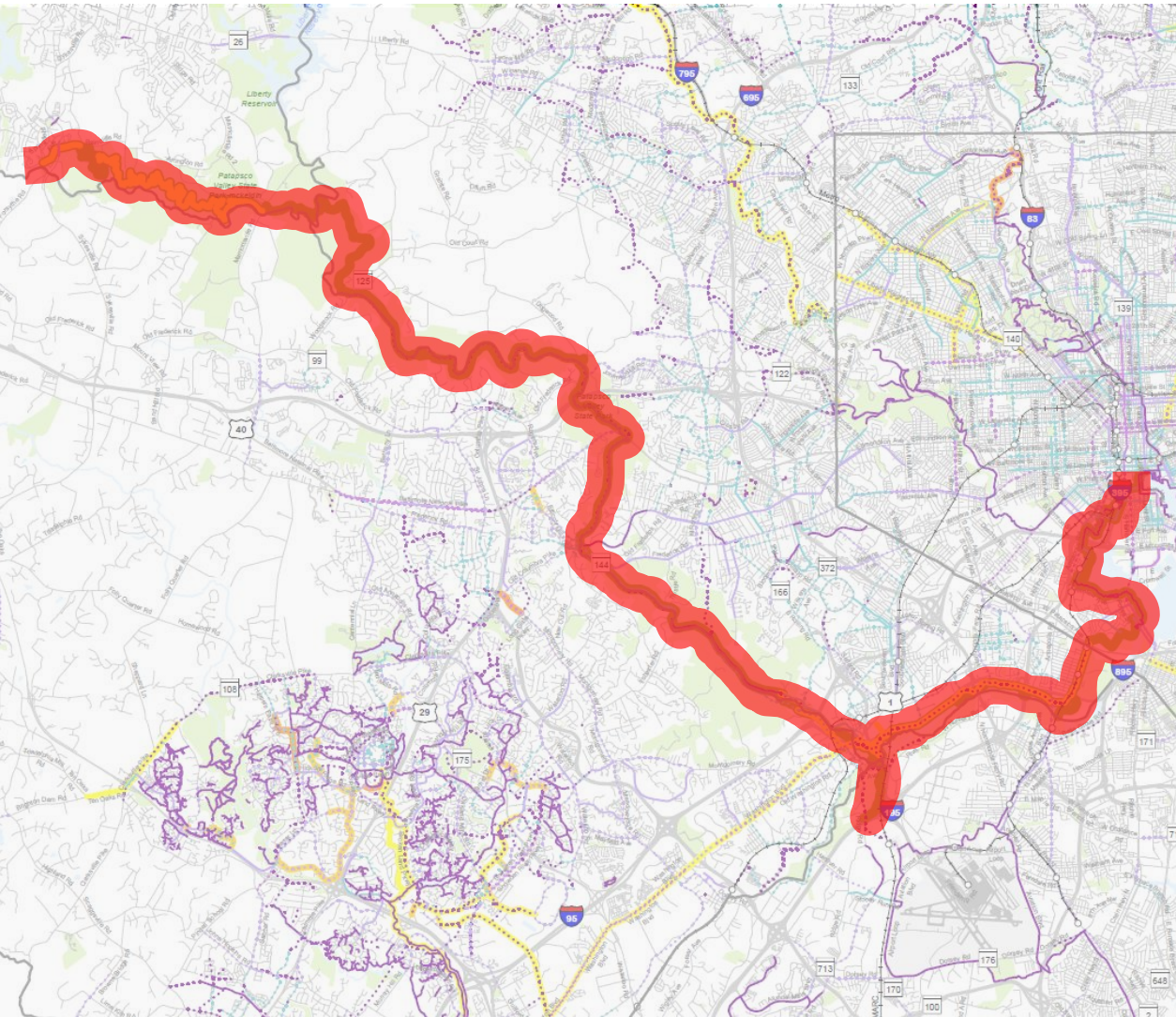
# BPAG Work Session: Top Priorities Selected

## Top Priorities Selected\* (2022)

- Gwynns Falls Trail Connection to Baltimore City in Baltimore County
- Northwest Trail in Carroll County
- Wakefield Valley Park Bike & Pedestrian Trail System in Carroll County
- B&A Trail - Annapolis Extension in City of Annapolis and Anne Arundel County
- Shared use path and sidepath along West East Express (WEE) in City of Annapolis
- Patuxent Branch Trail Completion (Downtown Columbia to Laurel) in Howard County
- Shared use path and sidewalk along US 1 Corridor in Howard County
- Connect Cross Island Trail and South Island Trail in Queen Anne's County

*\*Note: the order of projects is not based on priority level*

# BPAG Work Session: Proposed Priority



**Name:** Patapsco Regional Greenway (PRG)

**Jurisdiction:** Baltimore Region

**Approximate Length:** 40 miles

**Facility Type:** Shared use path, trail

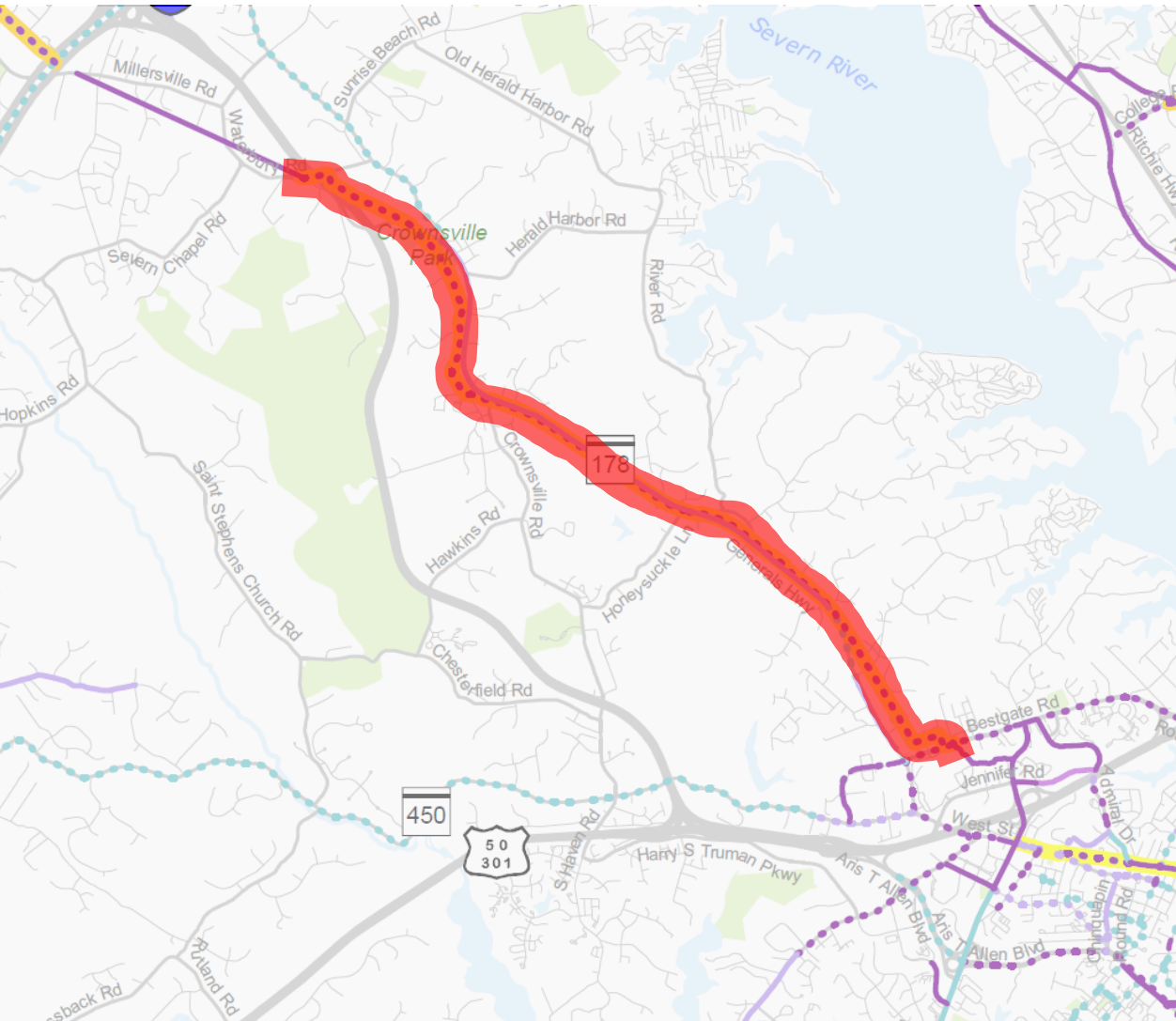
**Status:** Planned, various 30% design, existing

The PRG Plan was approved by the Baltimore Regional Transportation Board (BRTB) in 2017 and maps the main alignment of a 40-mile, shared use trail traveling through the Patapsco Valley from Sykesville in Carroll County to Baltimore's Inner Harbor.

