



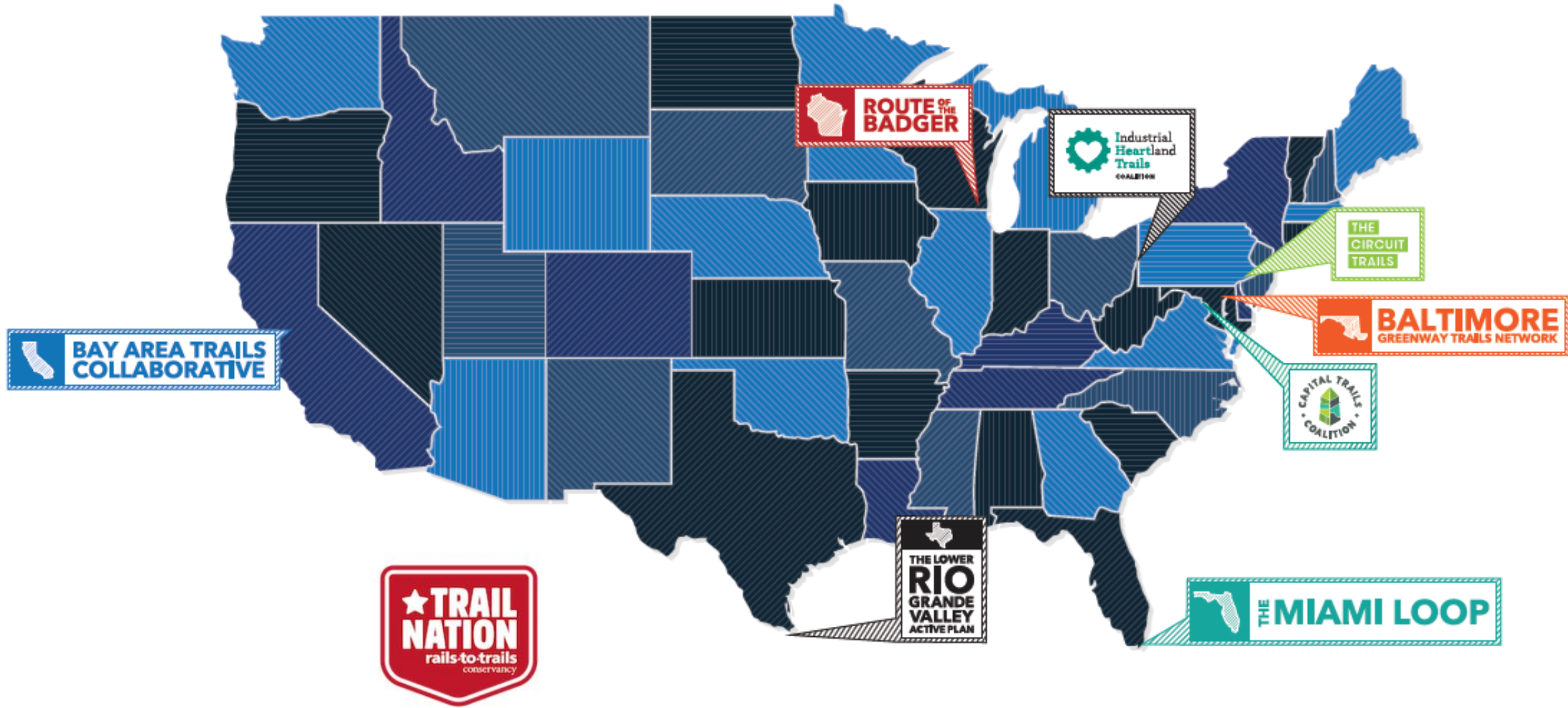
BALTIMORE

GREENWAY TRAILS NETWORK



rails-to-trails
conservancy







BALTIMORE
GREENWAY TRAILS NETWORK



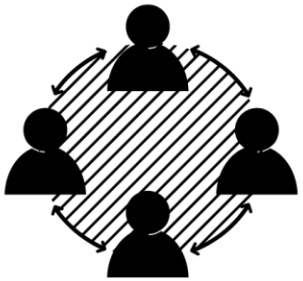
The Baltimore Greenway

A new standard for equitable development, transforming safe transportation, outdoor recreation options, and physical connections throughout Baltimore City.

- 35-mile world-class urban trail network
- Links neighborhoods, civic amenities, anchor institutions, outdoor resources



