

An aerial photograph of Baltimore, Maryland, showing the city skyline, the harbor, and a large green park area in the foreground. A prominent orange and white logo is overlaid on the image. The logo features a stylized orange map of Maryland on the left and the text "BALTIMORE GREENWAY TRAILS NETWORK" on the right. The background shows a mix of urban development, including buildings, roads, and a large body of water with a marina filled with boats. A large, flat, reddish-brown area, possibly a construction site or a large field, is visible on the left side of the image. The sky is clear and blue.

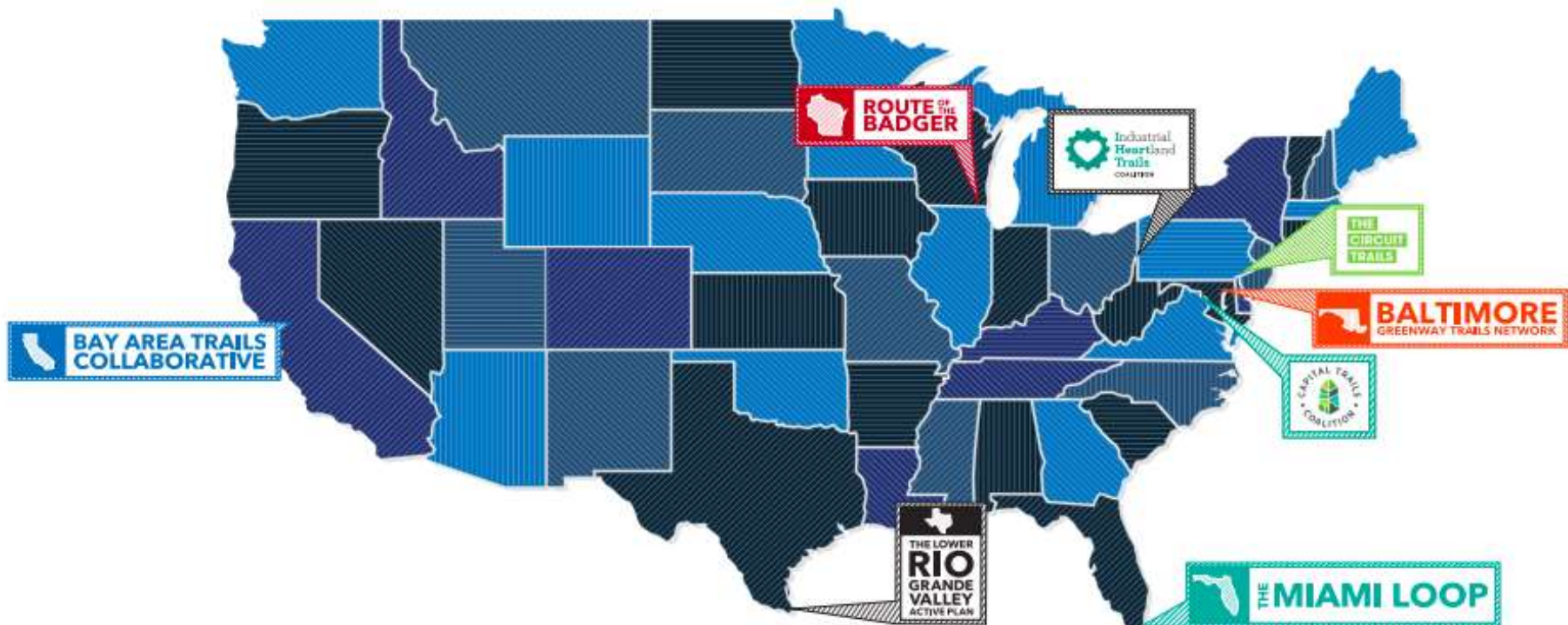
BALTIMORE
GREENWAY TRAILS NETWORK

CONNECTING RAIL-TRAILS, CREATING HEALTHIER COMMUNITIES

At Rails-to-Trails Conservancy, we believe that trail networks can deliver smart transportation, strong economic growth, healthy people, a flourishing environment and social equity. Our projects of national significance are regional network-building projects—implemented in partnership with local organizations—that have the power to catalyze the development of trail networks nationwide, creating healthier places for healthier people. The heart of this work will come through strategic investments that close gaps and improve access to trail networks across communities. The scope of this work expands to become a placemaking strategy, with trails at the center of healthy, thriving communities.

IMAGINE WHAT'S POSSIBLE WHEN TRAILS ARE AT THE HEART OF COMMUNITIES.

Join the movement to connect communities coast-to-coast. Learn more at railstotrails.org



Expanding Transportation Options

More than one-quarter of all trips we make are less than a mile—an easy walking distance—and nearly one-half are within three miles—an easy biking distance.¹ Trail networks create the infrastructure that encourage and enable people to walk and bike as part of their daily lives.



Fueling Strong Businesses and Economies

As trail systems grow, they spark new investment in trailside businesses and commercial opportunities along the trail route. In urban areas, this supports trail-oriented development on the neighborhood scale; in rural and suburban communities, this spurs and supports tourism, bringing new dollars into the community.



Promoting Social Equity

Comprehensive trail systems can bridge gaps within and between communities, creating new access to jobs, physical activity and outdoor recreation—offering connected active transportation options to the more than 90 million Americans without a car.²



Protecting the Environment

The environmental benefits of green infrastructure are strongest when open spaces are connected.³ Trail networks contribute to a healthy environment by protecting precious open space while encouraging active modes of transportation that reduce air pollution, traffic congestion and climate change.



Improving Health and Wellness

When people have safe places to walk within 10 minutes of their home, they are one and a half times more likely to meet recommended activity levels than those who don't.⁴ Comprehensive trail systems can give people new access to outdoor recreation opportunities.

¹Safe Routes to Everywhere: Building Healthy Places for Healthy People Through Active Transportation Networks, Partnership for Active Transportation. ²Active Transportation for America: The Case for Increased Federal Investment in Bicycling and Walking, 2008. ³planning.org/c2p/parks/briefingspapers/greeninfrastructure. ⁴Places to Walk: Communities and Regular Physical Activity, American Journal of Public Health, 2009.

Looking at the History



Jones Falls Textile Factory 1920
Source: Maryland Historical Society



Jones Falls 1820
Source: Enoch Pratt Library



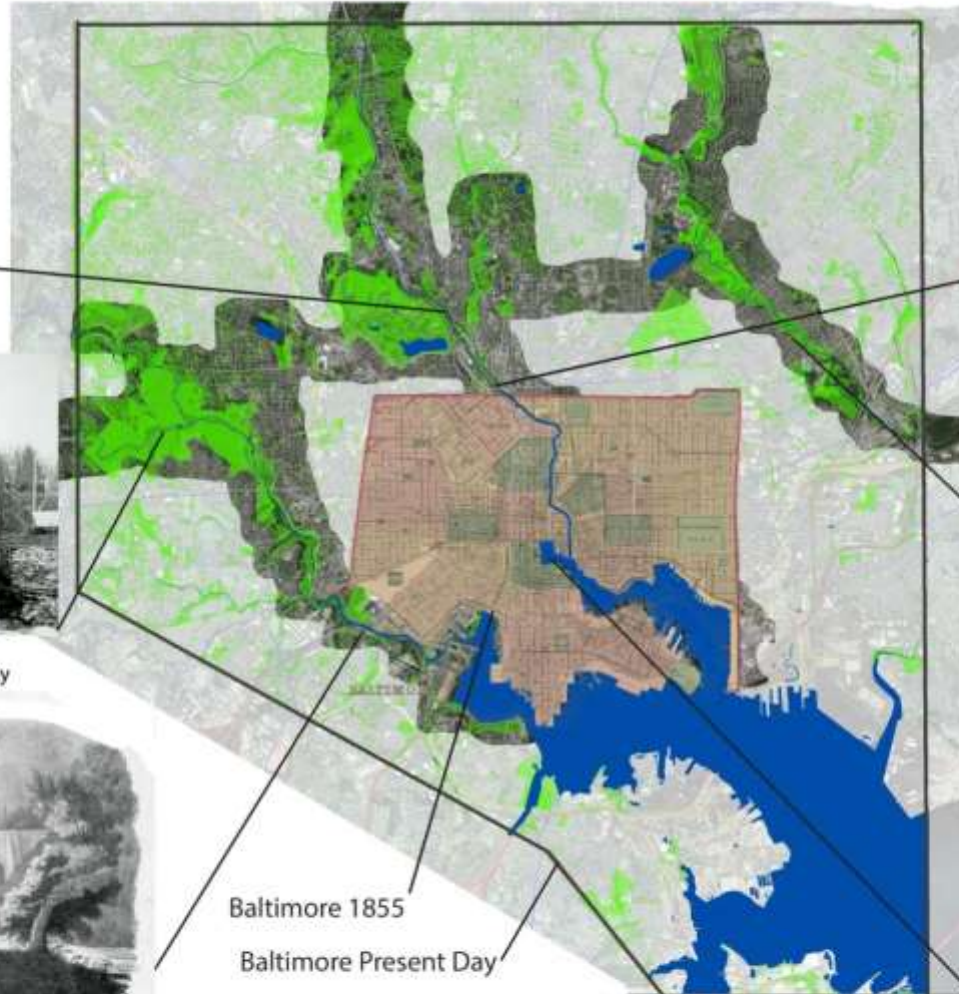
Gwynns Falls Grist Mill 1917
Source: Maryland Historical Society