The Patapsco Regional Greenway will serve as a region-wide asset and provide nearby communities with a sustainable transportation route and miles of recreational trails.



# BPAG Work Session: Proposed Priority



**Name:** Completing the South Shore Trail missing segments

**Jurisdiction:** Anne Arundel County

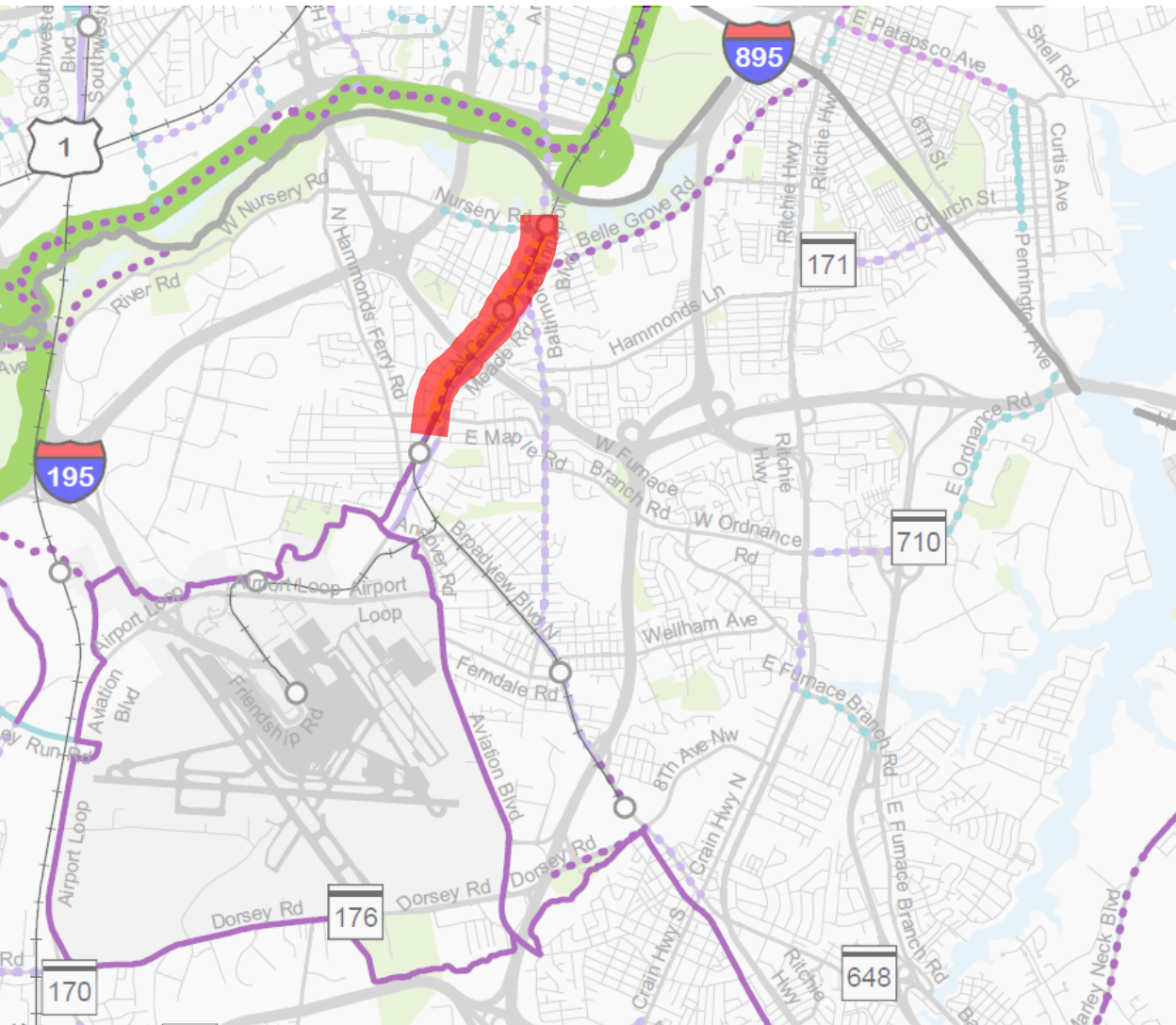
**Approximate Length:** 7 miles

**Facility Type:** Shared use path

**Status:** Not provided

Full description to be provided shortly.

# BPAG Work Session: Proposed Priority



**Name:** BWI Trail loop to the Gwynns Falls Trail

**Jurisdiction:** Anne Arundel County

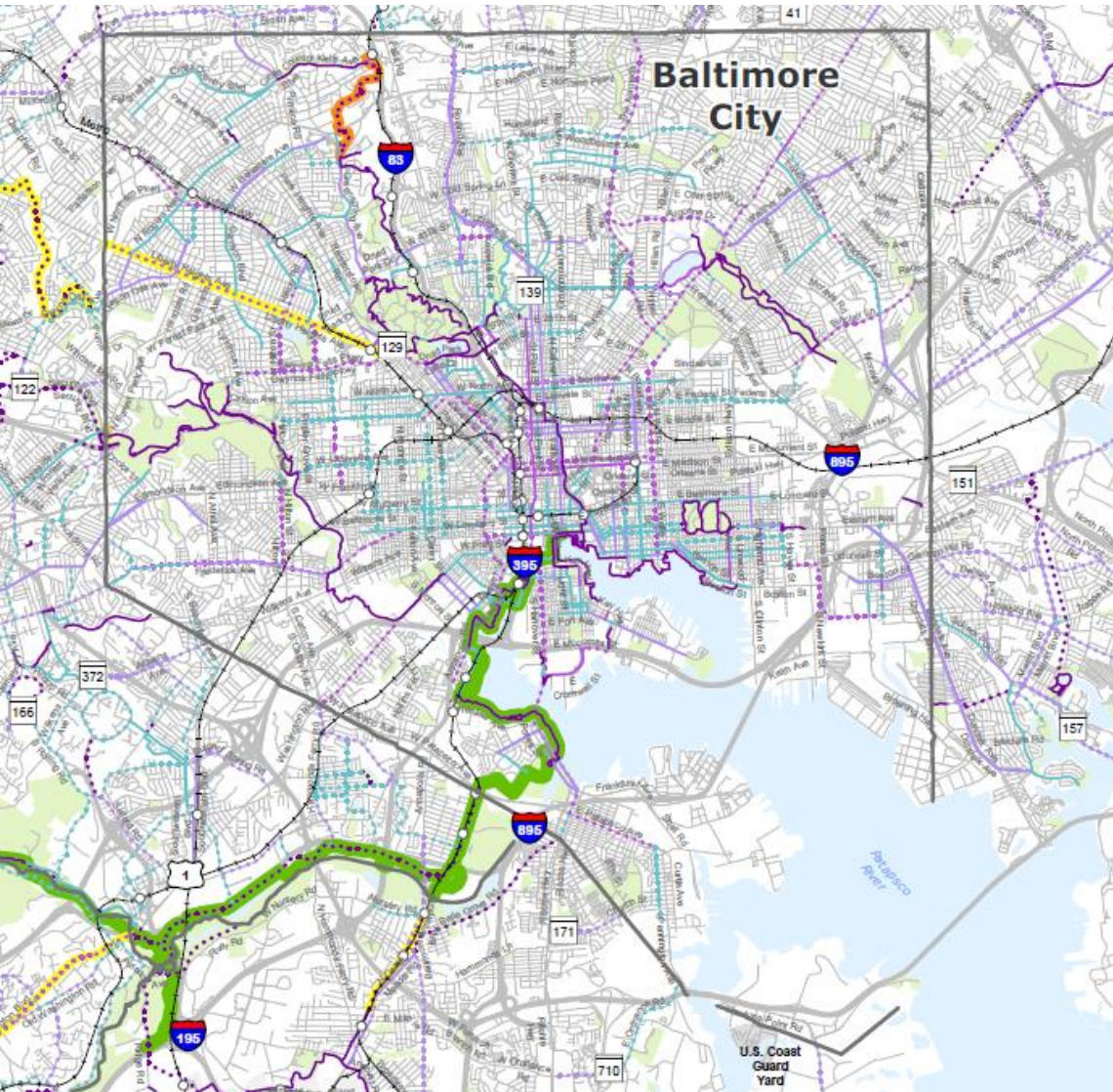
**Approximate Length:** 1.3 miles

**Facility Type:** Shared use path

**Status:** Planned

Full description to be provided shortly.