Outcomes



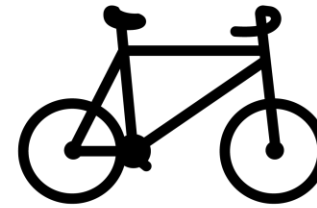
Promoting
Social Equity



Improving Health
and Wellness



Protecting the
Environment



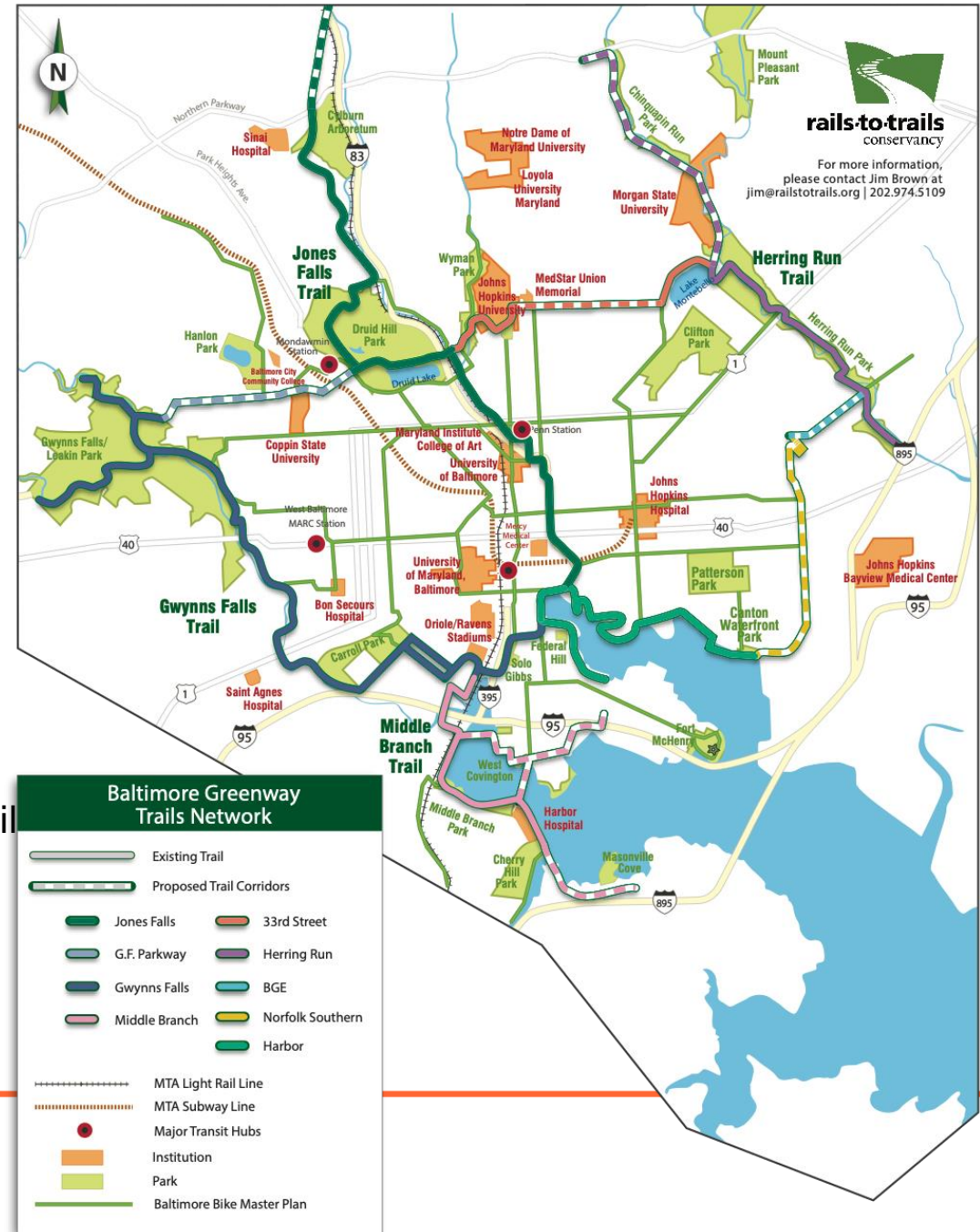
Creating Active
Transportation
Connections



Promoting Economic
Development

Progress Highlights:

- Coalition of 50+ organizations
- Endorsement from Mayor Scott as a priority to promoting equitable investment in Baltimore's neighborhoods
- 100+ neighborhood meetings
- Incorporated into Baltimore City Green Network Plan
- Part of GWP's Capital Region Blueprint for Regional Mobility
- Johns Hopkins University builds trail connection on 33rd Street
- Private sector commitments from 28 Walker Associates, Berg Corporation, Caves Valley Partners, BGE
- Key segment design on Boston Street, 33rd Street, Middle Branch and Gwynns Falls Parkway
- \$3.5m direct investment since 2016, including \$1.5m in Maryland State budget fy22
- \$13.2 member Designated project included in Congressional transportation bill
- Economic Impact Study (EY)



Baltimore Greenway Trails Coalition:

Launched in 2016, the Baltimore Greenway Trails Coalition is led by Rails-to-Trails Conservancy, and made up of over 50 active partner organizations, neighborhoods, anchor institutions, and public agencies



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
City of Baltimore Department of Housing
and Community Development
Baltimore City Office of Equity and Civil Rights
Baltimore Development Corporation
Mayor's Bicycle Advisory Commission

With Generous Support From:



Clayton Baker
Trust



Economic Impact of Urban Trail Networks

The **Atlanta BeltLine** has generated a direct economic impact of nearly \$4.6 billion dollars in private development as of the end of 2018. This is seven times greater than the total public and private investment of \$559 million to date invested in trail construction and private real estate.



Economic Impact of Urban Trail Networks

The **Laffite Greenway in New Orleans** has spurred more than \$100 million in public and private projects adjacent to the short 4-mile trail connecting downtown to City Park.