Herring Run Flour Mill
Source: Maryland Historical Society



Gwynns Falls Viaduct 1831
Source: Enoch Pratt Library



Baltimore 1855

Baltimore Present Day

0 0.5 1 2 3 4 Miles



Inner Harbor Baltimore 1870s
Source: Enoch Pratt Library

Shifting Economies



Baltimore Greenway Trails Network

Benefits of Baltimore Greenway Trail

PRESERVING BALTIMORE'S HERITAGE

The Olmsted Brothers Landscape Architects painted a visionary picture for Baltimore in a comprehensive 1904 report, *Upon the Development of Public Grounds for Greater Baltimore*, which describes a city park system built upon the three stream valleys—Gwynns Falls, Jones Falls and Herring Run—and other natural features unique to the city. Today, the stream valleys, including trails that parallel these waterways, remain among the city's greatest assets.

The Baltimore Greenway Trails Coalition is working to connect these cherished resources and help transform Baltimore's neighborhoods to realize a dream set forth more than a century ago.

WHAT THIS MEANS FOR BALTIMORE



PROMOTING SOCIAL EQUITY

Connected systems can reduce urban fragmentation prevalent in cities like Baltimore while providing much-needed opportunities for safe non-motorized travel and physical activity.

Baltimore is fragmented by busy roads and a history of housing policies going back to the 1950s and 1960s that have resulted in socio-economically segregated communities.¹ Today, many neighborhoods are isolated from transit, trails and greenways, while nearly one-third of Baltimore households are without access to a car.² The 35-mile greenway loop will connect 50 of the city's diverse neighborhoods to the downtown core—providing safe walking and biking access to jobs, schools and outdoor opportunities for physical activity and recreation.



IMPROVING HEALTH AND WELLNESS

When people have safe places to walk within 10 minutes of their home, they are 1.5 times more likely to meet the recommended activity levels than those who don't.³

In Baltimore, opportunities for physical activity are low, but chronic disease is high. While Baltimore has many parks and open spaces in which to be active and connect to nature, a more equitable trail network is necessary to open up these places for nearby residents, many of whom face challenges in the built environment for access. The completed trail network and the new opportunities it creates for exercise and active transportation will help combat the high rates of obesity (31 percent), high blood pressure (33 percent) and heart disease (26 percent) prevalent in the city.⁴



PROTECTING OUR ENVIRONMENT

Studies show the social and environmental benefits of green infrastructure and open space are strongest when green spaces are connected.⁵

The Baltimore Greenway Trails Network is based on a vision set forth a century ago to create a parks and greenways system that naturally integrated—and was built upon—Baltimore's three stream valleys.⁶ The trail network will help preserve these cherished assets while serving as important green infrastructure that safely transports hundreds of thousands of people to their destinations and lowers Baltimore's carbon footprint. The green infrastructure network will: provide wildlife habitats and increased tree canopy; support stormwater management through trailside plantings and gardens; help clean the air; and reduce the urban heat-island effect in the city.⁷



CREATING ACTIVE TRANSPORTATION CONNECTIONS

Trail networks like the Baltimore Greenway Trails Network create infrastructure that encourage and enable people to walk and bike as part of their daily lives.

The trail network will provide active transportation connections within neighborhoods, activity centers and the downtown core—including to important public transit stations—creating a new freedom of mobility for residents. For example, residents in south Baltimore will be able to use trails for increased access to transit and parks around the Middle Branch waterway for easier, safer access to downtown employment centers. The trail network will also provide a seamless off-road link between the Jones Falls Trail and the Herring Run Trail (at Lake Montebello), creating connections to two major universities, two large parks and more than a dozen diverse neighborhoods.



PROMOTING STRONG BUSINESSES AND ECONOMIES

The Baltimore Greenway Trails Network will support economic development across the city—linking employment centers to residential neighborhoods and supporting community development through trail-oriented development. For example, a former industrial section of Baltimore's east side is experiencing rapid growth as new people move in and businesses pop up regularly. This economic renaissance will be enhanced by transforming the area's disused rail line into a rail-trail stretching south to the city's popular inner harbor and north to residential neighborhoods—creating a host of new access points and active transportation options. The rail-trail connection will help breathe new life into vacant brownfields and industrial corridors by serving as a draw for vibrant mixed-use development.

BALTIMORE GREENWAY TRAILS COALITION

Launched in 2015, the Baltimore Greenway Trails Coalition is led by Rails-to-Trails Conservancy (RTC) and Bikemore—with the full leadership team comprising the following:



City of Baltimore Department of Planning
City of Baltimore Department of Recreation and Parks
City of Baltimore Health Department
City of Baltimore Department of Transportation

CORE COALITION

Our Core Coalition comprises more than 45 local and national organizations that are working to make the Baltimore Greenway Trails Network a reality.

View the full list on the RTC website at rtc.li/baltimore-core-coalition.

¹History: Housing Policy and Segregation in Baltimore, Independent Reader, Chris Gledora (2006)

²Issue: Motorization in the U.S. Peak? Part 4: Households Without a Light Duty Vehicle, The University of Michigan Transportation Research Institute, Michael Sivak (2014)

³Places to Walk: Convenience and Regular Physical Activity, American Journal of Public Health (2003)

⁴Baltimore Neighborhoods Indicator Alliance and Centers for Disease Control (2015)

⁵Green Infrastructure, City Parks Forum Briefing Papers (2007)

⁶The Ecological Design and Planning Reader, Foster G. Nebel (2014)

⁷Staph:ic Cities: Integrating Nature into Urban Design and Planning, Tim Beatley (2010)