# BPAG Work Session: Proposed Priority



**Name:** Citywide ADA Infrastructure Improvements

**Jurisdiction:** Baltimore City

**Approximate Length:** Not applicable

**Facility Type:** ADA compliant sidewalks, curb ramps, crosswalks, and pedestrian infrastructure

**Status:** Existing, upgrades needed

Improves safety and accessibility for regional multimodal transit ways and multimodal transportation networks.

Similar to other aging cities, Baltimore has a significant backlog of infrastructure needs to meet ADA requirements and increase accessibility for pedestrian facility users of all ages and physical abilities. The majority of pedestrian facilities in downtown Baltimore require upgrades to meet current ADA standards. Constructing ADA compliant sidewalks, curb ramps, crosswalks, and pedestrian infrastructure will enable everyone, regardless of physical abilities, to navigate downtown.

# BPAG Work Session: Proposed Priority



**Name:** Baltimore Greenway Trail Network

**Jurisdiction:** Baltimore City

**Approximate Length:** 35 miles total, 10 miles planned/designed

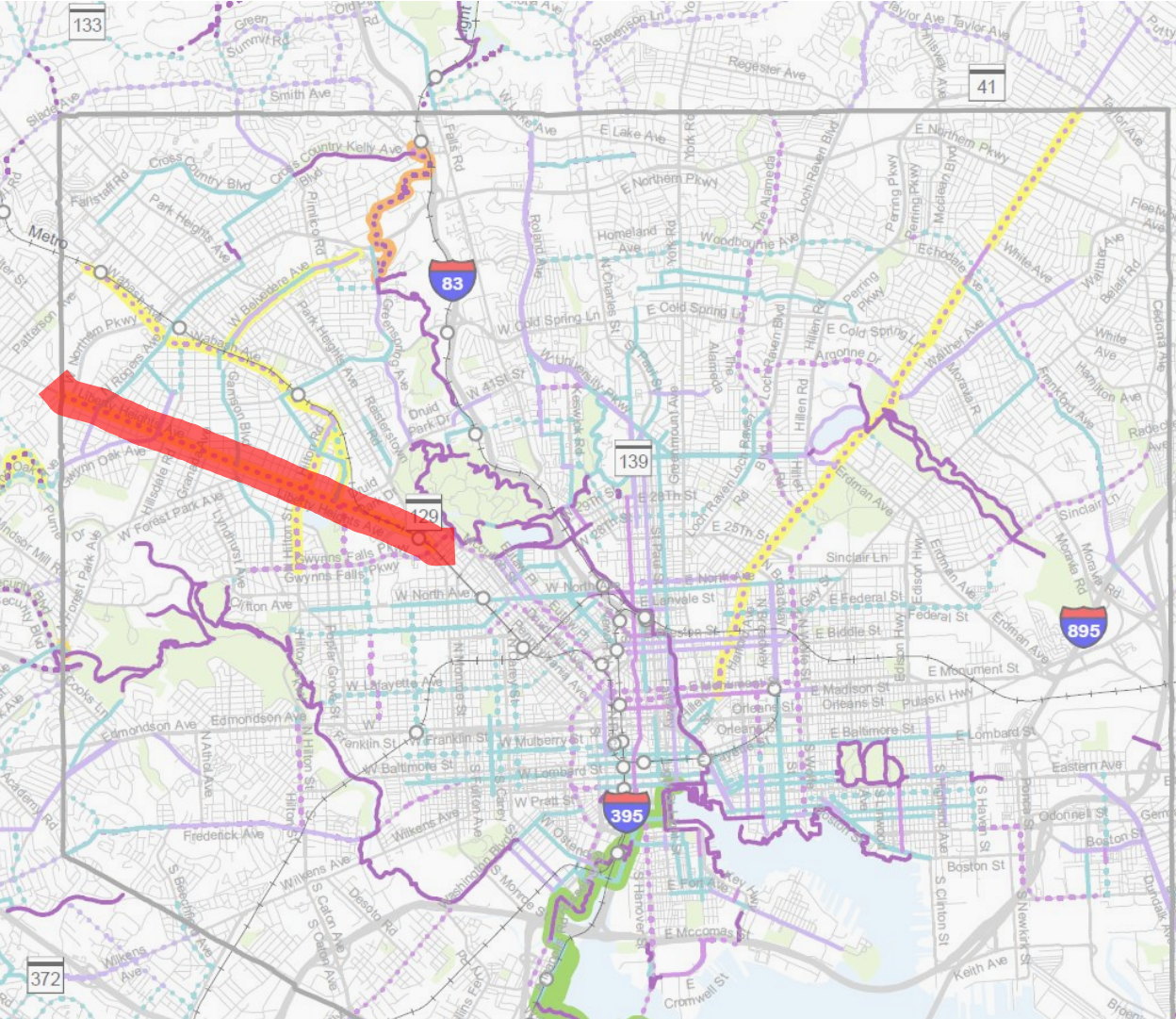
**Facility Type:** Shared use path

**Status:** Planned, 30% design, existing

The Baltimore Greenway Trail Network will connect the City's most popular destinations by creating a linear park system that weaves neighborhoods together through bicycle and pedestrian infrastructure as public park space, serving the diversity of residents who live outside of traditional areas of investment in Baltimore. It will provide direct trail access to over 75 Baltimore neighborhoods and connect to both local and regional trail networks including the East Coast Greenway.

Source: [www.railstotrails.org/our-work/trailnation/baltimore-greenway-trails-network/](http://www.railstotrails.org/our-work/trailnation/baltimore-greenway-trails-network/)

# BPAG Work Session: Proposed Priority

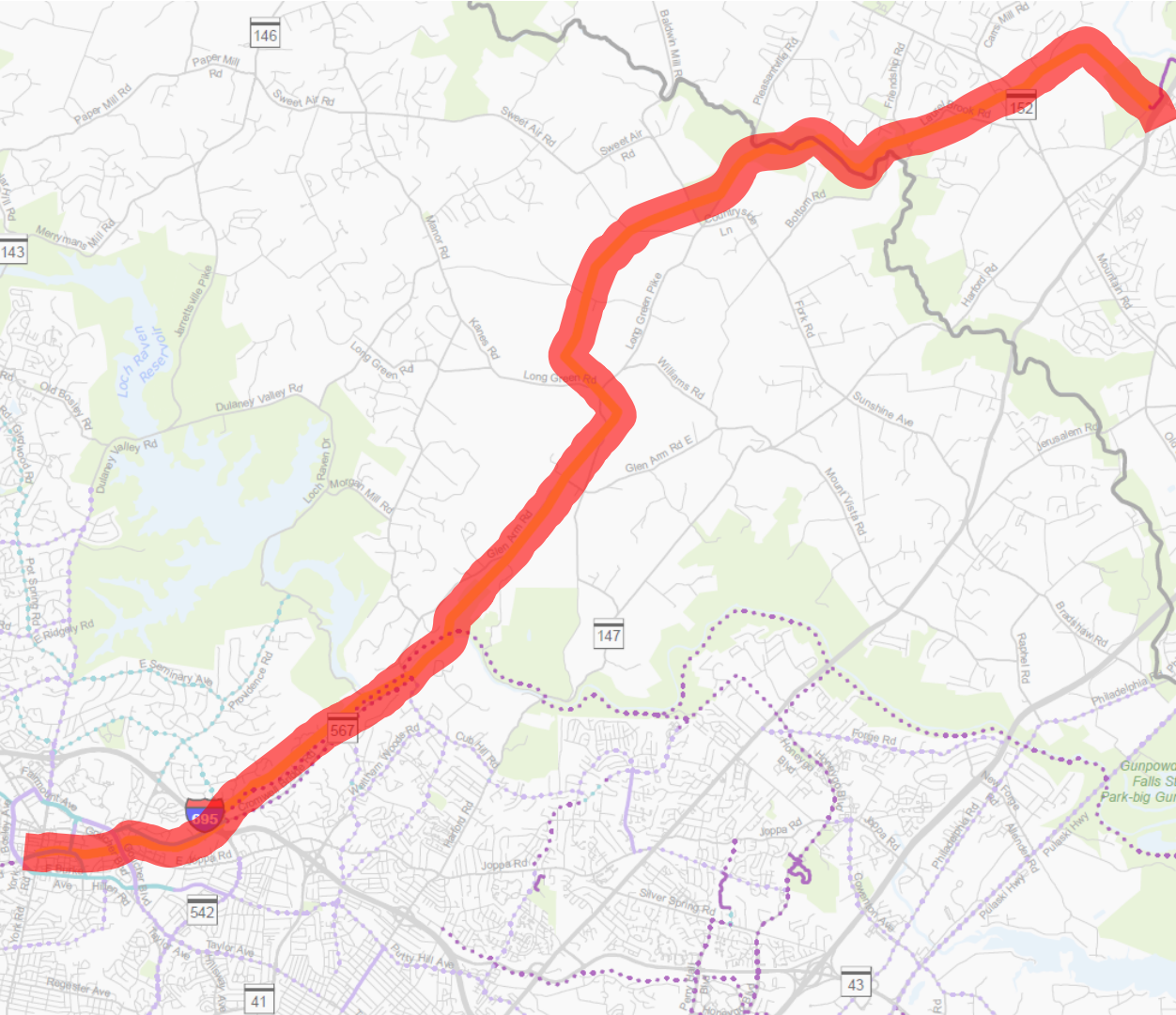


**Name:** Liberty Heights  
**Jurisdiction:** Baltimore City  
**Approximate Length:** 3.5 miles  
**Facility Type:** Not provided  
**Status:** Planned