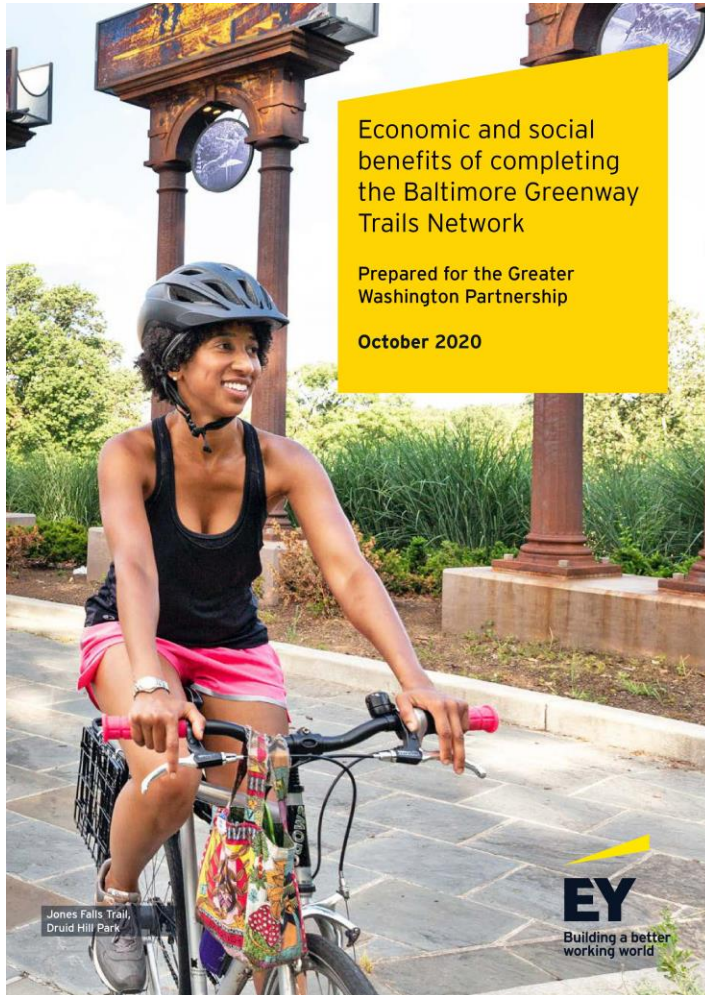


Economic Impact of Urban Trail Networks

The **Indy Cultural Trail** in downtown **Indianapolis** has led to more than \$1 Billion in new assessed property values within one block of the trail network. Additionally trail visitors spend on average \$53 dollars per day in local businesses along the trail.



Greenway Economic Impact Study



Summary of Results

Impact category	Impact
Financial costs	
Greenway expansion investment	\$28m
Economic benefits	
Trail construction	\$48m & 246 worker years
Aggregate residential property value increase	Up to \$314m
New biking/walking trips (annual)	Up to 6.9m
New public transportation trips (annual)	Up to 0.7m
Decline in vehicle miles traveled (annual)	Up to 6.6m
Local business activity (annual)	Up to \$113m & 1,163 worker years
Avoided health costs (annual)	Up to \$2.9m
Environmental impacts (annual, e.g., reduced emissions, tree planting, etc.)	Equivalent to 430 - 580 fewer cars/year



"Economic and Social Benefits of Completing The Baltimore Greenway Trail Network" :

http://www.greaterwashingtonpartnership.com/wp-content/uploads/2018/09/Baltimore-Greenway-Report_Final_Digital.pdf