Economic Development



Highlandtown, Baltimore Mixed-Use Development



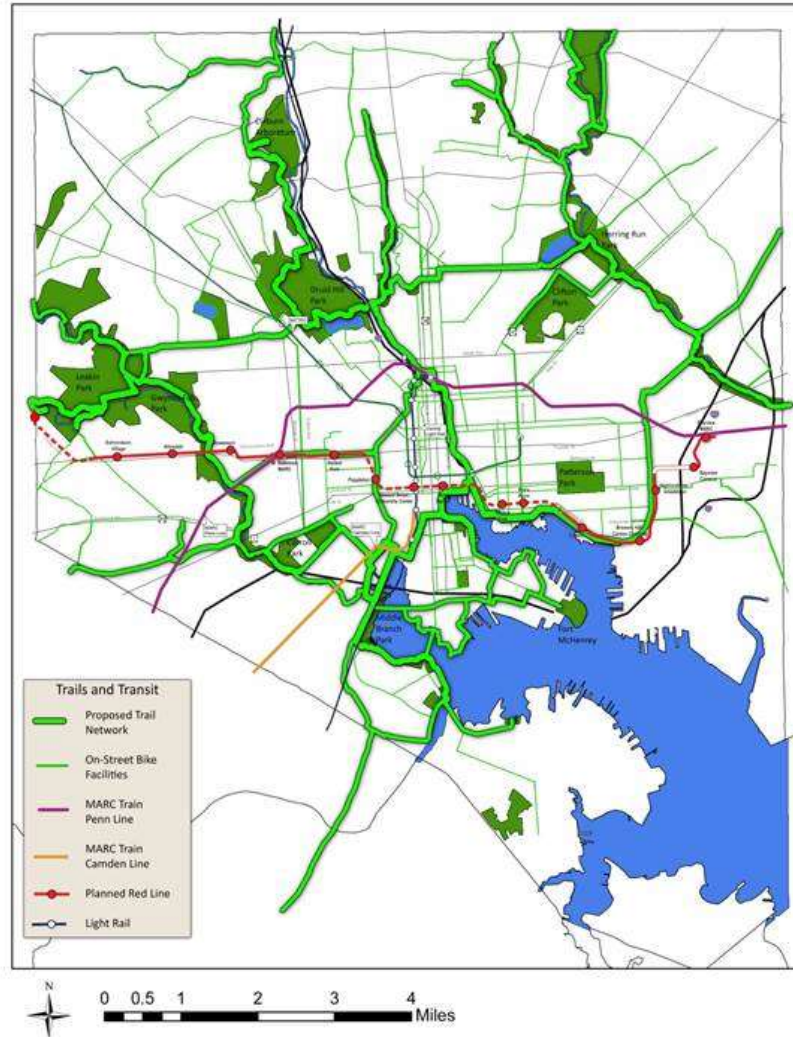
Atlanta BeltLine

Transportation Connections

Proposed Greenway Network with Public Transit



MTA MARC Train



MTA Light Rail

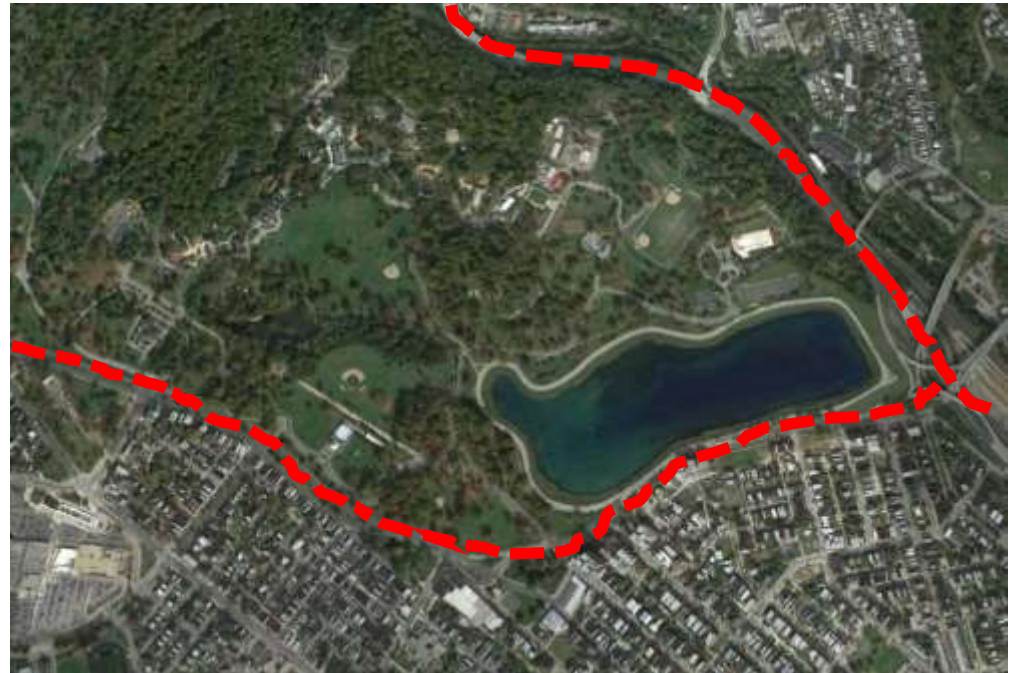


MTA Bus



MTA Metro Subway

Recreation and Quality of Life



Public Health Equity

Building safe
infrastructure to
walk or bike

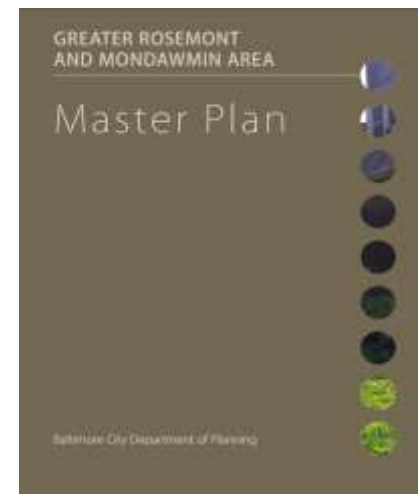
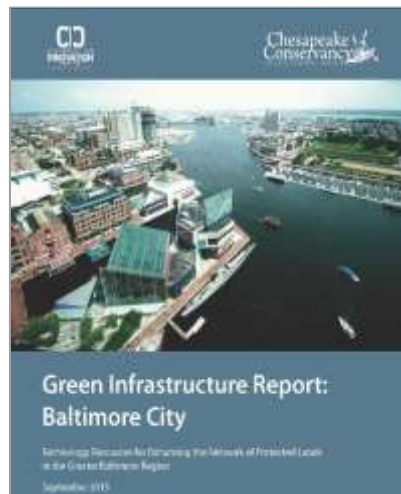
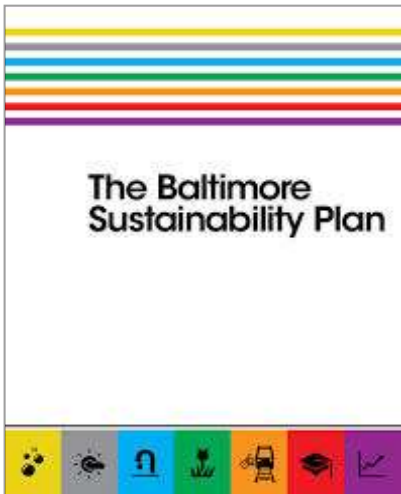
Routine physical
activity from
walking or biking

Increased health
and prevention
of premature
deaths

Economic savings
and increased
social capital



Complementing Ongoing Initiatives



Coalition Building + Design



- Strengthen Coalition capacity to advance development of trail, emphasizing engagement in West Baltimore
- Create demonstration project in target community featuring temporary infrastructure
- Leverage partnerships with public and private-sector health, economic development, built-environment partners
- Cross-pollinate policies, plans, metrics of local health sector with environmental sector
- Develop communications networks to share information with Coalition



- Preliminary design funding for three trail gaps:
 - Gwynns Falls Parkway
 - East 33rd Street
 - Middle Branch
- Working closely with DOT to ensure final product can be used to leverage state and federal resources for construction of trail infrastructure