Separated bike facility connecting regional corridor in West Baltimore. Unlocks the many “low-stress islands”, current locations comfortable to ride bikes, by creating a safe corridor on Liberty Heights where there are built environment challenges that must be improved to connect neighborhoods in West Baltimore to the rest of the city.

Provides a direct connection for West Baltimore to and from the City’s downtown bike network to Baltimore County.

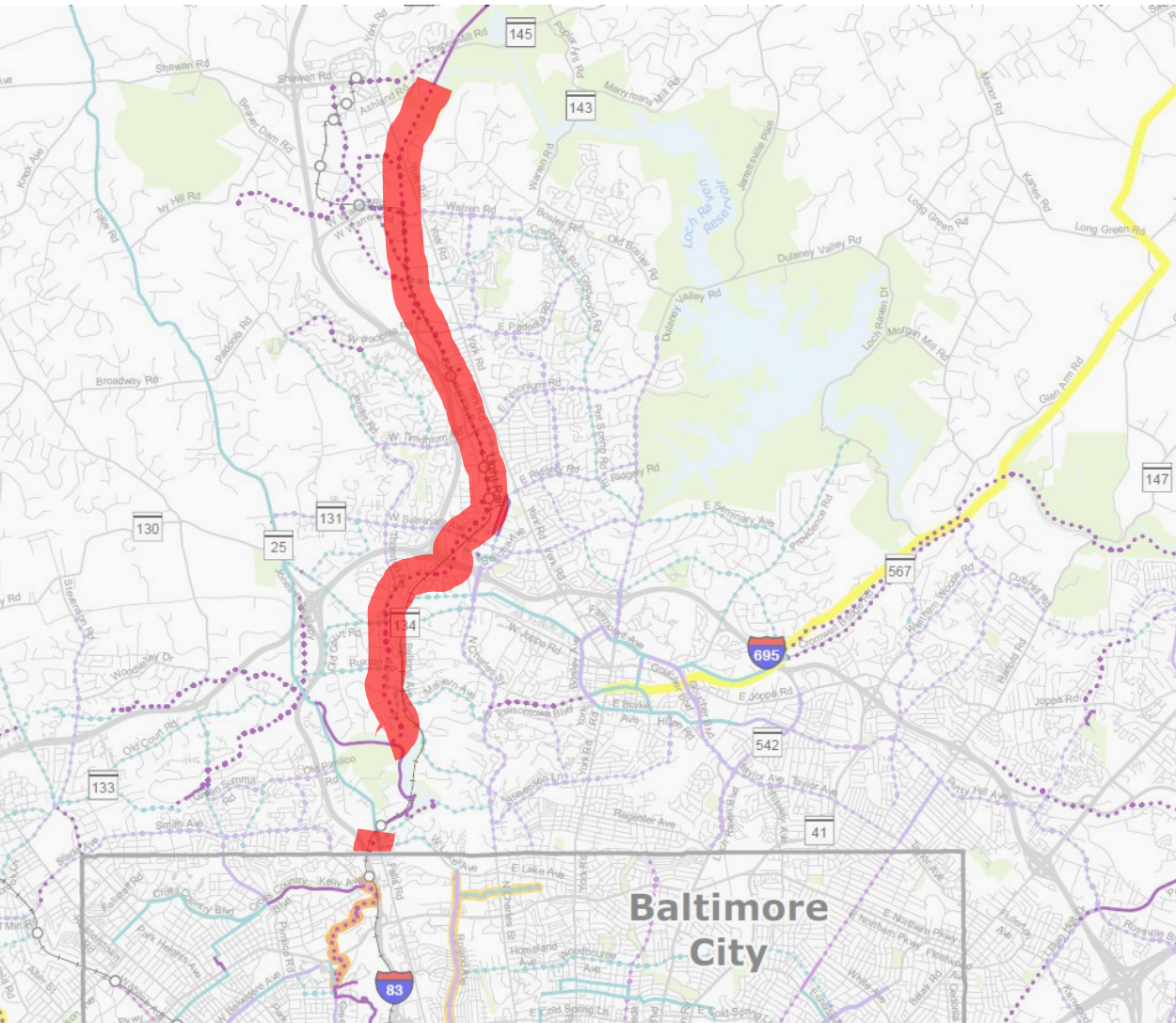
# BPAG Work Session: Proposed Priority



**Name:** Connection through Baltimore County to Ma & Pa Trail in Harford County  
**Jurisdiction:** Baltimore County, Harford County  
**Approximate Length:** 17.3 miles  
**Facility Type:** Shared use path and signed bicycle route  
**Status:** Concept/feasibility study, planned

This route is envisioned to as a shared use path, which will connect both Baltimore County and Harford County. The route is approximately 18 miles long. The route could also connect into Towson and ultimately into Baltimore City.