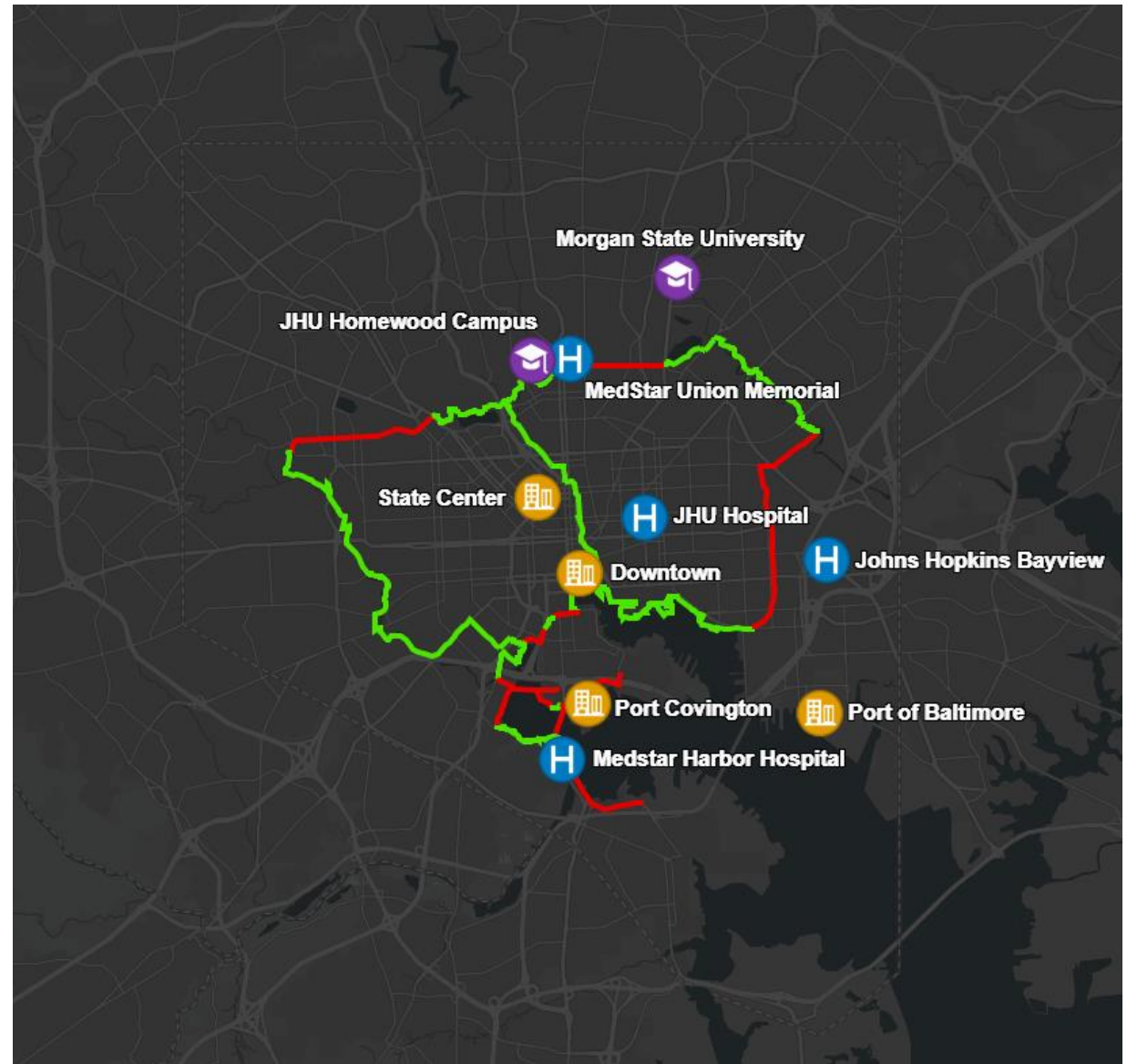


Other Impacts: Job Access

The Greenway directly touches 75+ neighborhoods and is ½ mile or less from more than 50% of Baltimore's neighborhoods

The Greenway connects to the City's largest job centers including:

- Downtown, Harbor East and Harbor Point
- State Center
- Johns Hopkins University
- Morgan State University
- MedStar Harbor Hospital
- MedStar Union Memorial
- Port Covington
- Port of Baltimore

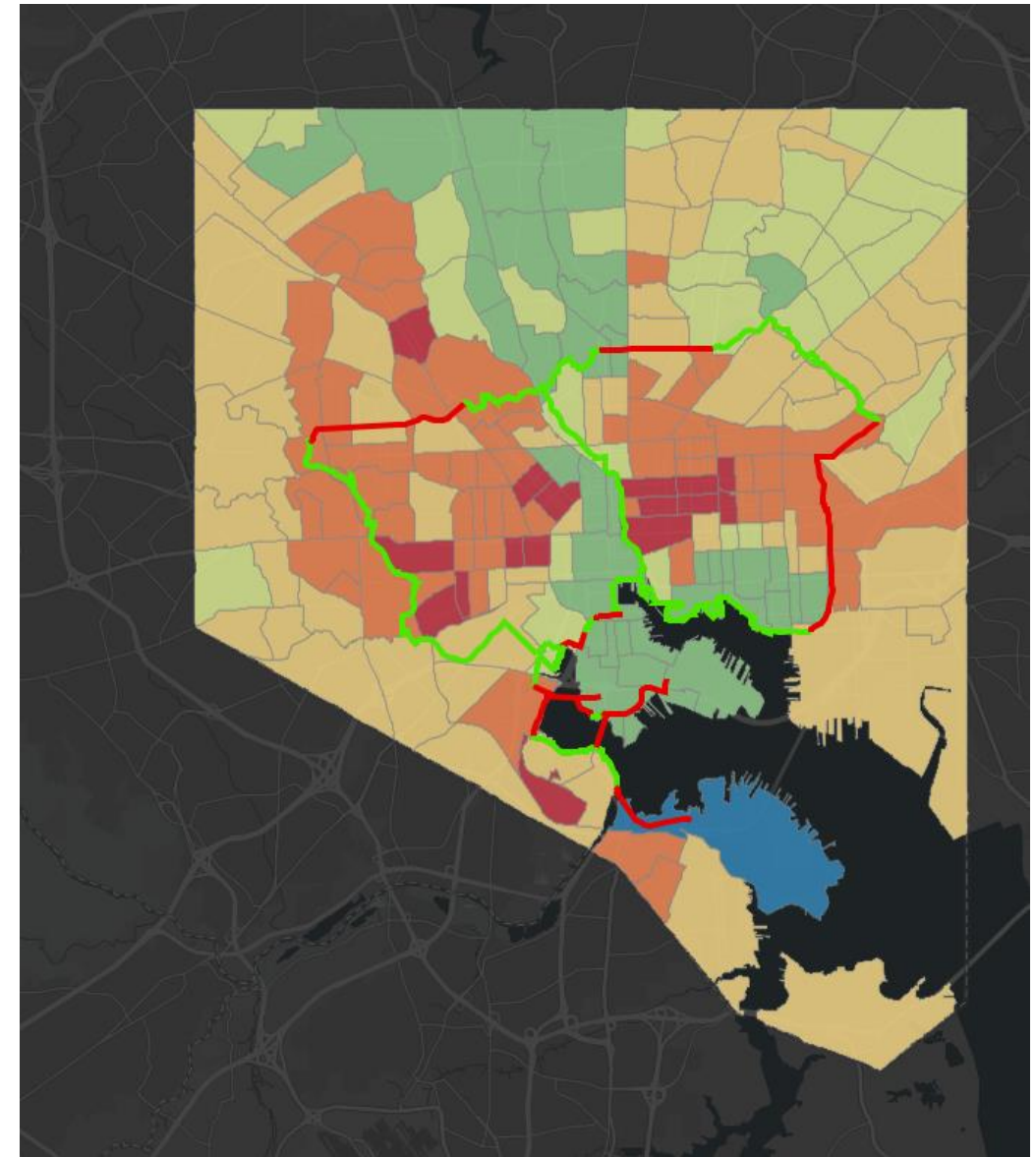
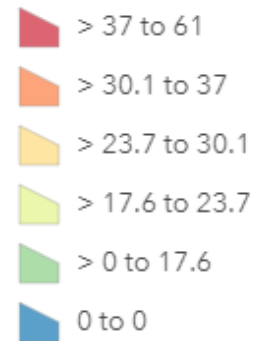


Other Impacts: Improved Health

- The Greenway will increase access to active transportation facilities and key recreation destinations.
- Active transportation options can help lower Baltimore's high rate of cardiovascular diseases and asthma.