WALMART FOUNDATION

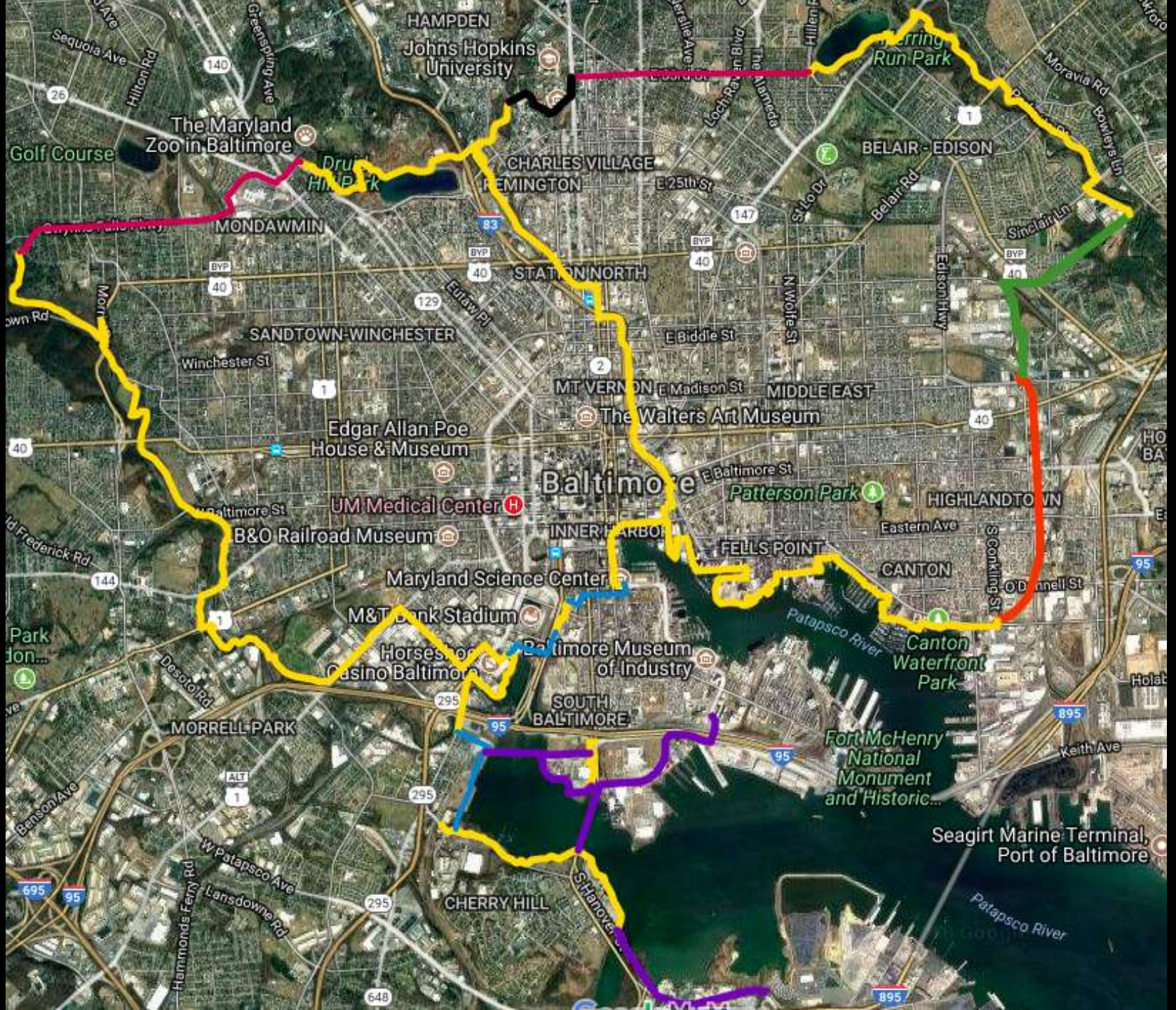
- Equity and access analysis

Coalition Partners

- Ace Hardware
- Auchentoroly Terrace Association
- American Planning Association – MD Chapter
- Baltimore City Department of Recreation and Parks
- Baltimore City Department of Transportation
- Baltimore City Health Department
- Baltimore City Department of Planning
- Baltimore Emerging Technology Center
- Bikemore
- Bmore Streets for People
- Bon Secours Health System
- Central Maryland Transportation Association
- Citizens Planning and Housing Association
- Coppin State University - Spatial Data and Analysis Center
- East Coast Greenway
- Ekistiks LLC
- GirlTrek
- Graham Projects
- Greater Baltimore Committee
- Greater Baltimore Wilderness Coalition
- Greater Mondawmin Coordinating Council
- Flowering Tree Trail
- Friends of Druid Hill Park
- Friends of Gwynns Falls Leakin Park
- Friends of Herring Run Parks
- Friends of Maryland's Olmsted Parks and Landscapes
- Handle Bar Café and Bike Shop
- Johns Hopkins University
- Loyola University
- Maryland Department of Natural Resources
- Masonville Cove Wildlife Refuge
- MedStar Harbor Hospital
- MedStar Union Memorial Hospital
- Morgan State University
- National Park Service
- Parks & People Foundation
- Patterson Park Audubon Center
- Race Pace Bicycles
- Rails-to-Trails Conservancy
- Sagamore Development
- Seawall Development
- Southeast Community Development Corporation
- Tour dem Parks, Hon
- University of Baltimore
- U.S. Fish and Wildlife Service
- York Road Initiative
- 1000 Friends of Maryland

Recent progress

- Included in Planning Department's Green Network Plan draft
- Increased stakeholder engagement:
 - Connected with over 15 community associations over past 5 months
 - Developing Public Outreach Advisory group for Northwest and Southeast Baltimore
 - Gained 7 new coalition partners (5 community associations, 2 universities)
- Trail segment kickoffs:
 - Gwynns Falls Parkway
 - Middle Branch



HAMPDEN
Johns Hopkins University

The Maryland Zoo in Baltimore

BELAIR - EDISON

CHARLES VILLAGE
FEMINGTON

MONDAWMIN

STATION NORTH

SANDTOWN-WINCHESTER

MT VERNON

MIDDLE EAST

Baltimore

HIGHLANDTOWN

UM Medical Center

Patterson Park

B&O Railroad Museum

INNER HARBOR

FELLS POINT

CANTON

Maryland Science Center

M&T Bank Stadium

Baltimore Museum of Industry

Canton Waterfront Park

MORRELL PARK

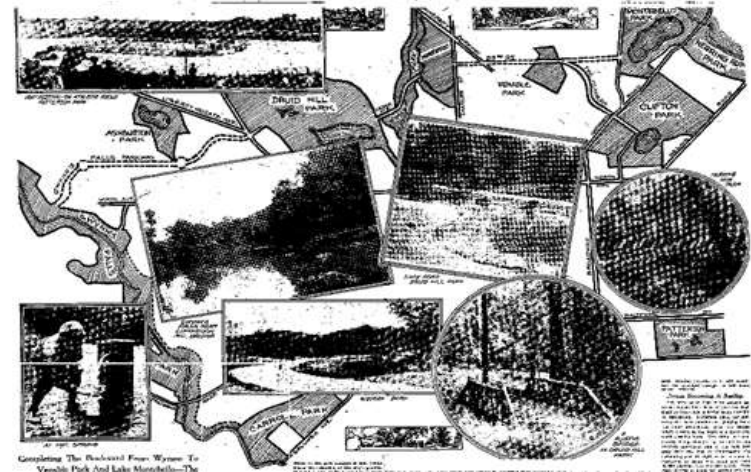
SOUTH BALTIMORE

Fort McHenry National Monument and Historic...

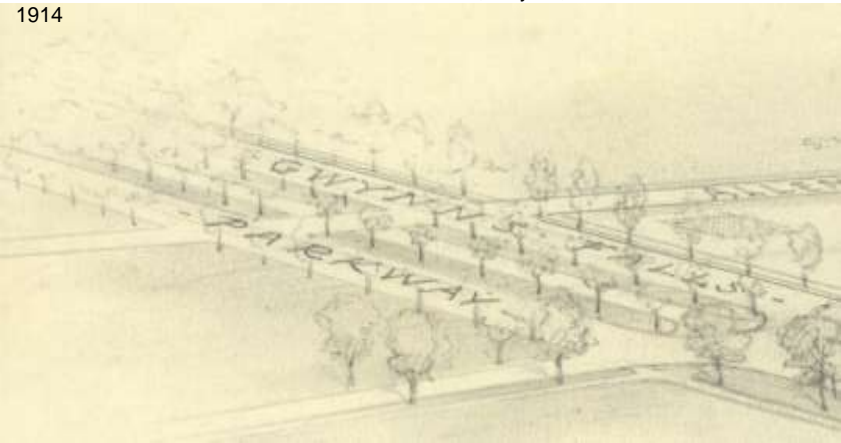
Seagirt Marine Terminal, Port of Baltimore