# BPAG Work Session: Proposed Priority



**Name:** Torrey C. Brown/NCR Trail  
Connections from Baltimore City to  
Pennsylvania

**Jurisdiction:** Baltimore County

**Approximate Length:** 7 miles

**Facility Type:** Shared use path

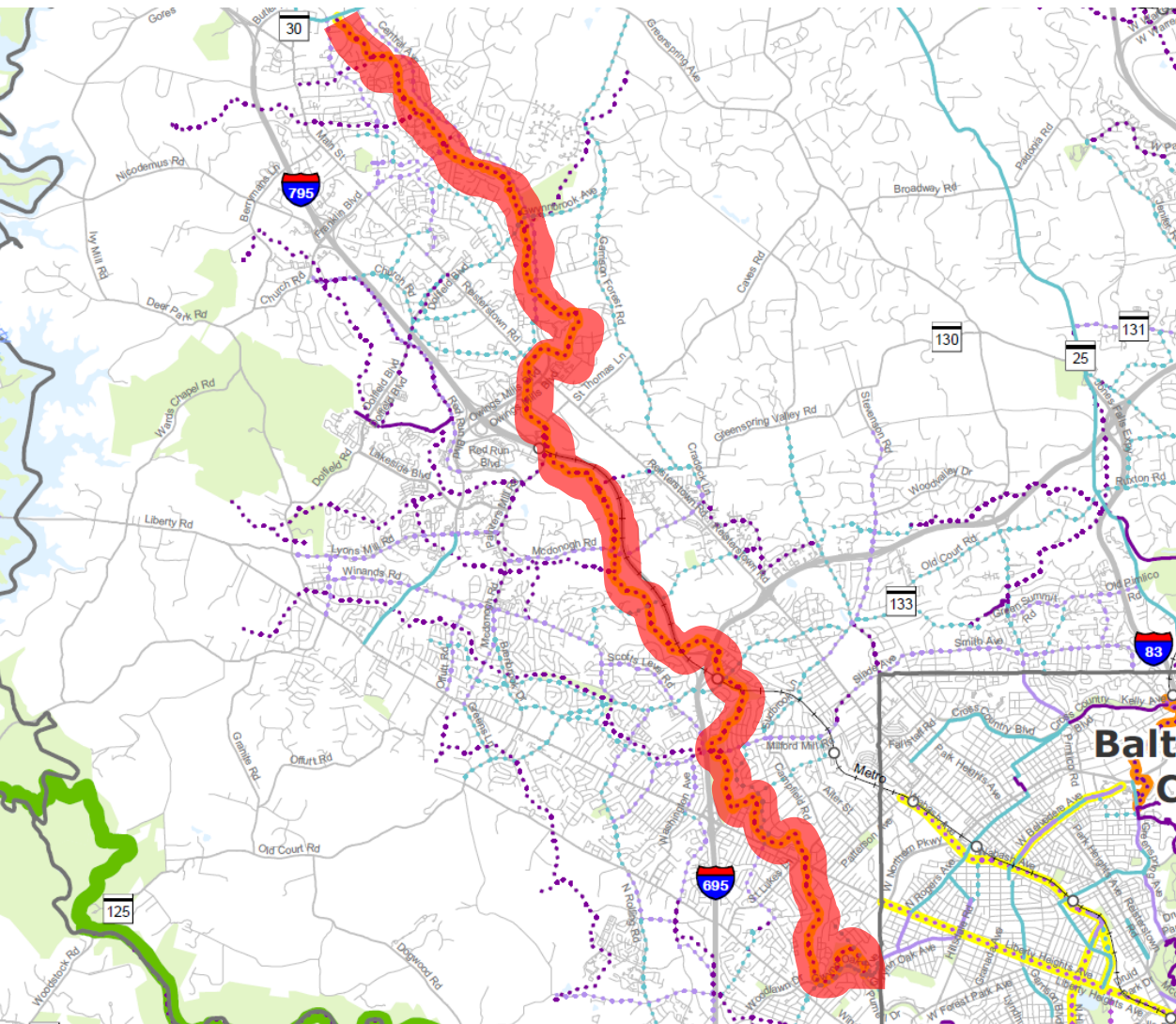
**Status:** Feasibility study

This route was selected as a top 10 priority trail for the Baltimore Region during the 2016 workshop.

The route will connect Baltimore County to both Pennsylvania and Baltimore City and close a large gap in the region's bicycle network.

Currently Baltimore County has a Bikeways grant for a feasibility study of the proposed route, which is approximately 7 miles in length.

# BPAG Work Session: Proposed Priority

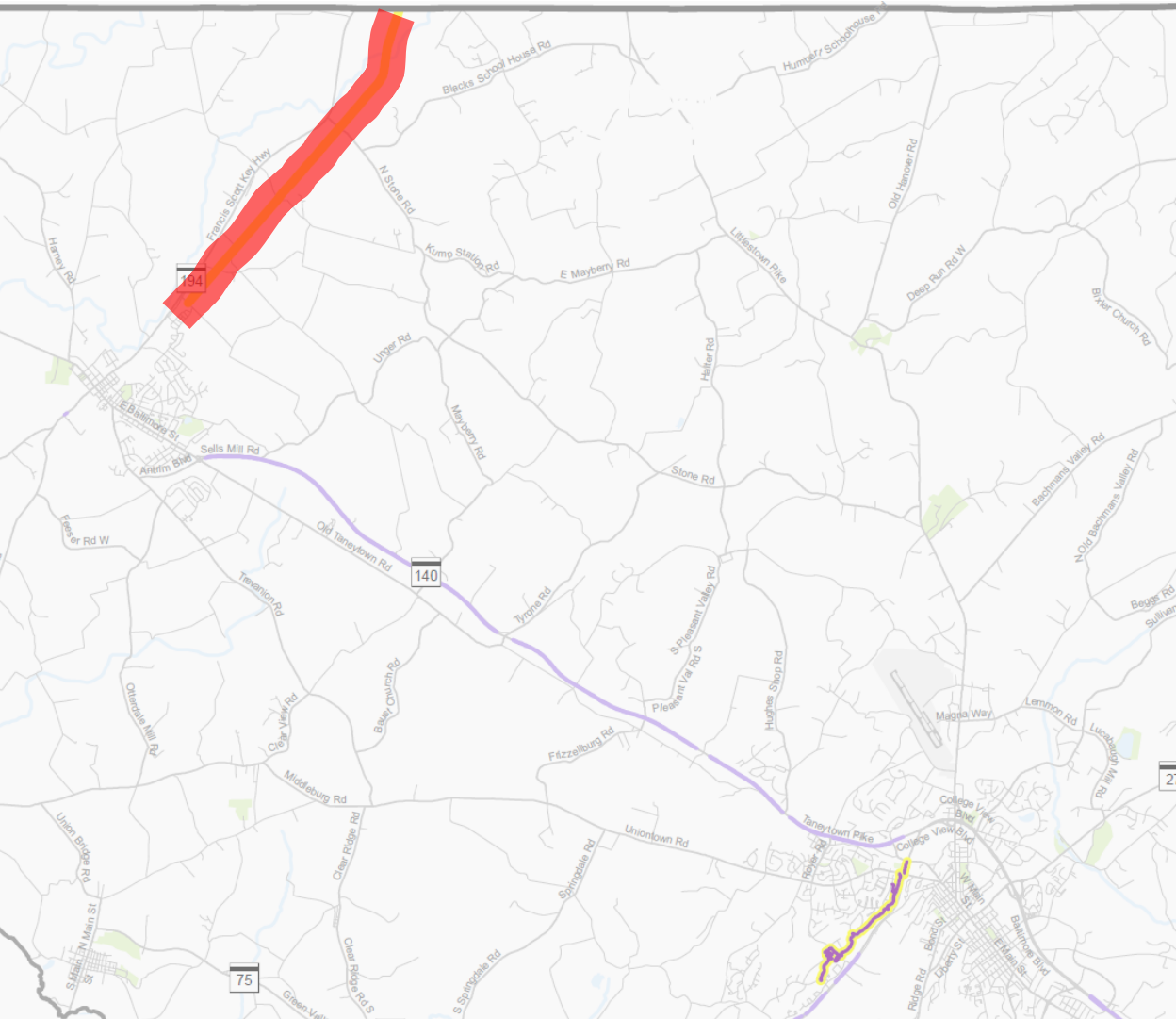


**Name:** Gwynns Falls Trail Connection to Baltimore City  
**Jurisdiction:** Baltimore County  
**Approximate Length:** 18 miles  
**Facility Type:** Shared use path  
**Status:** Concept/feasibility study

This route is envisioned as a shared use path that will connect Baltimore County to Baltimore City's Gwynns Falls Trail. The route could also potentially connect to Carroll County as well in the future. The route is approximately 18 miles long.



# BPAG Work Session: Proposed Priority



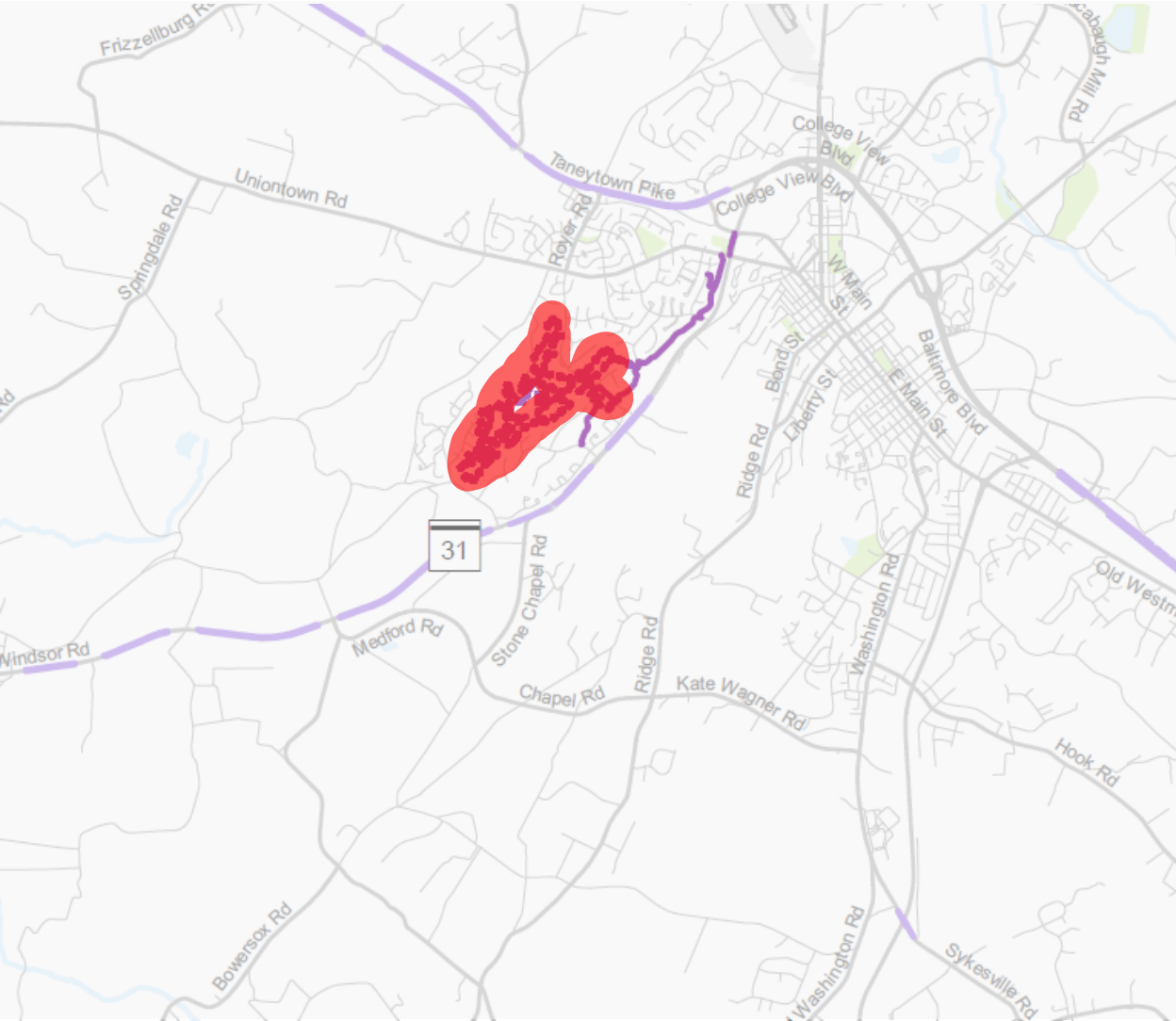
**Name:** Northwest Trail  
**Jurisdiction:** Carroll County  
**Approximate Length:** 5.6 miles  
**Facility Type:** Trail  
**Status:** Planned