Source: CDC and 500 Cities

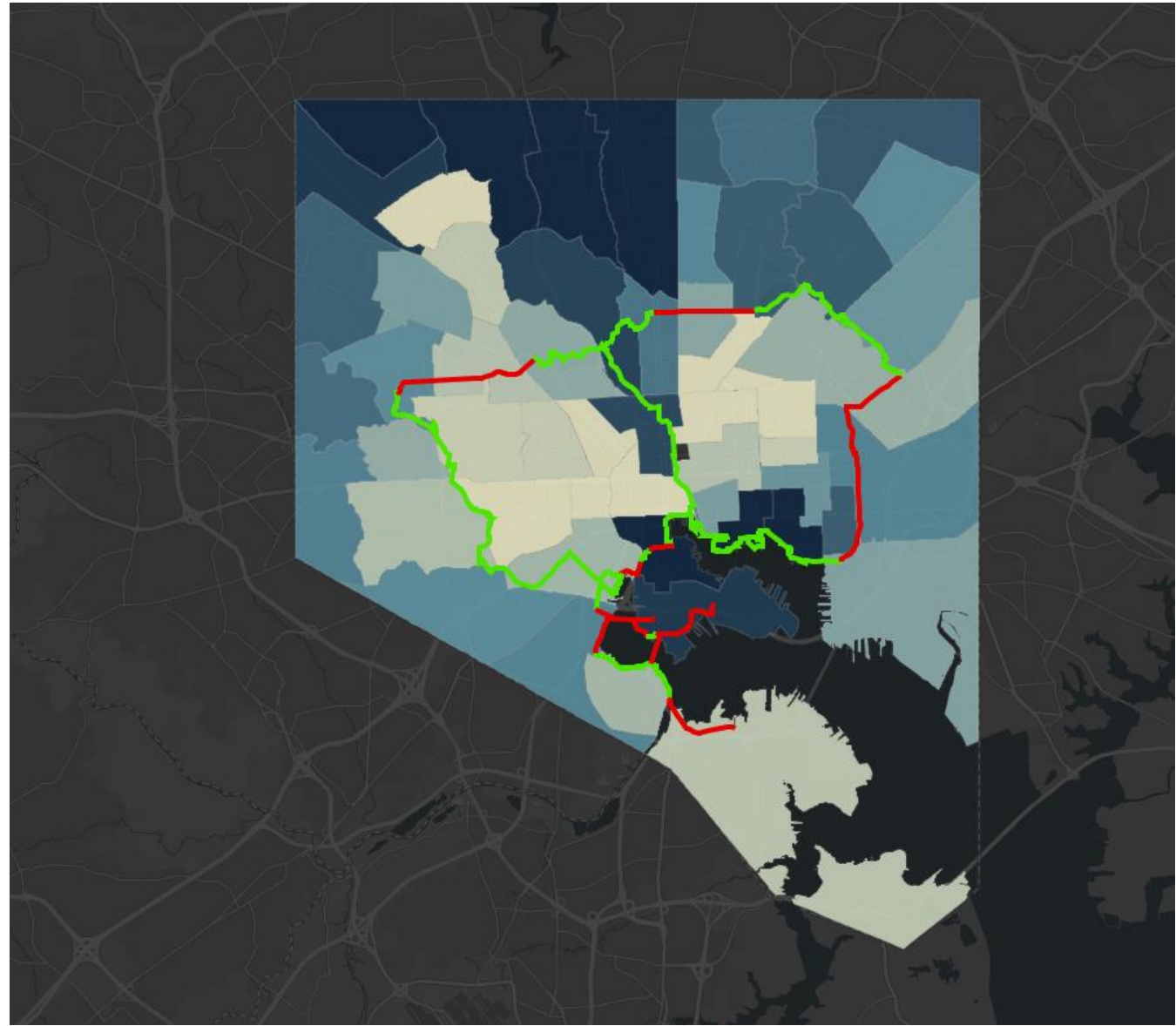
Low Physical Activity %



Other Impacts: Improved Equity

- The Greenway serves a diverse range of communities and neighborhoods.
- The Greenway will connect neighborhoods of low opportunity (low property values, low incomes, low vehicle access and severe public health impacts) to neighborhoods of high opportunity.
- The Greenway will enable connection to the regional trail network, ultimately connecting Baltimore City to the County, Annapolis, Columbia, BWI and destinations in between.

Areas in dark blue have a life expectancy of 78+. Areas in white have a life expectancy of 68 or less. (Data: Jacob France Institute 2017)



Northern Corridors: Gwynns Falls Parkway & E 33rd Street

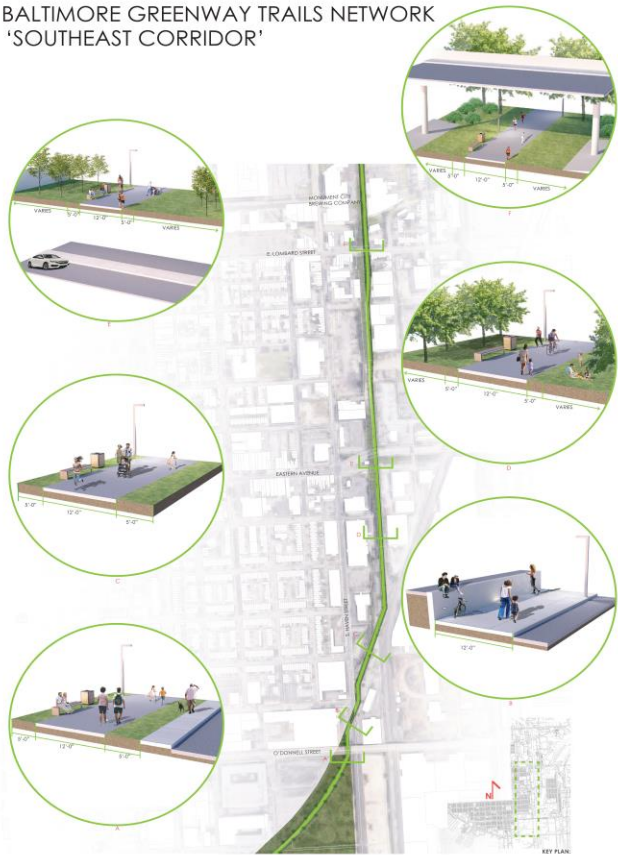
What: Proposed trails along Gwynns Falls Parkway & E 33rd Street
Funding: MDOT Bikeways Grants and Baltimore City
Status: Early planning