CHERRY HILL

Linking Our Great Park System By Boulevards



The revised Olmsted vision in *The Baltimore Sun*, July 26, 1914



The Baltimore Sun, July 26, 1914

DESIGN FOR NEW PARKWAY TO CONNECT DRUID HILL AND GWYNN'S FALLS PARKS



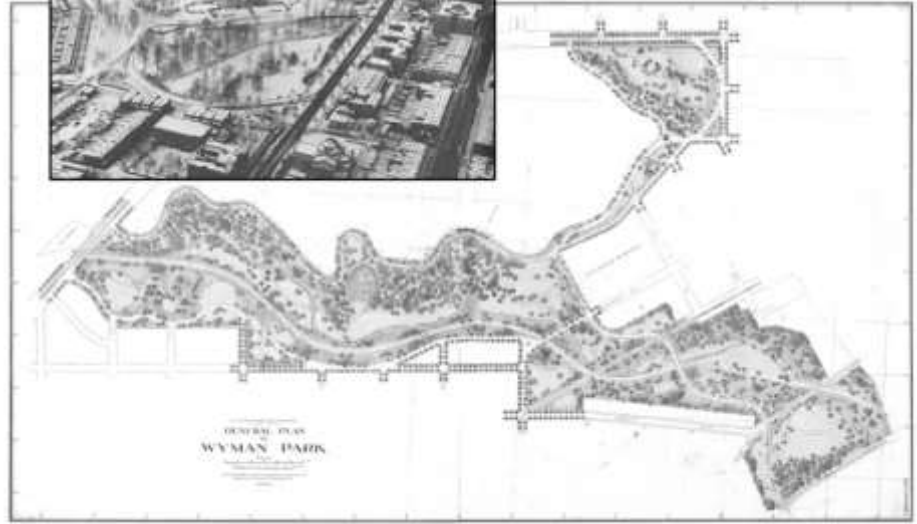
'WILL EXTEND FROM LIBERTY ROAD AND REISTERSTOWN PIKE TO MOUNT HOLLY INN

The new Gwynn's Falls parkway, connecting Druid Hill and Gwynn's Falls Parks, will be 120 feet wide and will be curved in elevation with the topography of the earth. It will connect with Druid Hill Park at Liberty road and the Reisterstown pike, and enter Gwynn's Falls Park near Mount Holly Inn. It will pass through the property of Mr. Alexander Brown and the map shows how it will cross other thoroughfares. An ordinance providing for the opening of the parkway will be prepared by Park Commissioner George Frome Will soon and will be introduced in the City Council. The plans have been approved by Mr. Frederick Law Olmsted, the landscape architect. The City Council has already passed ordinances for opening Thirty-third street and the Alameda, and with the opening of Gwynn's Falls parkway Calverton and Clifton Parks will be joined by boulevards 120 feet wide.

The original design of Gwynn's Falls Parkway, from a letter of April 13, 1906. (From Correspondence for Job # 02421, Gwynn's Falls Parkway, Item 12, Friends of Maryland's Olmsted Parks and Landscapes files, Baltimore City Archives.)

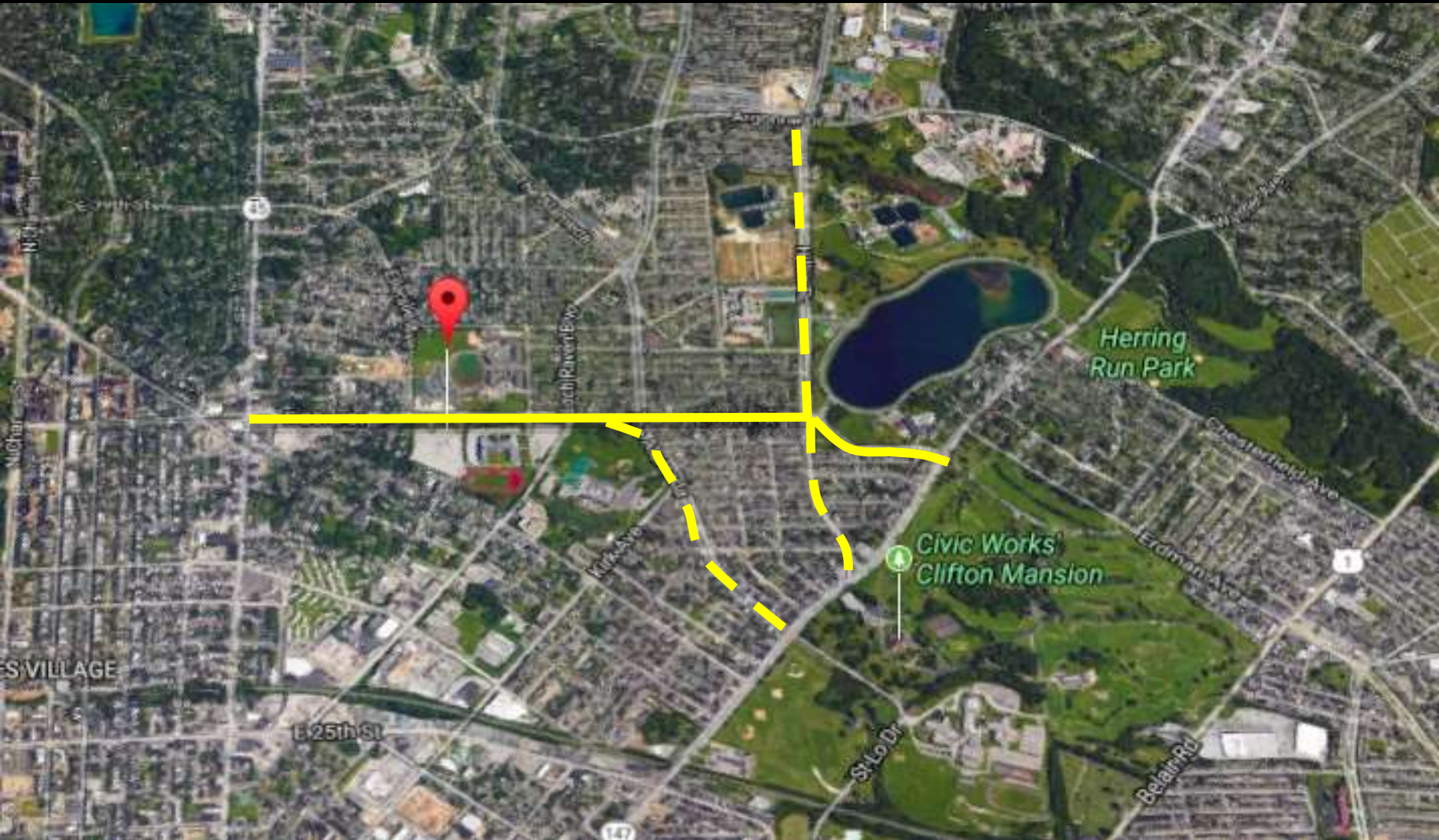


This 1930s winter aerial view shows the integrity of the original Olmsted Brothers design for Wyman Park Dell, edged by the Charles Street boulevard in the foreground and by the Baltimore Museum of Art, Johns Hopkins Homewood campus and the Stony Run valley of Wyman Park to the north.



1904 Plan

East 33rd St.





East 33rd St.