The Northwest Trail runs 4 miles to MD/PA line then another 1.6 miles into Littlestown, PA, following the inactive rail corridor. The trail will provide recreation, transportation, and scenic views of large rural areas and farms.

The trail will also bisect a 145-acre property recently purchased by Carroll County for a regional park that will attract tourists as it is located less than 10 miles away from Gettysburg, PA.

The corridor has historical significance as troops were transported through Littlestown on their way to Gettysburg during the Civil War.

# BPAG Work Session: Proposed Priority



**Name:** Wakefield Valley Park Bike & Pedestrian Trail System

**Jurisdiction:** Carroll County (City of Westminster)

**Approximate Length:** 8 miles

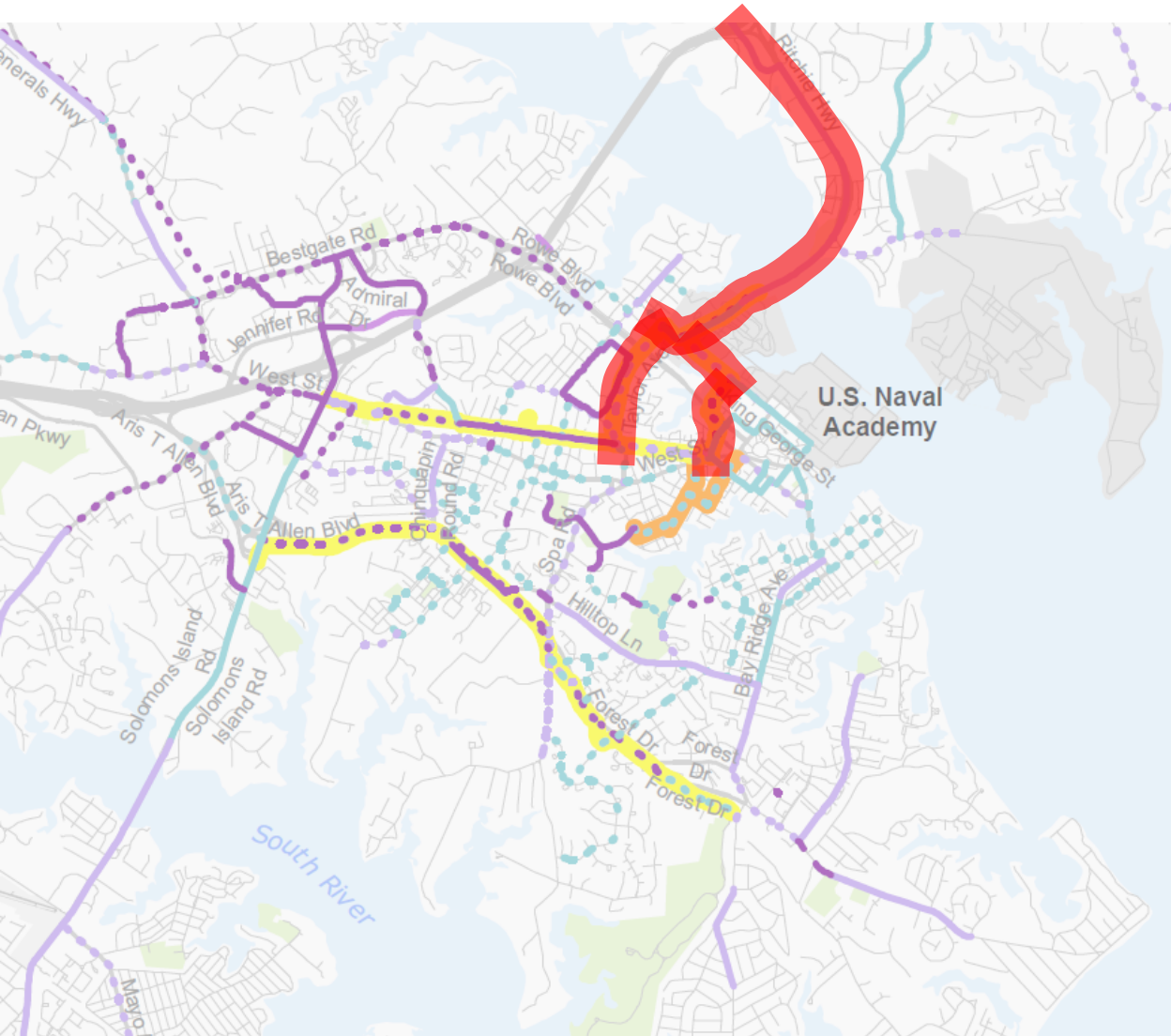
**Facility Type:** Shared use path

**Status:** Planned, existing needs repairs

A master plan was finalized in 2021 for the 187 acre Wakefield Valley Park. The master plan which includes approximately 8 miles of bike and pedestrian trails, 5 additional access points, and the adaptive reuse of a historic house that will become a visitor center. The Wakefield Valley Park trail system will link to already established trails in Carroll County.

This system would connect at least six recreational facilities, nine residential developments, one elementary school, one college, and a historic Main Street.