Eastern Segments: Norfolk Southern Rail Corridor

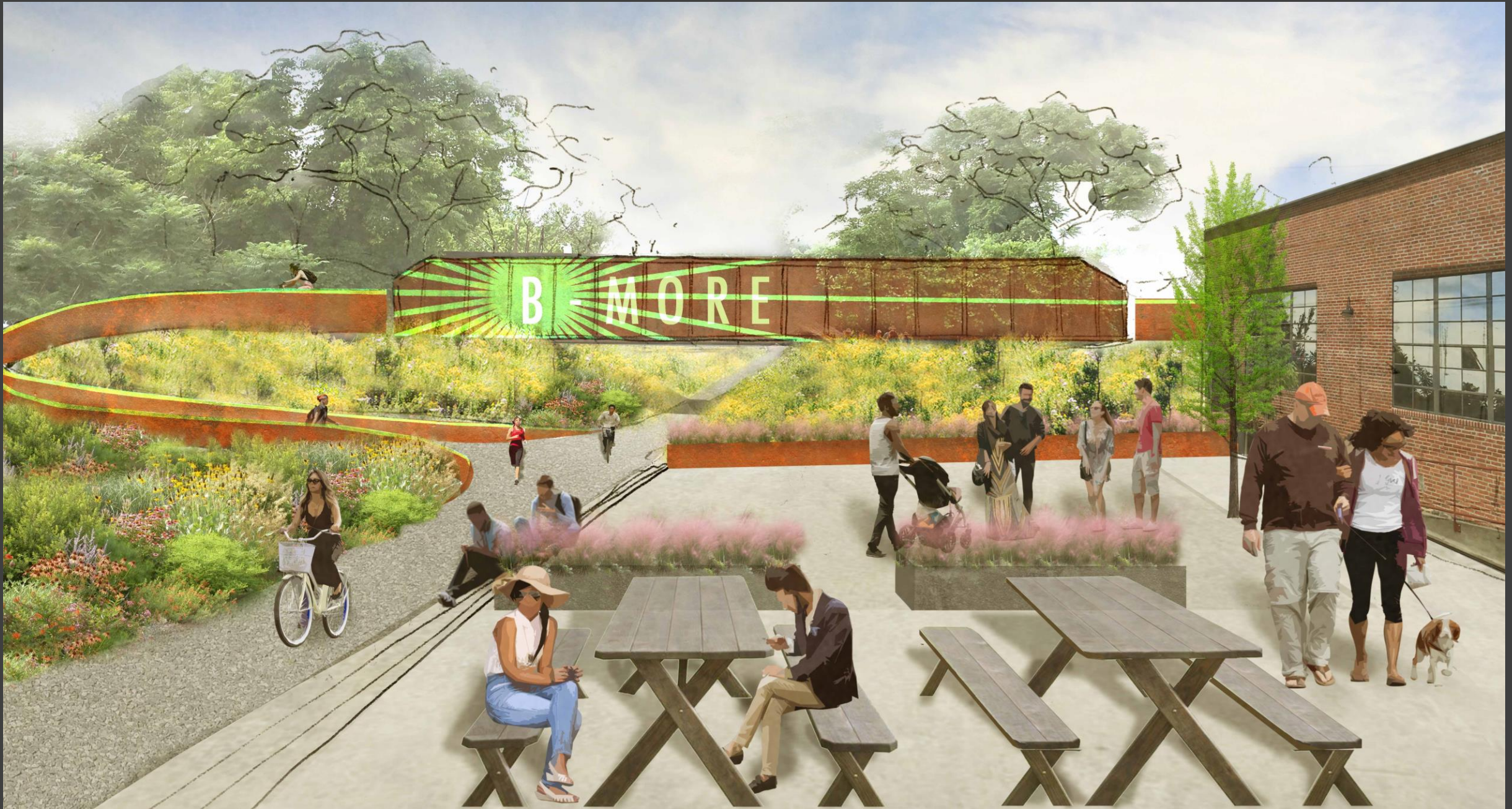
What: Rail-Trail along unused Norfolk Southern ROW
Funding: TBD
Next Steps: Baltimore City acquires property, timing TBD





BALTIMORE

GREENWAY TRAILS NETWORK





July 22

Filling the Gaps: Private Sector Trail Construction



Top Golf:



Collective at Canton:



Eastern Segments: BGE Utility Corridor

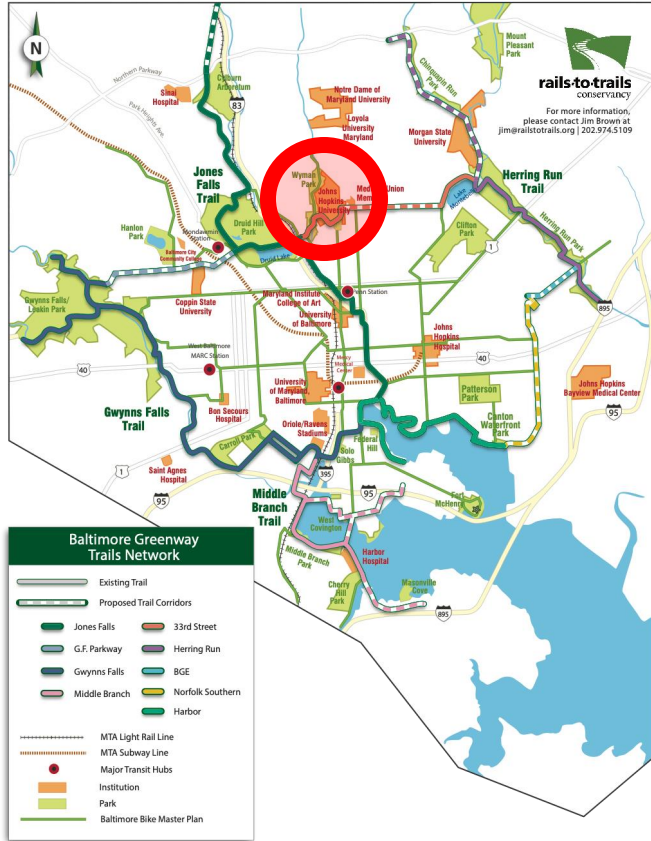
What: BGE leadership is supportive of using utility corridor for the trail segment

Funding: TBD

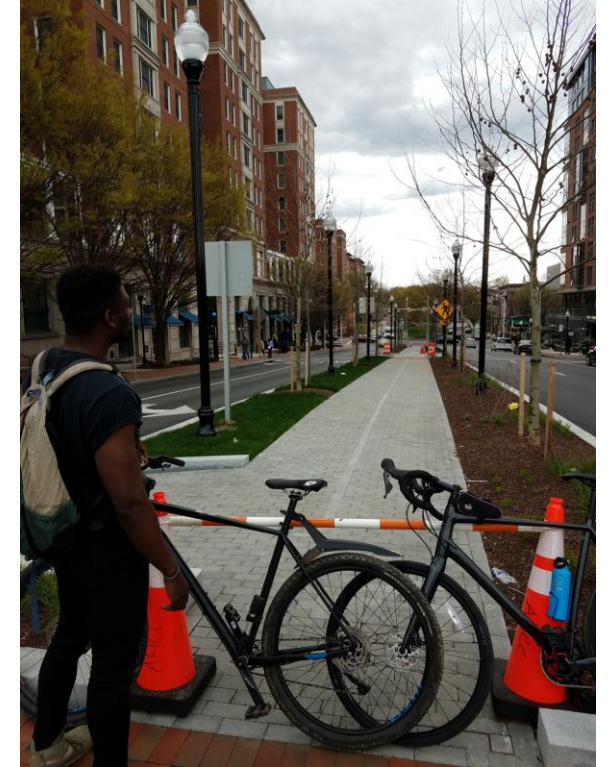
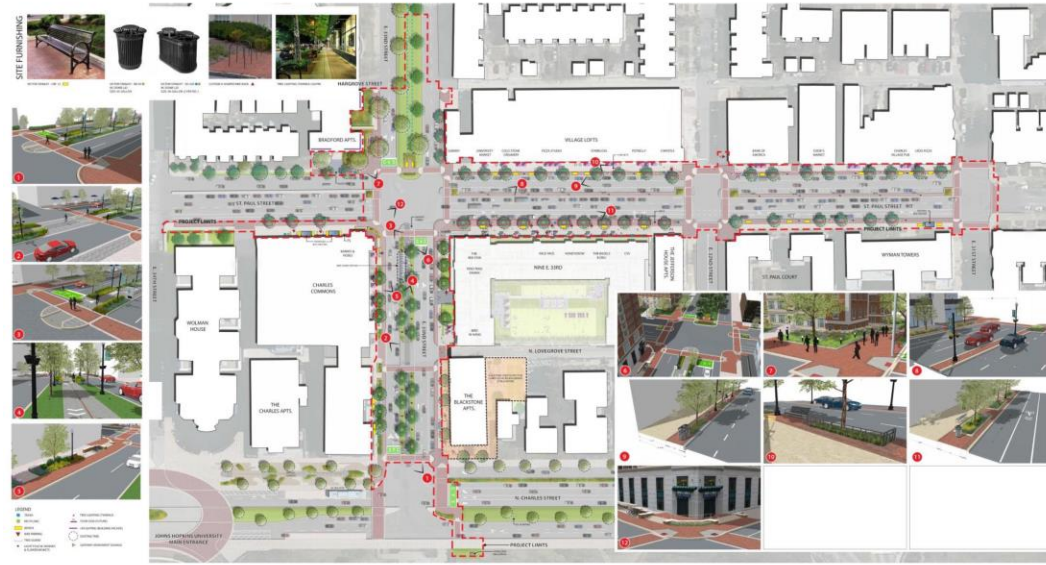
Next Step: City and BGE working towards site access. Preliminary design is complete



Filling the Gaps: Private Sector Trail Construction



Johns Hopkins University:



Southern Segments: Middle Branch Connection



What: Connect Middle Branch to Inner Harbor

Funding: Transportation Alternatives 2018 Design Grant

Next Steps: City working with state to approve contracts to comment planning project and RTC working with South Baltimore neighborhoods



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SHARP & STOCKHOLM STREETS

The Baltimore Greenway can be created on Sharp and Stockholm Streets by removing a row of on-street parking. This park-like setting will connect Solo Gibbs Park and the Gwynns Falls Trail at Ridgely's Cove.