East 33rd St., Baltimore, MD



Ocean Parkway, Brooklyn, NY

TRANSPORTATION

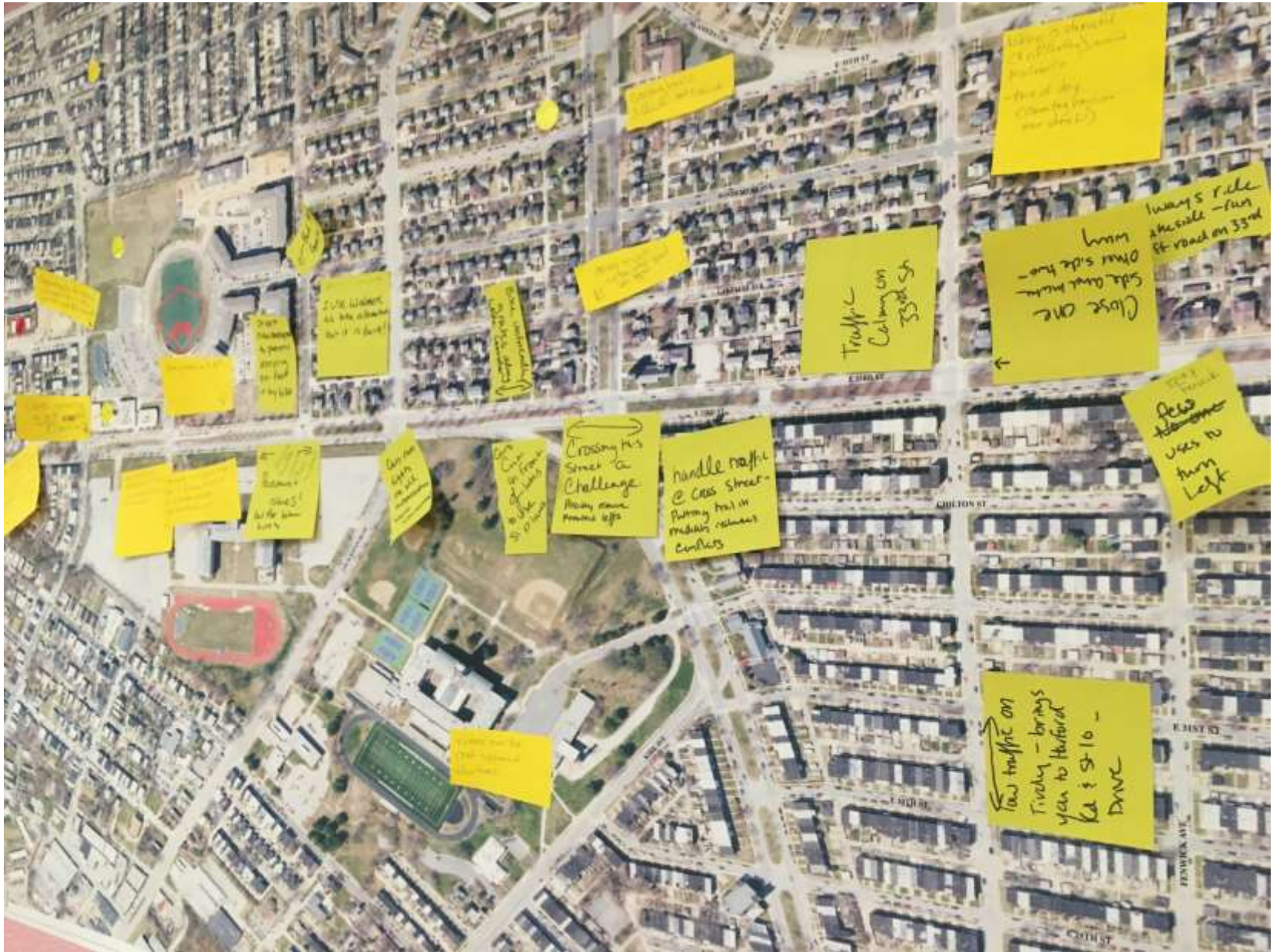
BE A PART OF THE
BALTIMORE
COMMUNITY TRAILS PROJECT

- Value
- Getting to your destination quickly
 - Having connected, well-maintained sidewalks
 - Having a place to park a car at your destination
 - Having a place to park a bike at your destination
 - Having ramps at every intersection to access sidewalks
 - Having bike lanes, trails, etc. that are connected to each other
 - Having bike lanes, trails, etc. that are protected from moving traffic
 - Not having to wait at traffic signals for too long in a car
 - Not having to wait at traffic signals for too long on foot or bike



QUESTION:
What do you value the most when it comes to getting around your ideal neighborhood?

BE A PART OF THE
BALTIMORE
COMMUNITY TRAILS PROJECT



Looking at street
33rd St
the side of
the road on 33rd

Close one
side and make
turn
Always ride
the side - run
off road on 33rd

Traffic
Coming on
33rd St

Few
uses to
turn left

handle traffic
at cross street -
putting that in
median reduces
conflict

Crossing this
street is a
challenge
Many cars
making lefts

Car
lane
left

to
the
left

Low traffic on
Trucking - brings
van to Harvard
Ka & St 10 -
DRIVE

2000
to the
left

to the
left

to the
left

to the
left

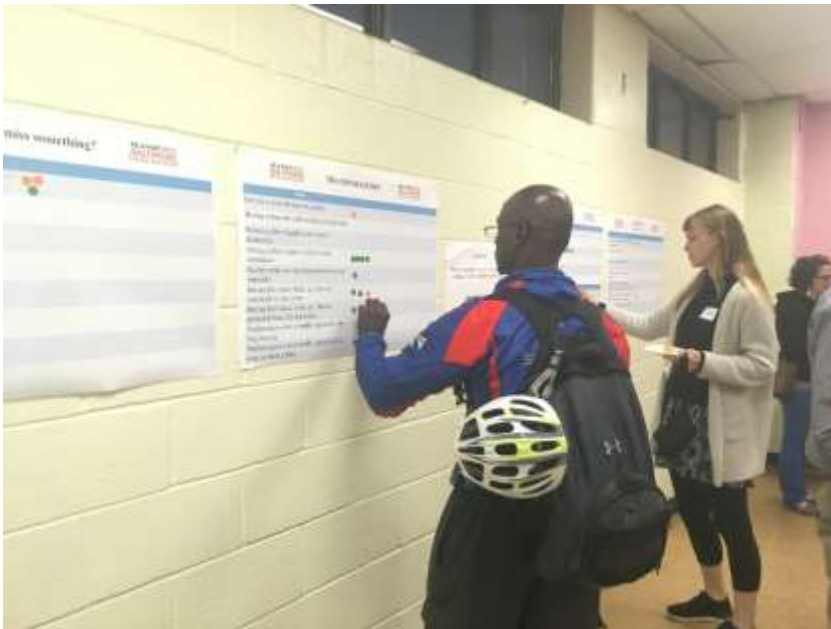


Grocery stores
Restaurants, bars, coffee shops
Retail stores
Opportunities for outdoor recreation and physical activity