# BPAG Work Session: Proposed Priority



**Name:** B&A Trail - Annapolis Extension

**Jurisdiction:** City of Annapolis and Anne Arundel County

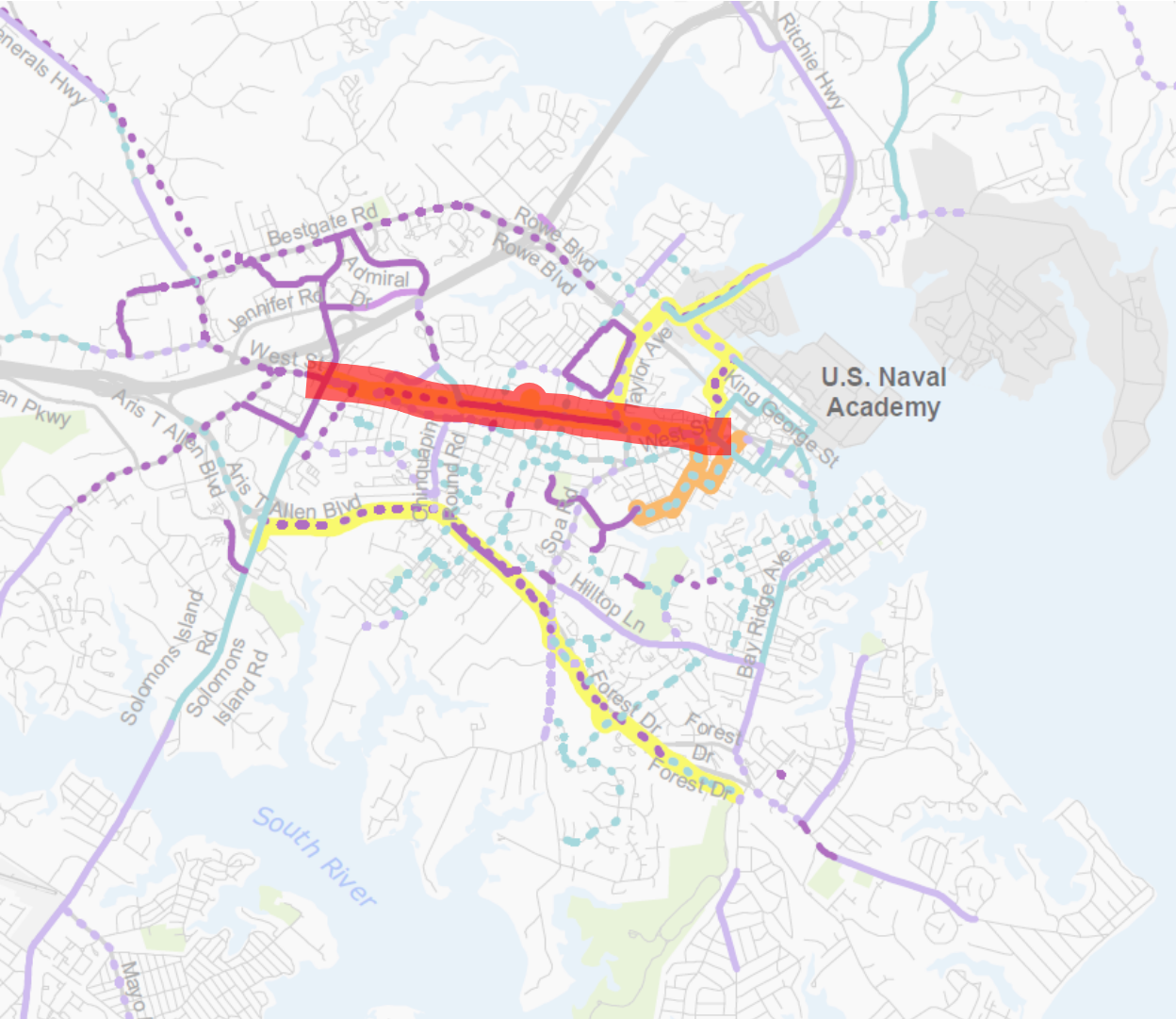
**Approximate Length:** 4.3 miles

**Facility Type:** Shared use path, separated bicycle lane

**Status:** Planned, feasibility study underway

Critical missing trail that would complete the connection of the B&A Trail to Downtown Annapolis and to the start of the West East Express bikeway corridor; a long-deferred extension of Anne Arundel County's popular B&A Trail that currently ends at the Annapolis city limits; and design improvements to improve safety on the existing bike lanes along M- 450 and Boulders Way that currently connect the start of the B&A Trail to the Annapolis City limits.

# BPAG Work Session: Proposed Priority

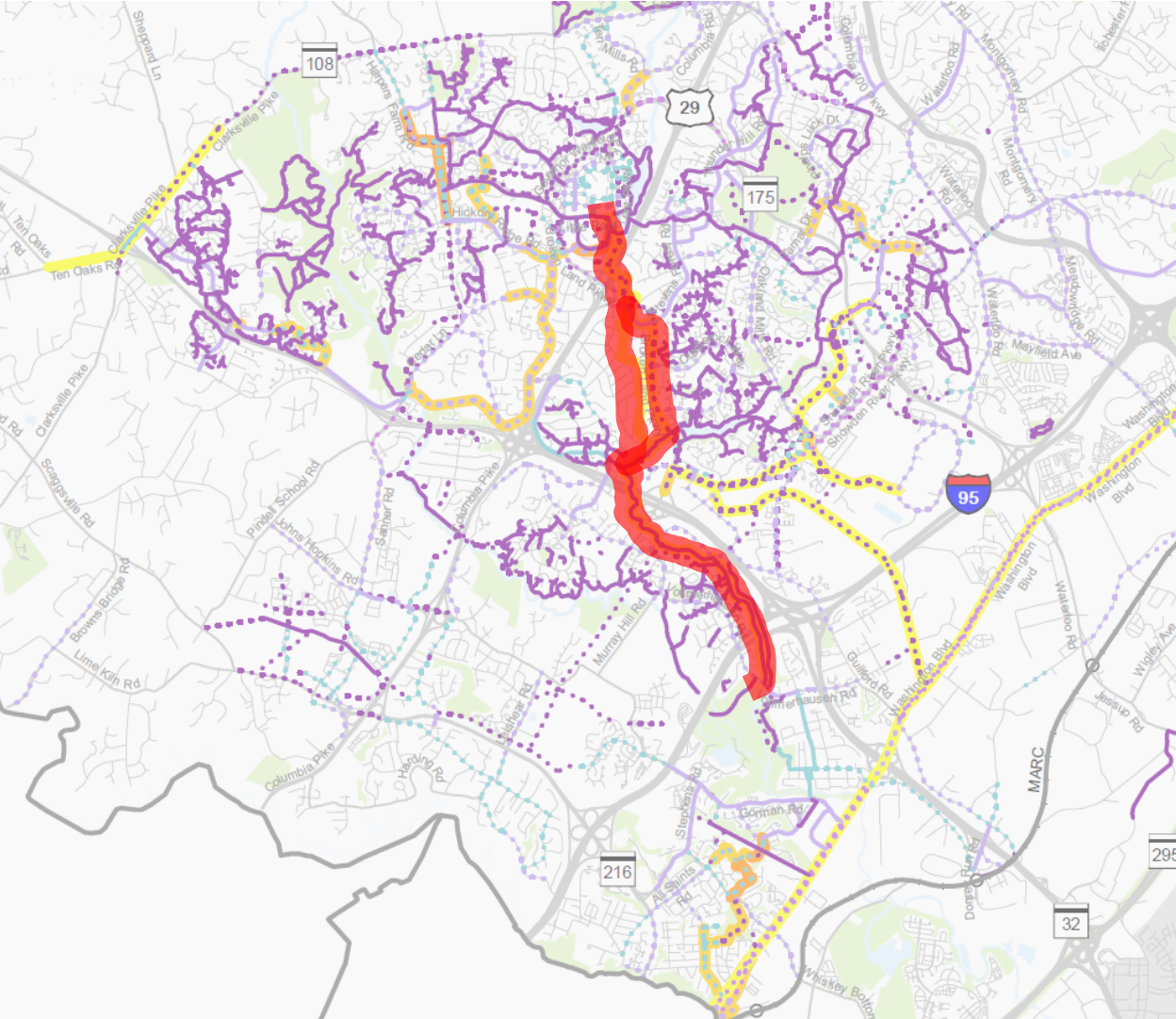


**Name:** West East Express (WEE)  
**Jurisdiction:** City of Annapolis  
**Approximate Length:** 2.2 miles  
**Facility Type:** Shared use path, sidepath  
**Status:** Various phases of design

WEE, active transportation corridor, extends the Poplar Trail east to Downtown Annapolis and west to Parole Town Center. Primarily follows historic alignment of WB&A railroad, widening of existing Poplar Trail (currently 6 feet wide), and sidepath along MD 450.

The Poplar Trail is today the most heavily biked trail in Annapolis, part of the East Coast Greenway, and its extensions would address key missing connections linking Anne Arundel County's B&A Trail and South Shore Trail to create a large regional trail loop.