TooleDesignGroup





WESTPORT WATERFRONT SHARED-USE PATH

As the Westport waterfront property develops, creating a shared-use path through the site will be included. The shared-use path traverses the Westport waterfront between Clare Street and Middle Branch Park. This shared-use path provides a safer, more relaxing alternative route to the current Gwynns Falls Trail alignment on Kroman Street.



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Filling the Gaps: Private Sector Trail Construction

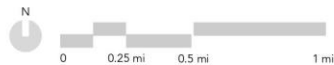


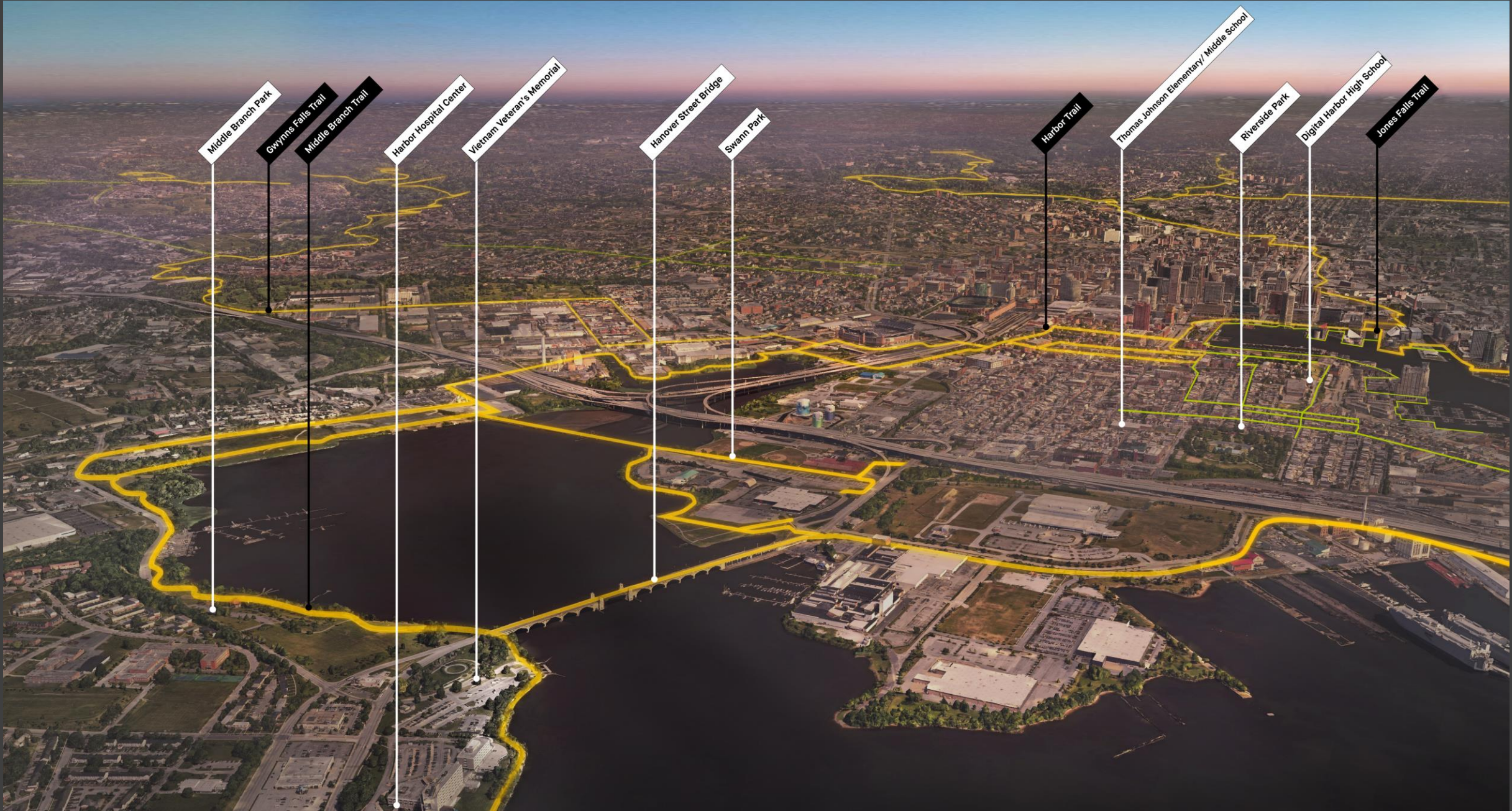
Middle Branch Redevelopment

Projects in Motion Access & Connections

1. Proposed Trail Connection (Inner Harbor to Entertainment)
2. GFT - Warner and Stockholm Enhancements
3. GFT - Connection behind Casino
4. GFT - Extension along River
5. GFT - Westport Waterfront
6. Connection to Light Rail
7. MBT - Trail Improvements around Harbor Hospital
8. MBT - Trail Extension to MB Wellness + Fitness Center
9. Trail on New Rec Pier
10. Frankfurst Ave/ Masonville Cove Trail Extension
11. Brooklyn/ BWI Trail Extension
12. Patapsco Heritage Greenway
13. MTA Patapsco Light Rail Bridges
14. Swing Bridge Restoration
15. Hanover Street Bridge Improvements

- Existing trail / connection
- Trail/ Access project in motion
- Bridge/ Connection project in motion





2021-2023 Next Steps

- Key Network Planning
- Equitable Development Strategy and Implementation Plan
- Communications and Branding Campaign

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