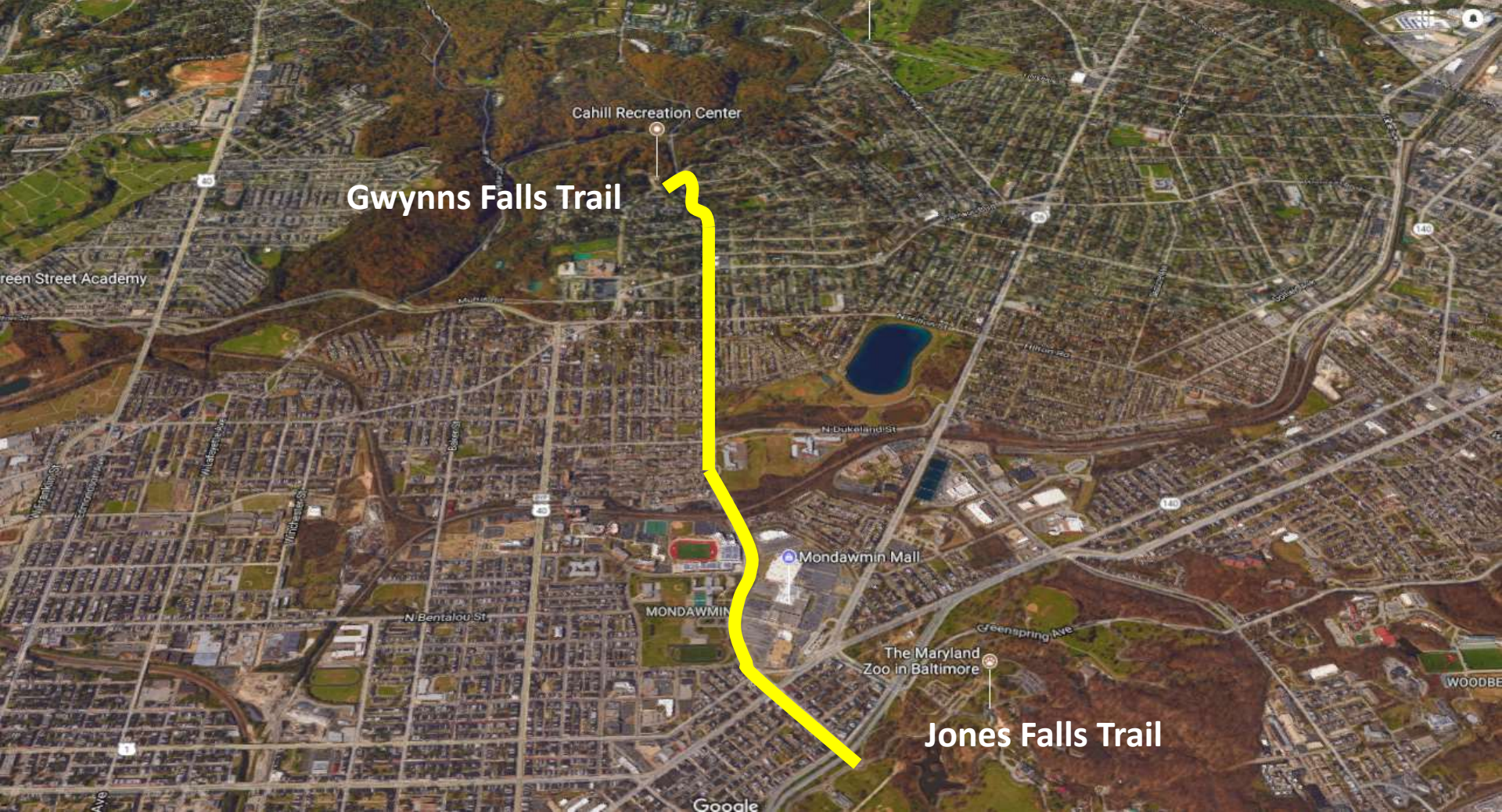
SAFETY

Value	
Drivers stop for pedestrians in the crosswalk	Please enforce!
Sidewalks and trails are well-lit	
Vehicle traffic is slow and predictable	

The complex block features a list of values and safety-related text. The word 'SAFETY' is prominently displayed in a blue box. Below it, a table lists values such as 'Drivers stop for pedestrians in the crosswalk' and 'Sidewalks and trails are well-lit'. A handwritten note 'Please enforce!' is next to the first value. The block is decorated with green and orange circles.



Druid Hill to Gwynns Falls connection





HANSON
COMMUNITY

NO
DUMPING

Gwynns Falls Parkway



Gwynns Falls Parkway, Baltimore, MD



Eastern Parkway, Brooklyn, NY

Druid Hill Farmers Market and pop-up Crosswalk







Druid Hill Farmers Market and pop-up Crosswalk



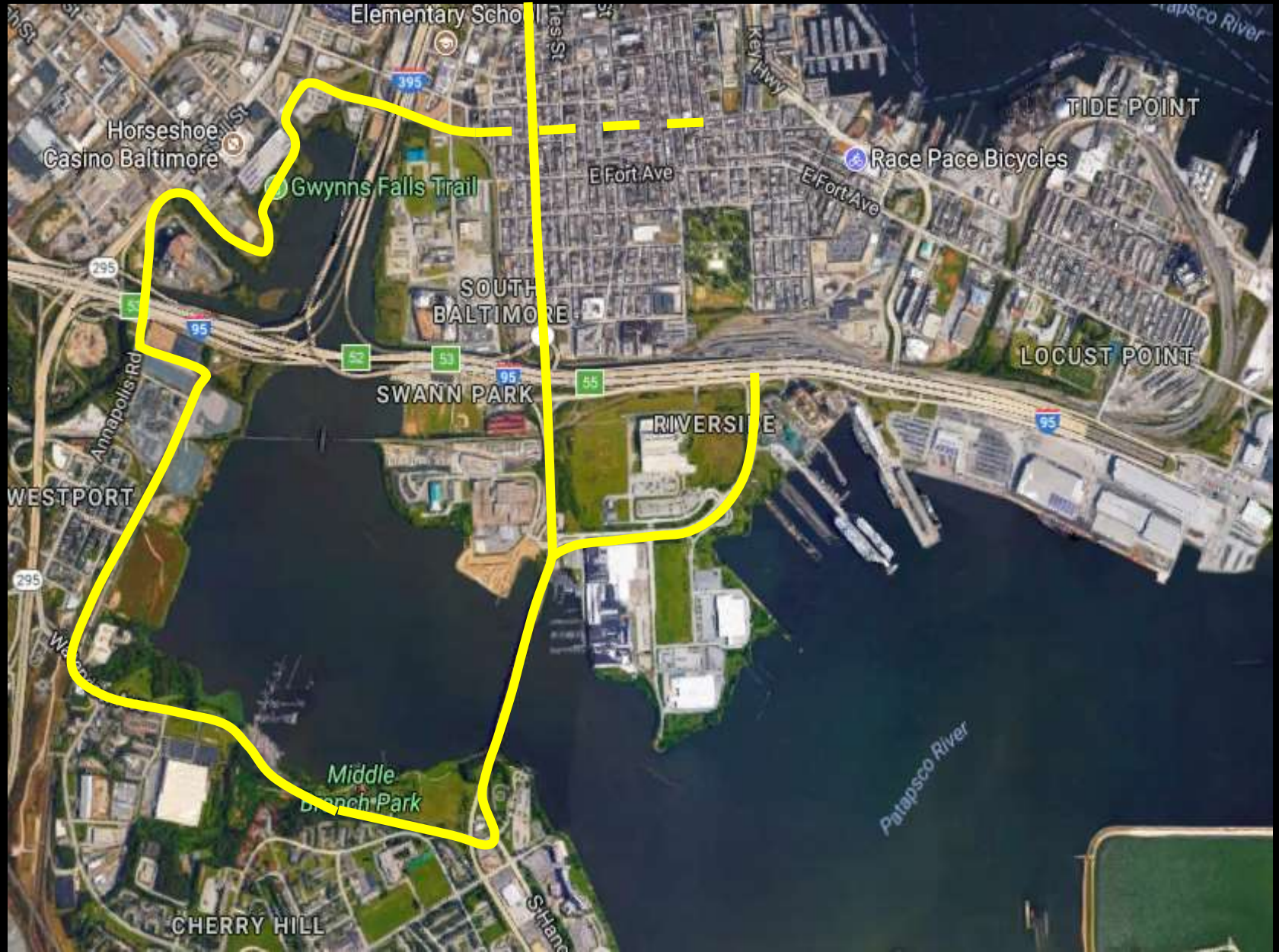
(photos: Graham Projects)

Druid Hill Farmers Market and pop-up Crosswalk



(photos: Graham Projects)