# BPAG Work Session: Proposed Priority



**Name:** Patuxent Branch Trail Completion (Downtown Columbia to Laurel)

**Jurisdiction:** Howard County

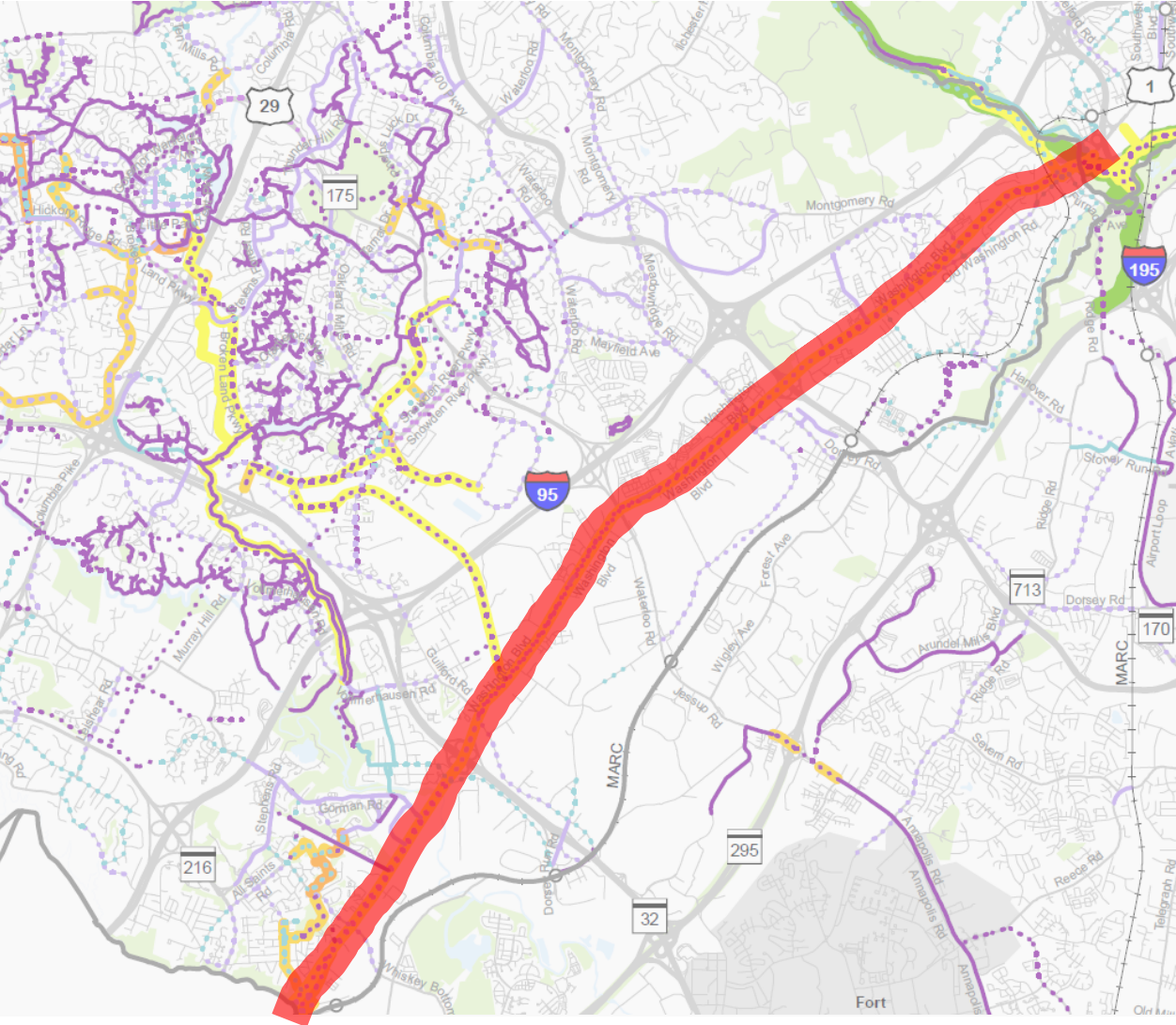
**Approximate Length:** 6 miles

**Facility Type:** Shared use path

**Status:** Planned, design for portions

The full completion of the Patuxent Branch Trail would provide a high quality connection over 6 miles all the way from Downtown Columbia to Savage, crossing several major highways such as US 29, MD 32 and I-95 and connecting to the North Laurel Connections project to the City of Laurel. Completing this project would connect the new major mixed development in Downtown Columbia to the regional particularly to the east and south including Laurel MARC station.

# BPAG Work Session: Proposed Priority

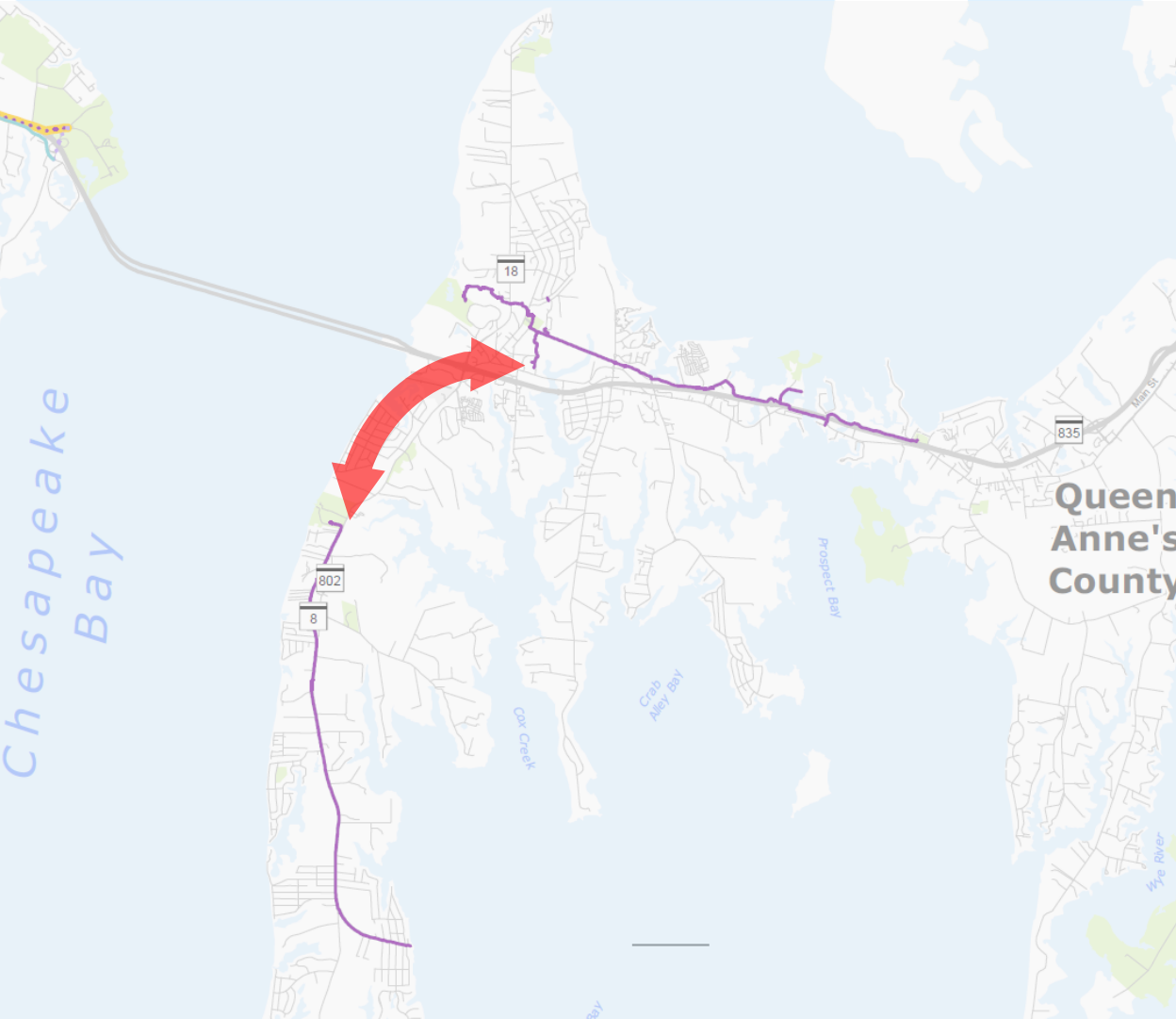


**Name:** US 1 Corridor  
**Jurisdiction:** Howard County  
**Approximate Length:** 10.9 miles  
**Facility Type:** Shared use path, sidewalks, road crossings  
**Status:** Planned, various funded for construction

Pedestrian and bicycling safety improvements throughout the US 1 corridor for Baltimore County line to City of Laurel including projects from US 1 Safety Evaluation Strategic US 1 corridor study and J and K projects in Howard County Capital Budget.

US 1 connects all the way through Howard County from Baltimore County to City of Laurel and provides access to many commercial and residential areas along the corridor as well as several MARC stations.

# BPAG Work Session: Proposed Priority



**Name:** Connecting Cross Island Trail and South Island Trail  
**Jurisdiction:** Queen Anne's County  
**Approximate Length:** ~3 miles  
**Facility Type:** Shared use path, bicycle lane  
**Status:** Planned

The Kent Island Transportation Plan identifies a pedestrian overpass crossing US 50/301 on Kent Island near the US 50 and MD 8 interchange. This pedestrian overpass would be a key link in connecting the Cross Island Trail with the South Island Trail on MD 8.

# Next Steps

- **Scale and scope of set-asides determined by Technical Committee and Baltimore Regional Transportation Board (BRTB) after the Financial Forecast becomes available**
- **FY 2023 UPWP Vision for Integrated Regional Bicycle Network**
  - Estimated start date early fall 2022



# For More Information

---

**Charlene Mingus** | Active Transportation Planner

410.732.0500 x1008 | [cmingus@baltometro.org](mailto:cmingus@baltometro.org) | [www.baltometro.org](http://www.baltometro.org)



@BALTOMETROCOUNCIL



@BALTIMORE METROPOLITAN COUNCIL



@BALTIMORE METROPOLITAN COUNCIL