Middle Branch







Existing conditions



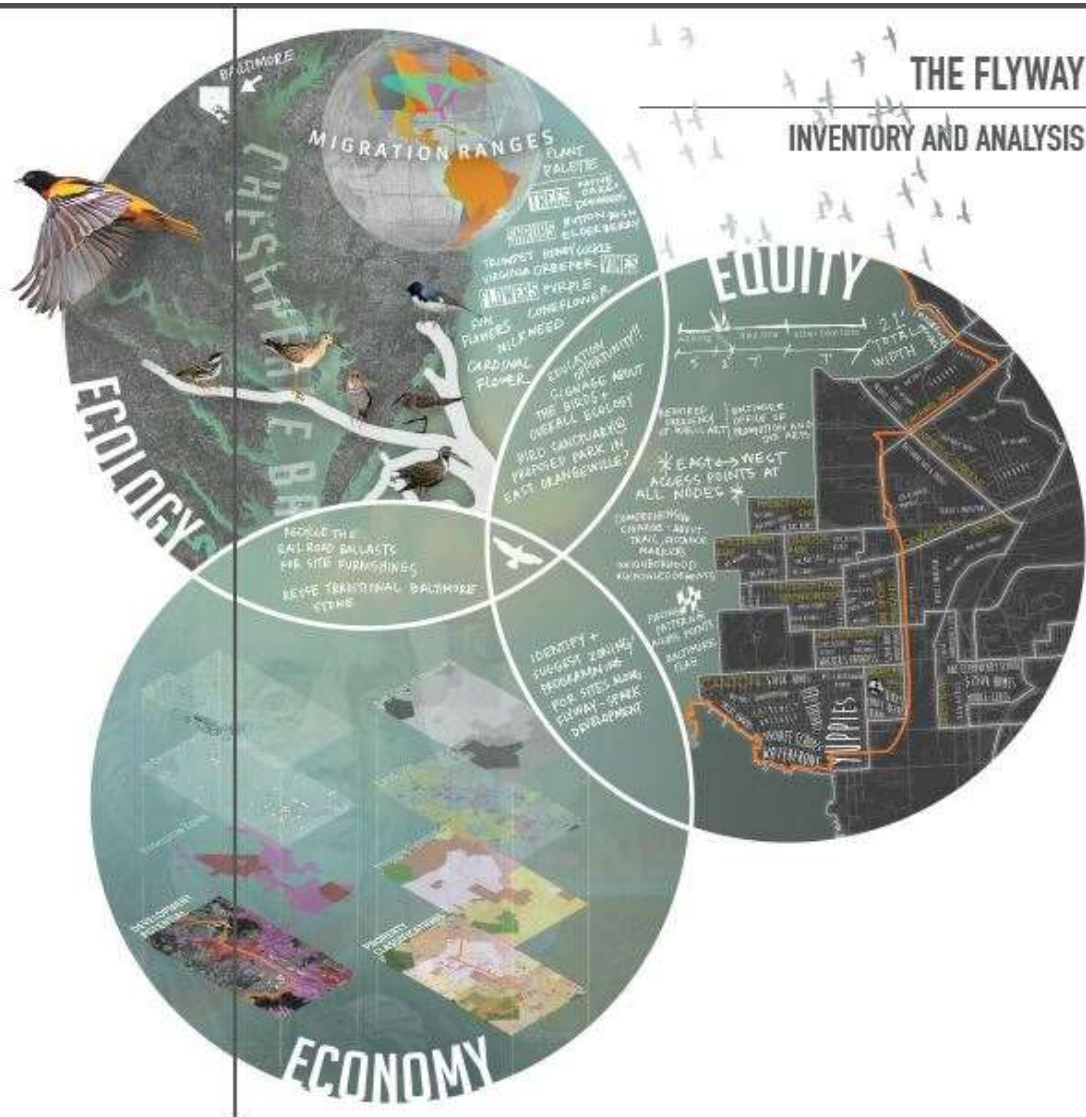
Proposed Trail on CSX Rail Trestle at Middle Branch Park

Highlandtown HighLine



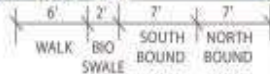
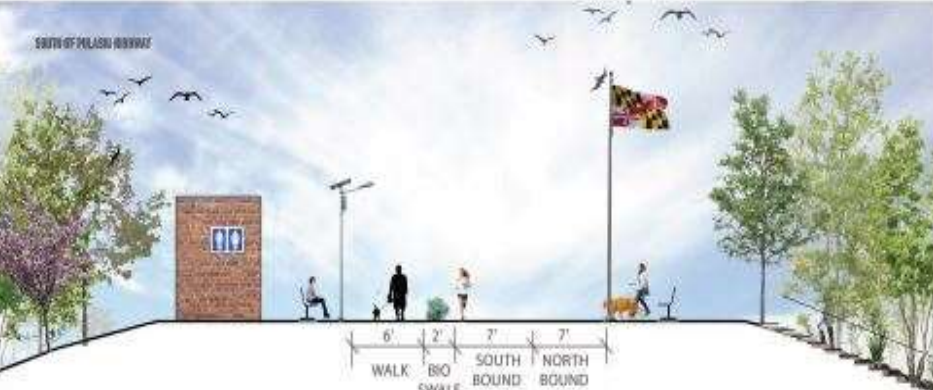
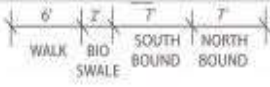






Concept Schemes for Southeast - Former Rail Line - Highlandtown







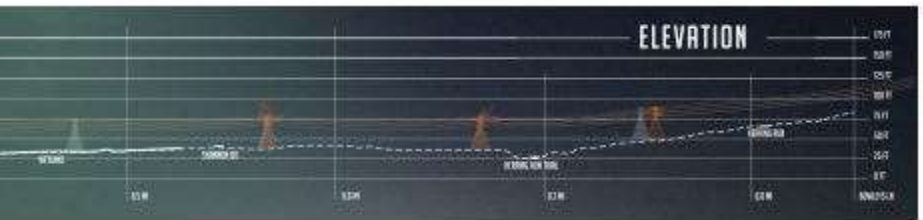
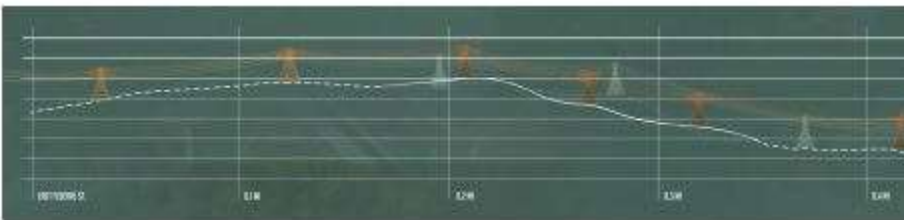
CONCEPT

This alternate corridor for a right-of-way (R.O.W.) owned by Baltimore Gas and Electric (BGE) is to be built parallel to the Flyway from the Herring Run Trail, an existing utility easement that runs through the area. The proposed corridor will be built parallel to the Herring Run Trail, an existing utility easement that runs through the area. The proposed corridor will be built parallel to the Herring Run Trail, an existing utility easement that runs through the area.

This proposed corridor will be built parallel to the Herring Run Trail, an existing utility easement that runs through the area. The proposed corridor will be built parallel to the Herring Run Trail, an existing utility easement that runs through the area.

BALTIMORE GAS AND ELECTRIC RIGHT OF WAY

THE FLYWAY



EXISTING

PROPOSED

ELEVATION



SITE SECTION 1

BREWER'S HILL BIO-REMEDIATION PARK

THE FLYWAY



SITE SECTION 2



The 606 - Chicago



Boston Greenway



Atlanta Beltline



TABLE 1

11th Street Bridge Park Strategies for Equitable Development

Workforce Development

Strategy 1: Construction-Phase Hiring

Create community workforce agreement to maximize the number of surrounding residents placed on construction jobs

Strategy 2: Post-Construction-Phase Hiring

Maximize hiring of surrounding residents for jobs on the Bridge Park when opened

Small Business Development

Strategy 1: Support and nurture a thriving network of small businesses that operate on the Bridge Park following construction

Establish kiosk-based food service on the Bridge Park

Identify businesses for Bridge Park services

Strategy 2: Leverage the 11th Street Bridge Park to build and sustain small businesses in the surrounding community

Build and sustain community of small businesses

Advocate for including small business tenants in developments near the Bridge Park

Support nearby social enterprise and workforce incubators

Strategy 3: Ensure that Bridge Park is deeply connected to business corridors on both sides of the Anacostia River

Improve connections between the Bridge Park and local businesses

Housing

Strategy 1: Collect, organize and disseminate resources and information regarding housing opportunities to residents in the Bridge Park impact area

Educate and inform residents of existing housing resources

Promote participation in DHCD's five-year consolidated plan rewrite

Support Welcome Home East of the River Homeownership Campaign

Strategy 2: Work with city agencies and nonprofits on strategies to preserve existing affordable housing (rental and ownership) and leverage existing public and private resources to build new affordable housing near the Bridge Park

Provide down payment assistance for Hunter Place SE property

Support Manna Housing's East of the River Home Buyers Club

Pursue creation of Community Land Trust

Support additional housing nonprofits

Strategy 3: Engage and participate in partnership with those in the housing community to support and advocate for policies that preserve existing affordable housing and spur the creation of new affordable units within the Bridge Park impact area

Partner with DCHA to ensure Build First model moves forward

Use the Bridge Park impact area as a pilot for DC Preservation Network's Affordable Housing Preservation Strategy

Partner with broader coalition to advocate for changes in DC's comprehensive plan

Partner with housing advocates to push for the District to continue its strong investment in housing

Note: DCHA = District of Columbia Housing Authority. DCHD = DC Department of Housing and Community Development.



jim@railstotrails.org

avery@railstotrails.org

Questions

- Is Baltimore ready for a “Greenway Trail”?
- How can we work with transit and transportation advocates?
- How do we ensure the project is equitable?
- What does the trail mean to you as a resident?